

BELLEVUE IN MOTION APPENDICES



APPENDIX A- RELATED PLANS, POLICIES, AND DOCUMENTS REVIEW





Herbert, Rowland & Grubic, Inc.
220 West Kensinger Drive, Suite 100
Cranberry Township, PA 16066
724.779.4777
www.hrg-inc.com

BELLEVUE BOROUGH ACTIVE TRANSPORTATION PLAN

RELATED PLANS, POLICIES, AND DOCUMENTS REVIEW

INTRODUCTION

The following is an assessment of existing plans, programs, and policies adopted by or applicable to Bellevue Borough. The purpose of this review is to identify existing active transportation planning efforts for potential coordination opportunities and to assess existing policies based on the degree to which they support active transportation efforts. High-level recommendations have been made based on the findings of this review, which will be expanded on in the final Bellevue Borough Active Transportation Plan.

LIST OF DOCUMENTS REVIEWED

Local

- Together At Our Best - Joint Comprehensive Plan for the Borough of Avalon, Bellevue, Ben Avon, and Ben Avon Heights (2017)
- Borough of Bellevue Borough Parks Master Plan (2016)
- Avalon-Bellevue-Ben Avon Joint Zoning Ordinance (2009)
- Other relevant Bellevue Ordinances

Regional

- QVCOG Route 65 Corridor Study & Strategic Design Guide (2022)
- SPC SmartMoves for a Changing Region: Long Range Transportation Plan & Transportation Improvement Program (2023)
- SPC 2025-2028 Transportation Improvement Program
- SPC Regional Active Transportation Plan (2019)
- SPC Regional Transportation Demand Management (TDM) Action Plan (2019)
- Complete Streets Policy for Southwestern Pennsylvania (2024)
- PRT NEXTransit Plan (2024); PRT Proposed Service Cuts (2025)
- Friend of the Riverfront Three Rivers Heritage Trail Economic Study (2024)

County

- Allegheny Places: The Allegheny County Comprehensive Plan (2008)
- Active Allegheny (2010)
- Live Well Allegheny (ongoing)

State

- PennDOT 2045 Long-Range Transportation Plan (LRTP)
- PennDOT Active Transportation Plan (2019)

LOCAL DOCUMENTS AND POLICIES

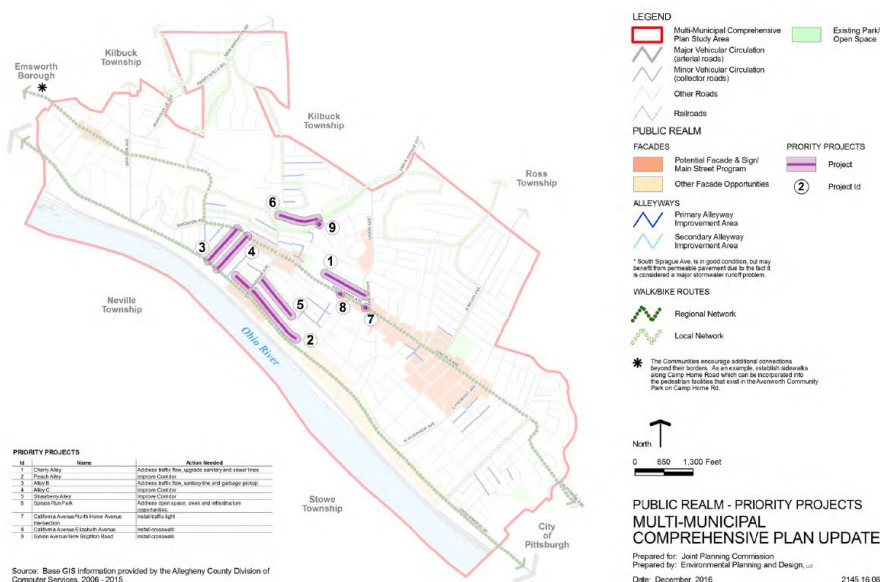
Together At Our Best - Joint Comprehensive Plan for the Borough of Avalon, Bellevue, Ben Avon, and Ben Avon Heights (2017)

Adopted in 2017, this multi-municipal comprehensive plan is based on five foundations:

1. **Livable Built Environment:** Promote multi-modal transportation, mixed land use, and infill development to enhance quality of life.
2. **Harmony with Nature:** Protect and restore natural habitats, adopt green infrastructure, and encourage sustainable practices.
3. **Resilient Economy:** Support business growth, local assets, and infrastructure alignment for fiscal sustainability.
4. **Healthy Community:** Improve public health through recreation, food access, and safe neighborhoods.
5. **Responsible Regionalism:** Foster collaboration among boroughs for housing, green infrastructure, and transportation improvements.

In addition to highlighting the promotion of multi-modal transportation, the plan also includes a specific goal to, “Promote a locally and regionally significant integrated transportation network for motorized vehicles, non-motorized vehicles and pedestrians.” This is supported by “Key Joint Actions,” which include, the advancement of both “mass transportation enhancements,” and “North Boroughs Greenlink and community bike routes,” which highlights connections to Bellevue Memorial Park and Northgate High School and playing fields.

Overall, *Together At Our Best* highlights goals and actions critical to the advancement of active transportation in the Borough and the surrounding municipalities. Other goals and actions included in the plan generally support active transportation as well, like the promotion of in-fill development and advancement of public health efforts. Many of the goals of this plan have yet to be fully realized, and the Borough should maintain these goals and objectives as they look to update this plan in the near future.



This map includes proposed walking and biking routes that will be considered when developing the implementation plan for the Active Transportation Plan.

Borough of Bellevue Borough Parks Master Plan (2016)

The Borough's Parks Master Plan focuses on the existing condition of Bellevue's three parks and recommends improvements within them. Despite being location specific, this plan recommends the construction of additional trails within the parks, which should be considered for coordination with sidewalk extensions to ensure safe access to parks and recreation facilities.

The Tri-Borough Communities Joint Zoning Ordinance (2009)

As part of the Tri-Borough Joint Planning Commission, Bellevue shares a zoning ordinance with Avalon and Ben Avon. Overall, this ordinance allows for dimensional standards and zoning categories that help to promote the land use patterns needed to maintain the Borough's existing high-density character and support active transportation modes. The ordinance includes medium and high-density residential districts, as well as mixed-use and neighborhood commercial zones, all of which have minimal setback requirements. By promoting this higher density and mixed zoning districts, the ordinance supports land use patterns that keep origins and destinations close together, making active transportation trips more feasible. The ordinance also prohibits signage from blocking or excessively overhanging sidewalks, helping to minimize obstacles and requires mobile home parks to construct sidewalks on both sides of the street. In general, this ordinance helps to advance active transportation goals, and these elements should be maintained in any future updates.

Other Relevant Bellevue Ordinances

Ordinance 14-02: Tree Protection

Adopted to help ensure the maintenance and preservation of shade trees and other plantings, this ordinance effectively promotes the preservation of trees, which help to provide a sense of place; shade and cooling for non-motorized roadway users; and can help create natural traffic calming by making roadways appear narrower. This ordinance also highlights critical planting and maintenance requirements, like not planting trees within three feet of the sidewalk to help prevent heaving caused by tree roots.

Chapter 235 Streets and Sidewalks

Chapter 235 of the Borough's Code of Ordinances regulates streets and sidewalks. This chapter indicates that sidewalk maintenance and repair is the responsibility of the adjacent property owner and dictates construction standards. The construction standards were adopted in 1980 and should be updated to be consistent with current Americans with Disabilities Act (ADA) requirements, considering minimum widths, regulated cross slopes and running slopes, etc., although width requirements dictated by the current ordinance are compliant and actually exceed standards. Consideration should also be given to creating a sidewalk program that would help offset the cost of sidewalk repairs and replacements for property owners, which may help to promote overall improvements in sidewalk condition. Revisions to the ordinance should also provide for appropriate use of repairs over required replacement, to help reduce costs. Chapter 235 also mandates the removal of snow from sidewalks by the adjacent property owner.

REGIONAL DOCUMENTS AND POLICIES

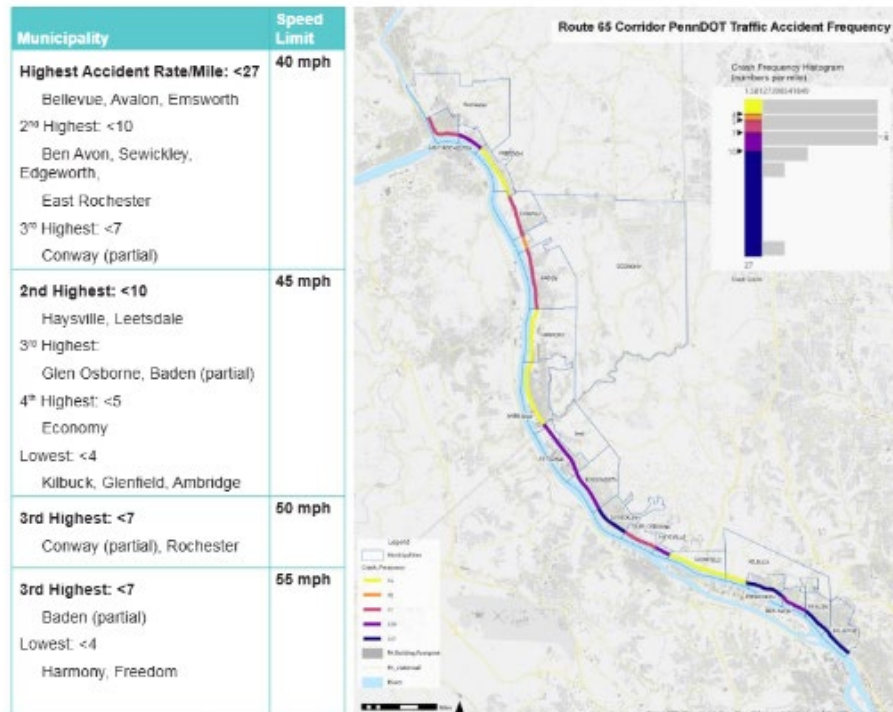
QVCOG Route 65 Corridor Study & Strategic Design Guide (2022)

This study examines the Route 65/Ohio River Boulevard Corridor from Bellevue to Rochester, providing preliminary recommendations to improve the corridor in terms of design, transportation, and economic opportunities. The report outlines the common problem of regional highways serving as important economic centers, providing many of the goods and services for the community, but feeling physically disconnected from the community due to poor design and the demand to serve regional mobility, instead of the surrounding community. The Strategic Design Guide proposes a “design-centric approach,” to resolving these issues while prioritizing safety, flow, and aesthetic concerns along the Corridor.

The Strategic Design Guide reviews trends along the corridor, identifying needs and challenges. The map below depicts accidents/mile along the Corridor, identifying Bellevue’s portion of Route 65 as having one of the highest crash rates. The Guide also identifies physical and economic typologies. Bellevue is identified as a “parallel” physical typology, meaning that while Route 65 has been developed for auto-oriented businesses where buildings are larger and commuter-oriented, Bellevue also has an established Main Street, in this case Lincoln Avenue, with established local businesses serving the neighborhood. Bellevue’s economic typology was identified as, “bedroom-commuter,” which describes a suburban community, with primarily residential land uses, within commuting distance of the City.

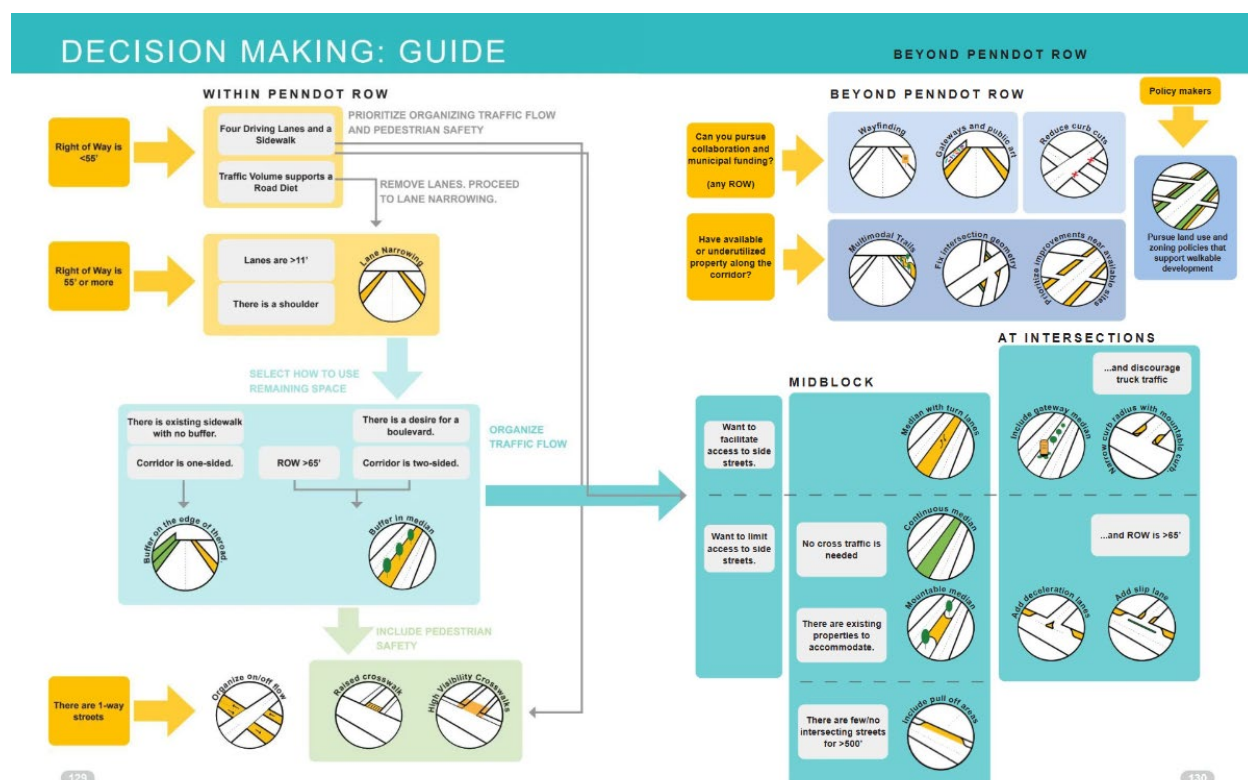
PennDOT Crash Frequency by Numbers/Mile Per Year

Highest (<27), 2nd Highest (<10), 3rd Highest (<7), 4th Highest (<5), Lowest (<4)



Based on the regional review of the Corridor, and case studies performed in Emsworth and Ambridge, a Corridor Design Toolbox was developed to help establish standard tools that may be utilized to make improvements across the corridor. The Toolbox provides guidance for narrowing travel lanes, adding a green median, straightening intersections, reducing curb cuts, distributing directional access (managing access from

local streets), narrowing intersections, creating pocketed turns, enhancing gateways, designating pedestrian space, supporting economic growth, considering a road diet, incorporating complete streets, access management, intersection design, and truck route planning. The guide provides a flow chart to assist with the implementation of the Toolbox, which can be seen in the image on the following page.



	Minimum width	Maximum width
Drive lane		11'
Sidewalk	6'	
Median	6'	
Median with trees	8'	
Median with turn pockets	10'	
Turn lane	10'	
Planted buffer at side of road	3'	
Planted buffer at side of road with trees	5'	
Pull off area	10'	
Crosswalk	6'	
One-way slip lane	9'	
Bike Lane	6'	

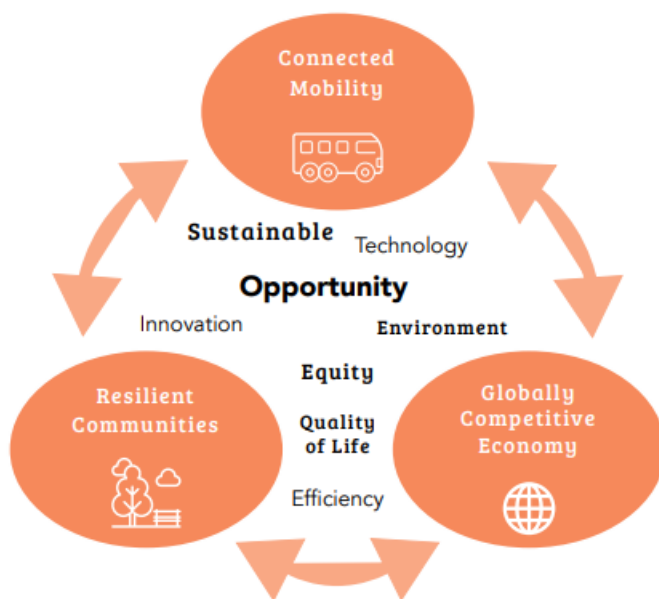
The Guidelines recommend specific design standards to be considered across the regional corridor. Consistency not only improves aesthetics but also helps all users to operate safely and more easily anticipate each other's presence and movements. Some standards can be seen in the image to the left, including standard sidewalk width of six feet and a *maximum* drive lane width of eleven feet to help reduce travel speed. These standards are consistent with NACTO and AASHTO guidelines.

Finally, the Guidelines provide recommendations for regional governance and inter-municipal coordination, identifying local powers like land use administration, Complete Streets policy adoption, enforcement, etc., versus the need for regional collaboration and coordination. The Guidelines also identify potential funding sources and administrative means for regional coordination. Overall, any improvements to the Route 65 Corridor should be done in coordination with these guidelines and with consideration for regional collaboration.

SPC SmartMoves for a Changing Region: Long Range Transportation Plan & Transportation Improvement Program (2023)

The Southwestern Pennsylvania Commission (SPC) is the Metropolitan Planning Organization (MPO) for the ten county region of Southwestern Pennsylvania. As the area MPO, SPC is required to develop a long-range transportation plan. SmartMoves was adopted in 2023, establishing the vision, goals, strategies, and potential implementation partners for the region's transportation network. The plan establishes three goals:

- **Connected Mobility:** A world-class, safe and well maintained, integrated transportation system that provides multimodal mobility for all.
 - **Themes**
 - Mobility for All: Equity Keeps Us Whole
 - High Tech Mobility: Connected and Autonomous Vehicles
 - Funding and Financing: Sustainable Funding
 - Prioritize and Streamline: Faster Project Development and Delivery
- **Sustainable and Resilient Communities:** The revitalization of our communities will make us a magnet for new investment. Intensive investments in connectivity, walkable neighborhoods, and green infrastructure will attract business and residents to newer and older communities alike.
 - **Themes**
 - Resilient Communities: Elevate Community
 - Tackle Climate Change, Air, and Water: The Earth Sustains Us
- **Globally Competitive Economy:** Strategic infrastructure investments and workforce training will make the region recognized as a global leader in technology and innovation.
 - **Themes**
 - Grow, Train, and Retrain: Workforce for Change
 - Prioritize, Improve, and Support: Infrastructure Supports Us
 - Partner and Deploy Technology Advances Us



The Plan highlights active transportation and improved mobility as a core element for achieving the larger goals and themes. Coordination with this regional plan can help to facilitate larger connectivity and help contribute to goals that will extend beyond Bellevue. Coordination with this larger regional plan's goals may also facilitate future funding opportunities as coordination is often viewed favorably by funding entities.

SPC 2025-2028 Transportation Improvement Program

The Transportation Improvement Program, or TIP, is a regionally agreed upon list of priority projects, managed by SPC, as the area MPO. There is only one project in Bellevue on the current TIP and it is the resurfacing of Route 65/ Ohio River Boulevard.

SPC Regional Active Transportation Plan (2019)

The regional active transportation plan is currently being updated. However, the 2019 Plan still provides relevant resources and opportunities for coordination. This Plan creates a regional vision for active transportation that should be coordinated with not only to implement best management practices in Bellevue, but also to ensure consistency throughout the regional network. The Plan's goals and objectives can be seen in the image below. Four objectives were also established for the Plan- Strengthen Communities, Improve Transportation Safety and Security, Enhance Multimodal Accessibility and Connectivity, and Improve Public Health and Enhance the Environment. It is important to note that these objectives incorporate elements beyond the development of active transportation infrastructure, looking

Policy Goals	Active Transportation Plan Goals	at the broad benefits of active transportation to improve overall quality of life and create high quality, physically and financially healthy communities. The Bellevue Active Transportation Plan should coordinate with these diverse goals and objectives to ensure they facilitate the complete benefit of active transportation in the Borough.
<ul style="list-style-type: none">• Revitalization and redevelopment of existing communities is a priority.• Transportation and development choices will prioritize safe and secure multimodal and intermodal networks for people and goods.• The region's infrastructure system will be designed to protect and enhance public health and the environment.	<p>To achieve these policy goals, four broad active transportation goals have been established:</p> <ul style="list-style-type: none">• Strengthen communities.• Improve transportation safety and security.• Enhance multimodal accessibility and connectivity.• Protect and enhance public health and the environment.	

In addition to establishing regional policy and active transportation planning goals and objectives, the Active Transportation Plan also outlines Federal Highway Administration (FHWA) guidance for active transportation planning and active transportation facility types. Being consistent with the guidance provided in the regional plan will create a more cohesive and safer overall network.

The Allegheny County Active Transportation Profile for the updated Regional Active Transportation Plan was also reviewed. This profile documents existing resources throughout the County and reveals valuable trends in transportation and planning throughout the County. While much of this information is valuable to this planning effort, specific trends for Bellevue have been reviewed as part of the Existing Conditions report, as Allegheny County data is skewed by the City of Pittsburgh, which functions differently even compared to an adjacent suburb like Bellevue.

SPC Regional Transportation Demand Management (TDM) Action Plan (2019)



The Transportation Demand Management (TDM) Action Plan focuses on the demand aspects of active transportation planning. While plans often focus on the supply of infrastructure, TDM focuses on expanding multi-modal opportunities in the network and providing mode choice. The image to the left shows the TDM vision and desired outcomes for the Action Plan. To implement this overall vision, the Plan provides guidance for integrating travel demand into the planning and project development process. Specific recommendations are provided for integrating TDM into local planning efforts, like emphasizing neighborhood-level initiatives as the starting place for larger programs, supporting the implementation of Safet Routes to School programs, and facilitating the use of context sensitive street design at the municipal level. The plan also provides guidance on performance measures to

implement as part of TDM planning processes. Overall, the TDM Action Plan can provide transportation planning guidance that addresses demand for multi-modal connectivity, beyond the development of new infrastructure, and should be coordinated with moving forward.

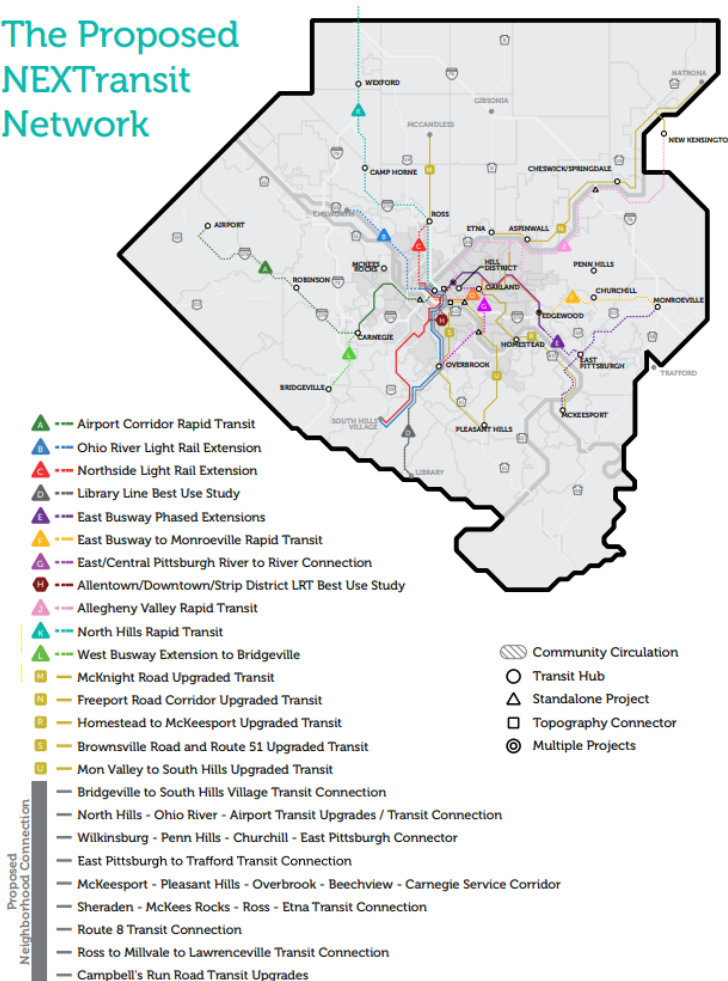
Complete Streets Policy for Southwestern Pennsylvania (2024)

In general, Complete Streets refers to an approach to transportation planning, policy, and design that considers safe access for all users, including pedestrians, bicyclists, transit riders, and motorists. Adopted by SPC's Board in October of 2024, the Complete Streets Policy for Southwestern Pennsylvania shows SPC's commitment to advancing a safer transportation system for all users. The Policy applies to all policies seeking funding through SPC-administered competitive funding programs, which include Congestion Mitigation + Air Quality Improvement Program (CMAQ), Carbon Reduction Program (CRP), Transportation Alternatives Set-Aside (TASA), and Smart Transportation for Livable Communities (STLC). Coordination with this policy is important not only for the direct benefit of improving transportation safety for all users but also when pursuing implementation funding. Bellevue should also consider adopting its own Complete Streets Policy that identifies more specific priorities and guidelines for the community.

PRT NEXTransit Plan (2021); PRT Proposed Service Cuts (2025)

NEXTransit is Pittsburgh Regional Transit's (PRT) long-range transportation plan, with a twenty-five year horizon. The Plan was adopted in 2021, with additional community engagement for route redesigns initiated in 2024. The Plan includes a proposed network, shown in the image below, which includes the addition of the Ohio River Light Rail Extension through Bellevue.

The Proposed NEXTransit Network



In addition to proposing additional transit routes and facilities, the Plan understands the importance of connecting riders to transit opportunities. The “Sidewalk Quality and Access Program,” was identified as a top priority in the plan, understanding that most transit riders walk to bus stops, so sidewalks need to be present and maintained for transit to be a feasible mode of transportation. Therefore, PRT identified that they should partner with local municipalities to form a sidewalk construction program.

In 2024, PRT kicked off a bus route redesign plan in coordination with NEXTransit. The redesign proposed updates that could benefit transit connectivity in the Bellevue area. However, that redesign and service expansion is on hold due to current funding cuts.

On March 20, 2025, PRT released a press release stating, “With state funding no longer able to meet the

needs of Pennsylvania's second-largest transit agency, Pittsburgh Regional Transit (PRT) today announced a 35% service cut that would go into effect in February 2026.” This cut would result in changes to forty bus routes, completely eliminating the Silver Line, and impacting nineteen municipalities. Given the current state of transit funding, it will likely be more difficult to explore increasing transit service, bus stop infrastructure, and other connectivity improvements in Bellevue in partnership with PRT. However, this should still be a long-term goal that should be revisited based on the status of transit funding in the region.

Friend of the Riverfront Three Rivers Heritage Trail Economic Study (2024)

This study identifies the economic, health, and community impacts of the Three Rivers Heritage Trail. The Three Rivers Heritage Trail is a 33-mile multi-use riverfront trail system that runs along the Allegheny, Monongahela, and Ohio rivers, providing access to Pittsburgh's central business district, neighborhoods, municipalities, shopping, venues, and local attractions. The Three Rivers Heritage Trail is also the final segments of the Great Allegheny Passage and the Erie to Pittsburgh Trail. The Trail currently ends southeast of Bellevue, but is frequently utilized by many Bellevue residents, and a direct connection would greatly increase safe walking and biking connections to the City.

The Economic Study identifies the economic impact of the trail to be, "\$22.4 million in direct annual economic impact from local spending on consumable goods, overnight stays, and purchased durable goods." The trail and supporting businesses create employment for the area, and indirect economic benefits spread even further. Additionally, the report documents the mental and physical health benefits for using the trail, pointing out that, "53% of trail users report the amount of time they spend exercising has increased since they started using the trail." These benefits should be an important motivator when considering a connection between the Three Rivers Heritage Trail and Bellevue.



COUNTY

Allegheny Places: The Allegheny County Comprehensive Plan (2008)

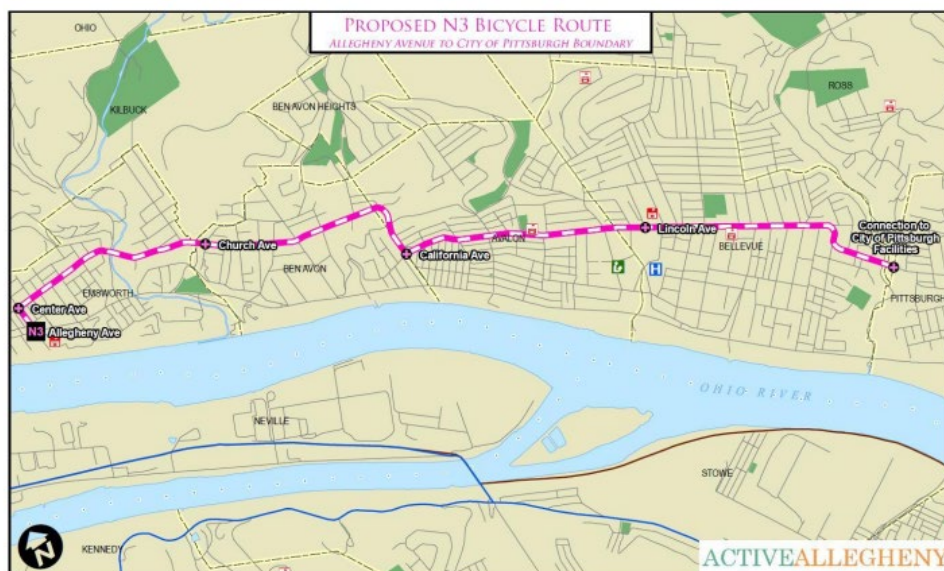
Allegheny Places, the County's Comprehensive Plan, is currently being updated. Until that is complete, the current plan can be used for guidance and county-level coordination. The Plan establishes twelve topical areas- land use, historic and cultural resources, housing, parks and open space, resource extraction, agriculture, community facilities, transportation, utilities, environmental resources, and energy conservation. The transportation section is divided into roadways and bridges; public transit; bicycle and pedestrian; airports; rail freight; and waterways, as well as highlighting the relationship of transportation and the future land use map.

The creation of the County's future land use map identifies places for development, focusing on existing transportation corridors and the ability to provide multi-modal accessibility through focused development. The Plan also identifies the following transit, and bicycle and pedestrian related, goals and objectives.

Public Transit	Bicycle and Pedestrian
<p>KEY CHALLENGES</p> <p>In developing the Transportation Plan, the Transportation Resource Panel helped to identify these key challenges:</p> <ul style="list-style-type: none"> ■ Difficult circulation in and around Oakland ■ Lack of direct fixed guideway connection between Downtown and Oakland ■ Lack of direct fixed guideway transit connection between Downtown Pittsburgh and the Airport ■ Critical need for transit expansion and maintenance in the urban core ■ Public and political attitudes toward transit ■ Missing intermodal connections ■ Lack of efficient system to meet current county needs and population levels ■ Transit farebox doesn't pay for operating expenses <p>GOAL OF THE PLAN</p> <p>An excellent multi-modal transportation network – integrated with the Future Land Use Plan – that:</p> <ul style="list-style-type: none"> ■ Connects people to jobs and schools ■ Supports mobility of existing communities ■ Provides efficient access to proposed development, and ■ Encourages multi-modal connectivity. <p>OBJECTIVES OF THE PLAN</p> <p>The objectives of the Bicycle and Pedestrian portion of the Transportation Plan are to:</p> <ol style="list-style-type: none"> Provide Integrated, 'Active' Transportation Alternatives Including Bikeways, Sidewalks and Transit. Coordinate transportation systems and modes to increase mobility. Connect Pittsburgh International Airport to Downtown, Oakland and major population centers via a rapid transit system. Improve transit into and around Oakland. Use efficient and creative funding strategies such as public/private partnerships, privatization, and leveraging current and future assets. 	<p>KEY CHALLENGES</p> <ul style="list-style-type: none"> ■ Unsafe and unattractive places to wait for transit ■ Lack of available, safe bicycle parking facilities ■ Lack of a bicycle route signage program ■ Lack of continuous sidewalk network in new developments ■ Consistently incorporating bicycle and pedestrian facilities into road, bridge, and transit projects ■ Lack of public access to riverfronts <p>GOAL OF THE PLAN</p> <p>An excellent multi-modal transportation network – integrated with the Future Land Use Plan – that:</p> <ul style="list-style-type: none"> ■ Connects people to jobs and schools ■ Supports mobility of existing communities ■ Provides efficient access to proposed development, and ■ Encourages multi-modal connectivity. <p>OBJECTIVES OF THE PLAN</p> <p>The objectives of the Bicycle and Pedestrian portion of the Transportation Plan are to:</p> <ol style="list-style-type: none"> Provide Integrated, 'Active' Transportation Alternatives Including Bikeways, Sidewalks and Transit. Coordinate transportation systems and modes to increase mobility.

Active Allegheny (2010)

Active Allegheny is a “comprehensive commuter bicycle and pedestrian transportation plan,” for the County. Bellevue participated in the creation of the plan. In addition to reenforcing many of the standard active transportation goals, like improving mobility and accessibility for all modes, Active Allegheny highlights specific areas for improvements and future connections. An economic growth area was identified in the southeast portion of the Borough based on Allegheny Places, which is defined as, “identified as proposed and targeted development areas.” Additionally, as part of the “system of improvements,” the proposed North Bicycle Routes would connect through Bellevue, along Lincoln Avenue, which can be seen in the image below.



At the time that this connection was identified, cross section information was also reviewed and is provided in the tables below.

Cross Sectional Information

Allegheny Ave → Center Ave	
SPC Rating	Above Average
Roadway Type	Local
Typical Pavement Width	N/A
Parking	Yes, both sides
AADT	1,500
Roadway Ownership	Local
Municipality	Edgeworth

Center Ave → Church Ave	
SPC Rating	Above Average
Roadway Type	Local
Typical Pavement Width	N/A
Parking	Yes, both sides
AADT	1,500
Roadway Ownership	Local
Municipality	Edgeworth/Ben Avon

Church Ave → California Ave	
SPC Rating	Above Average
Roadway Type	Local
Typical Pavement Width	36'
Parking	Yes, intermittent
AADT	15,000
Roadway Ownership	Local
Municipality	Ben Avon

California Ave → Lincoln Ave	
SPC Rating	Above Average
Roadway Type	Local
Typical Pavement Width	N/A
Parking	Yes, both sides
AADT	15,000
Roadway Ownership	Local
Municipality	Avalon/Bellevue

Lincoln Ave → City of Pittsburgh	
SPC Rating	N/A
Roadway Type	Local
Typical Pavement Width	N/A
Parking	Yes, both sides
AADT	15,000
Roadway Ownership	Local
Municipality	Bellevue

Live Well Allegheny (ongoing)

Led by the Allegheny County Health Department, *Live Well Allegheny* was originally launched in January of 2014 to highlight, “the importance of increasing physical activity and healthy eating, and of taking a proactive approach to health.” Today, the program incorporates mental wellness, personal safety, community preparedness, and efforts to improve overall quality of life, in addition to physical health. Bellevue is one of many communities that joined this program. Through Resolution No. 16-16, adopted in 2016, the Borough officially adopted goals of the *Live Well Allegheny* campaign, including:

- Promote participation in a voluntary wellness campaign for the community’s employees.
- 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 indoor and outdoor wellness trails accessible to residents of all abilities
- Develop walking maps; measure the distances mapped and encourage residents to meet goals
- Offer incentives for employees who walk or bike to work
- Encourage multi-modal transportation of residents by providing facilities or policies that encourage walking and bike riding
- Ask your vending machine company to add healthy foods, and work with the company to post calories and nutrient contents and amounts for the foods offered
- 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 of physical activity, nutrition, stress

These goals directly correspond with the overarching purpose of the Active Transportation Plan and should be maintained and supported moving forward.

STATE

PennDOT 2045 Long-Range Transportation Plan (LRTP)

Coordination with statewide planning goals and efforts can be important for gaining support and funding. Like SPC, the State develops an LRTP to provide high-level guidance for transportation planning and improvements in the Commonwealth. PennDOT’s LRTP identifies the following strategic directions:

- **Safety:** Enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania’s transportation system.
 - **Goal:** Enhance safety and security for both motorized and non-motorized modes of transportation throughout Pennsylvania’s transportation system.
- **Mobility:** Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.
 - **Goal:** Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.
- **Equity:** Improve transportation access and equity throughout Pennsylvania.
 - **Goal:** Improve transportation access and equity throughout Pennsylvania
- **Resilience:** Strengthen Pennsylvania transportation resilience to climate change and other risks and reduce the environmental impacts associated with transportation improvements.
 - **Goal:** Strengthen Pennsylvania transportation's resilience to climate change and other risks and reduce transportation's environmental impacts.
- **Performance:** Improve the condition and performance of transportation assets.

- **Goal:** Improve the condition and performance of transportation assets
- **Resources:** Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.
- **Goal:** Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.

Active transportation and public transportation, including passenger rail, are also highlighted in the plan, identifying key trends, needs, and implementation processes related to active modes. Walking and public transportation were also identified by the public as transportation priorities. Overall, PennDOT's plan incorporates considerations for active modes and incorporates the potential for increased walking, biking, and transit to contribute to overarching transportation goals in the State. However, changes in federal priorities may impact future state-level planning efforts, so current priorities will need to be considered at the time of implementation and funding applications.

PennDOT Active Transportation Plan (2019)

PennDOT's Active Transportation Plan is referenced heavily throughout the State LRTP and provides more detailed guidance on specific planning goals and efforts. The Plan identifies the six themes shown in the image below, highlighting their critical connection to successful active transportation planning.



ENHANCE SAFETY

See page 50 for more details

Improve safety for non-motorized users.



PROVIDE TRANSPORTATION EQUITY

See page 56 for more details

Provide opportunities for people of all ages, abilities, races, ethnicities, and incomes in urban, suburban, and rural areas across Pennsylvania to bicycle or walk.



CONNECT WALKING & BICYCLING NETWORKS

See page 60 for more details

Provide a complete pedestrian and bicycling network that reliably and easily connects users of all ages and abilities to destinations and other transportation modes.



LEVERAGE PARTNERSHIPS

See page 64 for more details

Work actively and collaboratively with federal, state, regional, local, and private partners to support walking and bicycling.



IMPROVE PUBLIC HEALTH

See page 70 for more details

Provide active living environments with safe, connected, accessible facilities along with programs that influence public health by encouraging walking and bicycling.



INCREASE ECONOMIC MOBILITY

See page 74 for more details

Maximize economic competitiveness through walking and bicycling networks that improve people's abilities to access jobs, businesses, and other destinations, and to attract visitors and tourists, new residents, and new businesses to Pennsylvania.

CONCLUSIONS

Coordination with existing efforts is an important part of the planning process. The policies, goals, and related projects summarized in this report will help to inform recommendations and implementation for the Bellevue Borough Active Transportation Plan. Additionally, it will be important to continue to be aware of surrounding regional, state, and federal active transportation and related planning efforts. Additional plans and projects, like the Allegheny County Safety Action Plan, Allegheny County: Road Bicycle and Pedestrian Facility Assessment, the County's Comprehensive Plan, the updated SPC Active Transportation Plan, and many other efforts are currently underway and the results of those efforts should be considered prior to implementation to ensure successful coordination.

APPENDIX B- PUBLIC ENGAGEMENT RESULTS REPORT



PUBLIC ENGAGEMENT RESULTS



Bellevue Borough Active Transportation Plan

Bellevue Borough
Allegheny County, Pennsylvania



Bellevue Borough
Allegheny County, Pennsylvania

INTRODUCTION

- During the first few months of the Bellevue Borough Active Transportation Plan planning process, several engagement opportunities were made available to the public, including:
 - The Community Survey (November 7 through December 31, 2024)
 - Web Comment Mapping Tool (November 7 through December 31, 2024)
 - The Student Survey (November 2024)
 - Public Open House (November 20, 2024)
 - Online Engagement Exercises (December 5, 2024 through January 16, 2024)
 - Public Open House #2 (March 13, 2025)
- A summary of the surveys can be found in their respective reports.
- The following report summarizes the results of both Public Open Houses' engagement activities, Online Engagement Exercises, Web Comment Mapping Tool, and Combined Mapping Results.

Public Open House Activity Results

- A Public Open House Meeting was advertised and held on the evening of Wednesday, November 20, 2024.
- Approximately seventeen (17) members of the public attended the meeting.
- The meeting consisted of the following agenda:
 - Introductory Presentation, providing the public with an overview of the Active Transportation Plan, its purpose, and progress made to date.
 - Open Comment Period, allowing the public to provide open-ended feedback and questions.
 - In-Person Engagement Exercises:
 - Dream Box
 - Information Boards
 - Mapping



Public Open House Activity Results

DREAM BOX EXERCISE

- The Dream Box is a visioning exercise that allows respondents to, “dream big.” Participants were able to write their dreams for the future of active transportation in the Borough on notecards and place them in the box.
- 32 comments were received in the in-person Dream Box.
- The word cloud to the right shows the common responses. The complete set of responses can be found in the list on the following page.



Public Open House Activity Results

- Would love a trail to connect from town to Memorial Park! Kids have to walk on the narrow shoulder of the road to get to the pool/park over the summer...
- A street car line would be awesome!!
- I wish our sidewalks- especially on Lincoln Ave. were smooth.
- I wish people wouldn't drive so crazy fast down our street- N. Harrison
- I wish our sidewalks, parking lots and commercial roofs were energy collectors.
- I would like to have better access to Giant Eagle on the east side of Bellevue.
- I would like more clear signage or lights that would give walkers the right of way on Lincoln Ave.
- Connection to Heritage Trail/ Three Rivers...not really a biker but maybe I would be!
- All red light- no turn on red at Starr and Lincoln *Major concern*
- Landscaping between street and sidewalk. Strongtowns social medias has great examples. Brighton Heights implemented great traffic calming measures- maybe inspiration. Landscaping between sidewalk and strip mall (across from Kuhns).
- Also by the Cogo's people drive in and out at all angles, hard to cross/walk anywhere there because it is the whole corner.
- MORE TREES
- I wish I could bike comfortably down Rte 65 or the Ohio River into town.
- I wish our sidewalks were better illuminated and has much less trash and weeds.
- I wish walking along Rte 65 felt less like walking on the interstate.
- I wish we had many more trees, but not invasive, trashy ones.
- Sidewalk infrastructure on Brighton Rd to the Giant Eagle in Brighton Heights
- Pedestrian call buttons that make the lights change sooner- specifically Fremont and Lincoln.
- A crosswalk from N Harrison to CVS across Lincoln.
- Fix all sidewalks.
- Riverview and 65 intersection- roundabout?
- Mini roundabouts throughout Boro.
- Continuous sidewalks at intersections similar to the Netherlands. There's one in Oakland on Bigelow.
- Traffic calming on Lincoln near Thai Tamarind.
- I wish I could walk to Memorial Park.
- Easier access to Three Rivers Trail
- Access to Bellevue Memorial Park.
- More defined bike route for Lincoln.
- Safe road/path to Memorial Park.
- Control speed on all of Lincoln- police presence?
- Make Family Dollar a movie theater again.
- Raised crosswalks at stop signs and stop lights.

Public Open House Activity Results

INFORMATION BOARDS

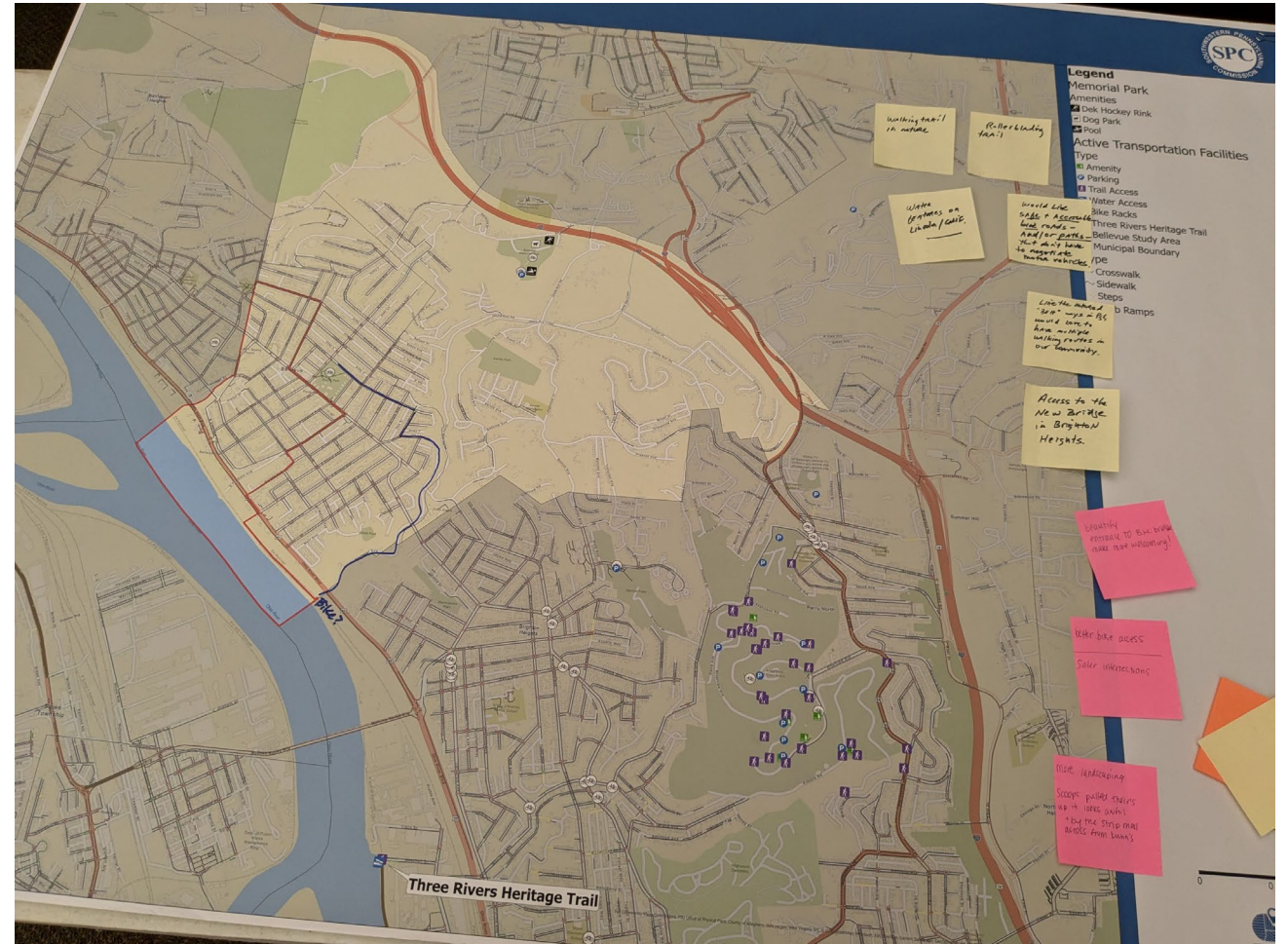
- The Information Boards highlighted existing conditions data collected to date and allowed participants to review and comment on the information.
- Boards were prepared showing the following information:
 - Active Transportation Plan Study Area
 - Reported Crashes, 2018 to 2023
 - Pittsburgh Regional Transit (PRT) Routes and Stops
 - Community Destinations
 - Existing Bicycle and Pedestrian Facilities
- The table to the right summarizes the comments received.

Table	Comment
Study Area	No Comments
Reported Crashes	No Comments
PRT Routes and Stops	The bus stop at the intersection of Lincoln Ave. and N. Fremont Ave. lacks cover and the benches are too close to the roadway to feel comfortable
Community Destinations	Marked Kuhn's Market
Existing Bicycle and Pedestrian Facilities	The public stairs connecting Summit Ave. to Forest Ave. are broken and the handrails were damaged.

Public Open House Activity Results

MAPPING EXERCISE

- The Mapping Exercise allowed participants to mark areas of concern, desired walking and biking routes, etc. on the map.
- Twenty-one (21) comments were received during the in-person mapping.
- The comments received are included in the Combined Mapping Results, following the Web Comment Mapping Tool Results later in this document. The comments are divided by category and the Comment Number corresponds with the map.



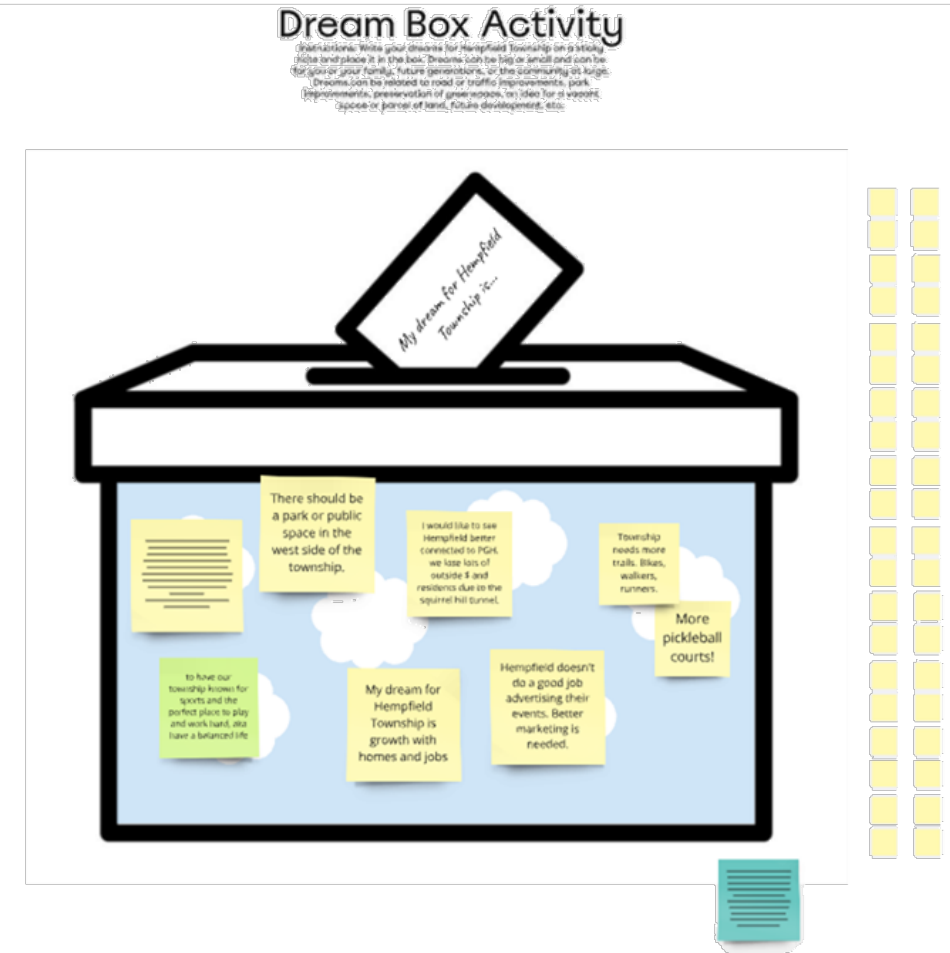
Online Engagement Exercises Results

- Following the Public Open House, digital versions of the in-person engagement activities were created to allow more members of the public to participate.
- The Web Mapping Comment Tool was still available during this time and replicated the in-person Mapping Exercise from the meeting.
- The Dream Box and Information Boards were replicated online and made available through the Bona Fide Bellevue website.
- The results of the online exercises are summarized on the following pages.

Online Engagement Exercises Results

ONLINE DREAM BOX

- The following six (6) comments were received in the Online Dream Box:
 - You don't need a car to travel in and around Bellevue.
 - An extension of the T or a bus rapid transit line between Bellevue and downtown.
 - Bellevue Borough is connected to the Three Rivers Heritage Trail System by an off-street route that's comfortable for people of all ages and abilities.
 - A more comfortable walking experience on Lincoln Ave so I can safely push a stroller.
 - We have "free-range" kids that can bike and walk to the community pool at Memorial Park and/or safely get other destinations in town.
 - Better bike sharing markings on Lincoln and Balph.



Online Engagement Exercises Results

ONLINE INFORMATION BOARDS

- The same five boards provided during the Open House were provided as images online.
- The table to the right summarizes the four (4) comments that were received on the Online Information Boards.

Table	Comment
Study Area	<ul style="list-style-type: none">• A desire for off-street connections to Memorial Park.• Map correction, Bellevue Elementary School is actually on the southern side of Lincoln Avenue.• A suggestion for narrowing travel lanes and/or widening the sidewalks on Jack's Run bridge would make it much safer for biking and walking. It would also slow traffic coming into Bellevue.
Reported Crashes	No Comments
PRT Routes and Stops	Expressed desire for more covered bus stops and benches within Bellevue.
Community Destinations	No Comments
Existing Bicycle and Pedestrian Facilities	No Comments

Web Comment Mapping Tool Results

- The Web Comment Mapping Tool was advertised and made available to the public from November 7 through December 31, 2024.
- ArcGIS online was used to create an interactive interface that allowed the public to provide comments about needed active transportation improvements and desired walking and biking paths.
- Thirty-nine (39) comments and five (5) desired connections were received online.
- The comments received are included in the Combined Mapping Results, on the following pages. The comments are divided by category and the Comment Number corresponds with the map.

Bellevue's Active Transportation Map

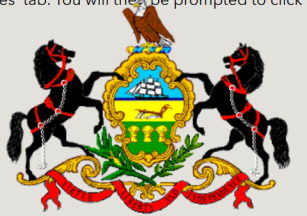

Welcome to Bellevue's Interactive Active Transportation interface. Please leave a comment about your experience in Bellevue with walking, cycling, using a wheelchair, and accessing transit. Drop pins or draw a line and add comments to tell us where you have concerns for things like pedestrian safety/better crossings or to identify where you would like to see sidewalks, sidewalk improvements, trails, bike routes or bike lanes, and improved accessibility. If you have additional questions about filling out the map, please contact spcgis@spcregion.org.

Development of this Active Transportation Plan is funded by Bellevue Borough with a grant from the Pennsylvania Department of Health WalkWorks initiative. WalkWorks funds are provided by the State Physical Activity and Nutrition Grant and the Preventative Health and Health Services Block Grant.

The study area focuses on the southern area of the borough, but considers connections to key destinations outside the study area.

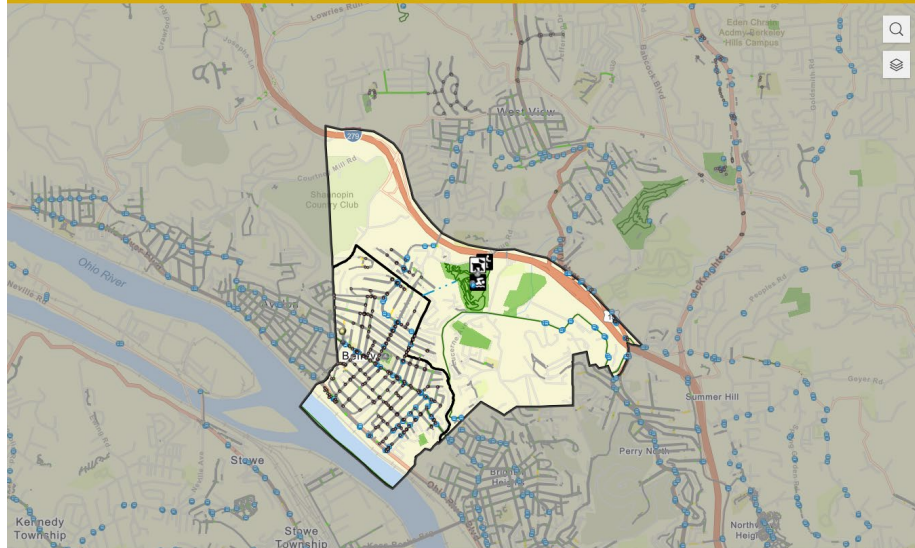
How to Use App

To place a pin or draw a line and comment on the map, click the pin or line 'New Feature' under the 'Create Features' tab. You will then be prompted to click on the map and insert your comment.



Button

Bellevue's Active Transportation Map

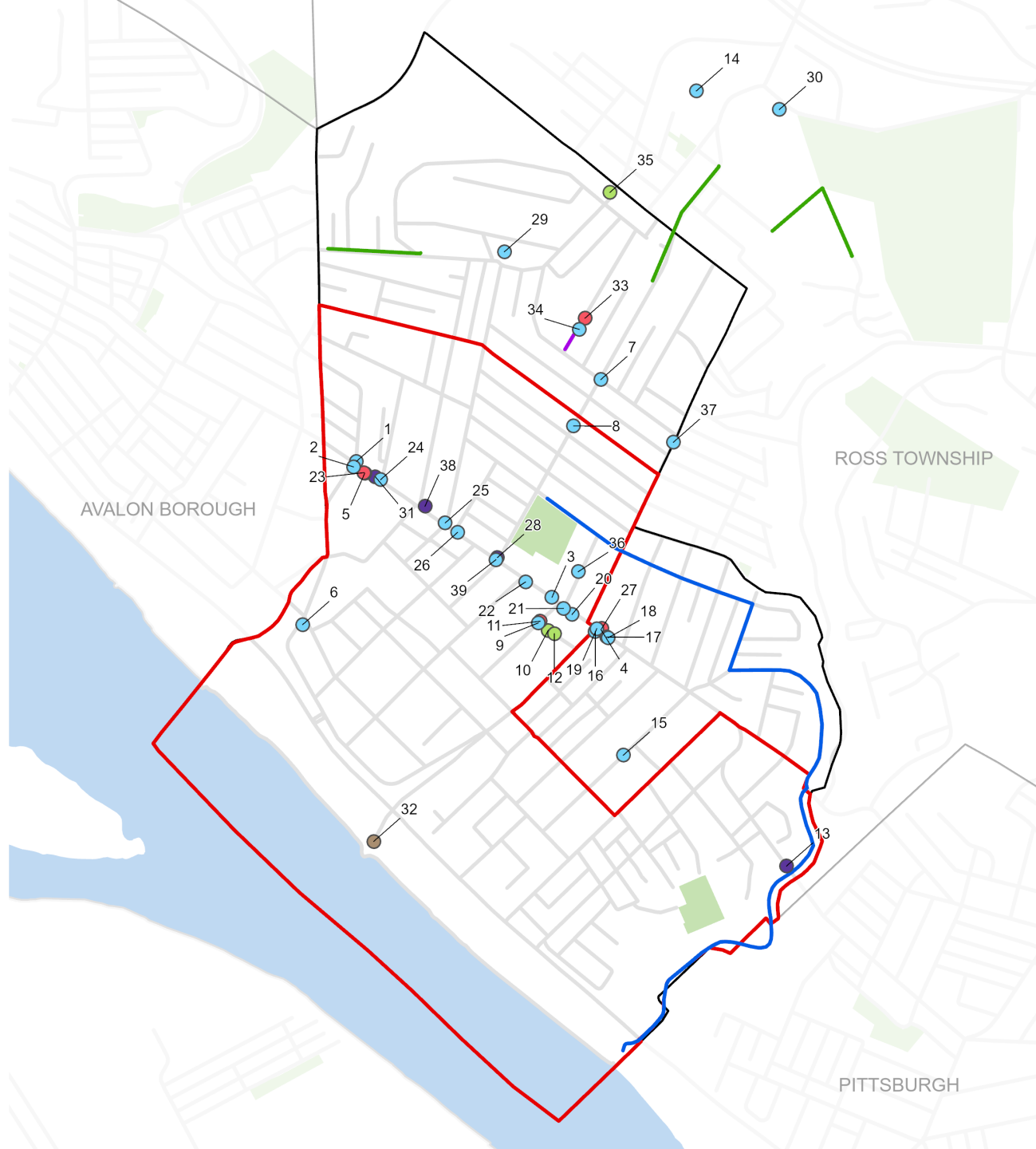


The map displays the southern area of Bellevue, Pennsylvania, with various active transportation features highlighted. A yellow outline indicates the study area. Blue dots represent comment locations, and red lines indicate proposed walking and biking connections. The map includes labels for local landmarks such as the St. Lawrence County Club and the Ohio River.

Editor

- Settings
- Edit features
 - Select
- Create features
 - Filter types
 - Bellevue Comment Categories
 - ☐ New Feature
 - Proposed Walking Biking Connections
 - ☐ New Feature
- Bellevue Comment Categories
 - Accessibility Improvements
 - Bicycle Enhancements (bike lanes, bike racks, etc.)
 - Destinations
 - Lighting
 - Pedestrian Enhancements (sidewalks, crosswalks, etc.)
 - Trails and Green Space Improvements

Combined Mapping Results



Web Comment Mapping Tool Comments Received

Bellevue Borough
Active Transportation Plan

Legend

Bellevue Borough

Study Area

Parks

Comments

Accessibility Improvements

Bicycle Enhancements (bike lanes, bike racks, etc.)

Destinations

Pedestrian Enhancements (sidewalks, crosswalks, etc.)

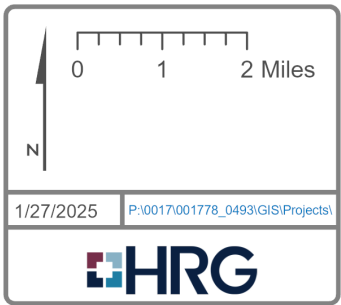
Trails and Green Space

Desired Connections

Desired Bike Route

Desired Walking Path

Other Desired Connection



ACCESSIBILITY IMPROVEMENTS

Comment Number	Comments	Location Received
10	There is no handicap ramp (many people with walkers on this road) I live there and seen many older people fall due to the stop down. Then fall because the sidewalk is messed up when they go to CVS for their meds and appointments. Very dangerous for elders	Online
12	This is a road connected to the school. There are children playing all the time. People FLY on this road. Would be smart for a speed bump.	Online
35	There's a 1-2 foot deep gash between the road and sidewalk that's a fall risk and also fills w/leaves and debris.	Online
50	Phone poles blocking sidewalk on south side of South Starr Ave	Open House
51	Tall grasses limit visibility	Open House
53	Stair access only, ramp would be great	Open House

BICYCLE ENHANCEMENTS (BIKE LANES, BIKE RACKS, ETC.)

Comment Number	Comments	Location Received
13	A connection from Bellevue to the trail system nearby would make much of the city accessible from our neighborhood entirely via trail	Online
28	There are a ton of potholes on N Balph, particularly between Lincoln and Teece on the northbound side of the street. It makes it difficult to maintain speed and a steady direction while biking.	Online
31	There's a lot of potholes on Lincoln between Florence and Starr. It makes it difficult to stay straight on a bike and leads to weaving within the lane, which can lead to dangerous interactions with vehicles.	Online
38	It'd be great to add bike racks along Lincoln, perhaps near some of the crosswalk bump outs.	Online
59	Cannot bike from Bellevue to Bellevue Park	Open House

DESTINATIONS

Comment Number	Comments	Location Received
4	There's very little room to wait, and I see a lot of people using this stop.	Online
5	Since Kuhns is expanding I would expect even more need for a good bus stop here.	Online
11	Many cars go up the road when its a ONE WAY STREET. Very dangerous when this is next to the school and its school time	Online
23	Agree this bus stop could use an update. Feels close to traffic on all sides. Sidewalk narrow, main road in front, busy parking lot behind, no shelter.	Online
27	Agree this bus stop needs attention. Narrow sidewalk, no shelter, old wooden bench seating.	Online
33	There used to be a beautiful, unobstructed view of Bellevue and downtown from the top of the Summit steps. Now, invasive Tree of Heaven that host spotted lanternflies mostly block that view.	Online
40	Sad bus stop. No cover from elements, bench feels to close to road.	Open House

PEDESTRIAN ENHANCEMENTS (SIDEWALKS, CROSSWALKS, ETC.)

Comment Number	Comments	Location Received
1	People don't look or can't see when turning right from Lincoln to N Starr	Online
2	The cars turning right onto Lincoln from S Starr can't see people crossing Lincoln when they have a walk sign	Online
3	Need a safer crossing for students	Online
6	This is incredibly unsafe to cross. Maybe a reflector mirror so you could see if a car is coming or blinking lights or both. Visibility is very poor and cars come fast	Online
7	Unsafe currently	Online
8	Speed bumps to slow drivers along Balph	Online
9	I have seen 30 or more cars a day not stop at this stop sign during school pick up and drop off (honestly all day long every day) My concern is how many KIDS I have seen almost get hit by careless drivers. Flashing lights or a redlight is very needed.	Online
14	Sidewalks do not extend far enough up Balph to allow students to walk to this school	Online
15	S Bryant Ave in need of traffic calming measures. Dangerous speeding or cars driving wrong direction on this one-way residential street. I suspect when drivers crest the hill and see a green light they are speeding up to "catch" it on Lincoln Ave.	Online
16	The sidewalks surrounding CVS are in terrible shape.	Online
17	More than once, I have seen people in motorized wheelchairs enter the street (Lincoln Ave) rather than attempt traveling along this stretch of sidewalk. It is full of trip hazards.	Online
18	The sidewalks are not well maintained. They are cracked, uneven, damaged. See photos for some examples.	Online
19	Almost hit by vehicle while using this crosswalk.	Online
20	This bus stop feels very close to traffic on all sides. Sidewalk feels like an extension of the parking lot. Vehicles are exiting the lot directly next to waiting riders.	Online
21	Sidewalk in poor condition	Online
22	This section of sidewalk is in horrible shape. I have seen someone in wheelchair have trouble navigating this stretch of sidewalk.	Online
24	Crosswalk markings faded and trip hazards are plentiful.	Online
25	Crosswalk markings faded away	Online
26	potholes in crosswalk	Online
29	It appears that there's an abandoned set of public steps between the end of N Sprague & Carolyn up to Tingley, then again up to Highland Pl. It'd be nice to clean this up and potentially restore the steps.	Online

PEDESTRIAN ENHANCEMENTS (SIDEWALKS, CROSSWALKS, ETC.) CONTINUED

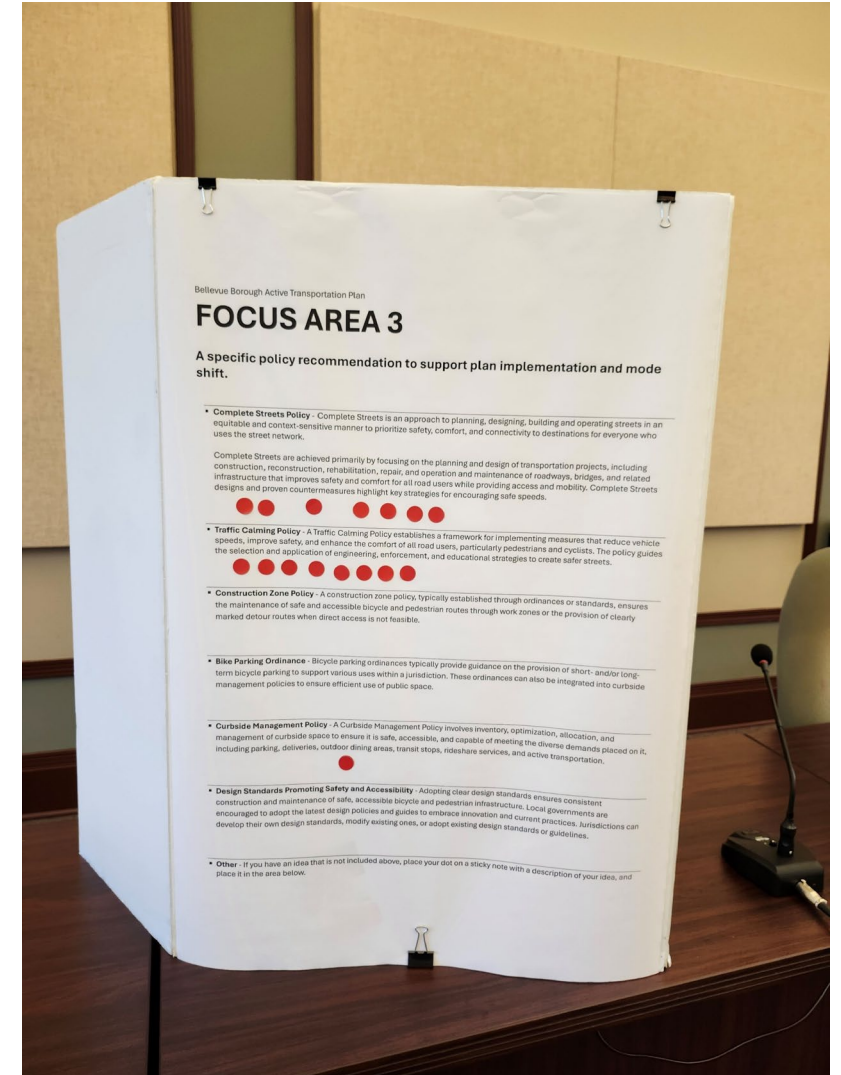
Comment Number	Comments	Location Received
30	There's currently no sidewalk on Bellevue Rd between N Balph and the park. Children (and adults) often have to walk along the shoulder of this road that sees cars traveling much faster than the 25 mph speed limit.	Online
34	Many steps and parts of the sidewalk along here are cracked or missing concrete, creating an accessibility challenge and tripping hazard.	Online
36	The sidewalk/driveway interface in this street is extremely steep, nearly impossible to push a stroller or wheelchair on.	Online
37	Traffic frequently speeds in both directions on Fremont, which is especially dangerous with the steep hill. Stop signs needed.	Online
39	Currently there's no default to have a walk sign on when the light turns green for traffic heading in the same direction.	Online
41	No sidewalks for safe pedestrian travel to Gillott/softball games	Open House
42	No sidewalk to Giant Eagle	Open House
43	High speed all the time	Open House
44	Poor sight lines for crossing	Open House
45	Dangerous for pedestrians	Open House
46	Bad intersection for pedestrians	Open House
48	Impassable sidewalk	Open House
49	Dangerous for crossing	Open House
52	No sidewalk	Open House
55	Not safe for kids walking to Northgate	Open House
56	Need sidewalks on Bellevue Road	Open House
60	Steps are broken and railing damaged	Open House

TRAILS AND GREEN SPACE IMPROVEMENTS

Comment Number	Comments	Location Received
32	The riverfront trail currently ends near the Alcosan plant. Might there be a way to extend it along the riverfront near level with the railroad and then connect to the bottom of S Fremont? This would allow for better connection with the city.	Online
47	Need safe biking access to Heritage Trail	Open House
54	Would love to see basketball court, flat court, in Bayne Park. A safe plan to chalk games like 4-square, hopscotch, skully, etc.	Open House
57	Trail connection to Memorial Park	Open House
58	Need multi-mile walking trail in Bellevue Memorial Park, and safe walking routes to Park	Open House

Public Open House #2 Activity Results

- A second Public Open House Meeting was advertised and held on the evening of March 13, 2025.
- Approximately fifteen (15) members of the public attended the meeting.
- The meeting consisted of the following in-Person Engagement Exercises:
 - **Focus Area Prioritization:** Participants were able to vote for the project that they felt was most important in each focus area. Four focus areas are defined by PA WalkWorks, the grant program for this plan. The results of this exercise will be used to prioritize the implementation of the proposed projects within the plan, but all the listed projects will be recommended.
 - **Vision Statement Voting:** Participants were asked to vote for their preferred vision statement, which will provide overarching direction for the Plan and its goals.
 - **Report Name Suggestion Box:** Participants were asked to help select a unique name for the Plan.



FOCUS AREA 1

A quick-implementation built environment project that the municipality has control over and can put into effect right away using municipal resources.

- **Install high-visibility crosswalks** at key locations— Install bold, continental or ladder-style crosswalks at key intersections to enhance pedestrian safety.



2

- **Mark crosswalks across access drives** -Use bold, continental or ladder-style crosswalks or colored pavement markings to make pedestrian paths clear to drivers.

0



- **Install temporary curb extensions in no parking zones near Bellevue Elementary School (BES)** - Enhance pedestrian safety and visibility by installing temporary curb extensions using paint and bollards or decorative planters to visually and physically reinforce the space.



4



- **Replace deteriorated curb ramps at key intersections** - Improve safety and accessibility for people with mobility challenges.



1

FOCUS AREA 1 CONTINUED

A quick-implementation built environment project that the municipality has control over and can put into effect right away using municipal resources.

- **Improve transit infrastructure and access** - Identify the most heavily used bus stops and work with PRT to install amenities, such as shelters, benches and/or bike parking and improve access.



3

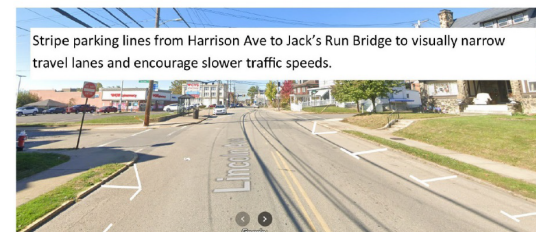
- **Install sharrows and bike signage along Lincoln Avenue** - Install shared lane markings (sharrows) and “Bicycles May Use Full Lane” signage at appropriate locations along Lincoln Avenue to encourage proper lane positioning for cyclists, enhance driver awareness and reinforce that people on bikes have a right to use the full travel lane.



1

- **Stripe parking lanes from Harrison Avenue to Jacks Run Bridge** - Adding striping to areas where on-street parking is already permitted in this corridor will visually narrow the travel lanes and encourage slower traffic speeds.

0



- **Other** - If you have an idea that is not included above, place your dot on a sticky note with a description of your idea, and place it in the area below.

Install speed bumps on Lincoln between Starr and Balph to deter speeding



“Parklets” in curb extension zones

Speed bumps on Balph (near Forest intersection) or just stop signs to make that a 4-way stop



FOCUS AREA 2

A program or campaign to enhance active transportation awareness and enthusiasm locally - *to be completed by December 2025.*

- **Sidewalk Chalk Campaign** - Use sidewalk chalk or temporary paint to add inspirational messages, fun facts, or wayfinding markers along popular walking and biking routes.

0

- **Week Without Driving Challenge (September 29 to October 5, 2025)** - Pass a Borough proclamation declaring September 29 to October 5, 2025, as Week Without Driving in Bellevue Borough and encourage people to participate in the Week Without Driving Challenge.

0

- **Open Streets Event** - Host Open Streets events in conjunction with Avalon and Brighton Heights (to meet the recommended route length for Open Streets events).



5

- **Walking/Biking Tours** - Develop self-guided or guided walking or biking tours highlighting historical sites, public art, community gardens or cultural landmarks.



8

- **Bike Rodeo** - Organize an event where kids can practice bike handling skills, learn road safety, and get free helmet fittings or bike tune-ups.

0

- **Bike Safety + Skills Classes** - Offer hands-on classes for riders of all ages and experience levels, covering bike handling, safety, and road-sharing best practices for both people who bike and drivers, including e-bike considerations.



1

- **Other** - If you have an idea that is not included above, place your dot on a sticky note with a description of your idea, and place it in the area below.

0

FOCUS AREA 2.5

Early Actions - A program or campaign to enhance active transportation awareness and enthusiasm locally - *to be completed before the Plan is presented for adoption in June 2025.*

- **National Bike Month (May)** - Organize a community bike ride during National Bike Month.



3

- **Jane Jacobs Walk (May)** - Host a screening of a Jane Jacobs documentary in the evening, followed by a guided Jane Jacobs Walk over the weekend to explore urban design and community dynamics.



9

- **Other** - If you have an idea that is not included above, place your dot on a sticky note with a description of your idea, and place it in the area below.

Bellevue Trail or road
running race

FOCUS AREA 3

A specific policy recommendation to support plan implementation and mode shift.

- **Complete Streets Policy** - Complete Streets is an approach to planning, designing, building and operating streets in an equitable and context-sensitive manner to prioritize safety, comfort, and connectivity to destinations for everyone who uses the street network.

Complete Streets are achieved primarily by focusing on the planning and design of transportation projects, including construction, reconstruction, rehabilitation, repair, and operation and maintenance of roadways, bridges, and related infrastructure that improves safety and comfort for all road users while providing access and mobility. Complete Streets designs and proven countermeasures highlight key strategies for encouraging safe speeds.



7

- **Traffic Calming Policy** - A Traffic Calming Policy establishes a framework for implementing measures that reduce vehicle speeds, improve safety, and enhance the comfort of all road users, particularly pedestrians and cyclists. The policy guides the selection and application of engineering, enforcement, and educational strategies to create safer streets.



8

- **Construction Zone Policy** - A construction zone policy, typically established through ordinances or standards, ensures the maintenance of safe and accessible bicycle and pedestrian routes through work zones or the provision of clearly marked detour routes when direct access is not feasible.

0

- **Bike Parking Ordinance** - Bicycle parking ordinances typically provide guidance on the provision of short- and/or long-term bicycle parking to support various uses within a jurisdiction. These ordinances can also be integrated into curbside management policies to ensure efficient use of public space.

0

- **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 the diverse demands placed on it, including parking, deliveries, outdoor dining areas, transit stops, rideshare services, and active transportation.



1

- **Design Standards Promoting Safety and Accessibility** - Adopting clear design standards ensures consistent construction and maintenance of safe, accessible bicycle and pedestrian infrastructure. Local governments are encouraged to adopt the latest design policies and guides to embrace innovation and current practices. Jurisdictions can develop their own design standards, modify existing ones, or adopt existing design standards or guidelines.

0

- **Other** - If you have an idea that is not included above, place your dot on a sticky note with a description of your idea, and place it in the area below.

FOCUS AREA 4

A primary infrastructure construction project to seek design funding for right away.

- **Safe and accessible walking route to Bellevue Memorial Park** - Enhance pedestrian access to Bellevue Memorial Park by identifying design solutions for sections of N Balph Avenue that lack sidewalks and the shoulders along Bellevue Road. Potential treatments include constructing a raised or separated path, designating a pedestrian walking lane with pavement markings and signage, implementing traffic calming measures, and/or installing natural barriers to improve safety and separation from vehicle traffic.



11

- **Bicycle boulevards** - **Create low-stress bicycle boulevards** using residential streets and portions of Lincoln Avenue to provide a safe, convenient biking network to link neighborhoods, parks and businesses, and provide connections to adjacent communities. Key design features could include traffic calming measures, wayfinding signage, intersection enhancements and contra flow bike lanes. (A contraflow bike lane is a dedicated, marked bike lane that allows cyclists to ride in the opposite direction of motor vehicle traffic on a one-way street. It helps improve connectivity by allowing two-way bike travel while maintaining one-way motor vehicle flow.)



4

- **Lincoln Avenue and Balph Avenue Intersection Redesign** - Upgrade this intersection to improve safety for all users.

0

- **Other** - If you have an idea that is not included above, place your dot on a sticky note with a description of your idea, and place it in the area below.

A vision statement helps to establish the meaning and purpose of a plan. Therefore, it plays an important role in establishing the foundation of the planning process and should come from and be supported by the public. The following vision statement received the greatest number of votes at the Open House, and generally captures input received during other phases of public engagement, and therefore will be used as the Plan's Vision Statement:

"Bellevue is a vibrant, walkable community where people of all ages and abilities can safely and easily get around- whether you to bike, walk, take the bus or drive!"

Vision Statement

"A vision statement should be clear, concise, and achievable. It identifies what the plan is expected to accomplish." -PennDOT, How-to Guide for Developing Active Transportation Plans

-
1. Bellevue Borough is committed to expanding active transportation options and making walking and biking safer to help create a more vibrant community, reduce traffic-related crashes, lower the risk of chronic health conditions, and lessen our impact on the environment.



2

-
2. Bellevue is a vibrant, walkable community where people of all ages and abilities can safely and easily get around -whether you choose to bike, walk, take the bus or drive!



8

-
3. Bellevue is a vibrant community where people of all ages and abilities can safely and easily bike, walk or take the bus to daily destinations and regional amenities.

0

-
4. Bellevue is a thriving community with safe, accessible walking and biking connections to daily destinations and regional amenities, including Northgate Middle/High School, Bellevue Memorial Park and the Three Rivers Heritage Trail, which provides a direct connection to downtown Pittsburgh.



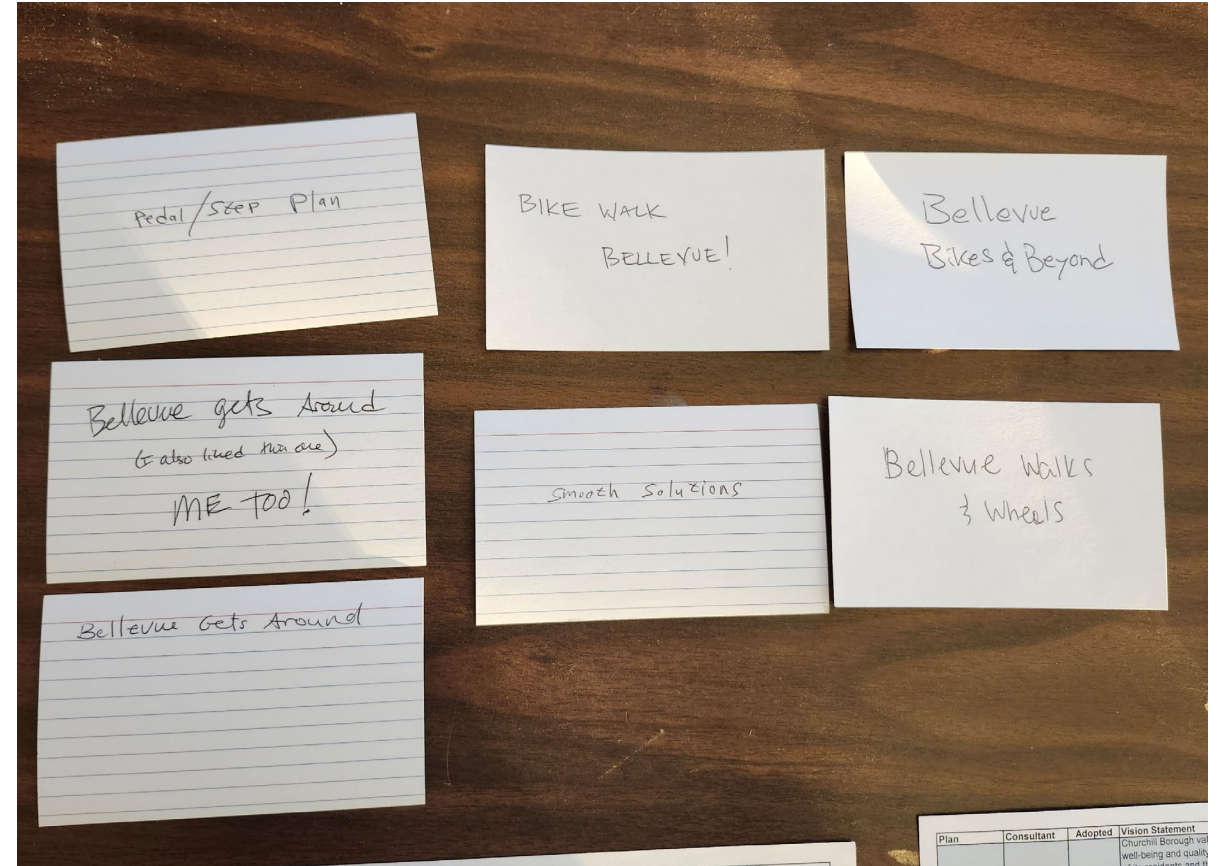
5

-
- **Other** - If you have an idea that is not included above, place your dot on a sticky note with your idea, and place it in the area below.

Report Name Suggestion Box

REPORT NAME SUGGESTION BOX

- The following seven (7) comments were received in the Report Name Box:
 - Pedal/Step Plan
 - Bike Walk Bellevue
 - Bellevue Bikes & Beyond
 - Bellevue Gets Around- received 4 votes
 - Smooth Solutions
 - Bellevue Walks & Wheels
 - Mobilize Bellevue



APPENDIX C- COMMUNITY SURVEY RESULTS



COMMUNITY SURVEY RESULTS



Bellevue Borough Active Transportation Plan

Bellevue Borough
Allegheny County, Pennsylvania

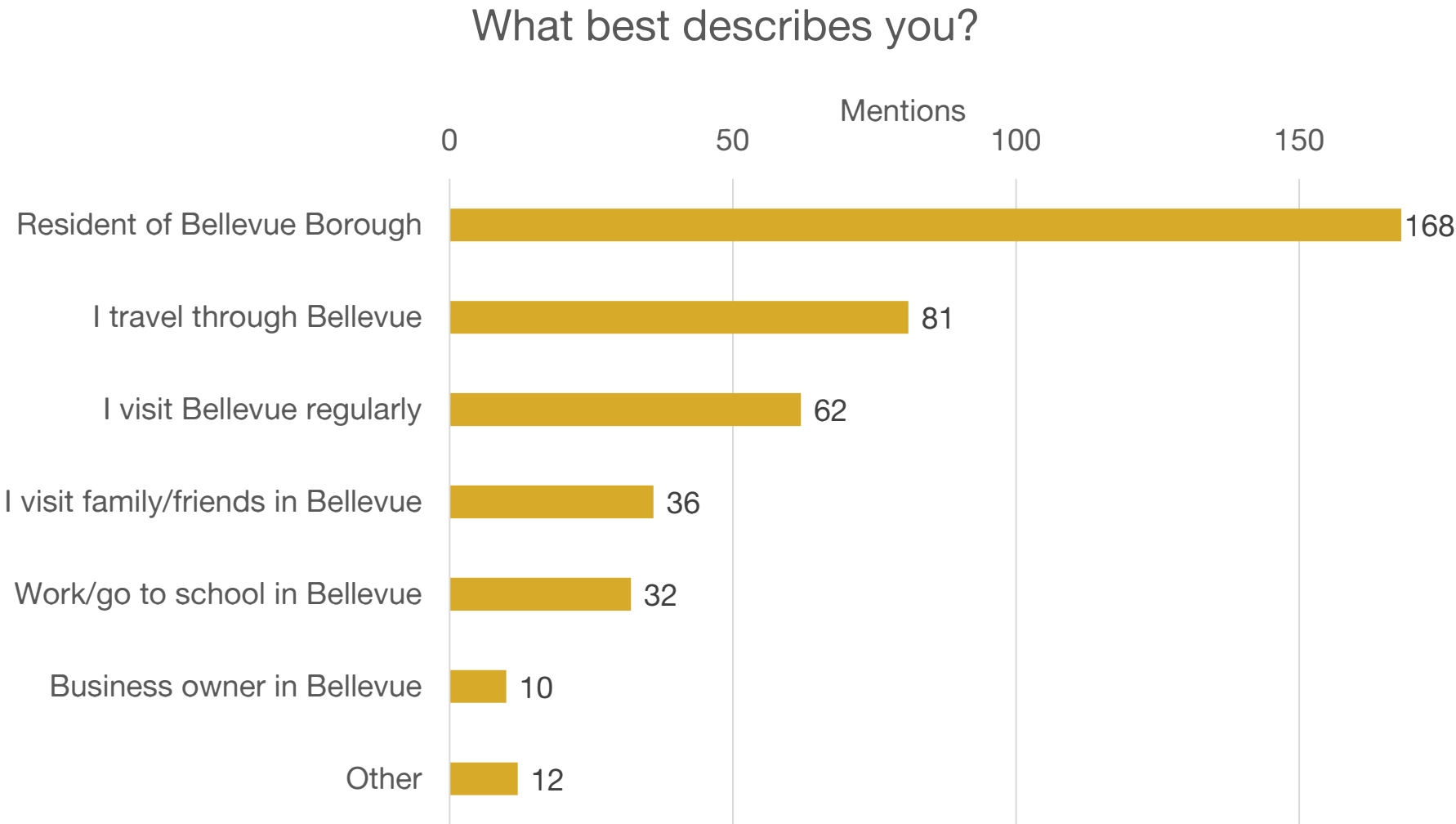


Bellevue Borough
Allegheny County, Pennsylvania

INTRODUCTION

- The following is a summary of the comments received through the Community Survey. This survey was created to better understand how active transportation is currently utilized in the area and the demand for improvements. The survey was available from November 7 to December 31, 2024. The survey was primarily administered online. However, paper copies were available at the PrimeTime Senior Center and Andrew Bayne Memorial Library.
- Within the summary, “mentions” refer to the total number of times a topic or issue was cited throughout the survey. This means that the number of mentions may exceed the total number of comments because one response may mention multiple topics or issues.
- “Notable ‘Other’ Responses,” denotes when respondents specified a response of “Other,” and included specific details. If “Other” was selected but left blank, the response was included in the count but not as part of the “Notable ‘Other’ Responses.”
- This survey is not intended to represent a statistically significant sampling.

DEMOGRAPHICS



234

TOTAL RESPONSES

DEMOGRAPHICS

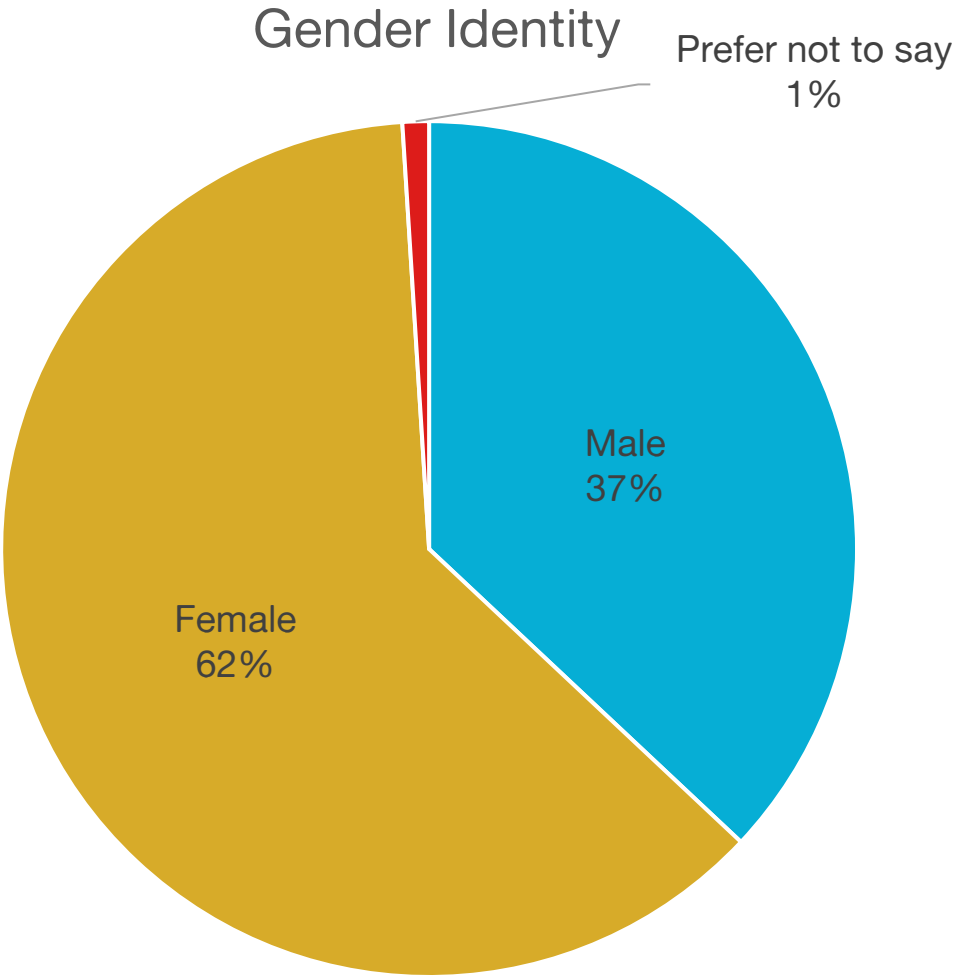
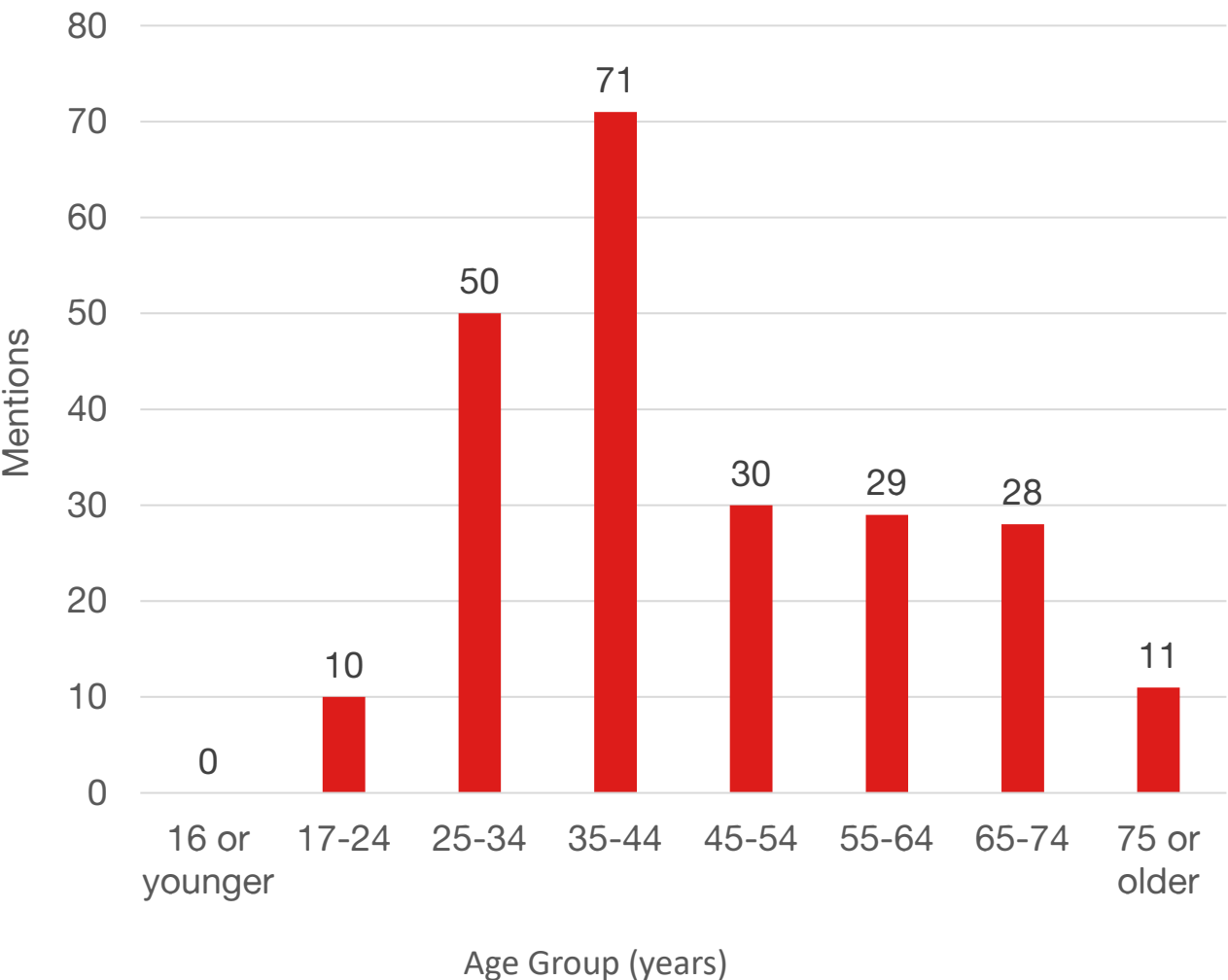
What is your zip code?

Respondent Zip Code	Location	Mentions
15202	Bellevue	204
15212	Pittsburgh	13
15229	Pittsburgh	5
15003	Pittsburgh	1
15044	Pittsburgh	1
15046	Pittsburgh	1
15126	Pittsburgh	1
15203	Pittsburgh	1
15214	Pittsburgh	1
15224	Pittsburgh	1
19013	Eddystone, PA	1
20146	Ashburn, VA	1
22201	Arlington, VA	1
41404	Cleveland, OH	1
59143	Kenosha, WI	1

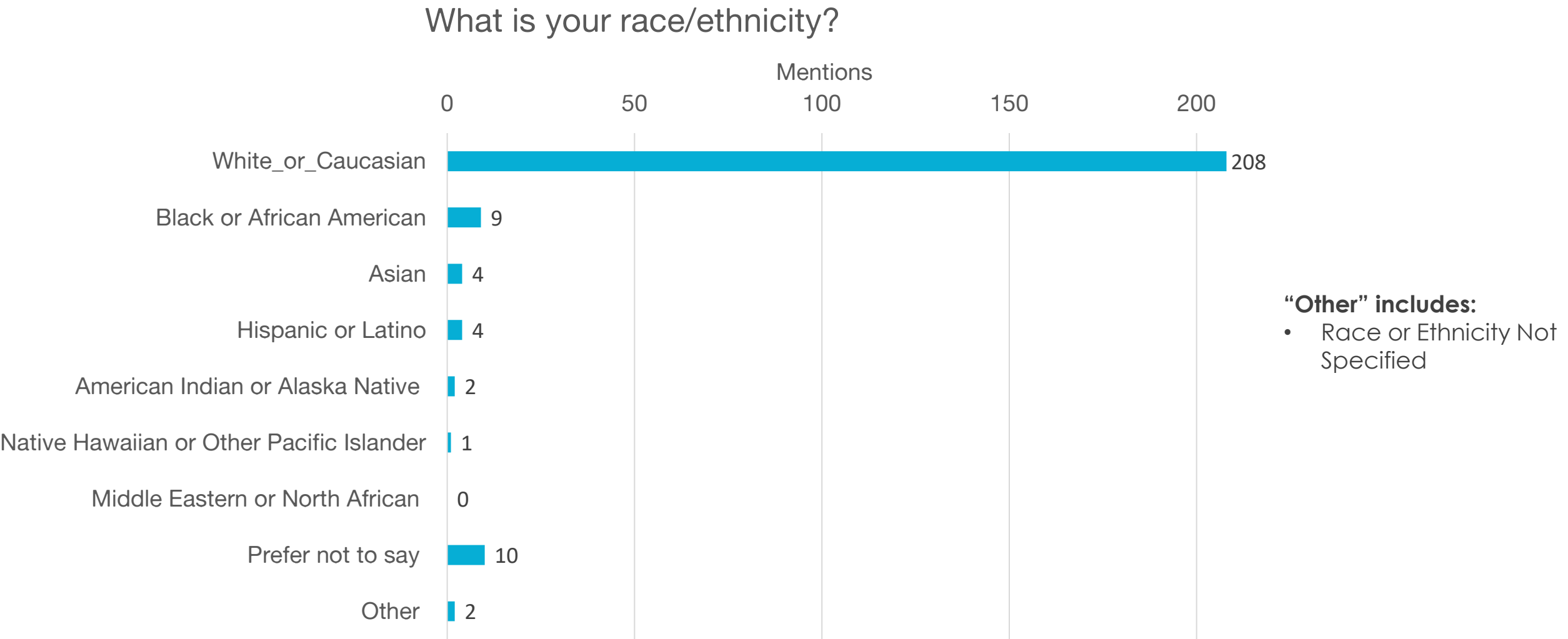
Responses from outside the region were reviewed and verified based on answers that provided information that was relevant to Bellevue.

DEMOGRAPHICS

What is your age group?

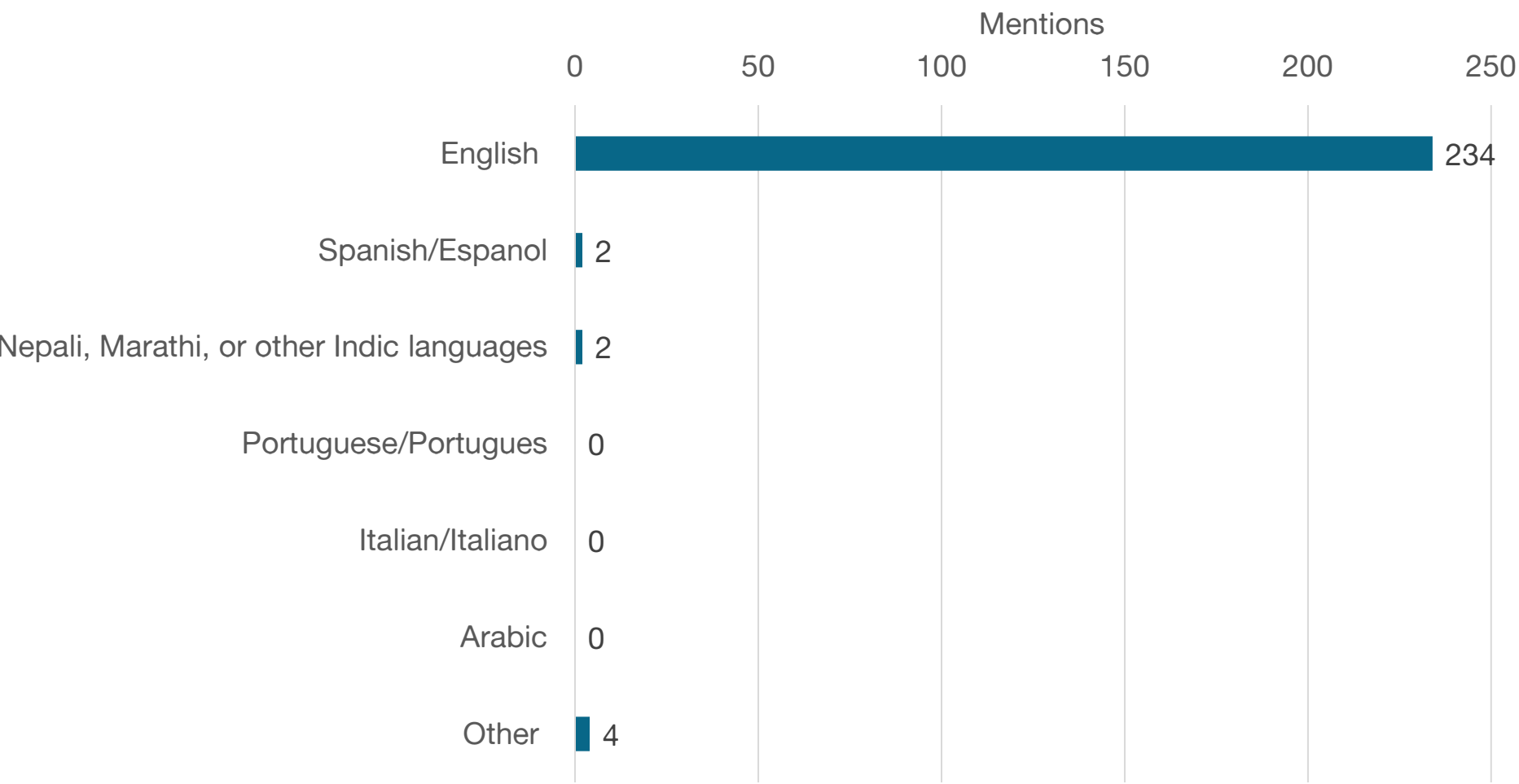


DEMOGRAPHICS



DEMOGRAPHICS

What language(s) is spoken at home?

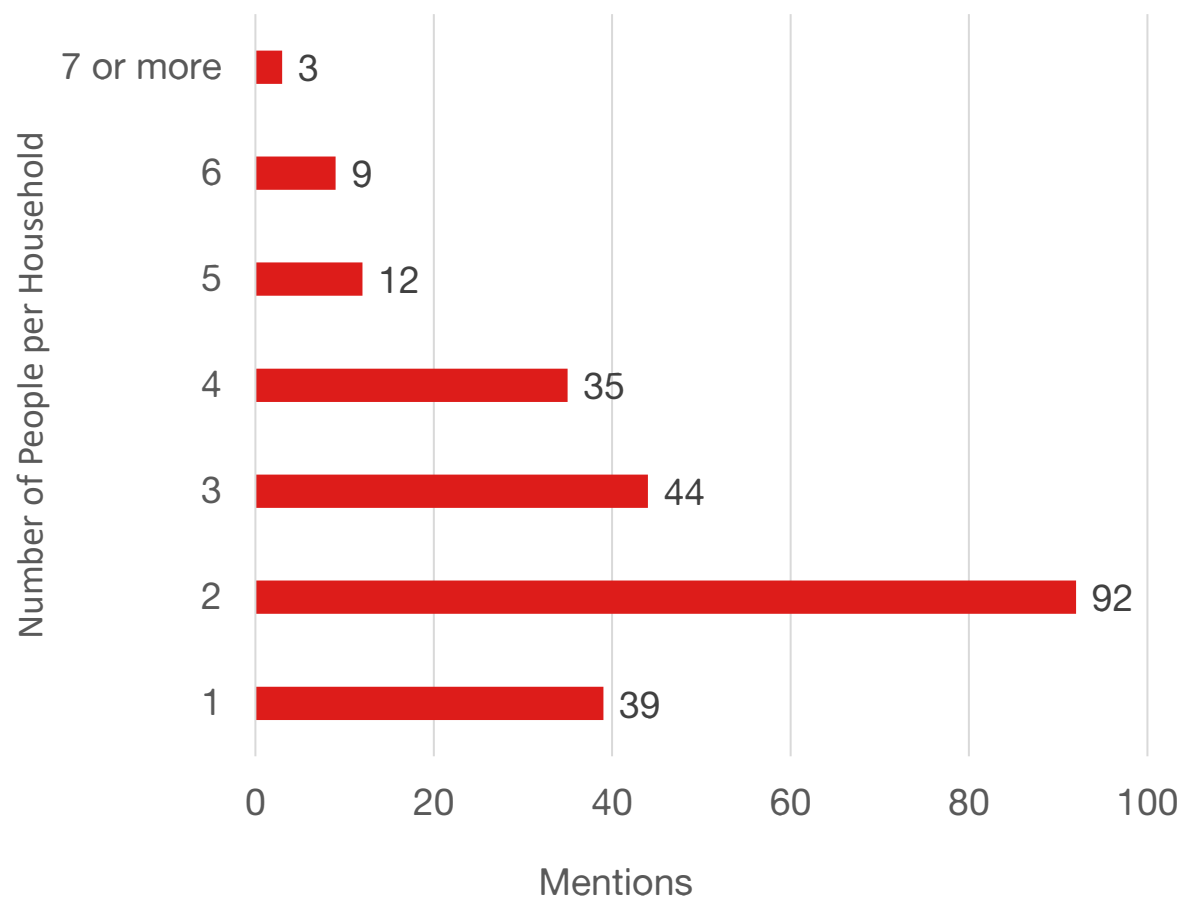


“Other” includes:

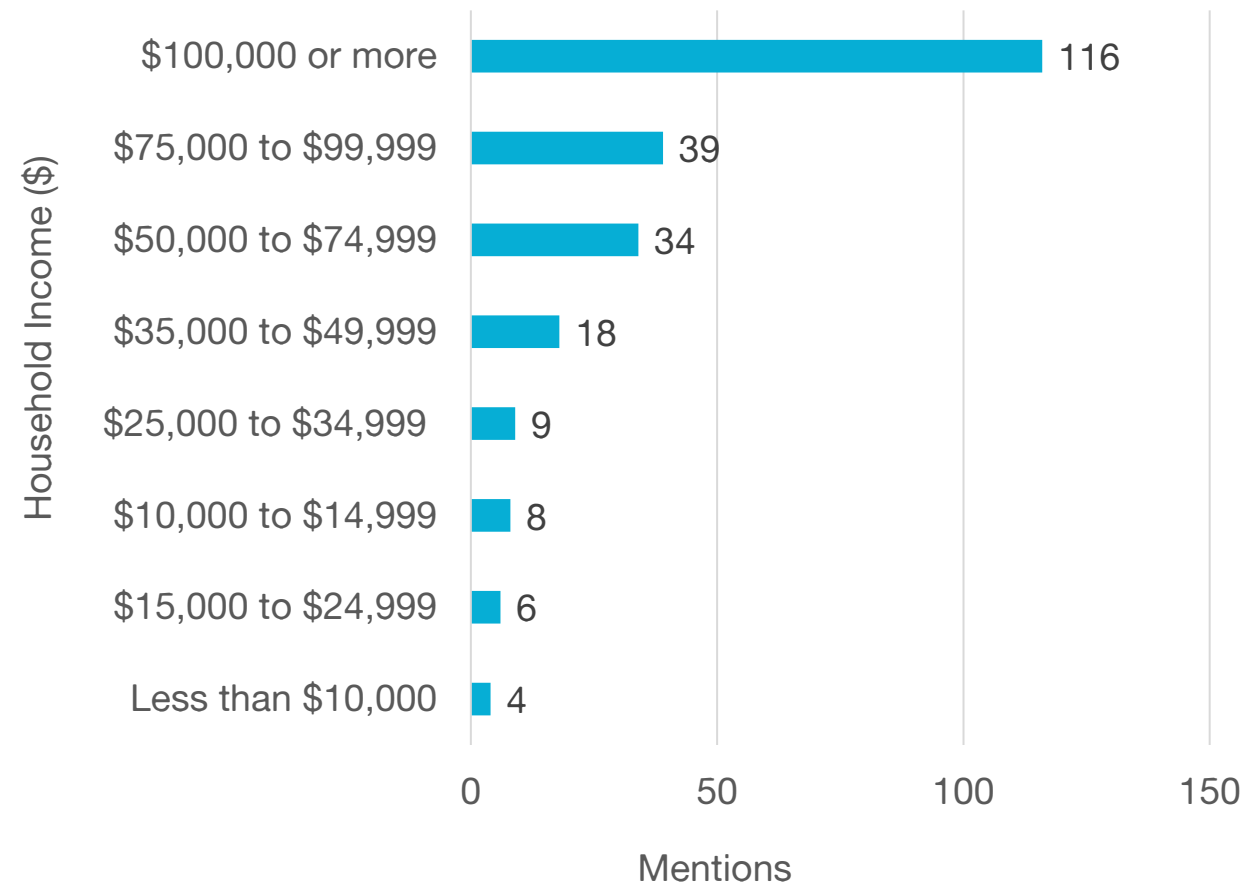
- Other language not specified

DEMOGRAPHICS

Including yourself, how many people are in your household?

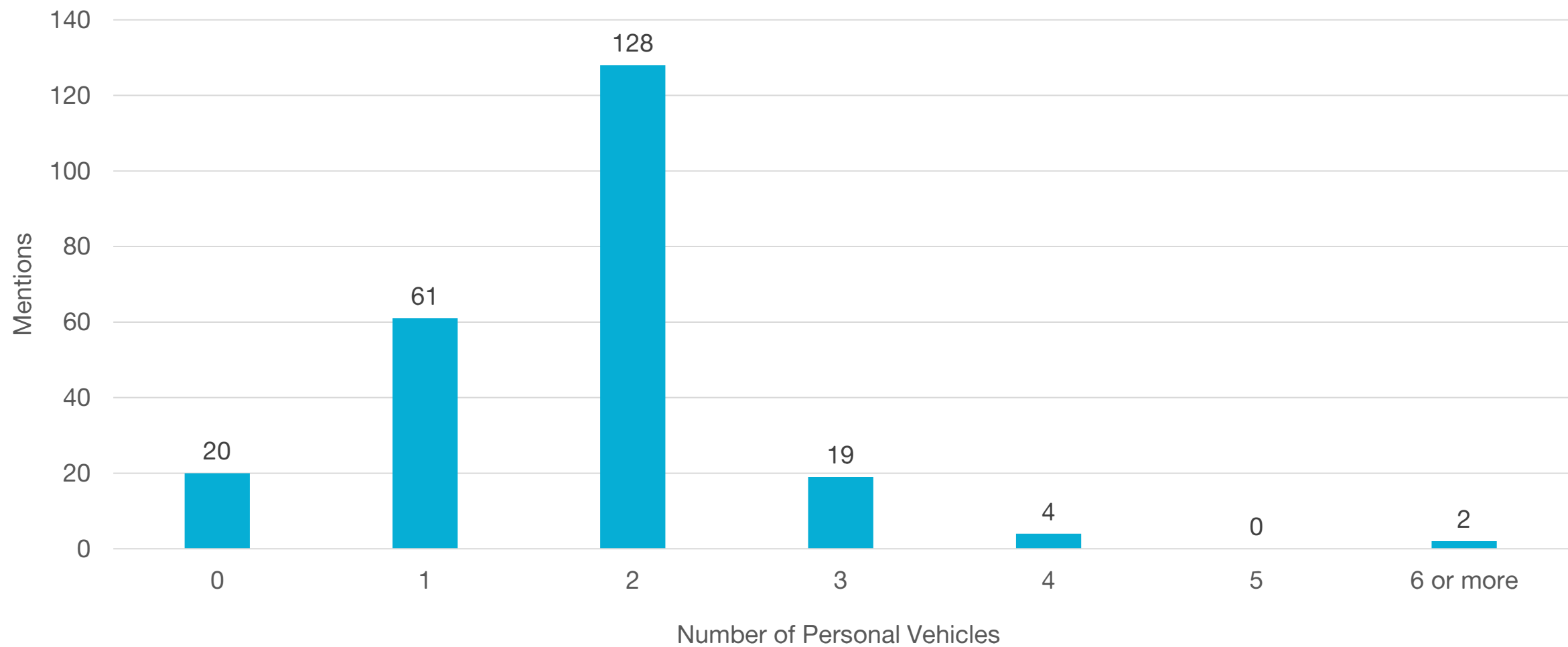


What is your household income?



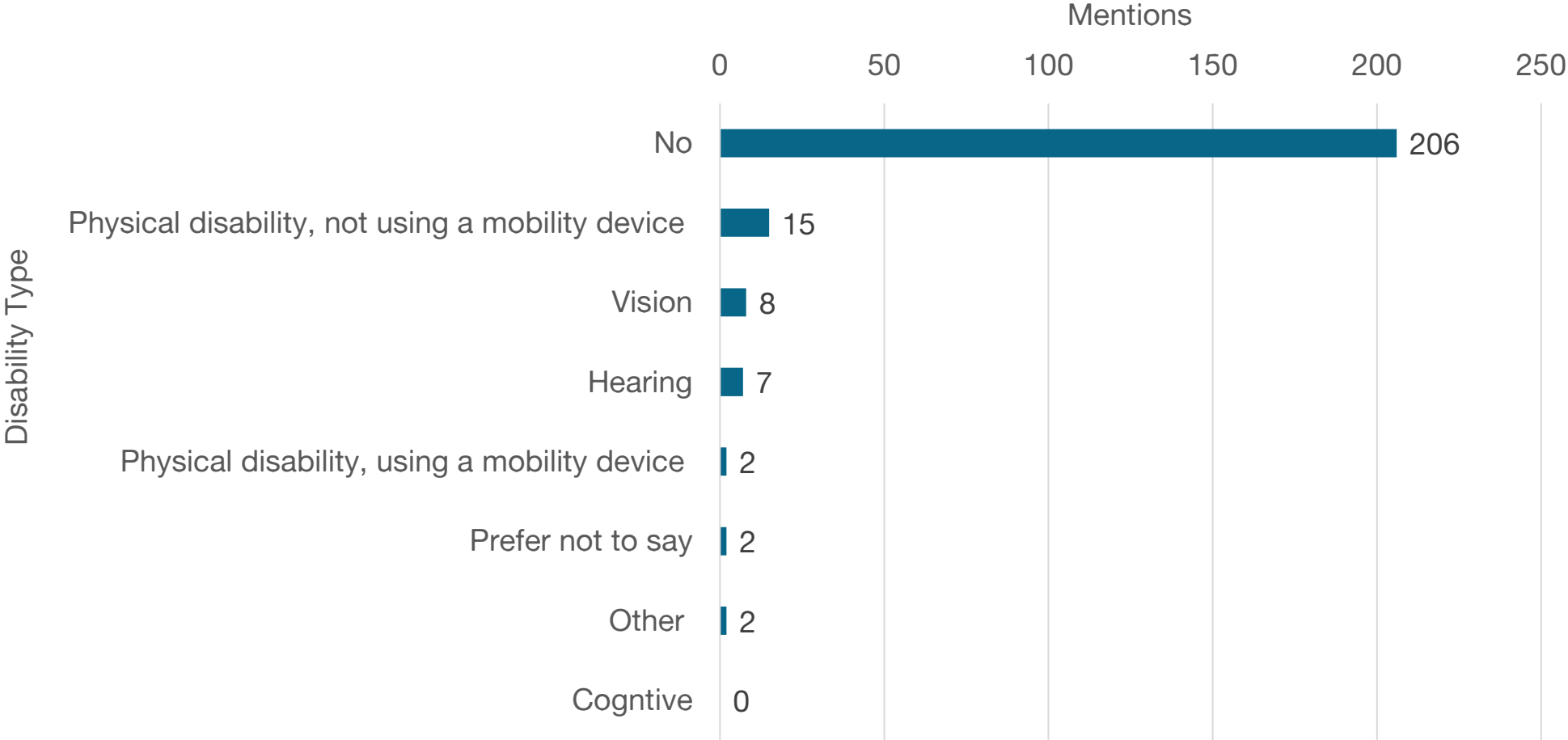
DEMOGRAPHICS

How many motor vehicles are kept at home for use by members of this household?



DEMOGRAPHICS

Do you currently have any disabilities that affect your ability to travel by biking, walking or other modes of active transportation?

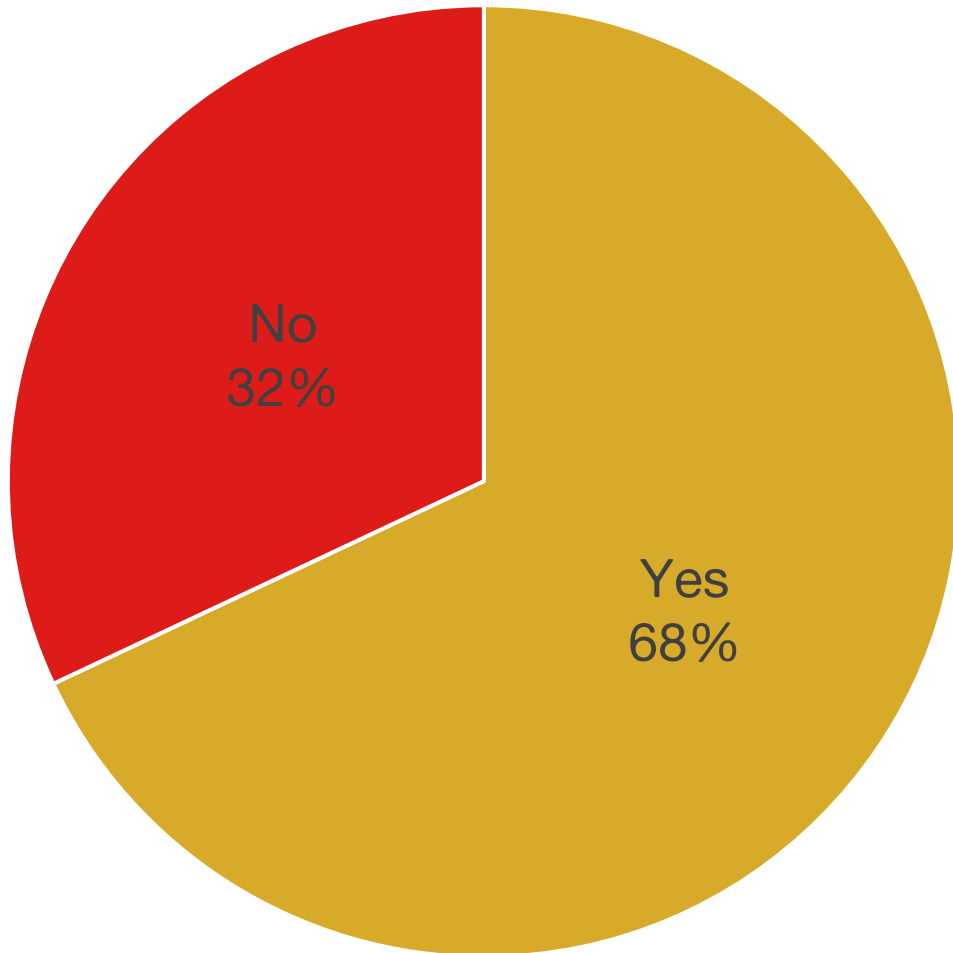


Notable “Other” Responses:

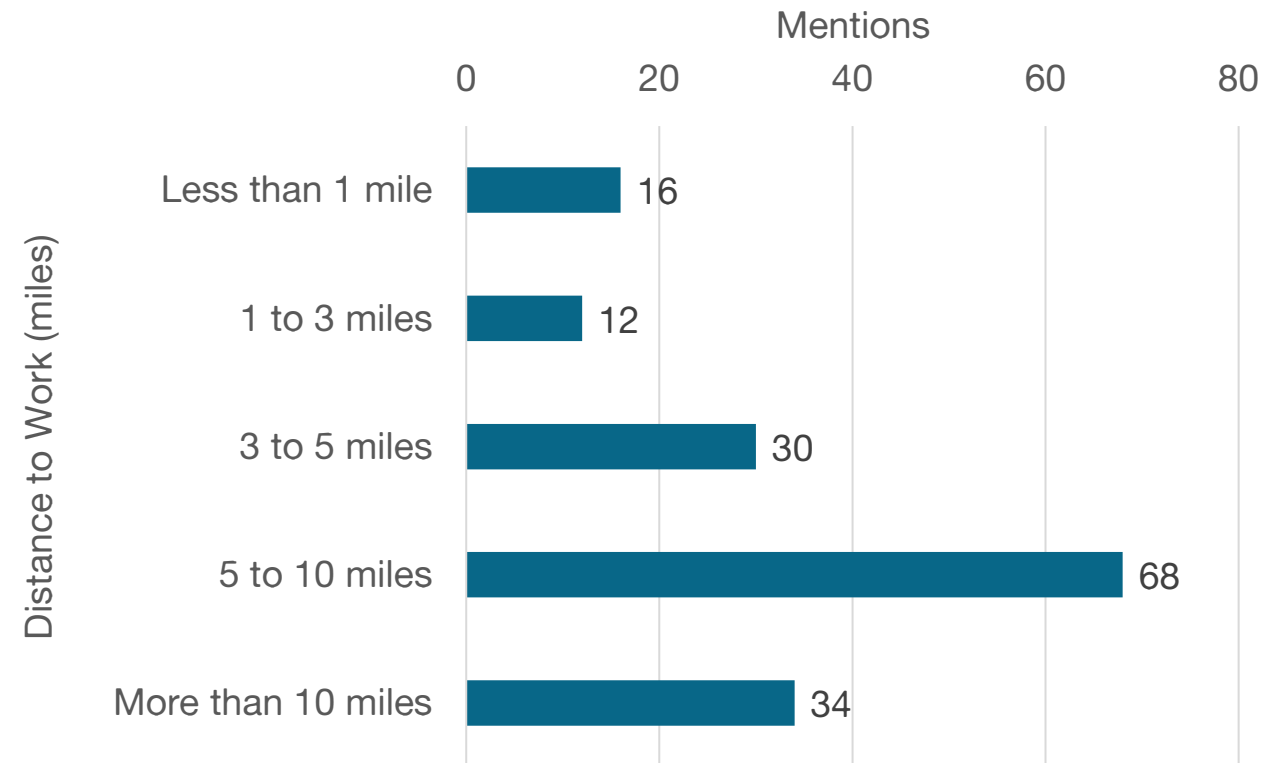
- Family members with disabilities (1)
- Anxiety (1)

TRAVEL TO WORK

Do you work outside the home?



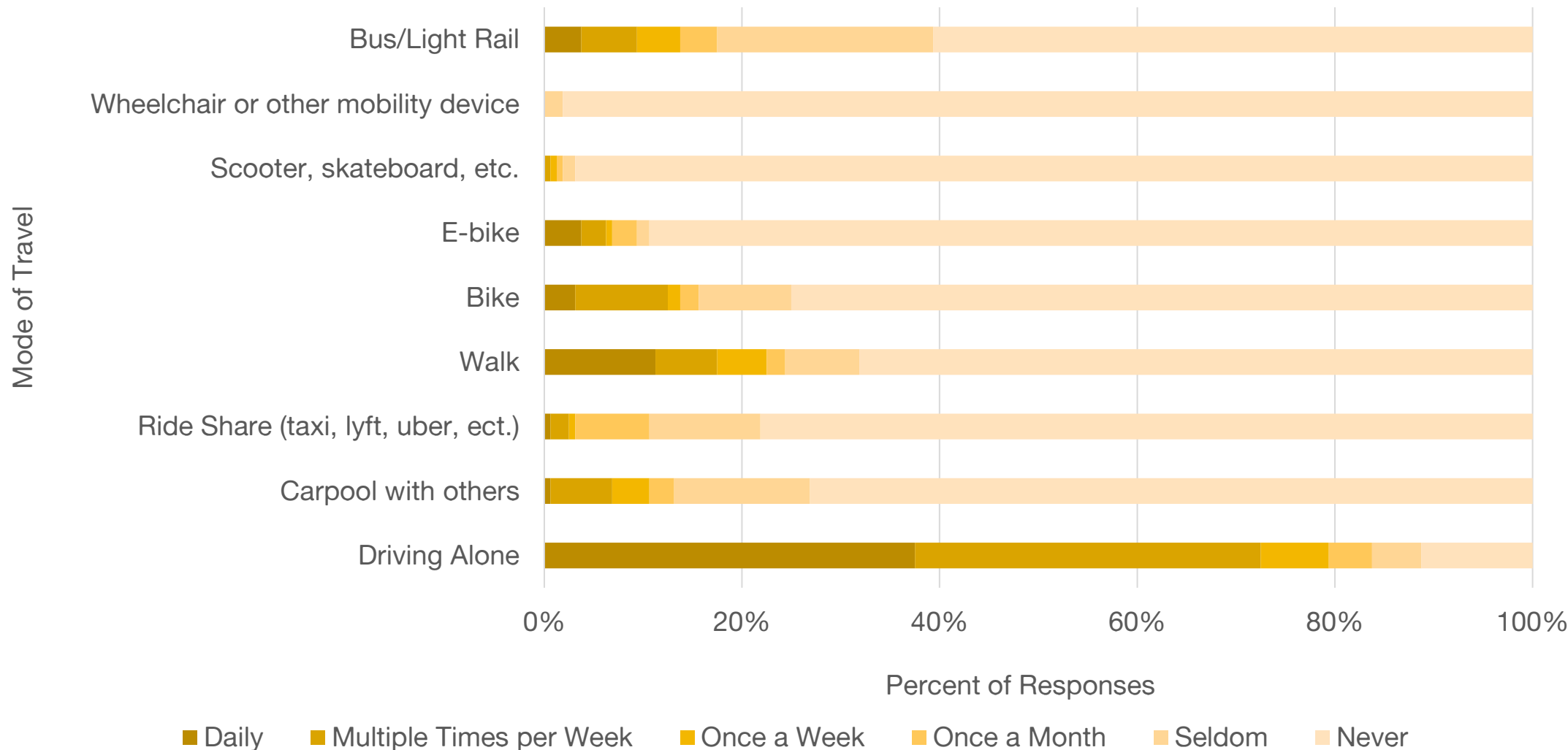
What is the approximate distance between your home and workplace?



Q11&12

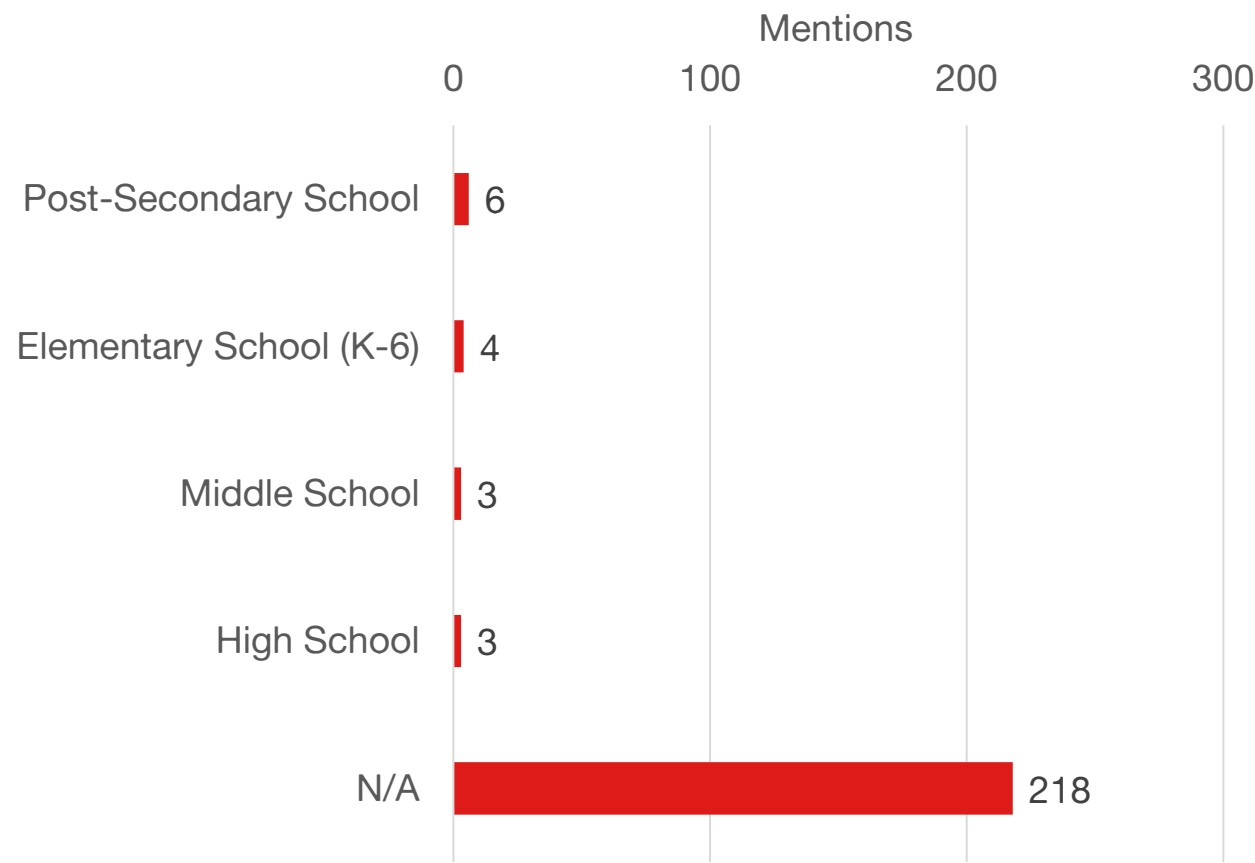
TRAVEL TO WORK

How often do you travel to work via the following modes?



TRAVEL TO SCHOOL

If you are currently enrolled in school, which level of school do you attend?

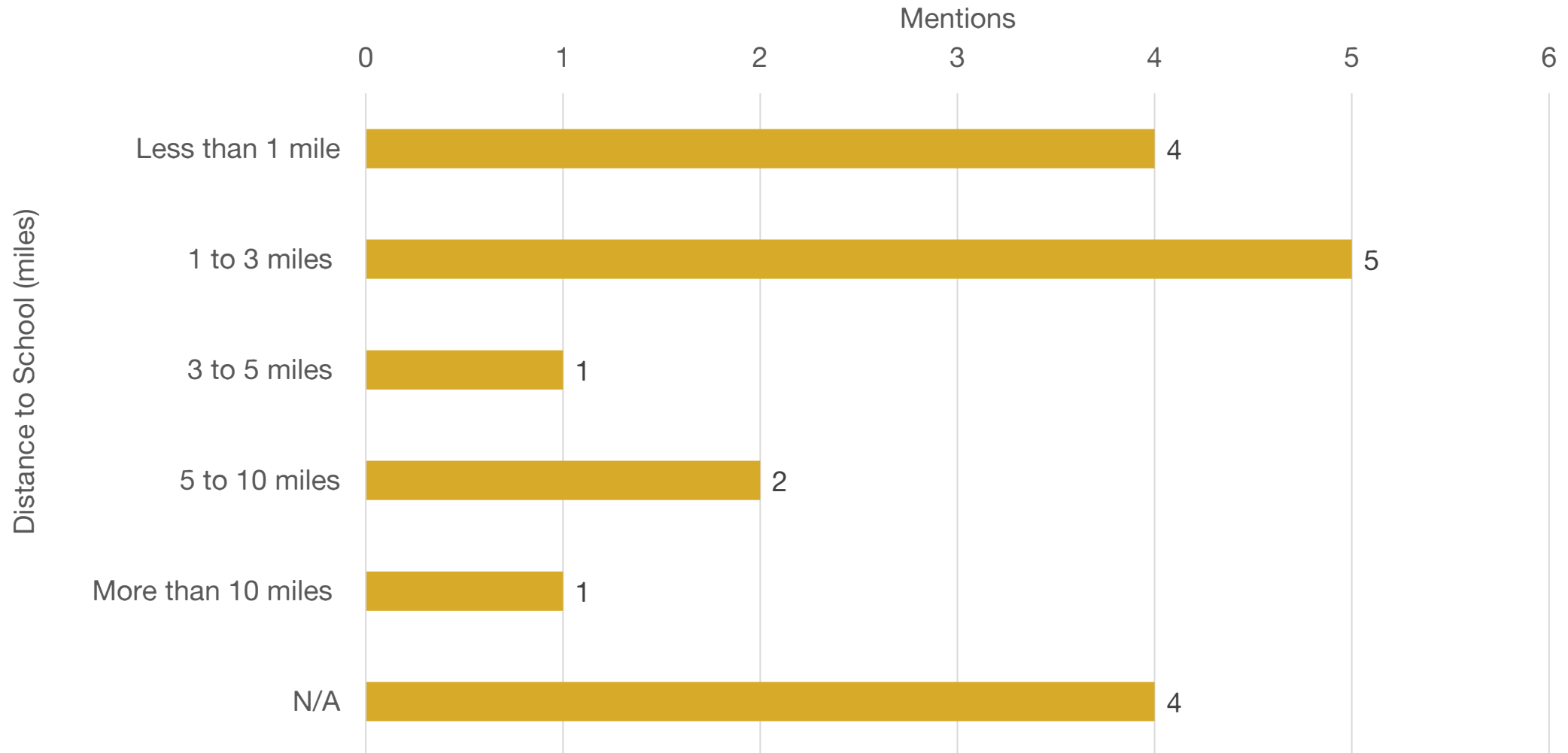


Please enter the name of your school

School	Mentions
Avalon Elementary	1
Avalon School District (not specified)	1
Bellevue Elementary	2
Bellevue Middle School	1
Bellevue High School	2
Bellvue School District (not specified)	1
Carlow University	1
CCAC	1
Our Lady of the Sacred Heart	2
University of Pittsburgh	2
Wilmington University	1

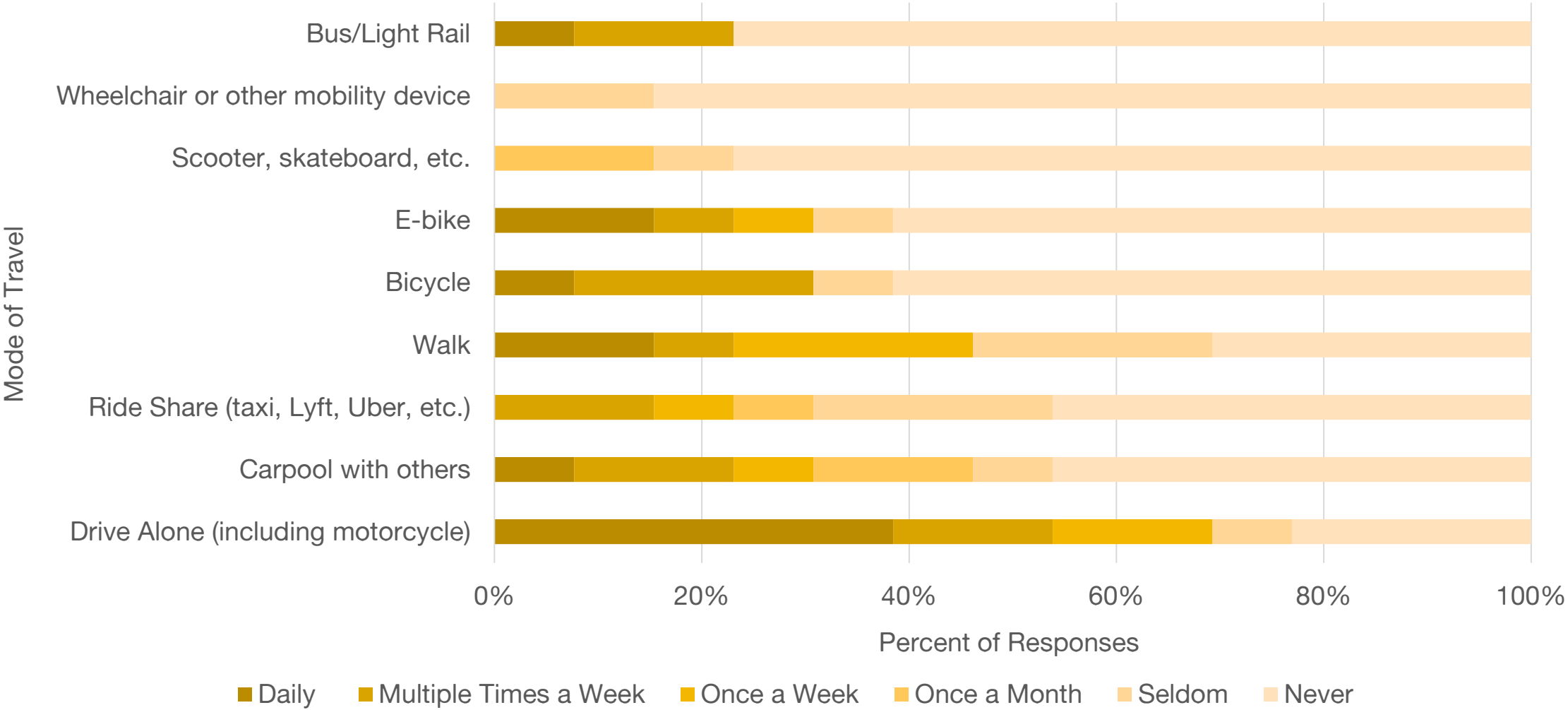
TRAVEL TO SCHOOL

What is the approximate distance between your home and school?



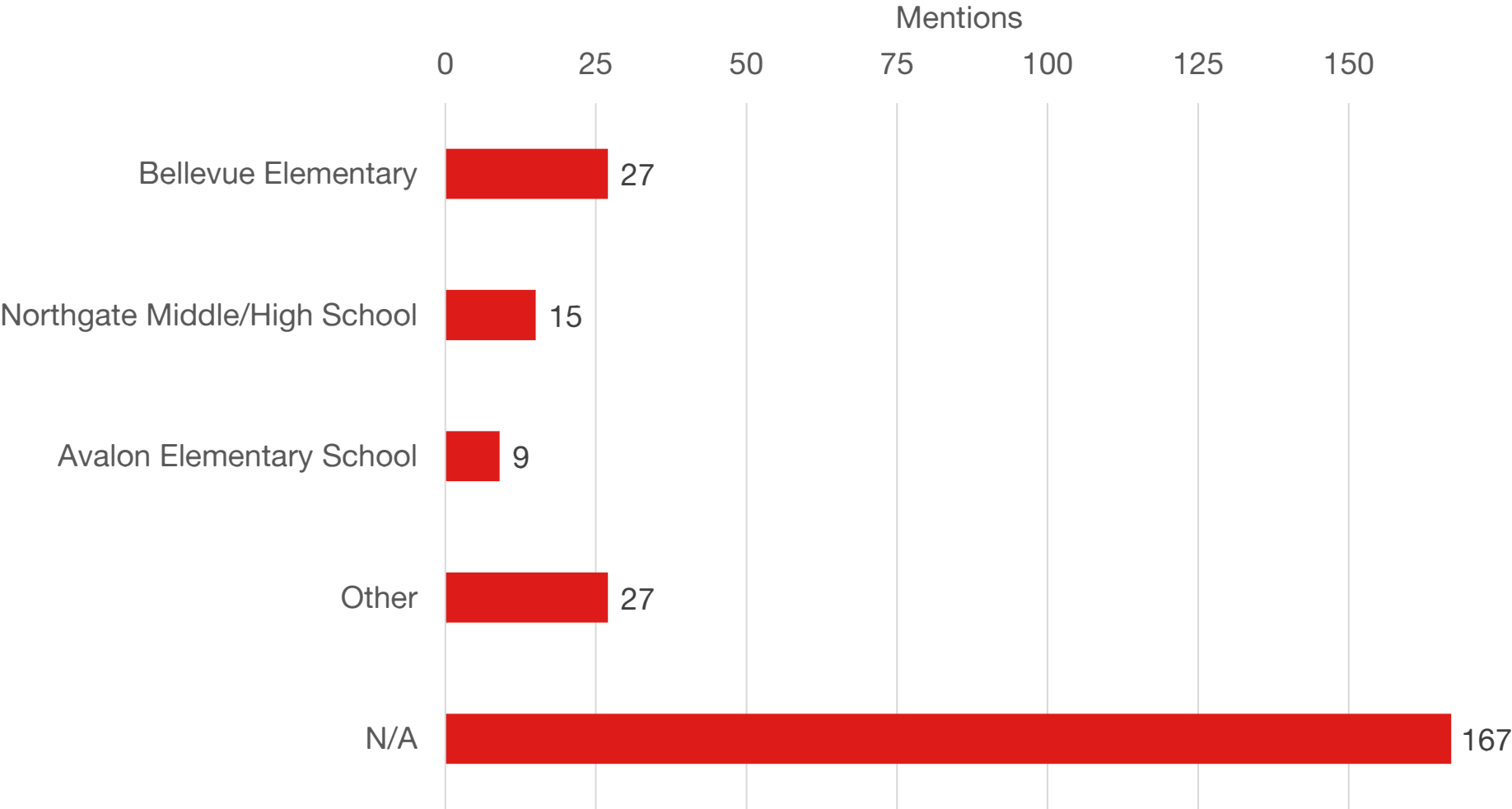
TRAVEL TO SCHOOL

How often do you travel to school via the following modes?



TRAVEL TO SCHOOL

Do you have a child(ren) enrolled in school who lives in your household? If so, what school do they attend?

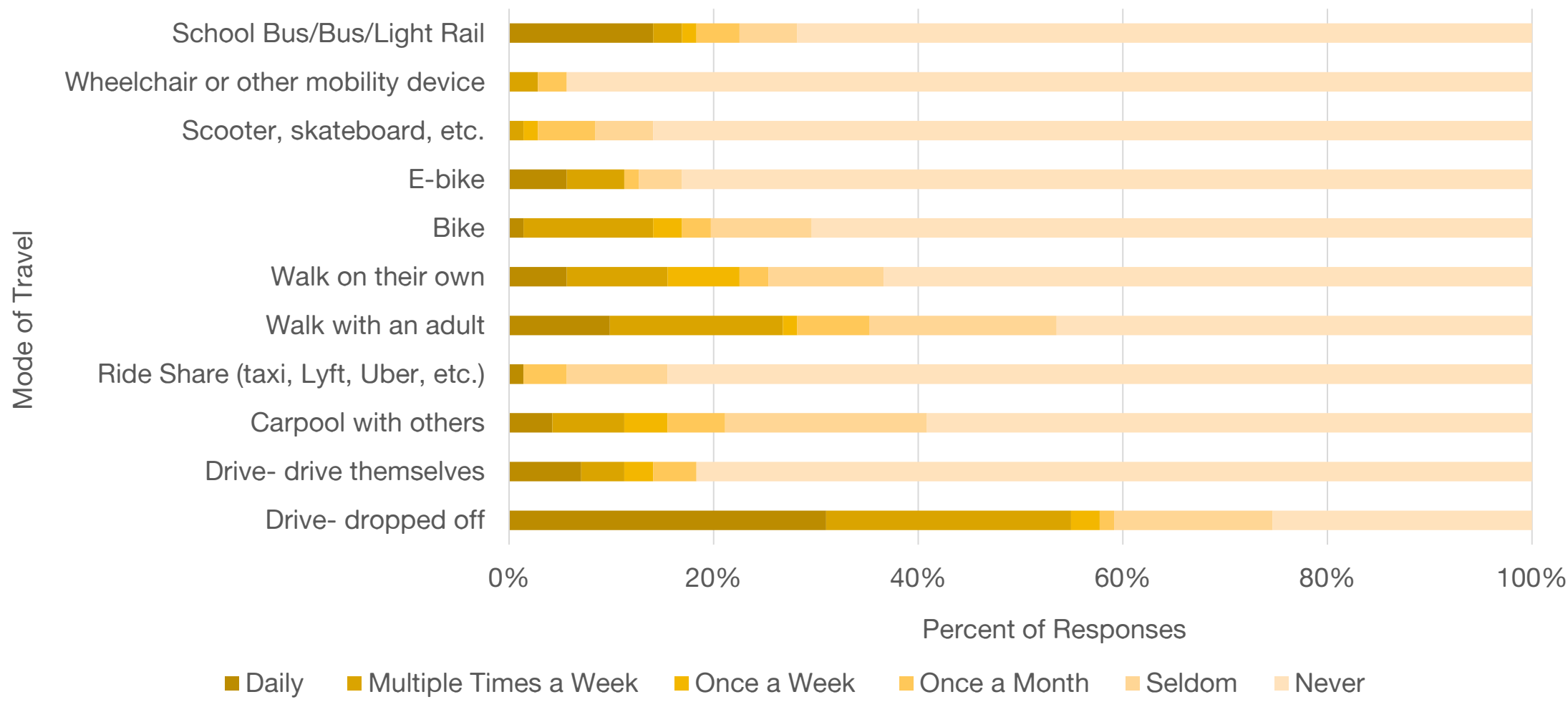


Notable “Other” Responses:

- St. Ambrose Academy (5)
- Daycare (2)
- North Hills Highcliff Elementary (2)
- Our Lady of the Sacred Heart High School (2)
- CAPA (2)
- North Hills (1)
- Glen Montessori (1)
- Eden Christian Academy (1)
- Carlow University (1)
- Avonworth Middle School (1)
- Watermark Classical Academy (1)
- The Saint Constantine School (1)
- Aquinas Academy (1)
- Allegheny Traditional Academy (1)
- Unspecified private school (1)

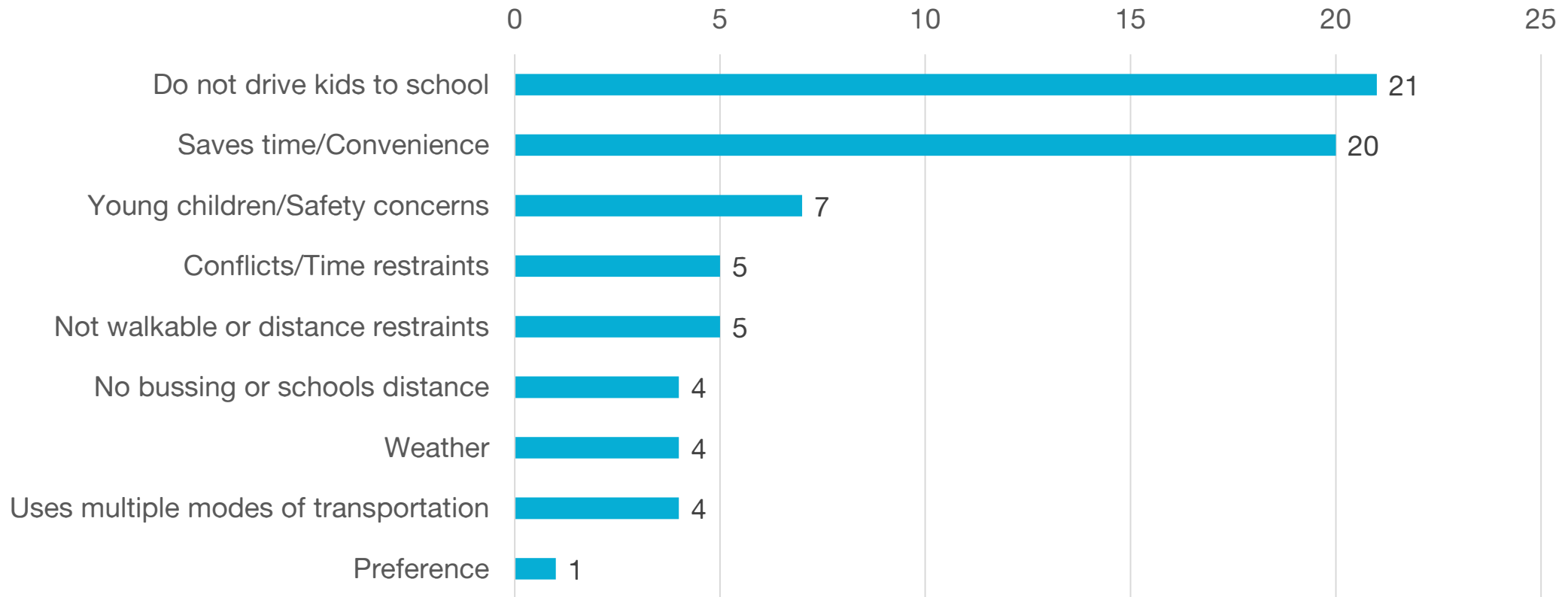
TRAVEL TO SCHOOL

How often does your child(ren) travel to school via the following modes?



TRAVEL TO SCHOOL

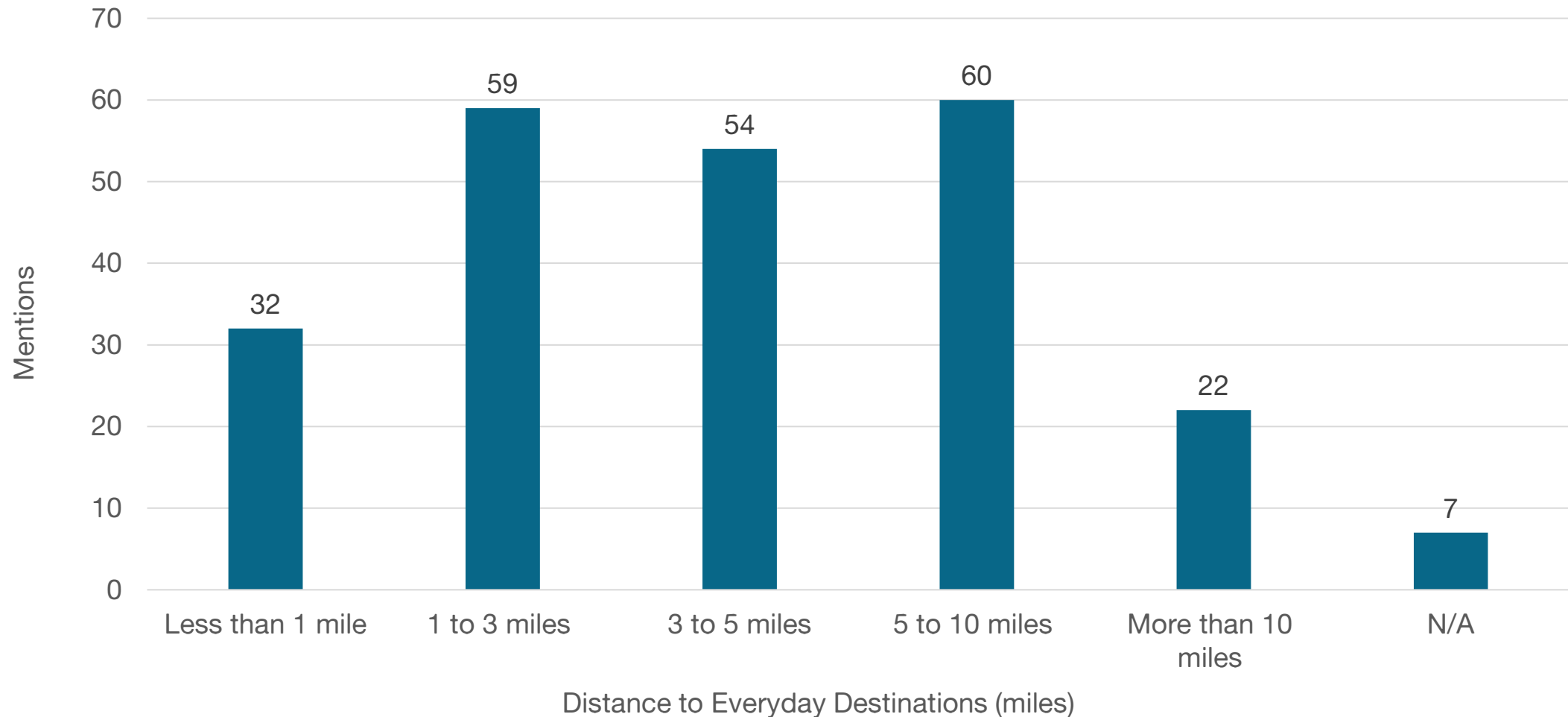
If you usually drive your child(ren) to school, why do you choose this mode?



Mentions

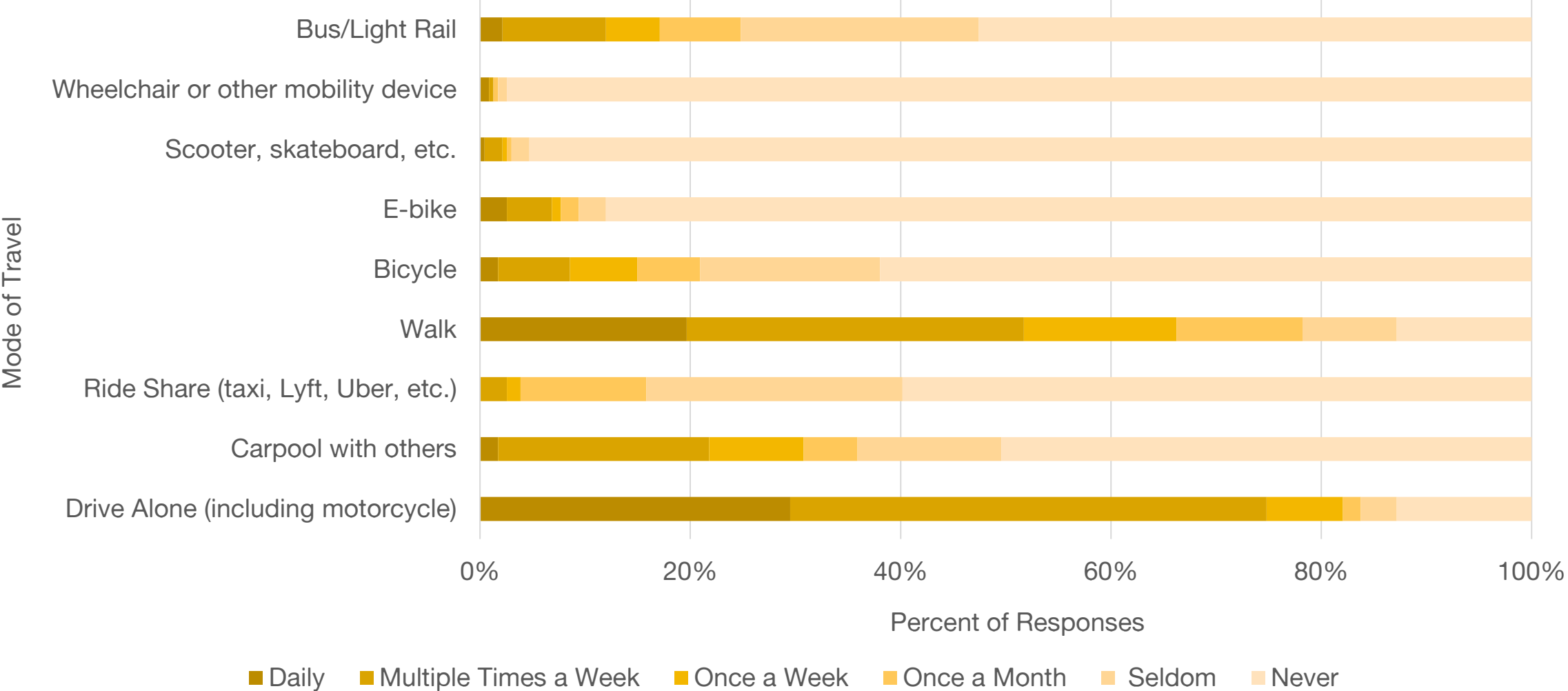
TRAVEL TO EVERYDAY DESTINATIONS

How long is your active transportation trip to a typical everyday destination for you?



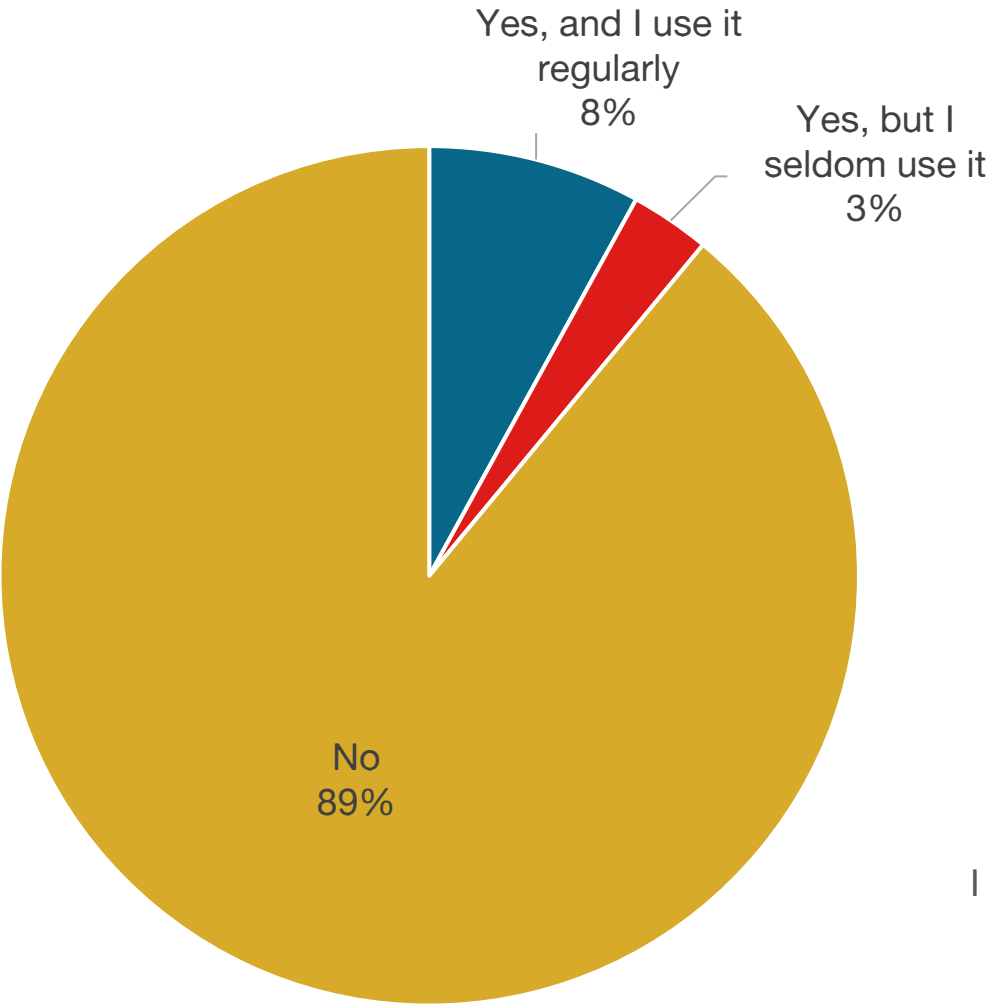
TRAVEL TO EVERYDAY DESTINATIONS

How often do you travel to everyday destinations via the following modes?

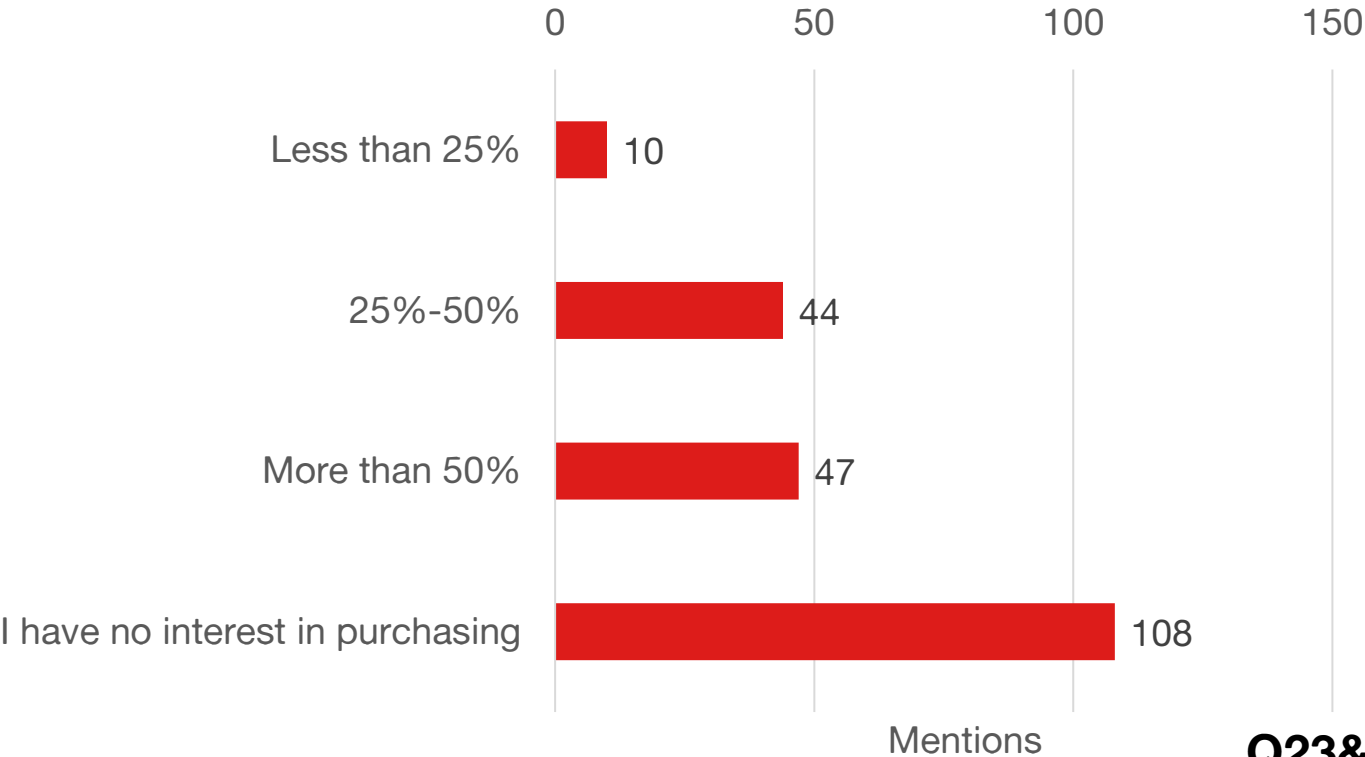


E-BIKES

Do you own an e-bike?

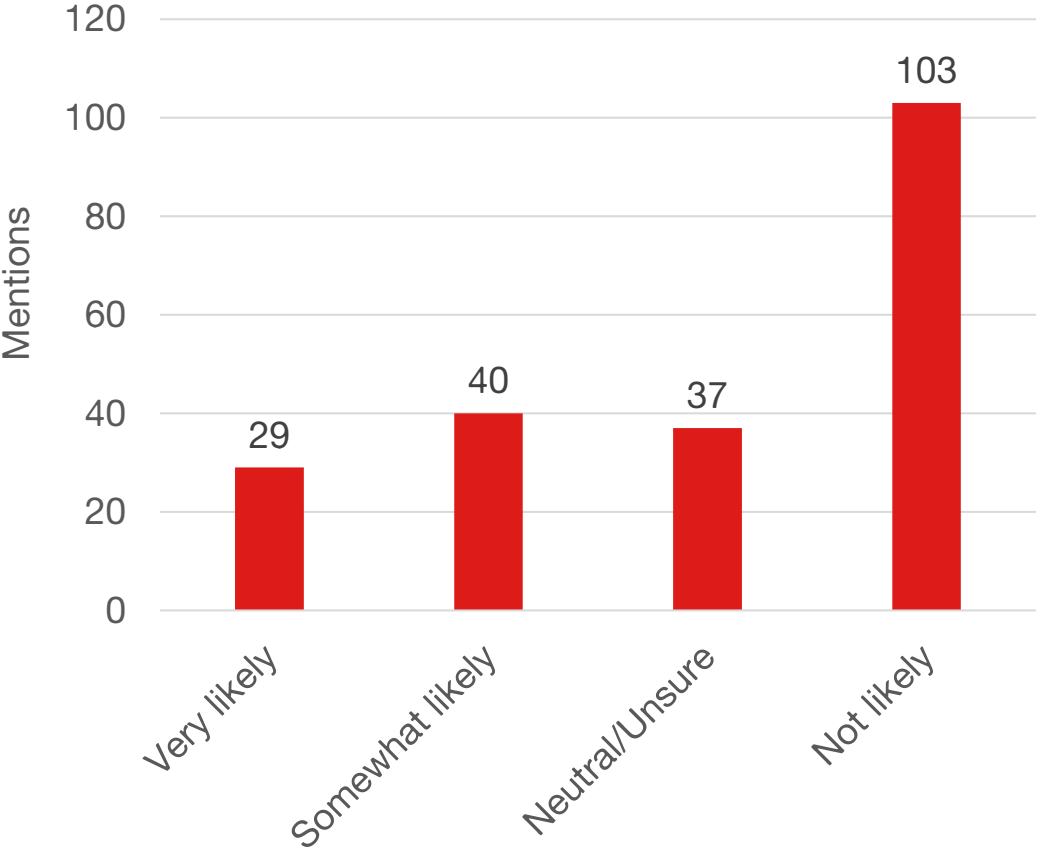


If an e-bike point-of-sale voucher program were available in your area, what level of discount would encourage you to purchase an e-bike?

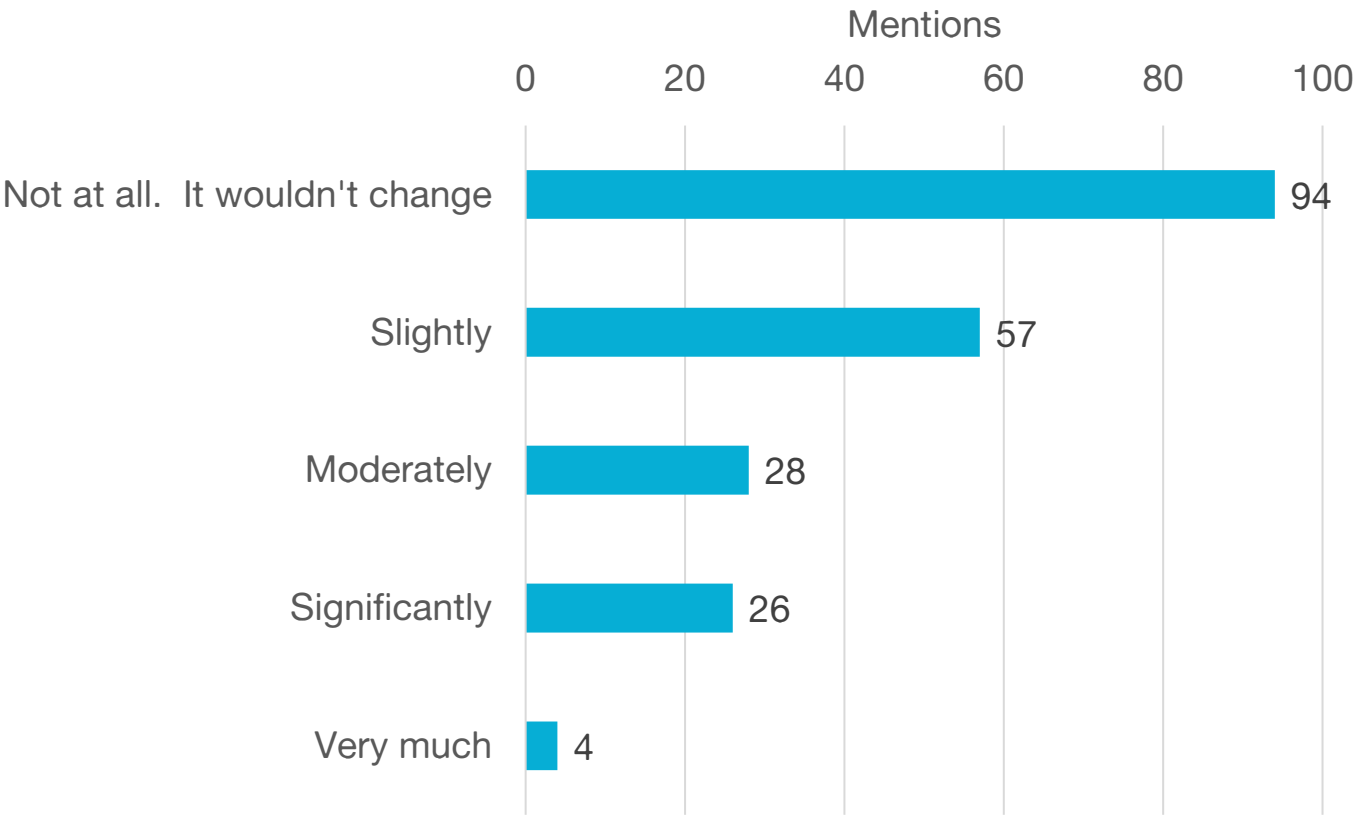


E-BIKES

How likely would you be to use a bike share program if it were offered in your community?

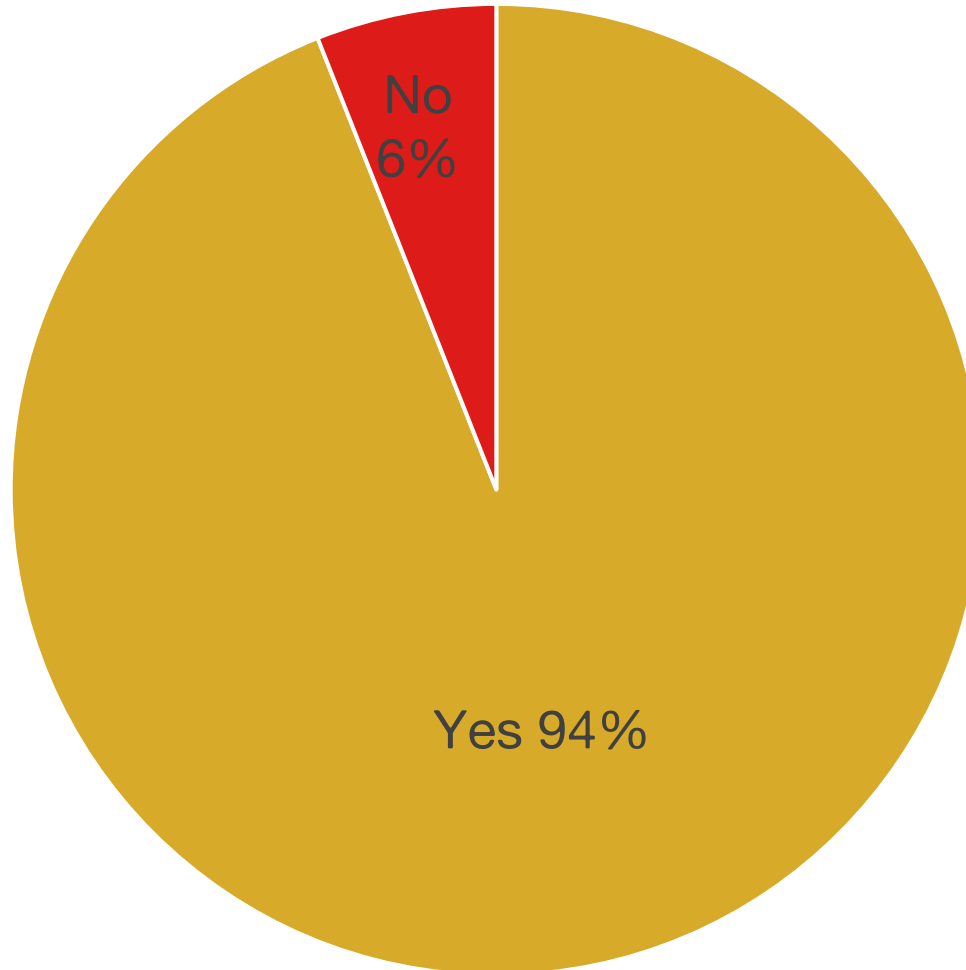


How much would owning or having access to an e-bike increase your likelihood of biking to work, school, or errands?



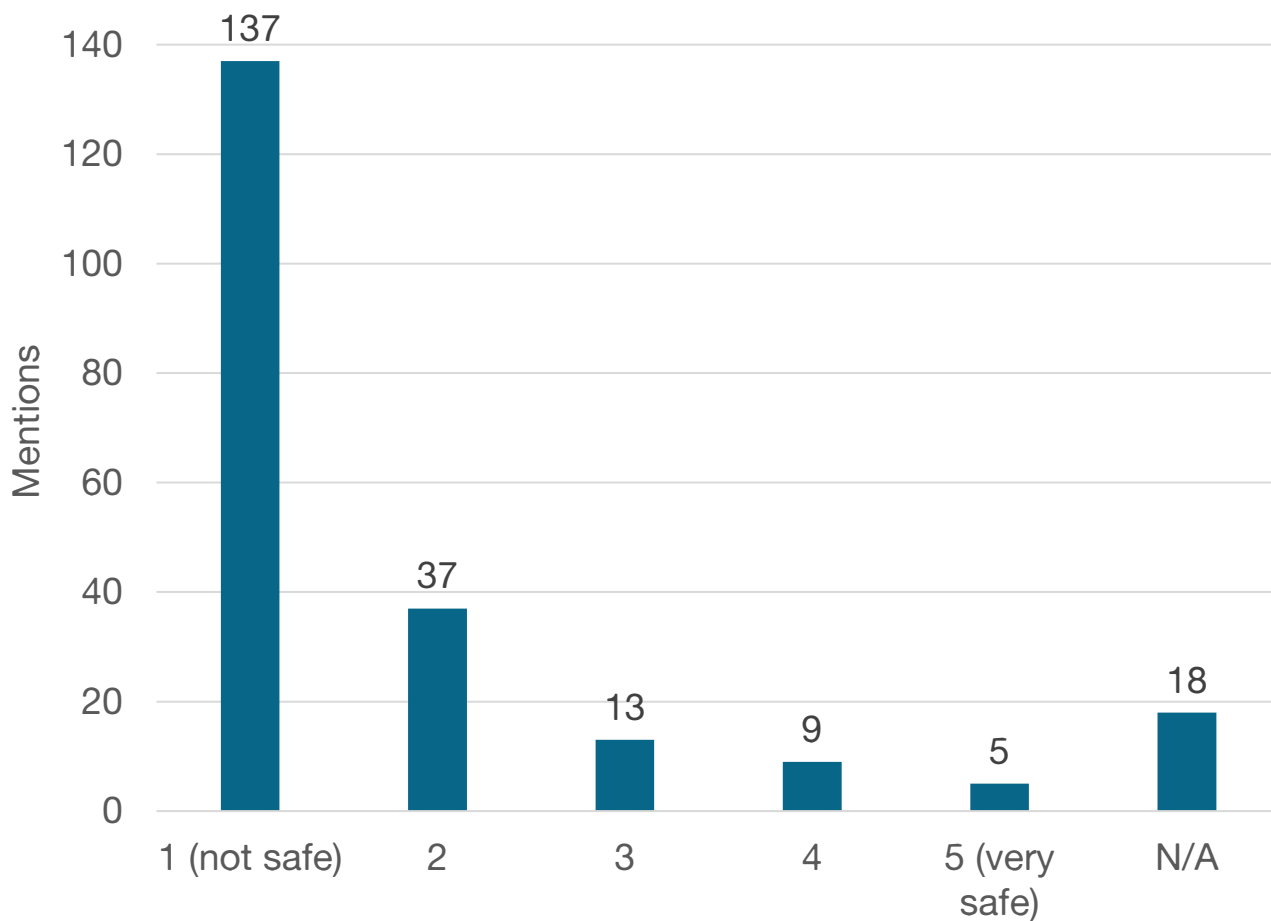
WALKING

Do you take walks or hikes in Bellevue?

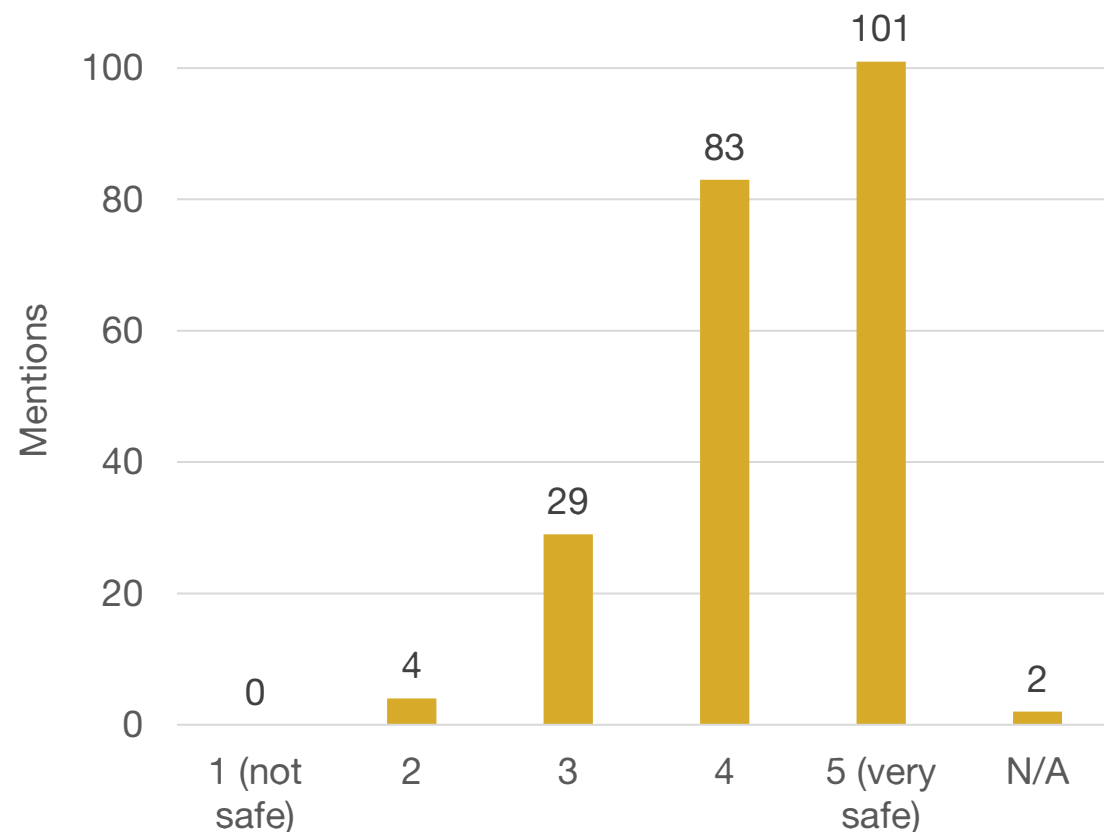


WALKING

How safe do you feel walking along the Ohio River Blvd/ Rte 65?

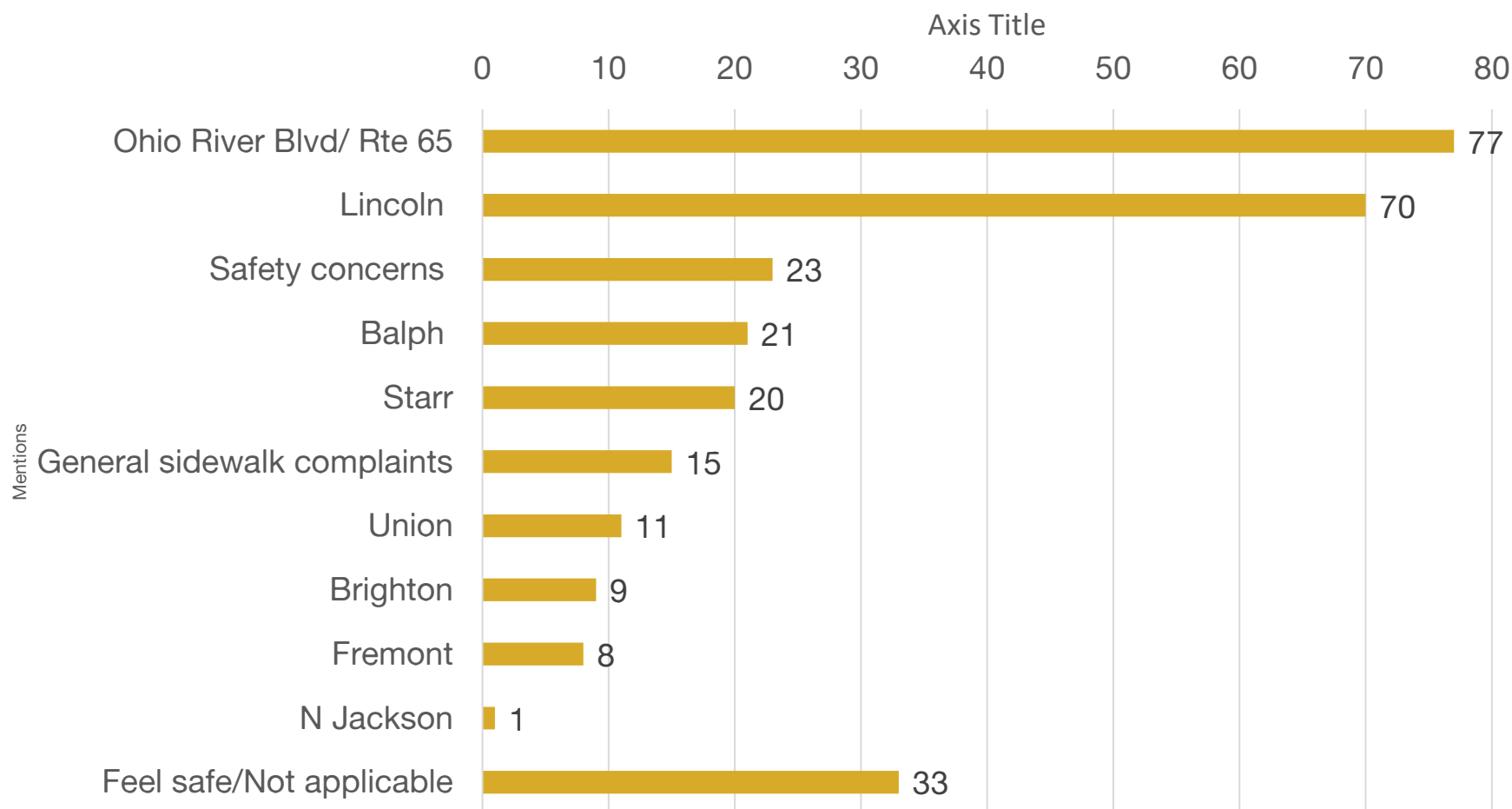


How safe do you feel walking in Bellevue's downtown and/or residential areas?



WALKING

Please identify streets and sidewalks that do not feel safe, and why.

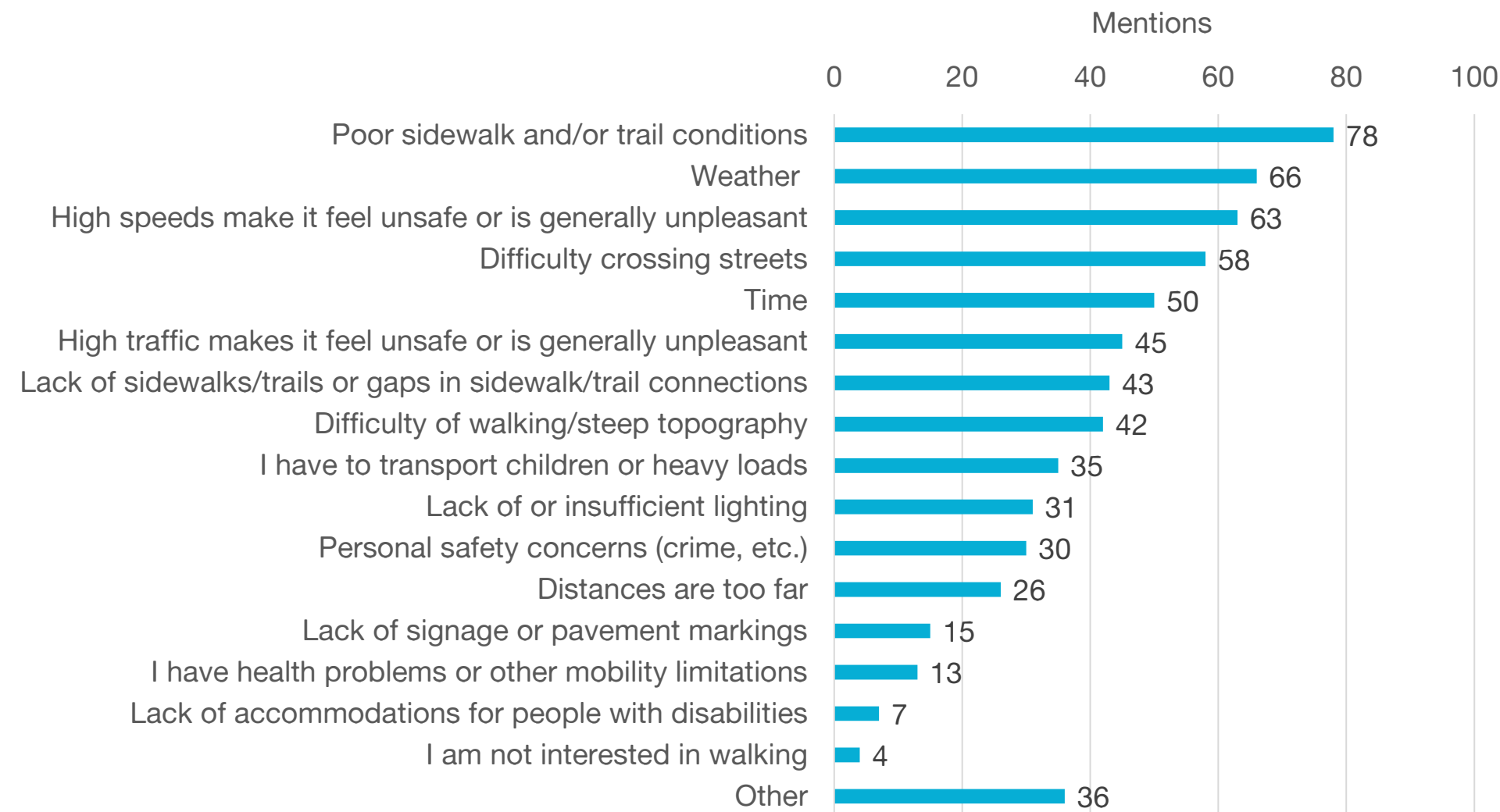


Additional Concerns Mentioned:

- General Safety Concerns (23)
- General Sidewalk complaints (15)

WALKING

What prevents you from walking more often in Bellevue?



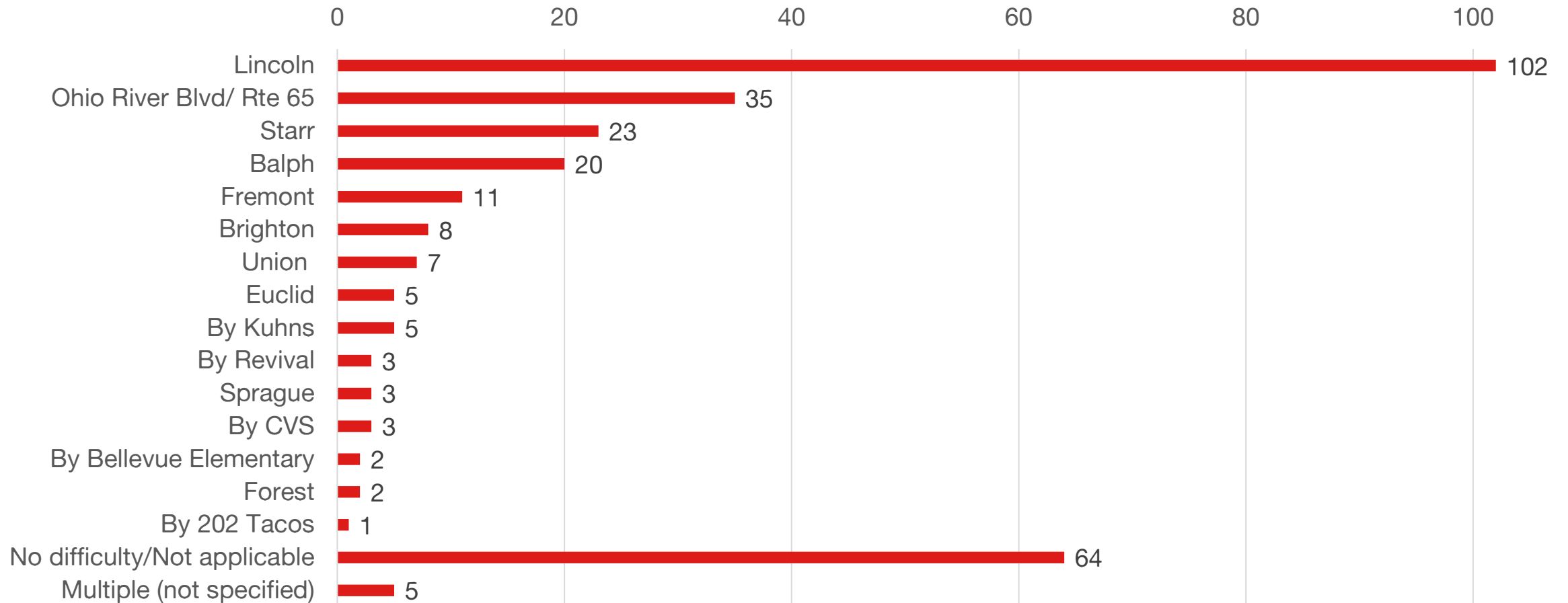
Notable “Other” Responses:

- Frequently walk in Bellevue (6)
- Lack of businesses (2)
- Exposure to vape stores/inappropriate land uses (1)
- Safety as a female (1)
- Lack of accessibility (1)
- General safety concerns (1)
- Geographic obstacles (1)
- Lack of garbage cans (1)
- Want someone to walk with (1)
- Litter (1)

WALKING

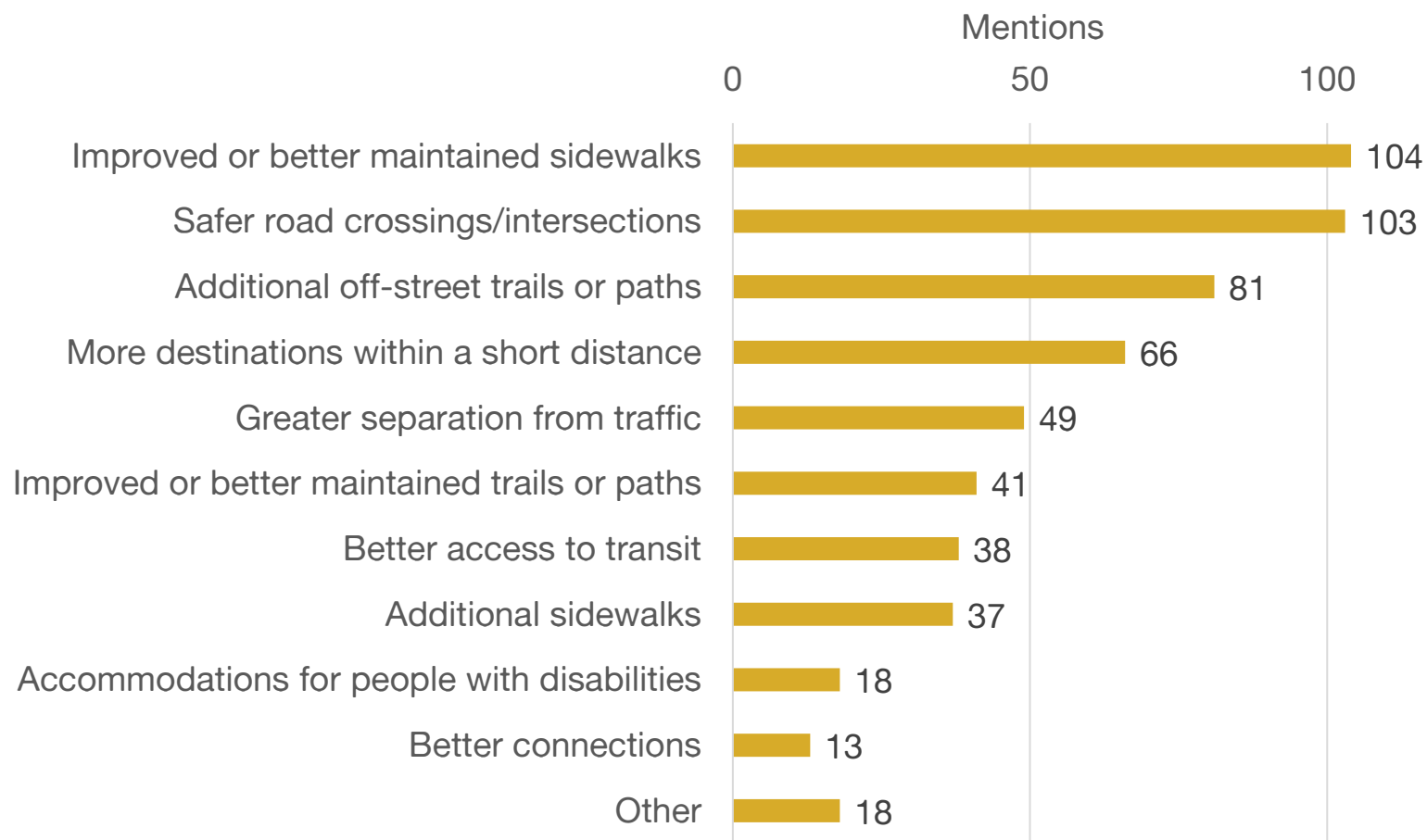
What streets do you have difficulty crossing in the Borough?

Mentions



WALKING

Which of the following improvements to the walking experience would most encourage you to walk in this area?

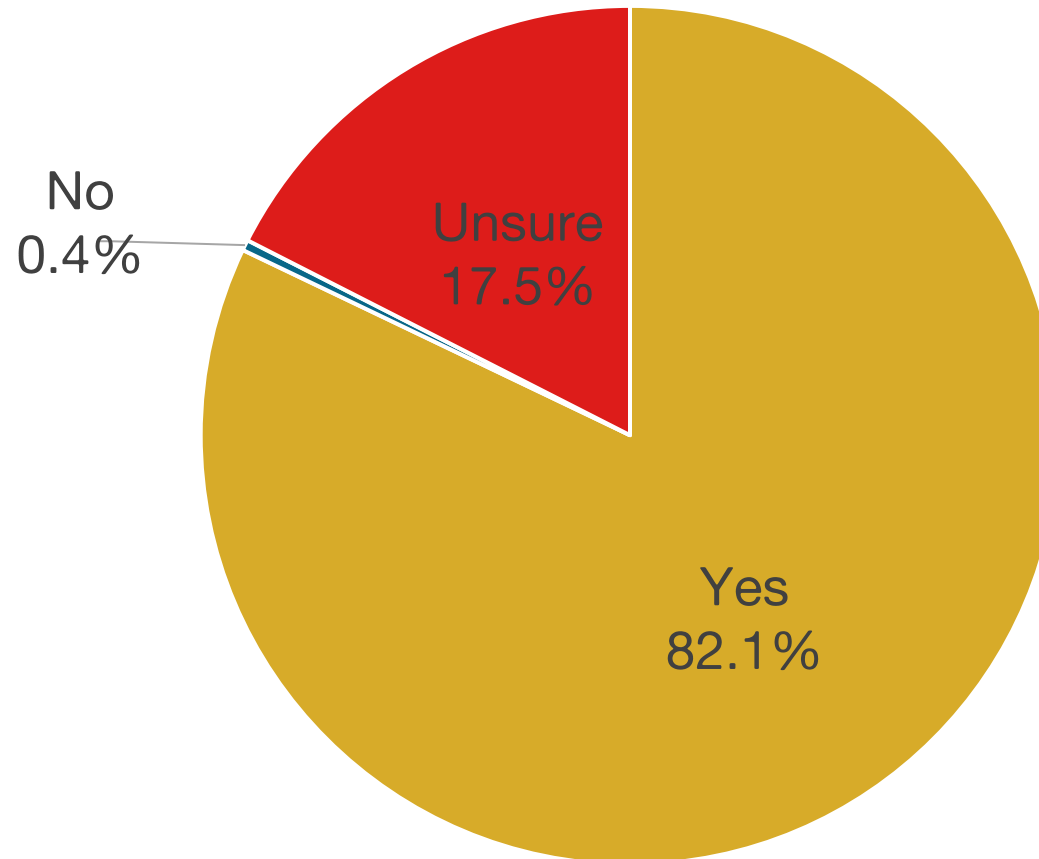


Notable “Other” Responses:

- Reducing motorized traffic concerns (2)
- More policing (2)
- Expanded connectivity (1)
- More businesses that allow pets (1)
- Gender issues (1)
- More crossing signage (1)
- Better lighting (1)
- Speed bumps (1)
- More public restrooms (1)
- More parking (1)
- Improved weather (1)
- One-way streets (1)

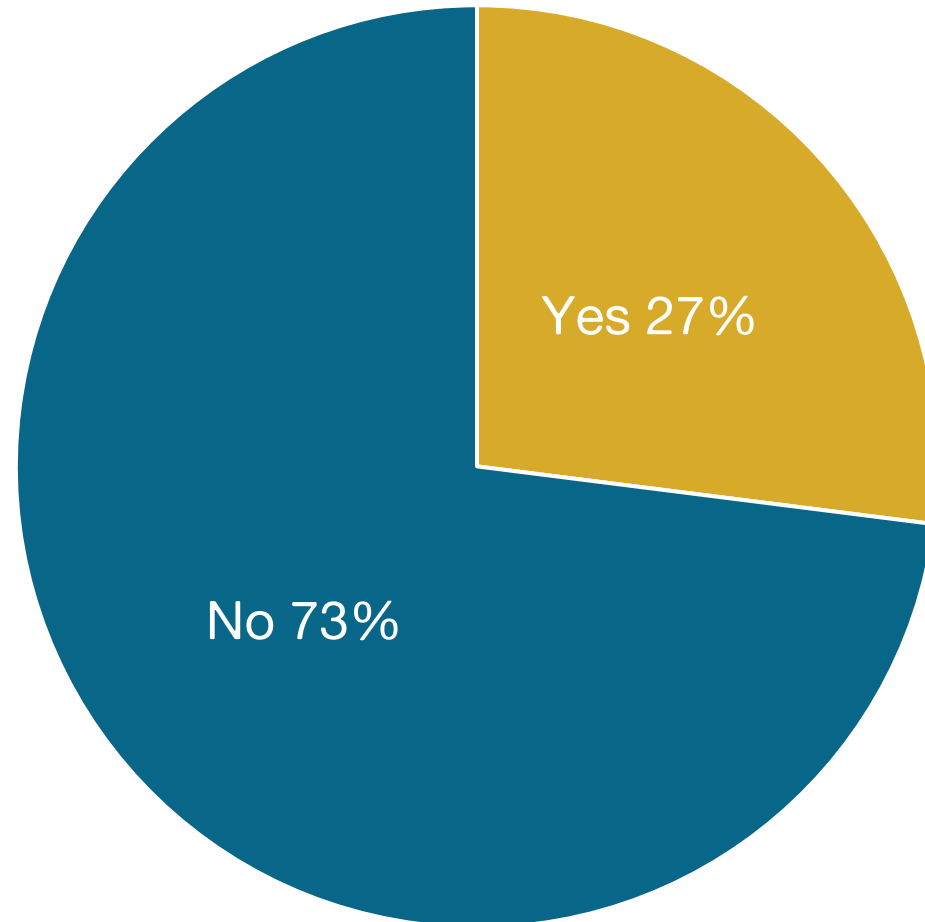
WALKING

If conditions for walking improved, would you walk more in the Borough?



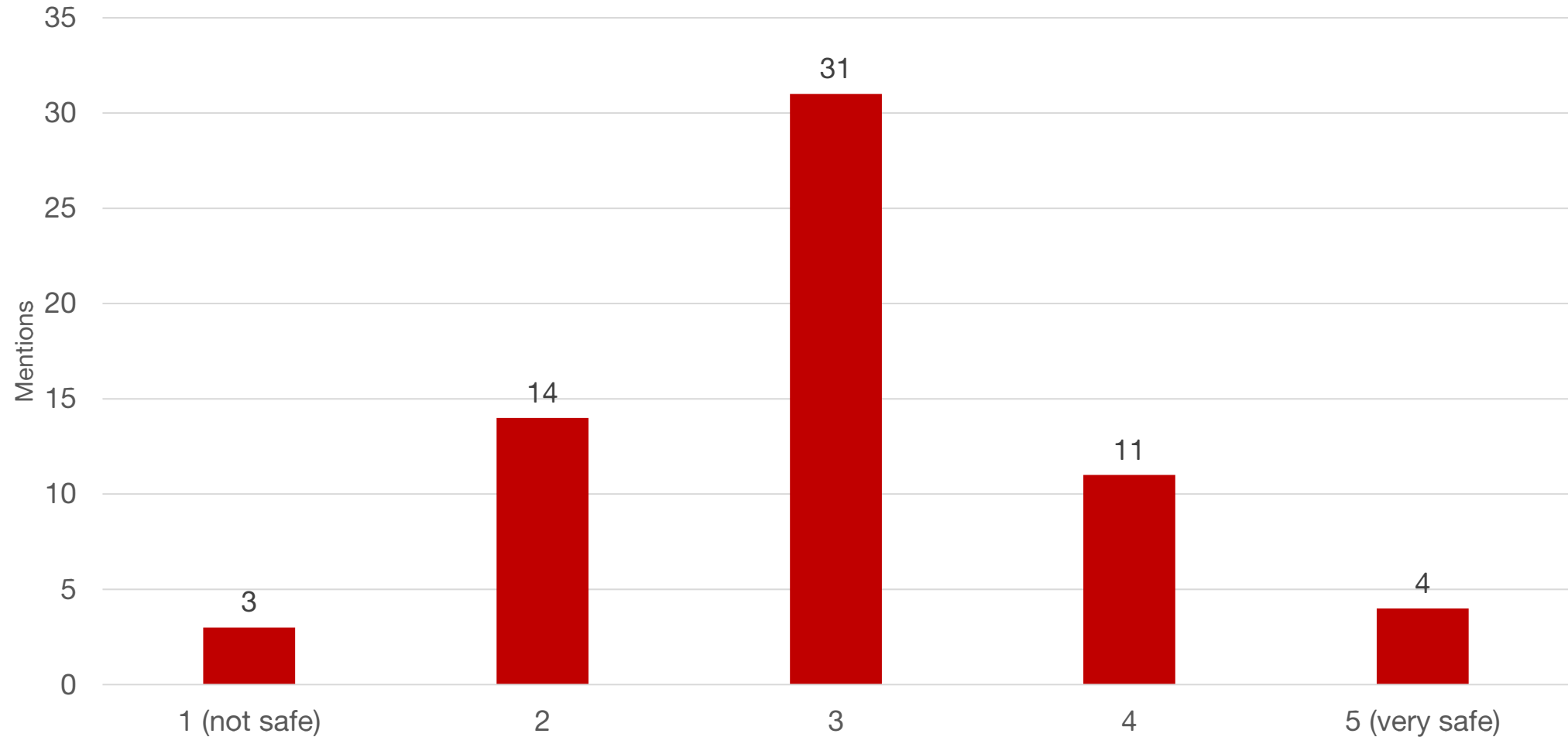
BIKING

Do you bike in Bellevue?



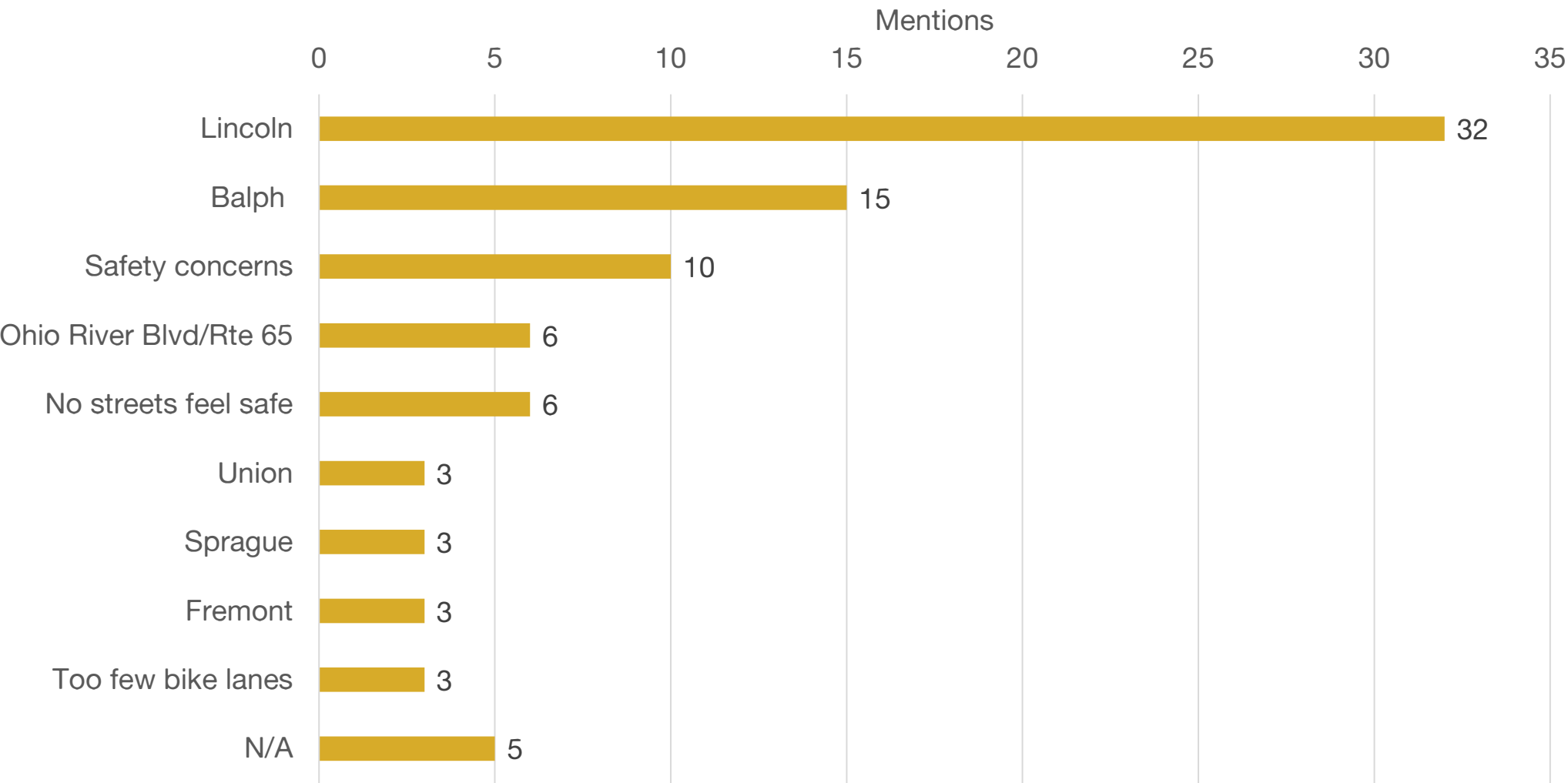
BIKING

How safe do you feel biking in Bellevue?



BIKING

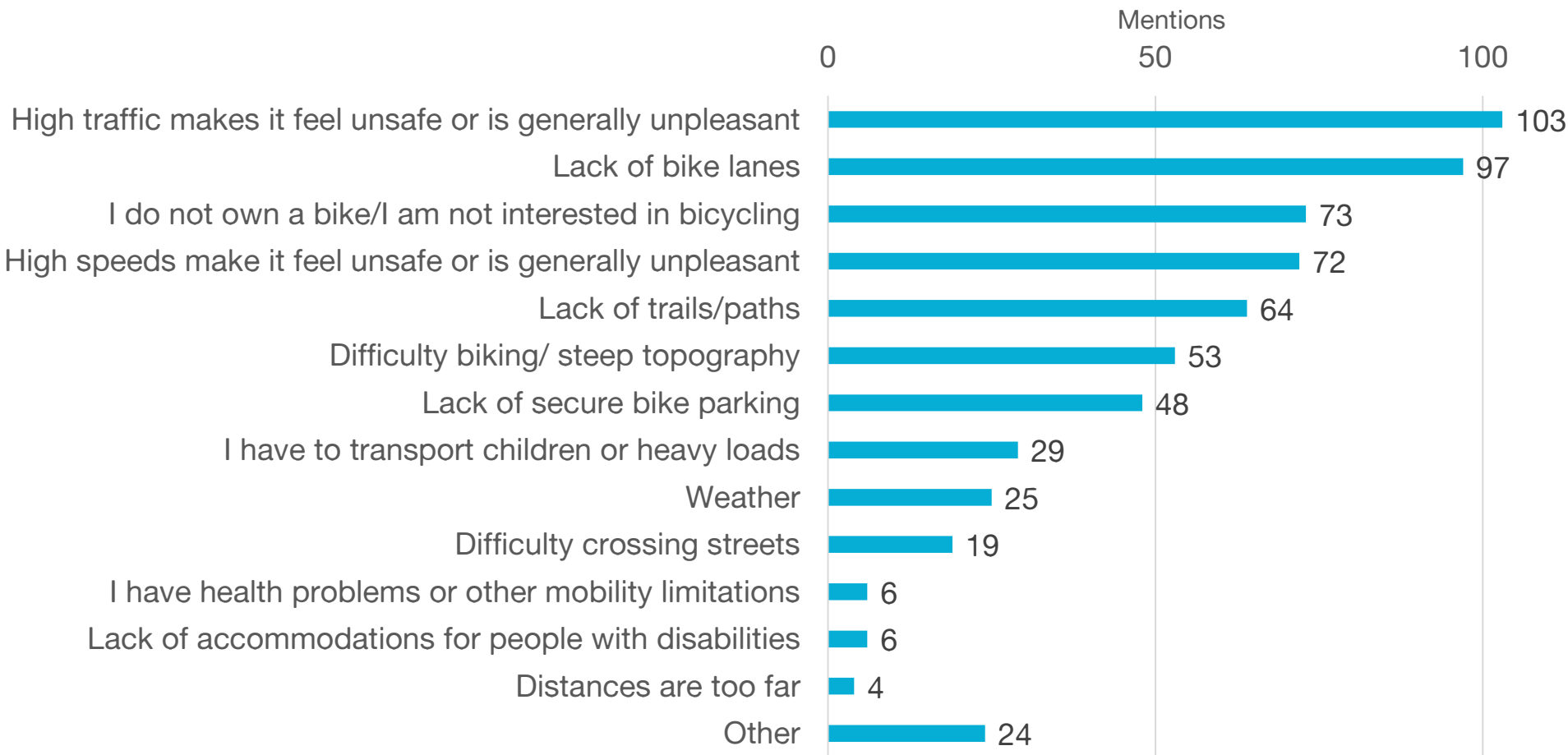
Please identify streets that do not feel safe, and why.



- Other Concerns Mentioned:**
- General Safety Concerns (10)
 - Too few bike lanes(3)

BIKING

What prevents you from biking more often in Bellevue?

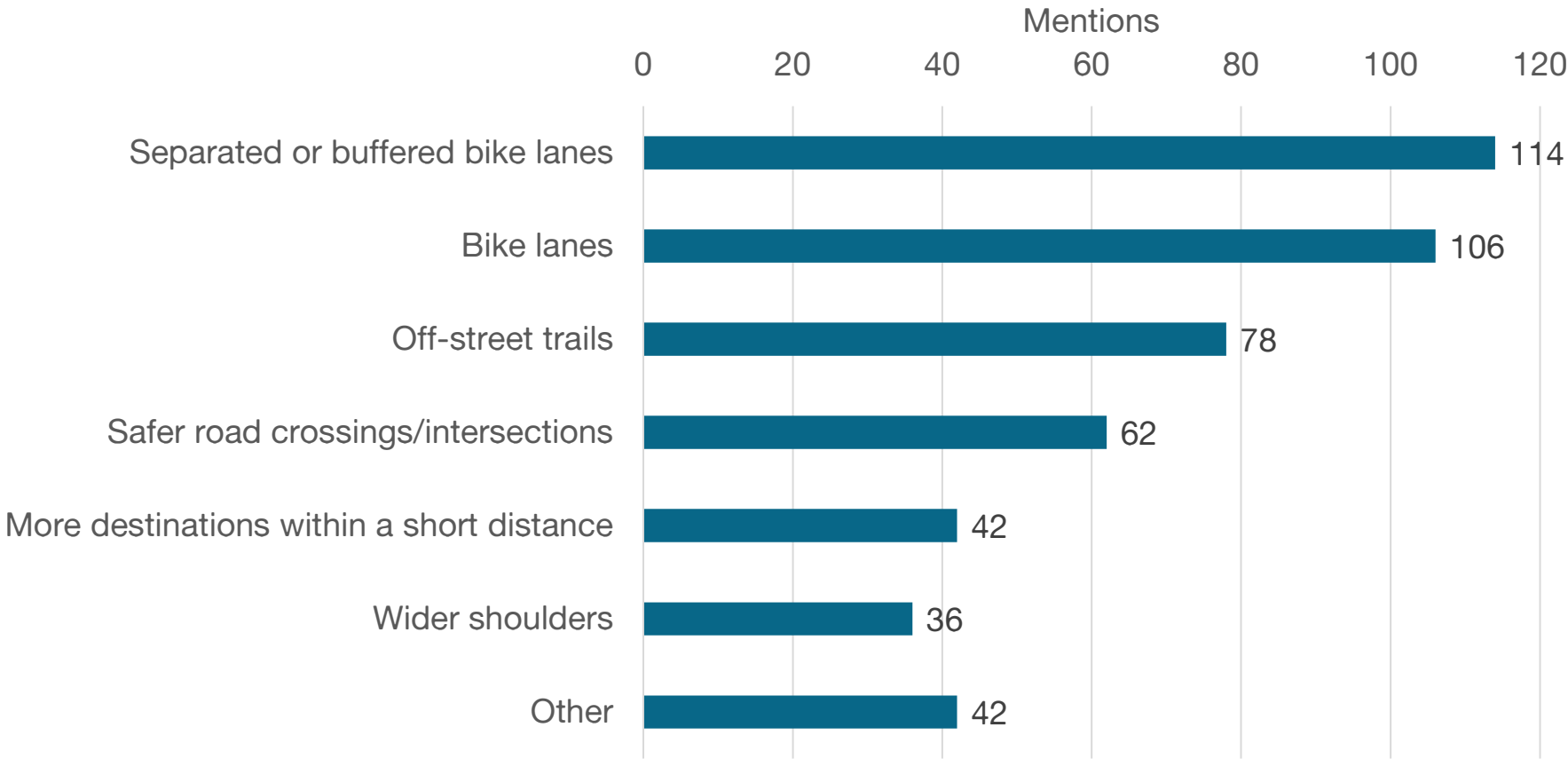


Notable “Other” Responses:

- Other motorized traffic concerns (3)
- Unsafe road/sidewalk conditions (3)
- Preference (2)
- Age (1)
- Crime (1)
- Doesn't know how to ride a bike (1)
- Interested in biking, but needs to consider children (1)
- Other bicyclists not following rules (1)
- Lack of biking infrastructure (1)
- Time (1)

BIKING

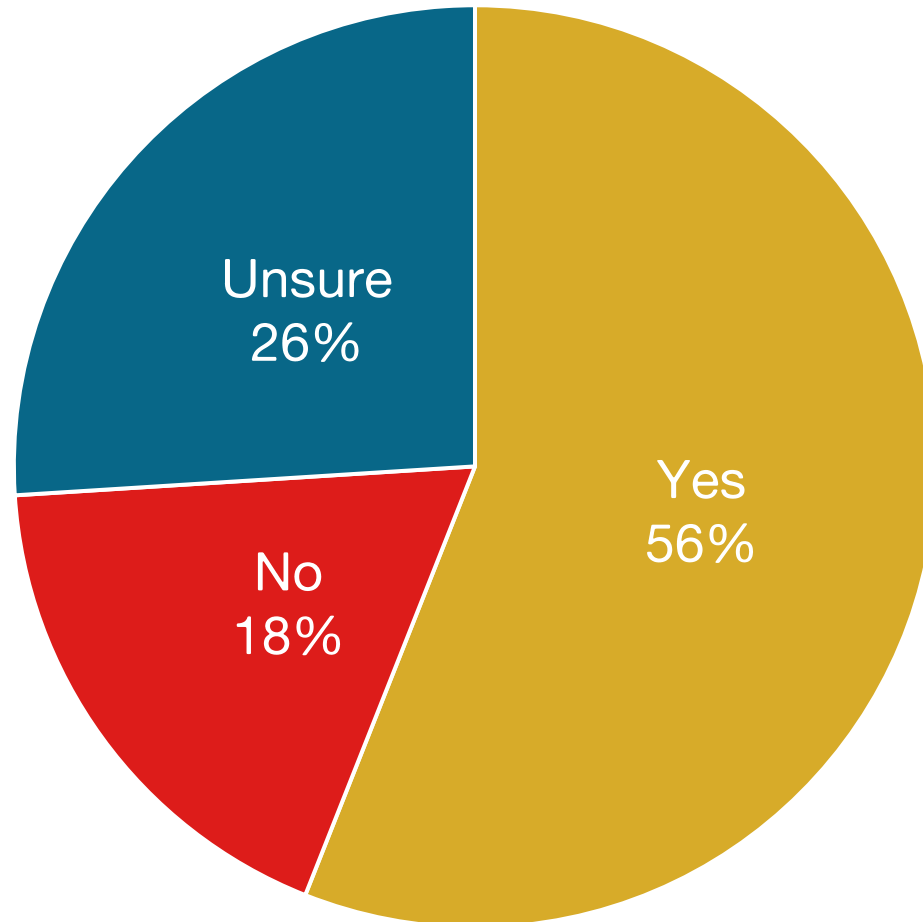
Which the following improvements to the biking experience would encourage you to bike in this area?



- Notable “Other” Responses:**
- Motorized Traffic concerns (4)
 - Widened sidewalks (2)
 - Secure bike parking (2)
 - Bike law enforcement (1)
 - Geographic barriers (1)
 - Cost barriers (1)
 - Sidewalk/Road repairing (1)
 - Age (1)
 - More bike infrastructure (1)

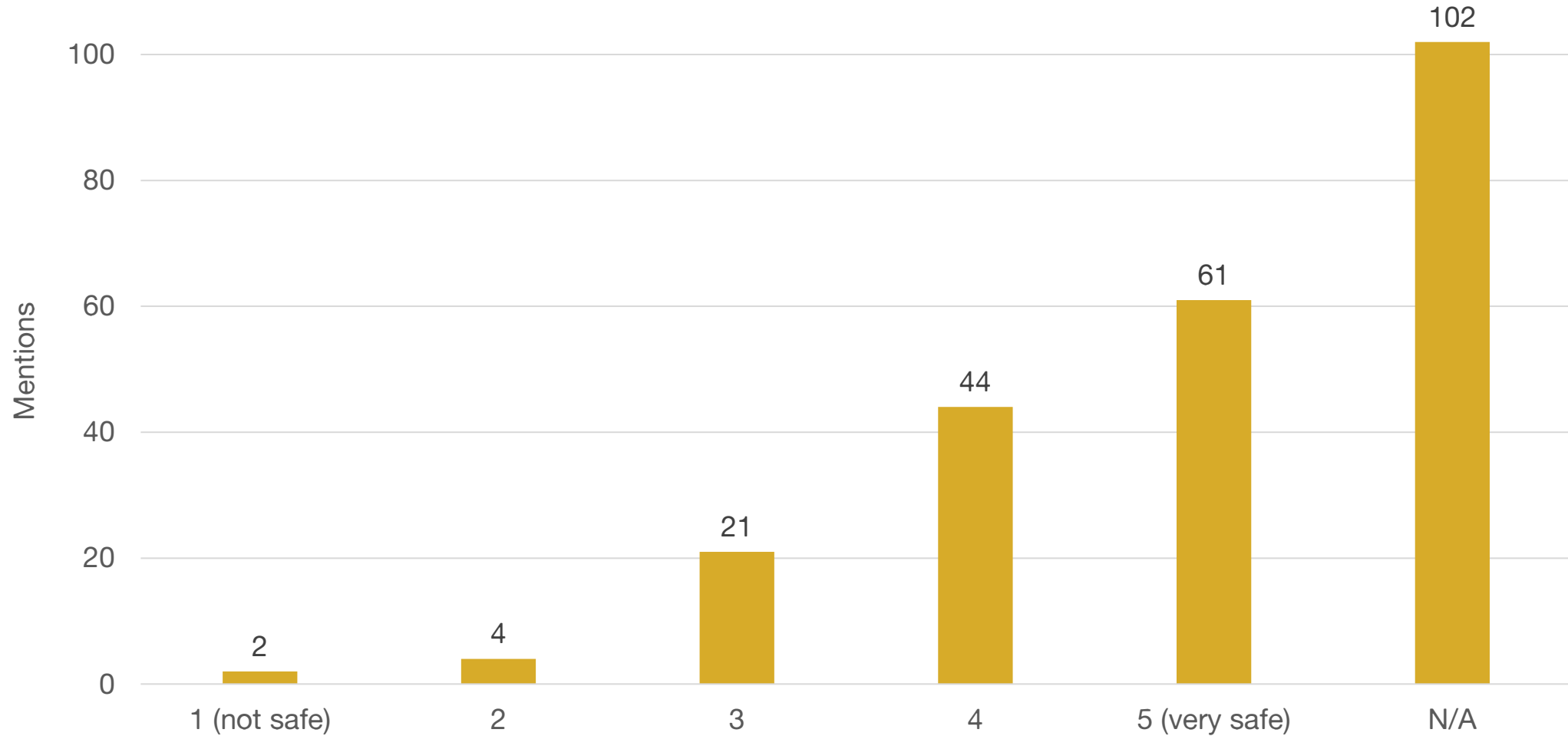
BIKING

If conditions for biking improved, would you bike more in Bellevue?



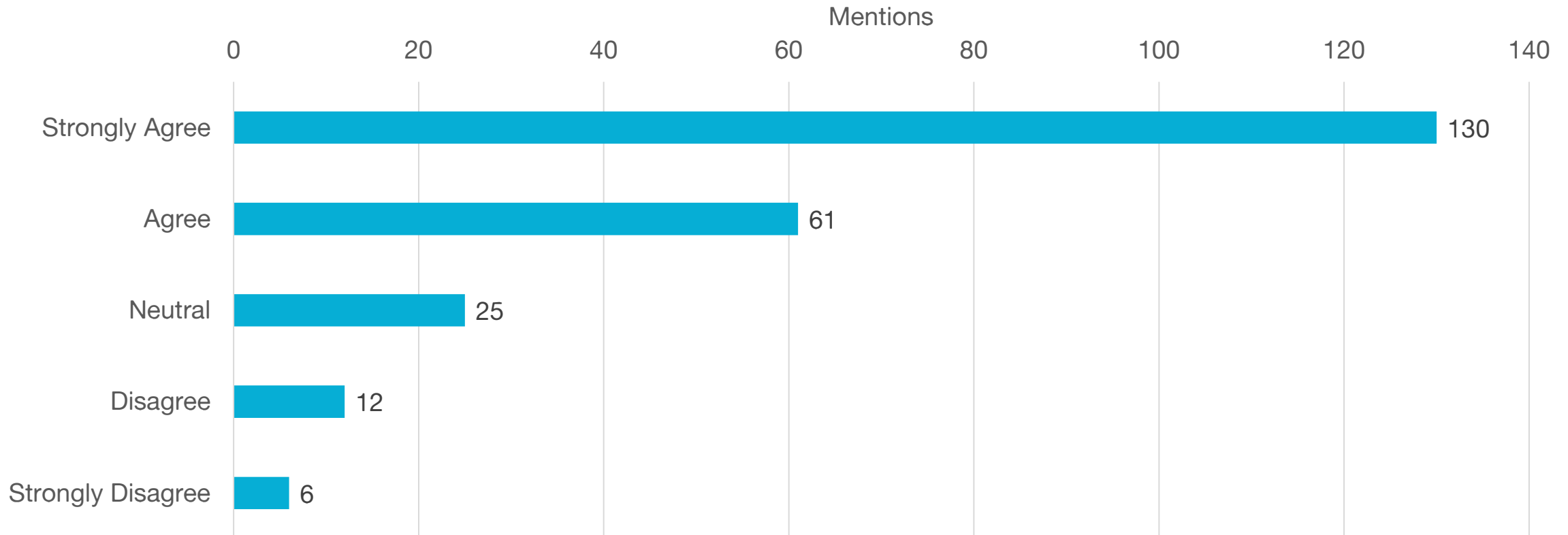
GENERAL

How safe do you feel accessing bus stops in Bellevue?



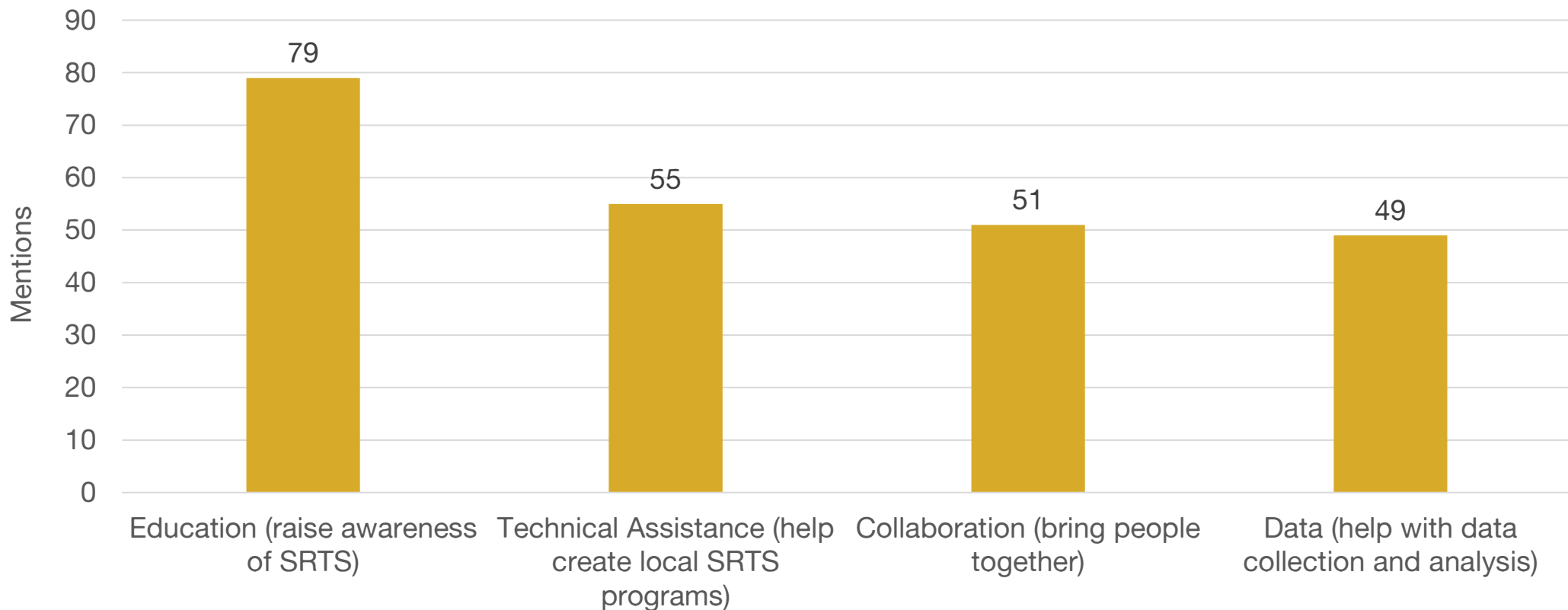
GENERAL

Please indicate your level of agreement with the following statement:
"Streets in my community should be designed for everyone who uses the street network, even if it causes some delay for motorized traffic."



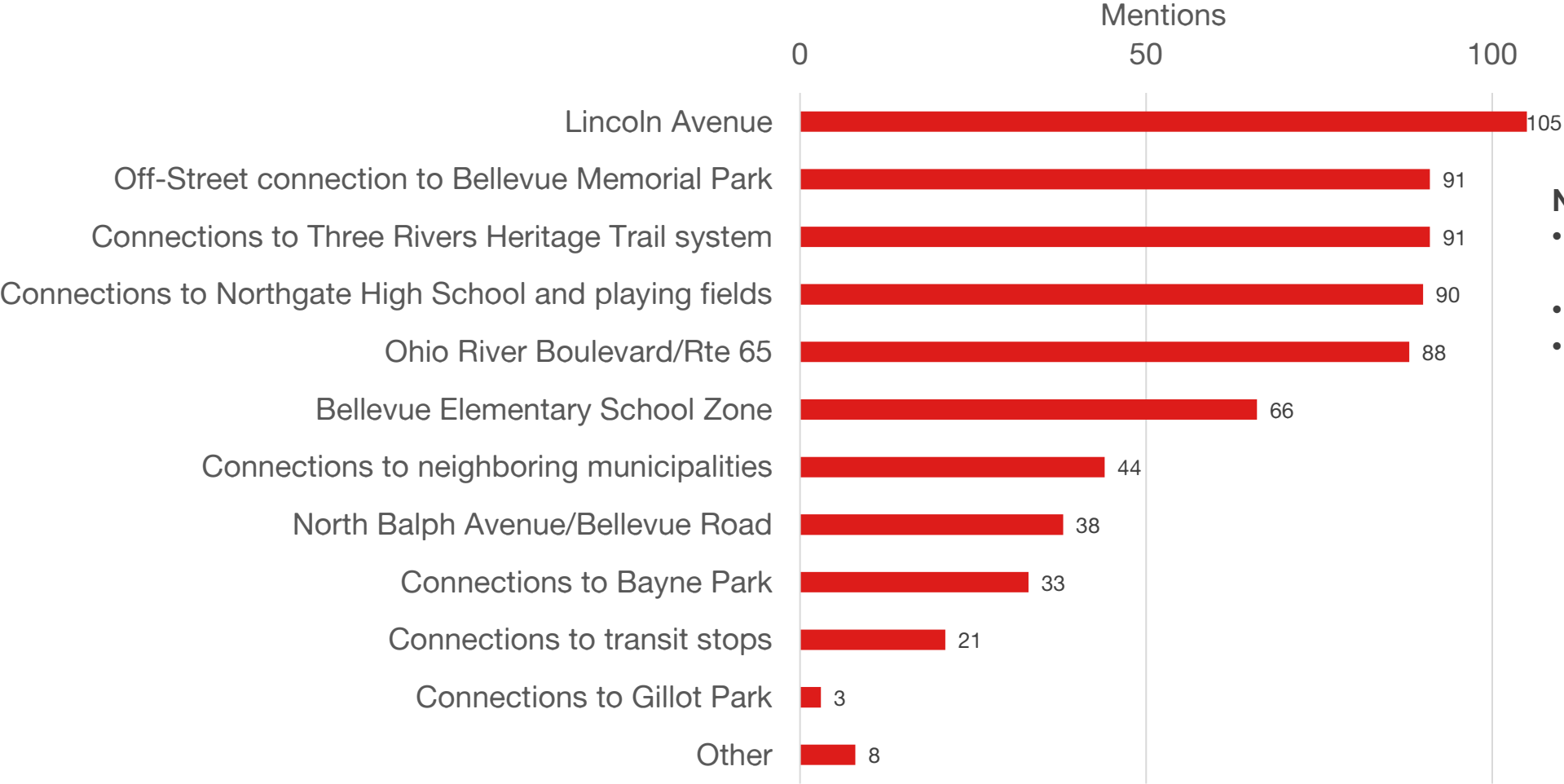
GENERAL

In addition to identifying funding opportunities for infrastructure projects, which of the following activities do you believe would be the most beneficial for transportation professionals and planners to prioritize in advancing SRTS in your community?



GENERAL

Which of the following corridors, routes or connections should be prioritized for potential improvements?

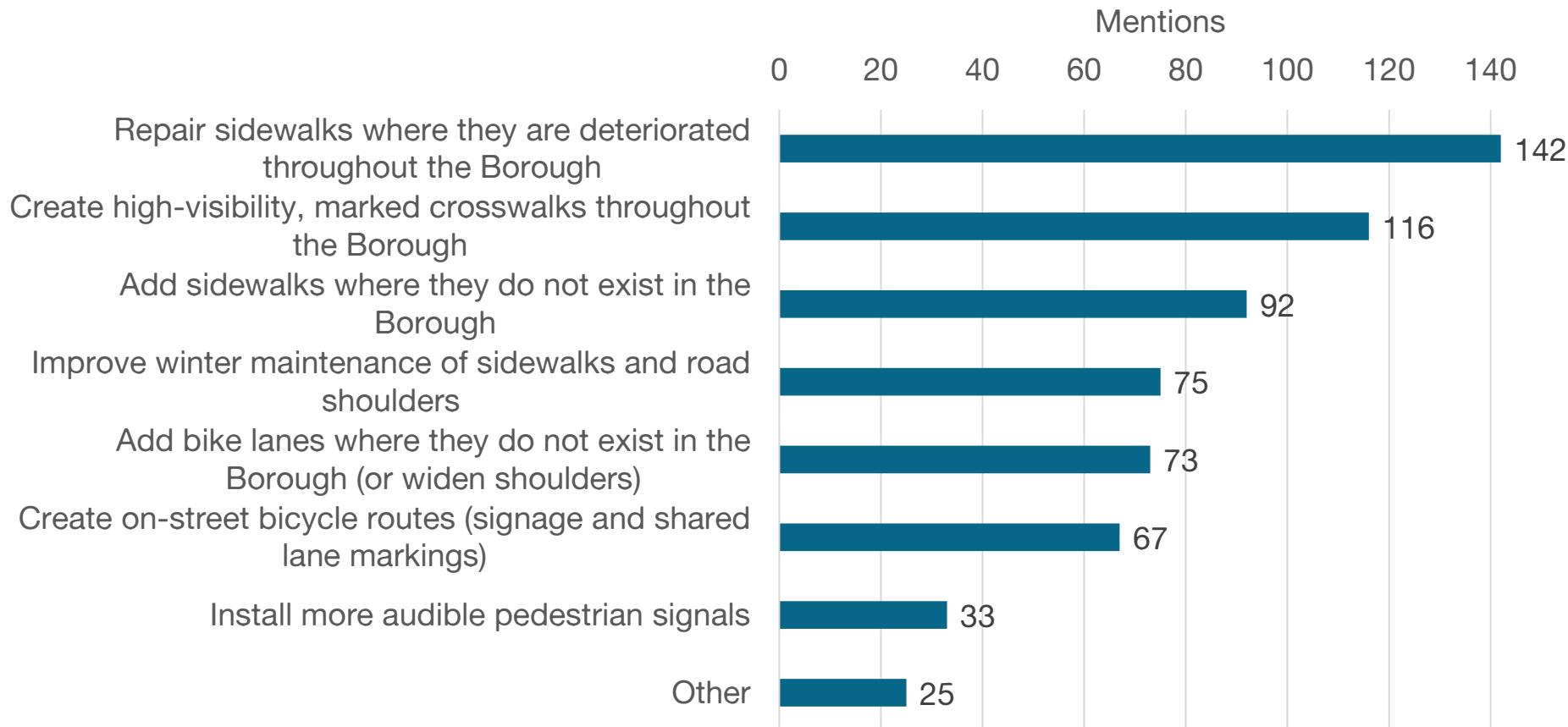


Notable “Other” Responses:

- Jackman and S Starr Intersection (1)
- Replace brick roads (1)
- Connections to Ohio River Blvd (1)

GENERAL

Which of the following potential improvement projects should be prioritized?

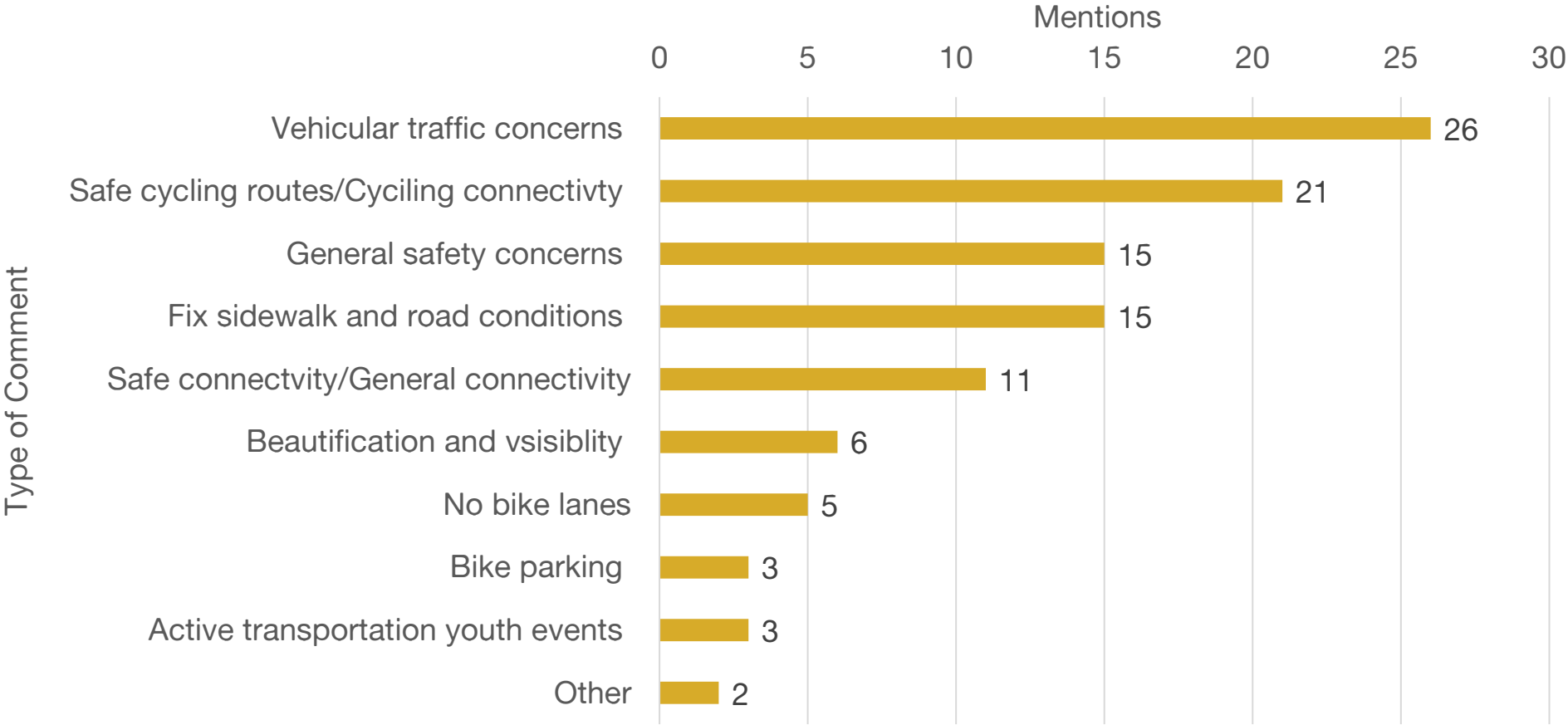


Notable “Other” Responses:

- Reduce traffic (5)
- Repair/flatten roads (3)
- More sidewalks and greater connectivity (2)
- Speed bumps (2)
- ADA compliance (2)
- Multi-directional bike infrastructure on one-way streets (1)
- Raised crosswalks (1)
- Add curb cuts (1)
- Improved pedestrian crossing (1)
- Add parking (1)
- Dedicated biking infrastructure (1)
- Better signage (1)
- More garbage cans (1)

GENERAL

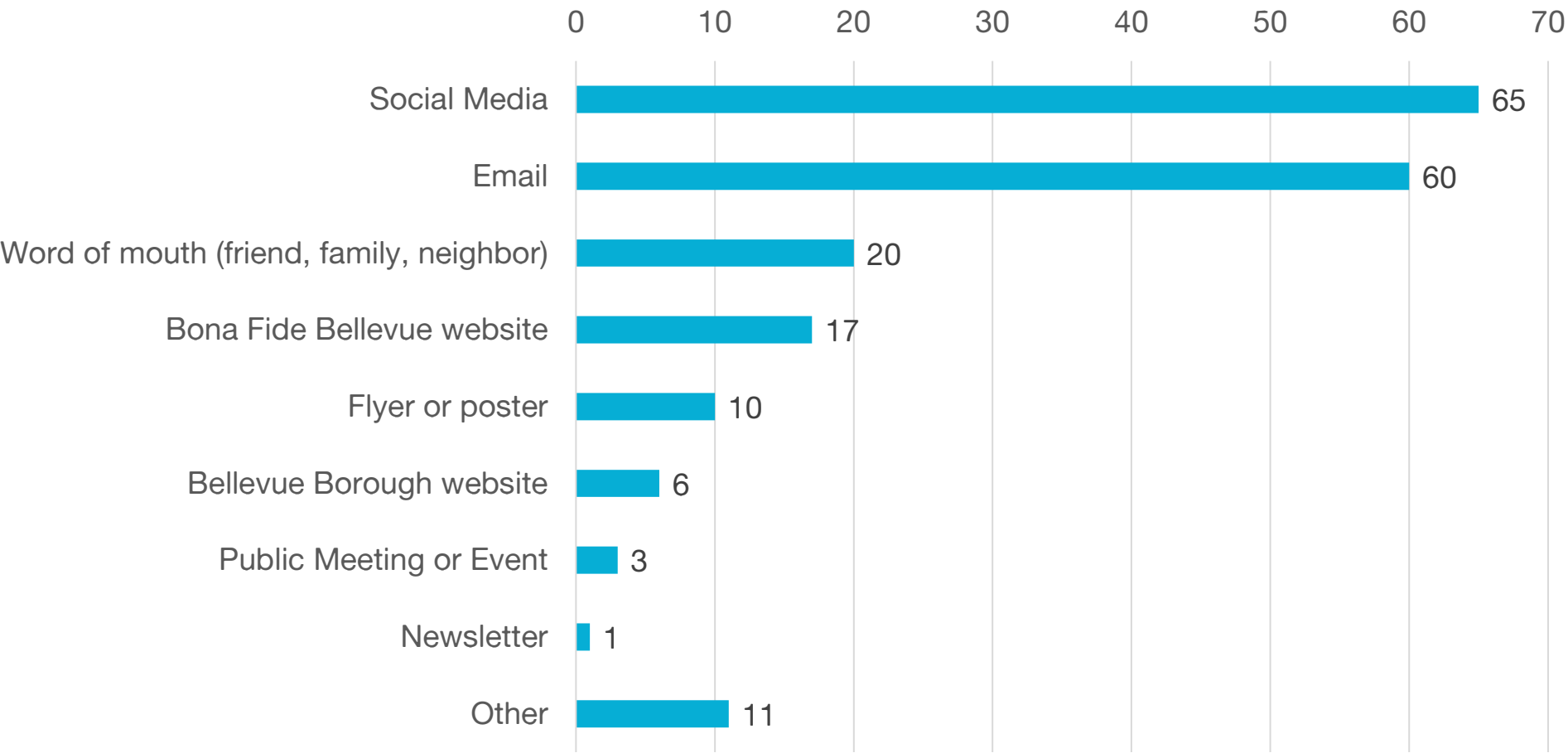
Do you have any additional comments or suggestions related to biking or walking issues that you would like to share with us?



- Notable “Other” Responses:**
- Disability considerations (1)
 - Expanding the T (1)

GENERAL

How did you hear about this survey?



Notable “Other” Responses:

- Library (2)

TRAVEL TO DESTINATIONS TAKEAWAYS

- Over eighty-percent (80%) of respondents have access to at least one personal vehicle.
- Sixty-eight percent (68%) of respondents work outside the home. Of those who work out outside the home, roughly thirty-six percent (36%) work within 5-miles of their home. However, a significant percentage of respondents never walk, bike, ride an e-bike, or take public transit to work.
- The majority of respondents drive alone to work either daily or multiple times per week.
- Roughly fifty-nine percent (59%) of student respondents go to school within 5-miles of their home. However, nearly forty percent (40%) still drive or are driven to school everyday.
- For respondents who drive their children to school, most respondents said they do this to save time or out of convenience.
- Most respondents drive to everyday destinations daily or multiple times per week. The second most common mode for these trips is walking.
- Active transportation trips to everyday destinations tend to be five (5) miles or less.

WALKING TAKEAWAYS

- Ninety-four percent (94%) of respondents stated they do walk and/or hike in Bellevue.
- Fifty-nine percent (59%) of respondents stated they do not feel at all safe walking on Route 65/Ohio River Blvd (1 on a scale from 1 to 5, with 1 being “not safe” and 5 being “very safe”).
- Forty-three percent (43%) of respondents stated they feel very safe walking in Bellevue’s Downtown or residential areas. No respondents stated they felt unsafe walking in these areas.
- Majority of respondents identified Route 65/Ohio River Blvd. and Lincoln Ave. to be streets that felt unsafe for walking as well as difficult to cross.
- Poor sidewalk and/or trail conditions were identified as the most common issue that prevents respondents from walking in Bellevue.
- Roughly 82% of respondents stated they would walk more if conditions were improved.
- Improved or better maintained sidewalks and safer road crossings were identified by the majority of respondents as improvements that would encourage respondents to walk more in the Bellevue area.

BIKING TAKEAWAYS

- Of the responses received, seventy-three percent (73%) stated they currently bike in Bellevue.
- Roughly forty-nine percent (49%) of respondents stated they felt moderately safe biking in Bellevue (3 on a scale from 1 to 5, with 1 being “not safe” and 5 being “very safe”).
- Lincoln Ave. and Balph Ave. were identified by a majority of respondents as streets that do not feel safe to bike on.
- High traffic and a lack of bike lanes were identified as issues that prevent the majority of respondents from biking in Bellevue.
- Roughly eight-two percent (82%) of respondents stated they would bike more if conditions were improved.
- Most respondents indicated the construction of bike lanes, especially separated or buffered bike lanes, as improvements that would encourage more biking in Bellevue.
- Fifty-six percent (56%) of respondents stated they would be more inclined to bike if conditions were improved.
- Based on the responses received, there would be moderate interest in a bike share program, with thirty-three percent (33%) of respondents saying they would be at least somewhat likely to use it, but there is more limited interest in e-bike purchasing or use.

GENERAL TAKEAWAYS

- Roughly forty-six percent (46%) of respondents stated they feel very safe accessing bus stops in Bellevue.
- A majority of respondents strongly agreed with the statement: “Streets in my community should be designed for everyone who uses the street network, even if it causes some delay for motorized traffic”
- A majority of respondents stated that education (raising awareness of Safe Routes to School (SRTS)) should be prioritized to advance SRTS in the community.
- Lincoln Ave. was identified by a majority of respondents as a route that should be prioritized for future improvements.
- Repairing sidewalks and creating high-visibility crosswalks were identified by majority of respondents as projects that should be prioritized.
- Vehicular traffic concerns and safe cycling routes/cycling connectivity were notable responses from many respondents when asked to leave additional comments regarding walking or biking issues.

APPENDIX D- STUDENT SURVEY RESULTS



STUDENT SURVEY RESULTS



Bellevue Borough Active Transportation Plan

Bellevue Borough
Allegheny County, Pennsylvania



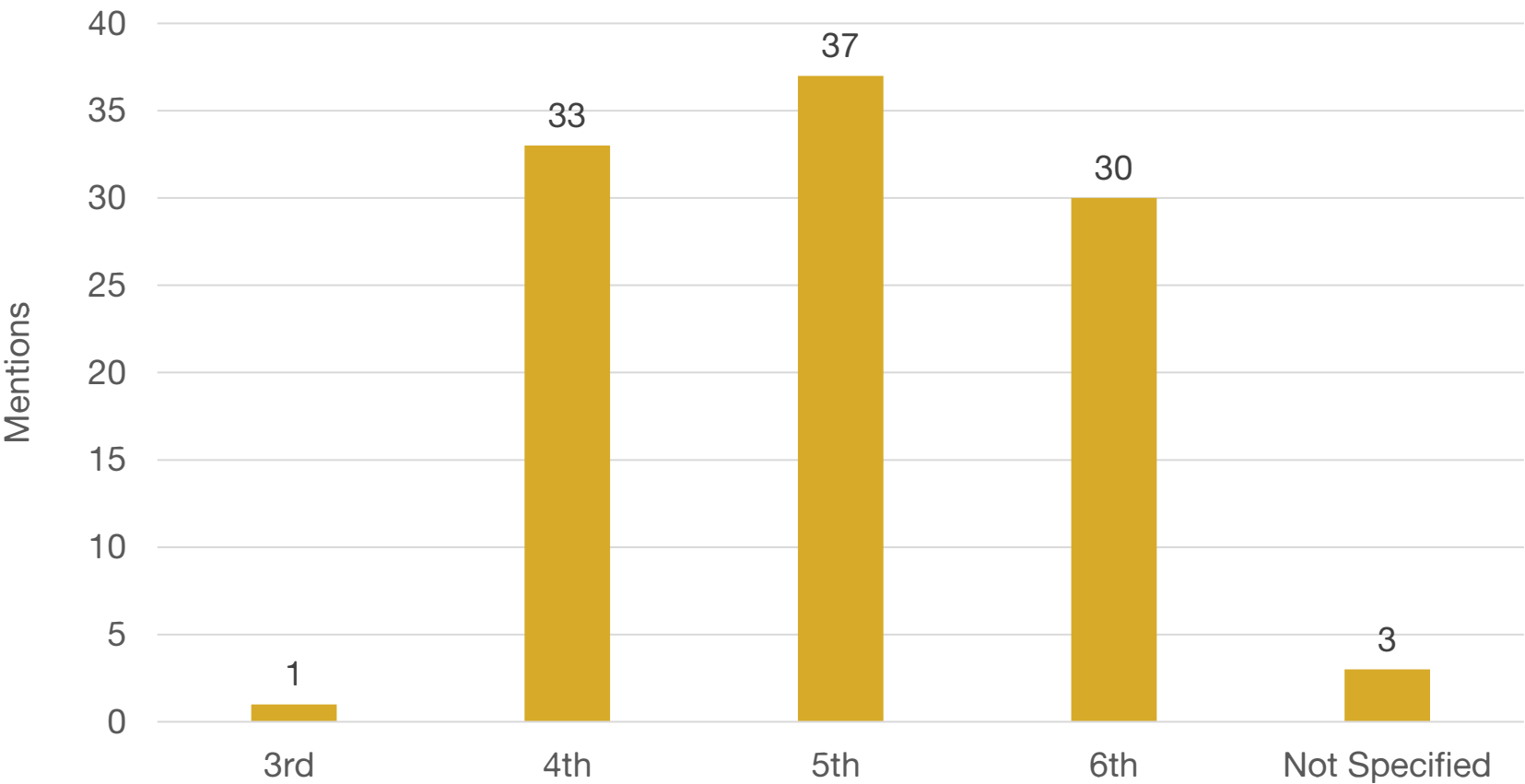
Bellevue Borough
Allegheny County, Pennsylvania

INTRODUCTION

- With approval from Northgate School District, students at Bellevue Elementary School completed the Student Survey for the Bellevue Borough Active Transportation Plan. Students completed the survey on November 11 and 12, 2024.
- The intent of this survey was to gain a better understanding of how users of all ages and abilities move through the Borough. By reaching elementary-aged students, the survey garnered input from a group that may not usually participate in this type of outreach and gained a better understanding of their school commute.
- The following is a summary of the comments received through the Student Survey.
- Within the summary, “mentions” refer to the total number of times a topic or issue was cited throughout the survey. This means that the number of mentions may exceed the total number of comments because one response may mention multiple topics or issues.
- “Notable ‘Other’ Responses,” denotes when respondents specified a response of “Other,” and included specific details. If “Other” was selected but left blank, the response was included in the count but not as part of the “Notable ‘Other’ Responses.”
- This survey is not intended to represent a statistically significant sampling.

SURVEY RESULTS

What grade are you in?



“Not Specified” refers to:

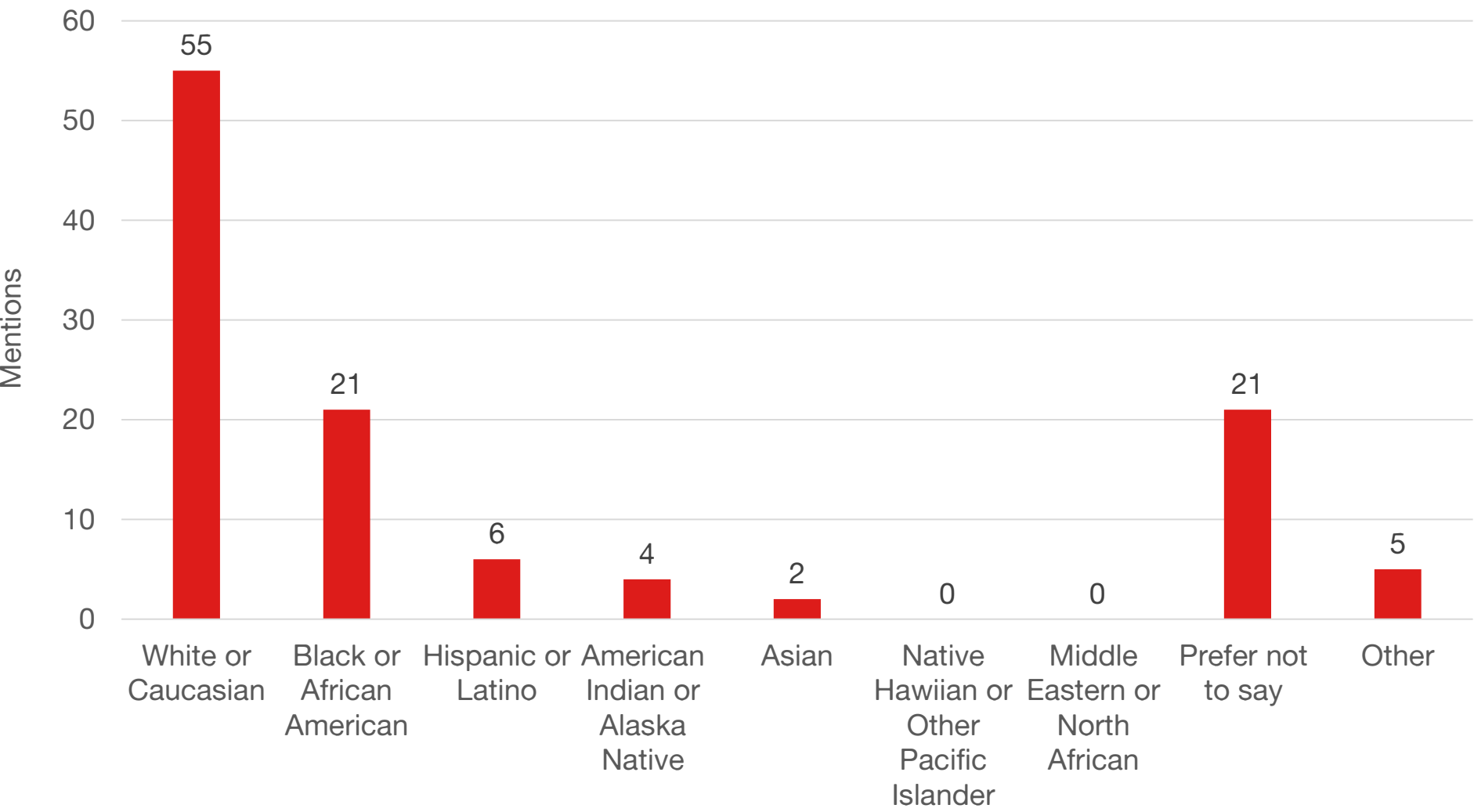
- No responses (2)
- Silly responses (1)

104

TOTAL RESPONSES

SURVEY RESULTS

What is your race or ethnicity?

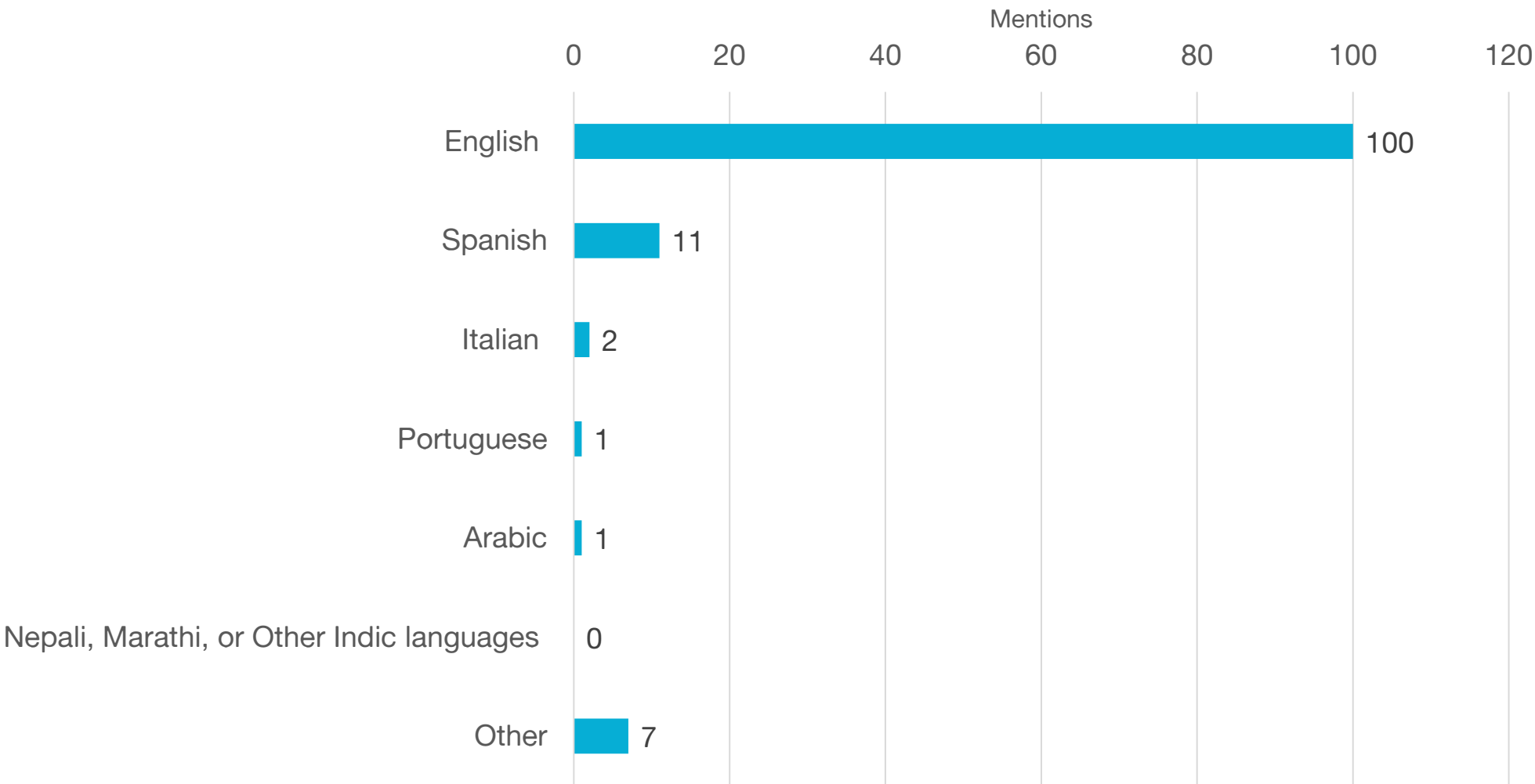


Notable "Other" Responses:

- Irish
- American-Japanese
- Mixed

SURVEY RESULTS

What languages do you speak?

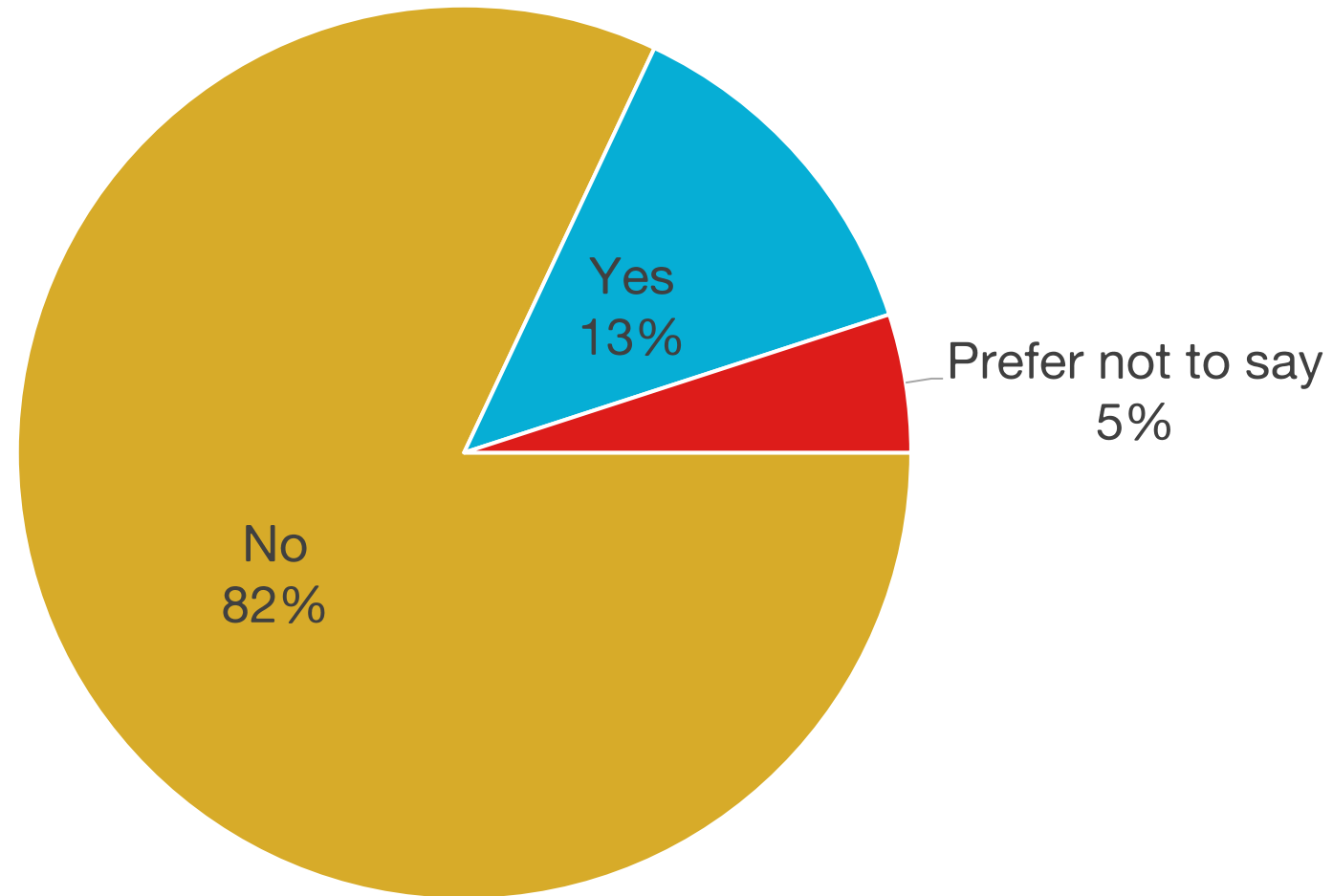


Notable "Other" Responses:

- Japanese (2)
- German
- Dutch
- Polish
- Russian
- Swahili

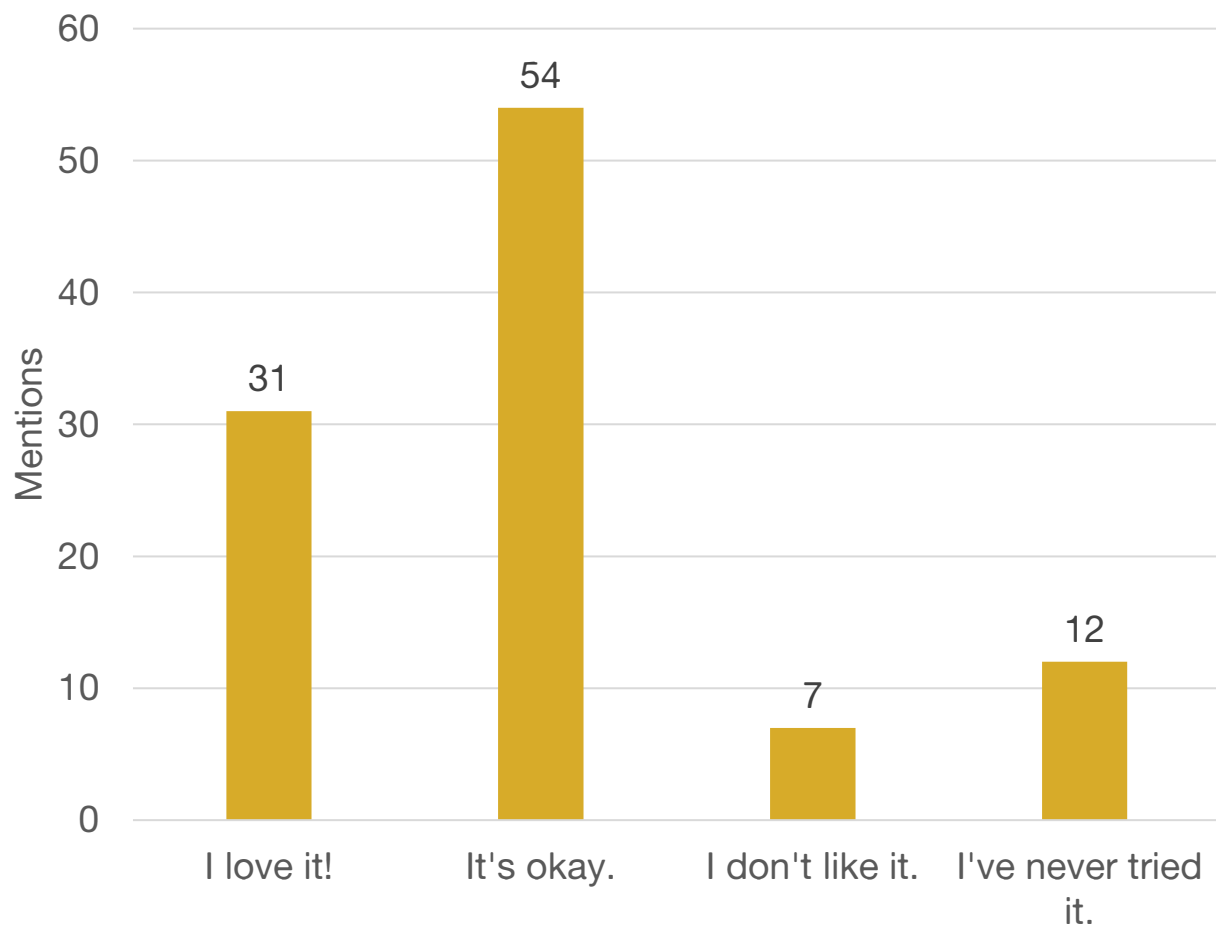
SURVEY RESULTS

Do you currently have mobility limitations that make it hard to walk or bike?

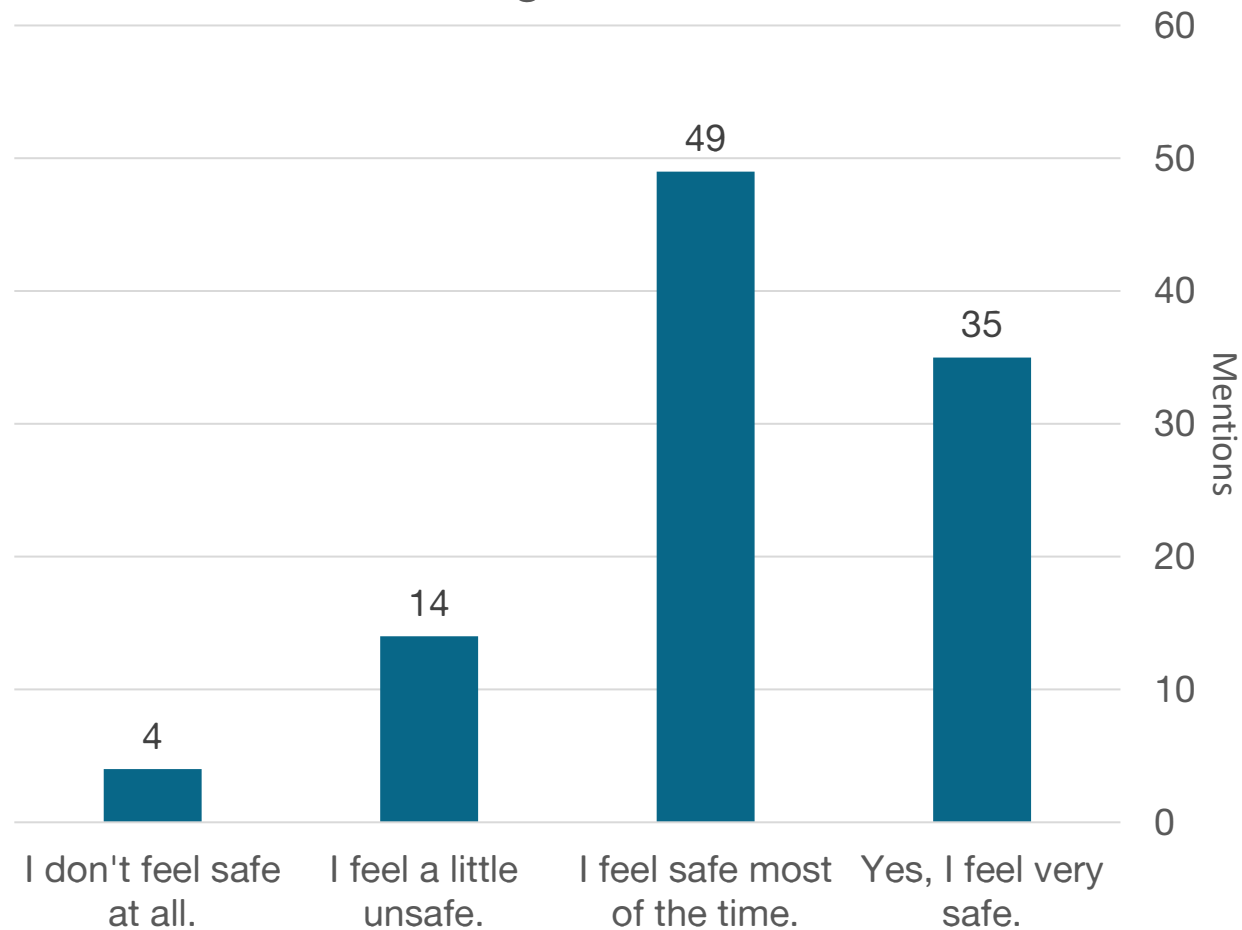


SURVEY RESULTS

How do you feel about walking or biking to school?

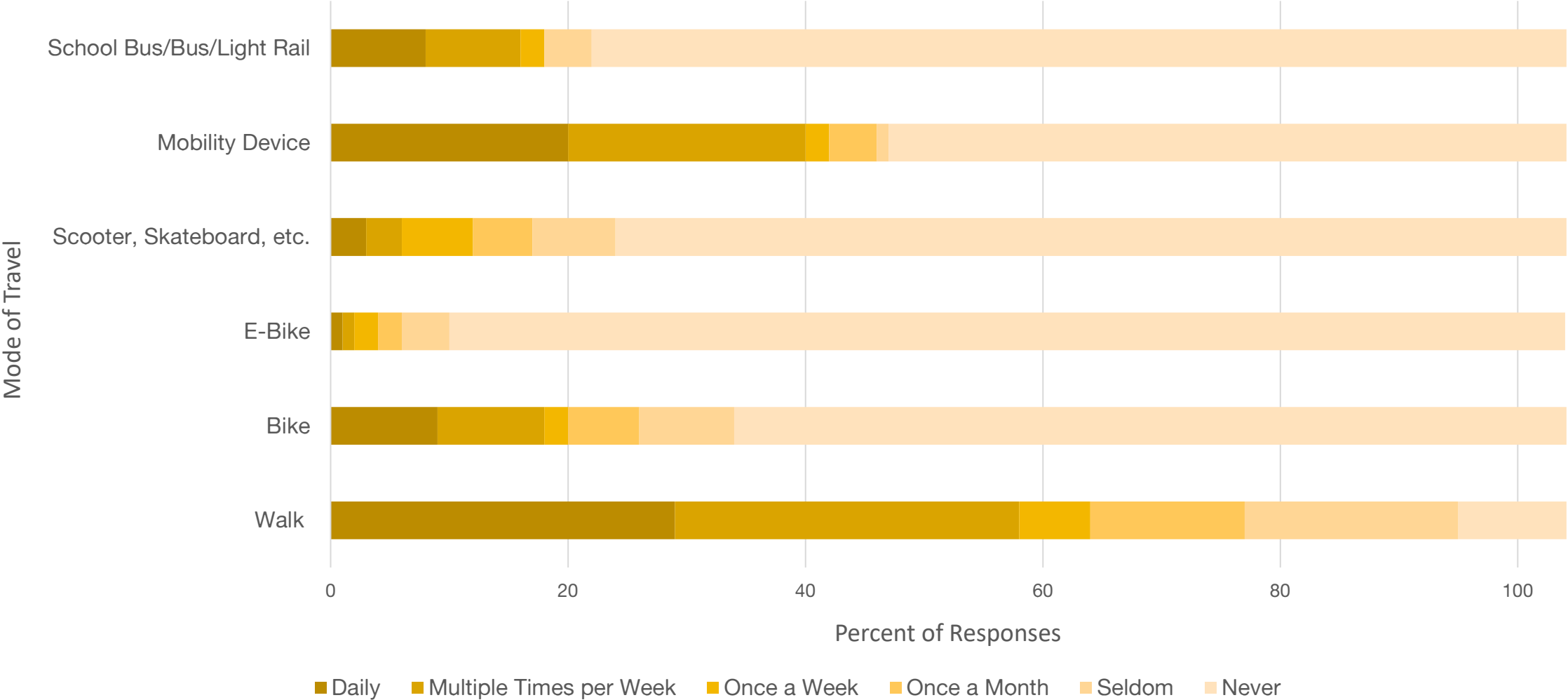


Do you feel safe walking or biking in your neighborhood?



SURVEY RESULTS

How do you usually get to school?

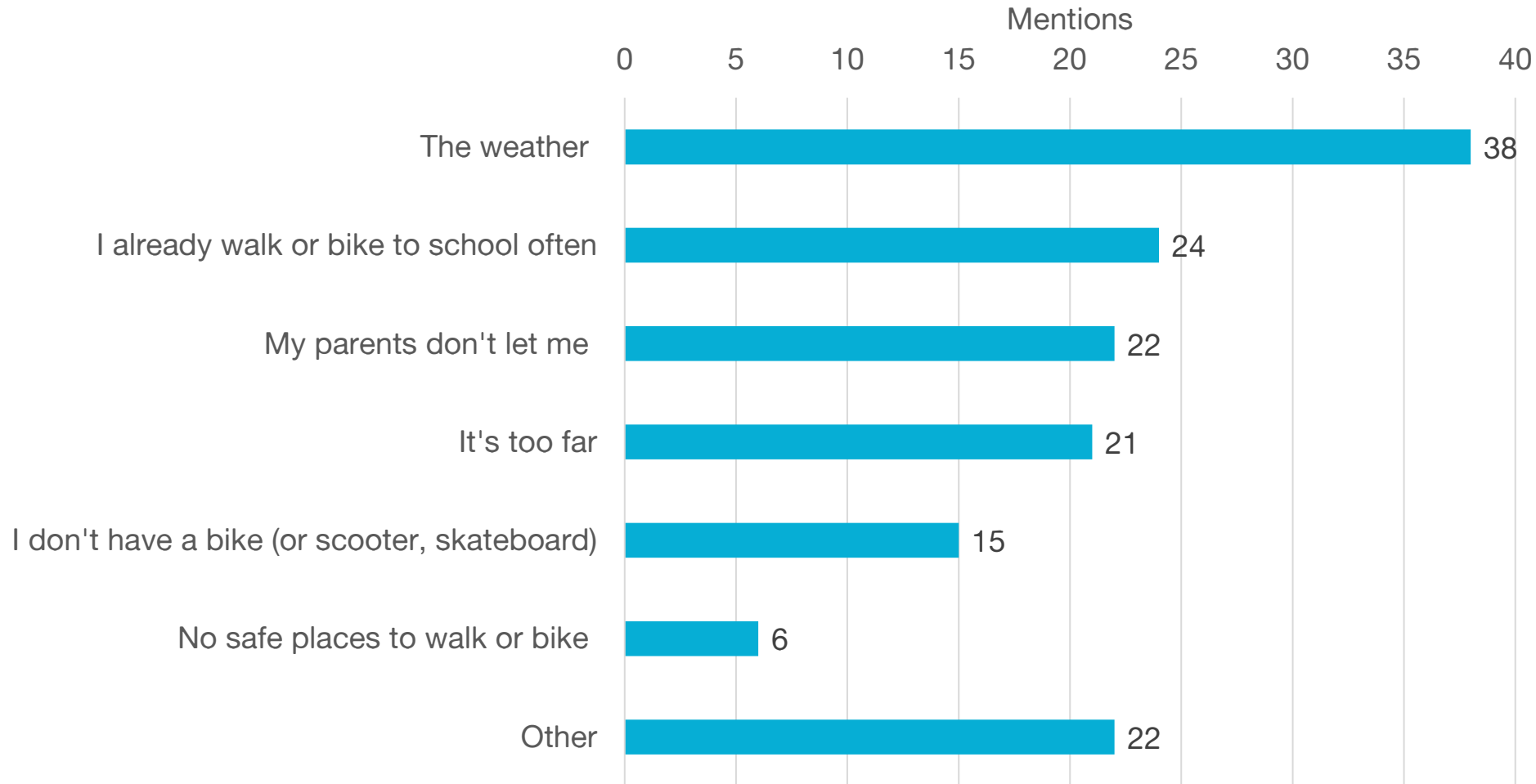


SURVEY RESULTS



SURVEY RESULTS

What stops you from walking or biking to school more often?

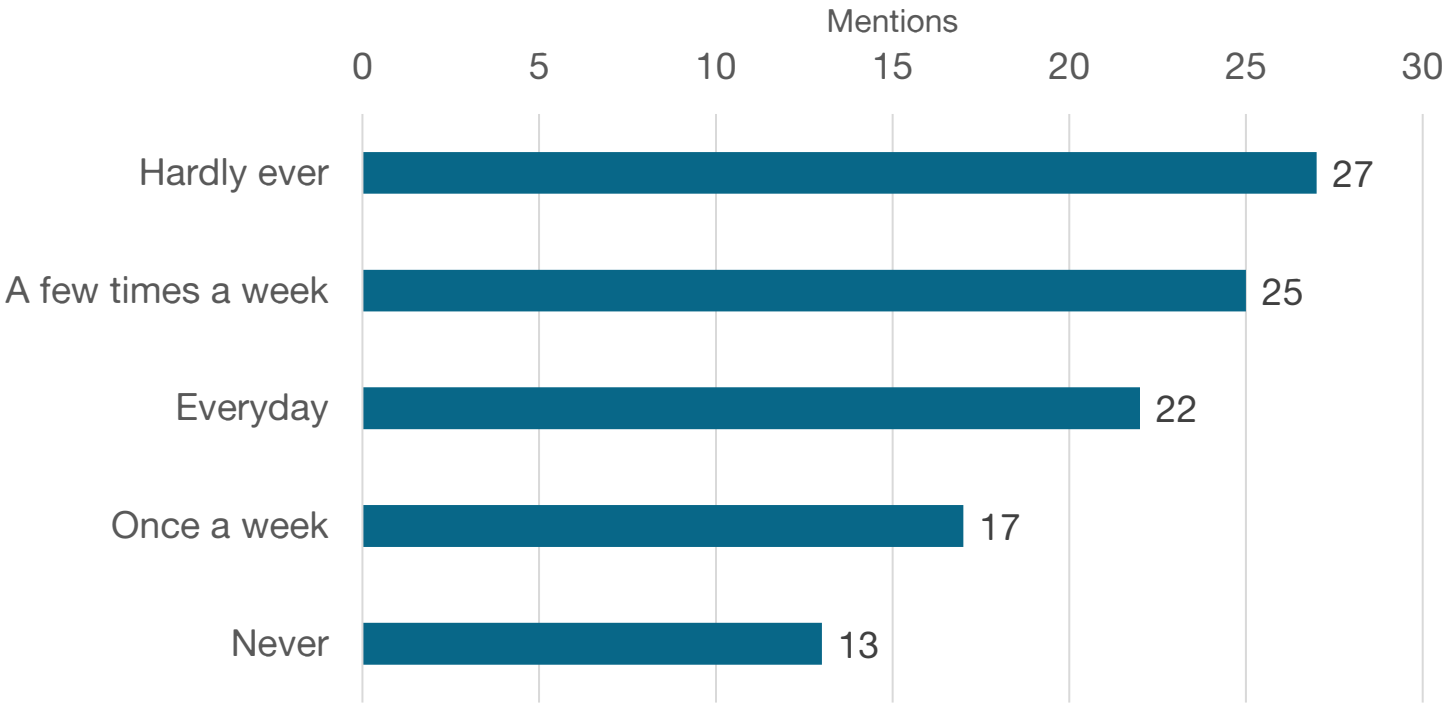


Notable "Other" Responses:

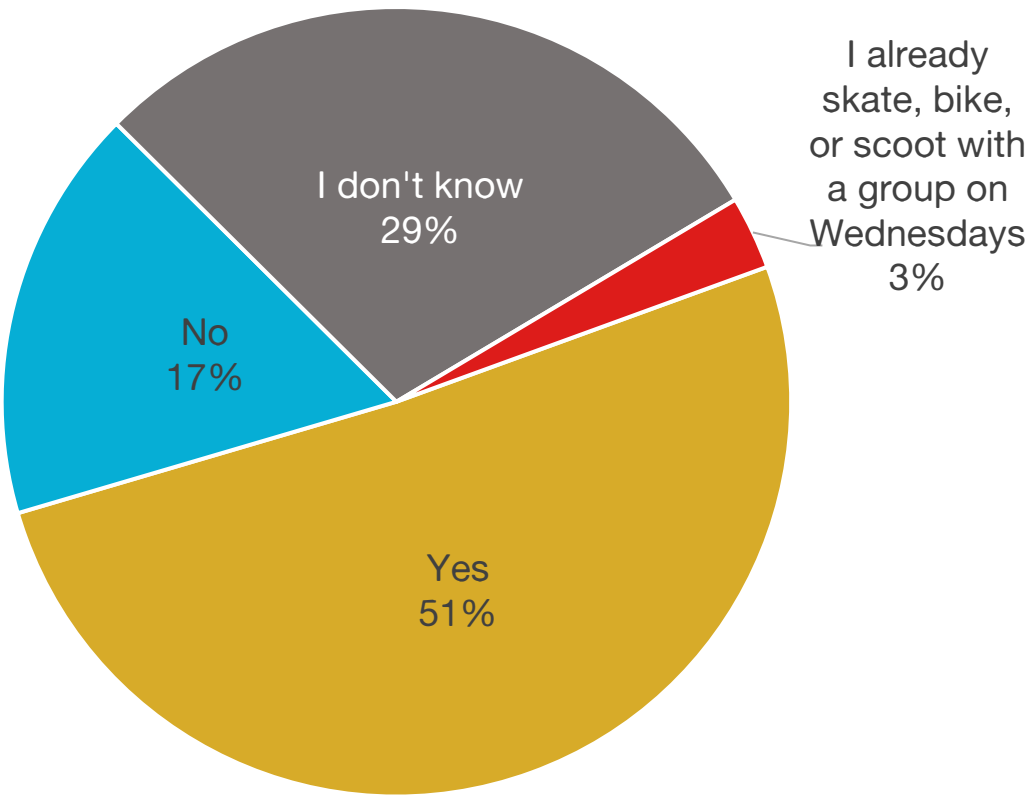
- Don't want to (10)
- Inconvenient/Not enough time (4)
- Safety Concerns (4)

SURVEY RESULTS

How often do you walk or bike for fun outside of school?

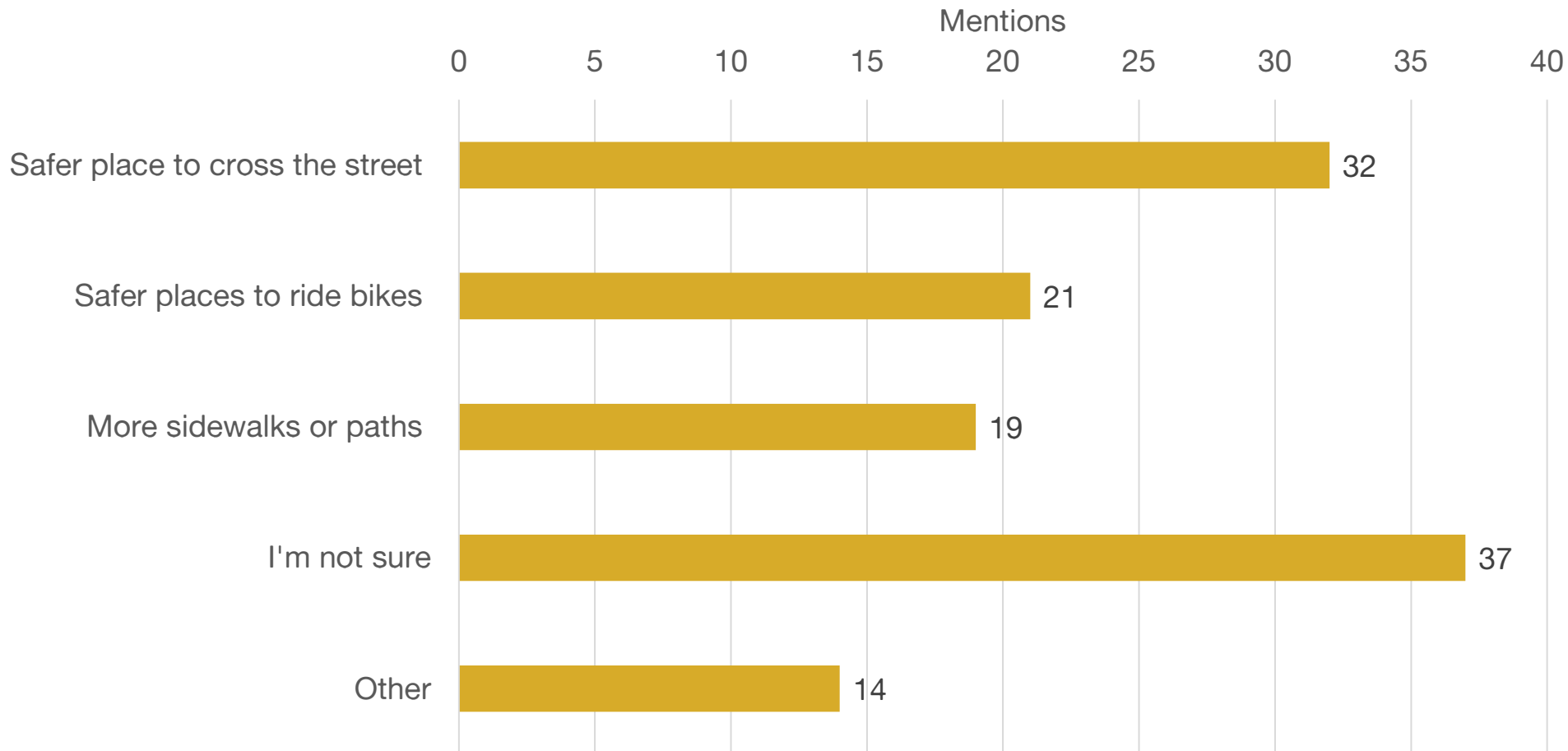


Would you join a “walking or biking to school” group with friends?



SURVEY RESULTS

What would make your neighborhood safer for walking and biking?

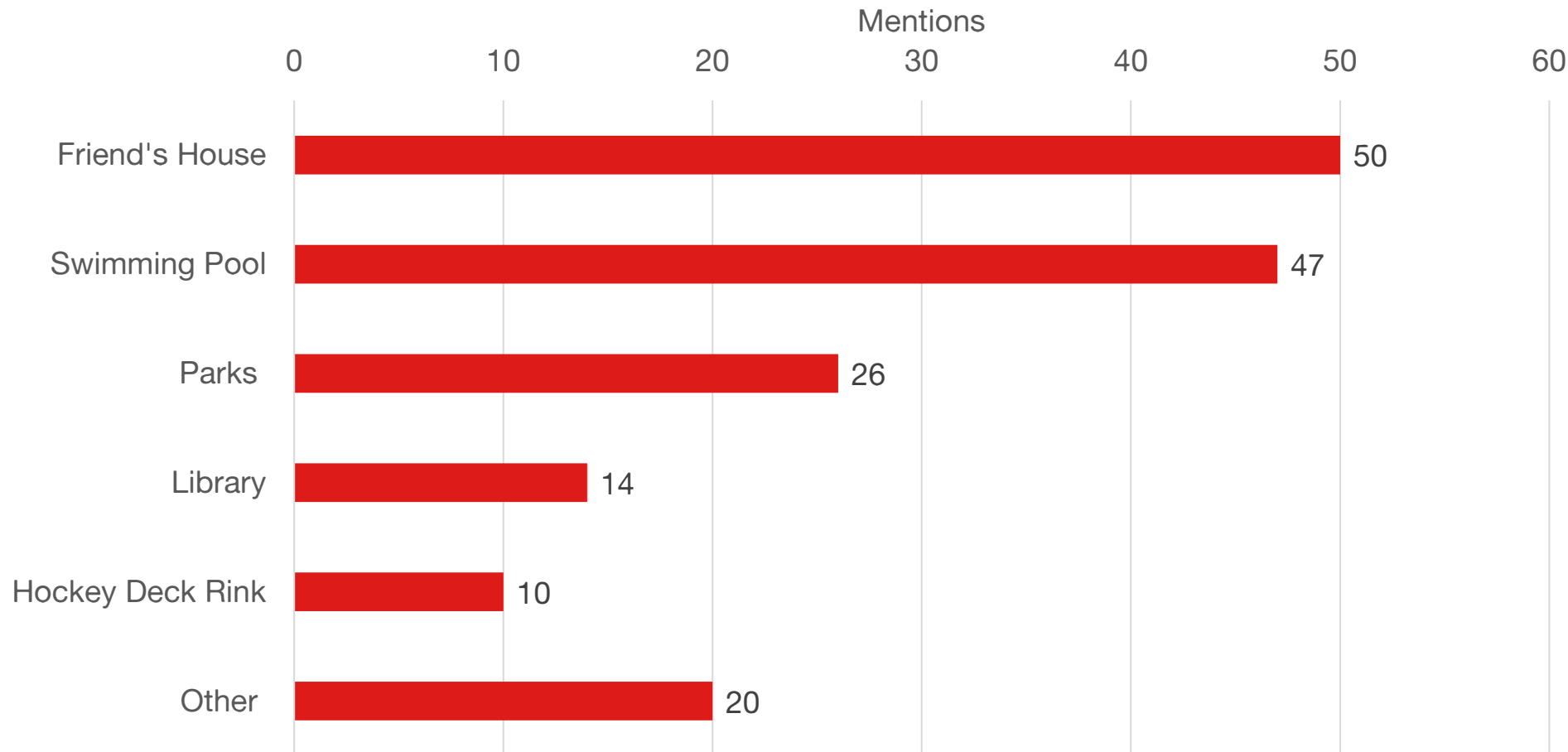


Notable "Other" Responses:

- Driver's paying better attention/kindness (3)
- Better conditions (2)
- More trails (1)
- Supervision (1)

SURVEY RESULTS

Is there a place in town you wish you could walk or bike to but can't?

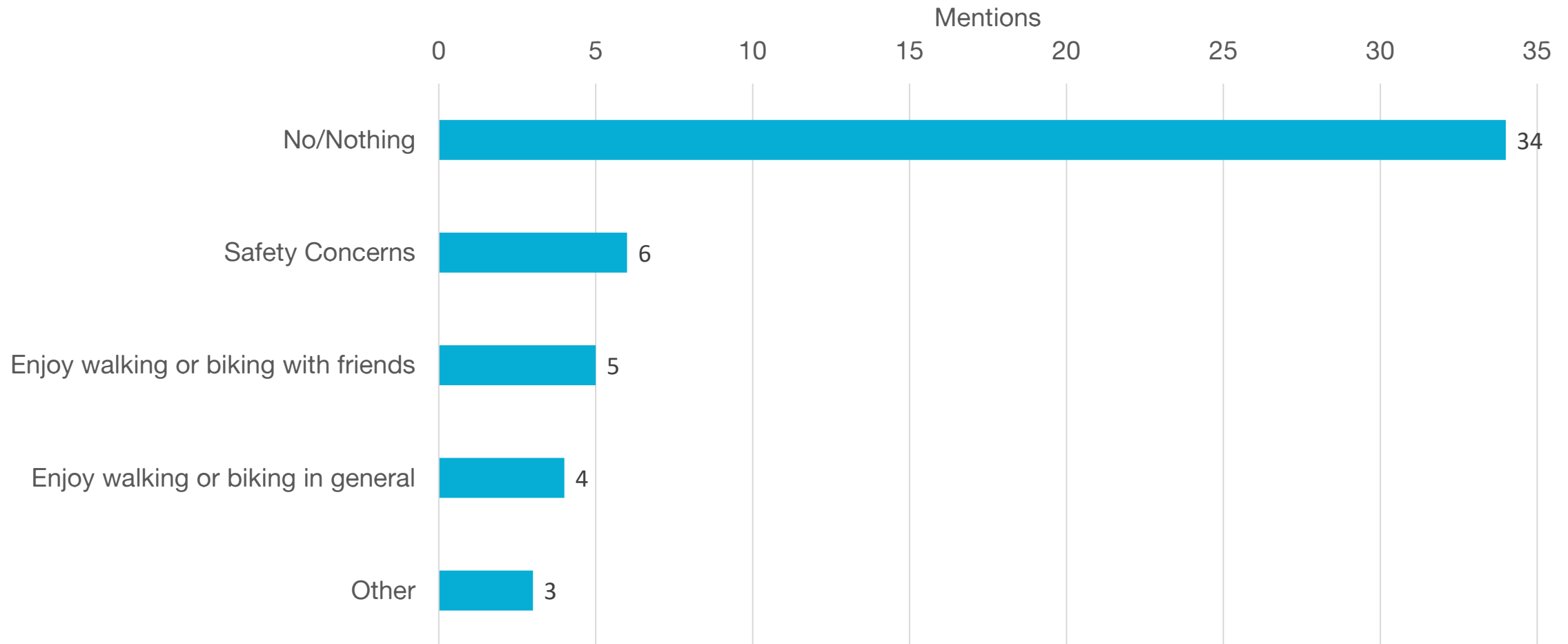


Notable "Other" Responses:

- Home or family members' houses (6)
- Recreational Facilities (4)
- Restaurants (1)

SURVEY RESULTS

Do you have any other thoughts or ideas about walking or biking that you want to share?



SURVEY TAKEAWAYS

- The majority of students responded “it’s okay” regarding their feelings towards walking or biking to school.
- Weather, parents' permission, and distance from school were the most common reasons mentioned for not walking or biking to school.
- More friends to go with received the most responses for how to make walking or biking more fun.
- More than fifty percent (50%) of respondents stated they would join a walking or biking group to go to school.

SURVEY TAKEAWAYS

- Regarding safety, students responded that they feel safe “most of the time” walking and biking in their neighborhoods.
 - Safer crossings, more paths and sidewalks, and safer places to ride were all mentioned as ways to make their neighborhoods safer for walking and biking.
 - Students also mentioned driver attention and kindness were needed to improve safety.
- Safety concerns were also mentioned within the final comments section of the survey.

SURVEY TAKEAWAYS

- Most students mentioned that they hardly ever walk outside of their school commute.
- Friends' houses and the swimming pool received the most mentions regarding destinations that would benefit from means of active transportation.
 - Homes or family members' homes as well as recreational facilities were also mentioned as desired destinations.

APPENDIX E- WALK AND BIKE AUDIT RESULTS



WALK & BIKE AUDITS REPORT



Bellevue Borough Active Transportation Plan

Bellevue Borough
Allegheny County, Pennsylvania



Bellevue Borough
Allegheny County, Pennsylvania

INTRODUCTION

Walk or bike audits are assessments used to determine how viable walking or biking is in a specific environment. The goal of these audits is to observe an area, making note of the specific features and characteristics that may make it more, or less conducive to non-motorized transportation. Audits may also be used to raise awareness about an existing problem or barrier in the non-motorized network. The primary focus is on safety, looking for features like presence of sidewalks or other dedicated infrastructure; the condition and maintenance of paths; compliance with the Americans with Disabilities Act (ADA); proper speed limit signs and traffic signs posted at appropriate zones; the presence of traffic calming devices; non-motorized crossing conditions; etc.

As part of the Bellevue Borough Active Transportation Plan, three (3) audits were performed:

- A bike audit of Lincoln Avenue,
- A walk audit of Lincoln Avenue, and
- A walk audit of Route 65/ Ohio River Boulevard

All three of these audits were moving audits, covering a segment of the roadway, and not one specific location or intersection. The areas chosen currently represent walking or biking barriers to at least some potential users. This report summarizes the findings of the three audits, synthesizing comments from the participants, and providing high-level recommendations. The information gathered during these audits will be used to provide specific recommendations as part of the complete Bellevue Borough Active Transportation Plan.

LINCOLN AVE BIKE AUDIT



BACKGROUND INFORMATION

- The Lincoln Avenue Bike Audit was performed on November 7, 2024 from 2:00 PM to approximately 3:30 PM.
- The audit started at the Borough Building on Hawley Avenue, traveled west until Starr Avenue near Kuhn's Market, then headed east to the end of Jack's Run Bridge, before heading back to the Borough Building, along Lincoln Avenue. The pins indicate debriefing locations.
- Two (2) members of the Project Steering Committee; one (1) local biking advocate; and one (1) member of HRG Staff participated.
- There was a high of 65°F and mostly sunny skies. There was no precipitation.

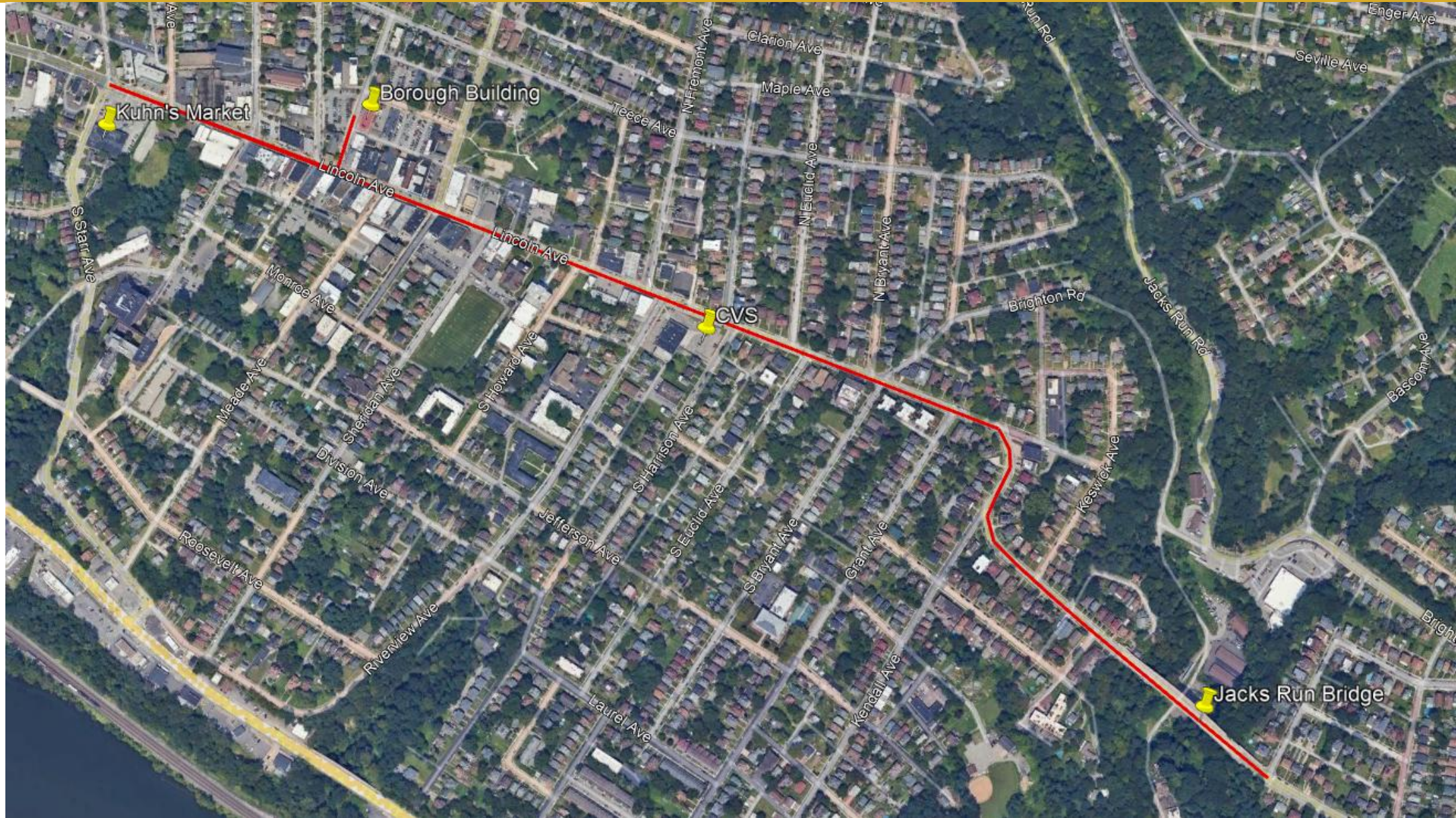


The Intersection of Lincoln Ave and Fremont Ave, looking west.

LINCOLN AVE BIKE AUDIT



BIKE AUDIT ROUTE



LINCOLN AVE BIKE AUDIT



OBSERVATIONS

- The entire segment is a two-lane roadway, with a 25mph speed limit, increasing to 30mph just east of Jack's Run Bridge, beyond the audit area, but within a biking connection from Bellevue to Pittsburgh.
- There are no dedicated bicycle facilities.
- The roadway surface is generally in good to acceptable condition.
- There is parking on both sides of the roadway for most of the segment.
- There is significant traffic throughout the segment. This was especially true at the end of the audit period, which fell during school pick-up at Bellevue Elementary, located within the audit segment.
- The roadway is generally lined with commercial uses, and some medium and high-density residential.
- Many pedestrians were observed throughout the audit, but there were very few bicyclists. Most bicyclists were students on their way home after school was released.

LINCOLN AVE BIKE AUDIT



OBSERVATIONS

- This segment of Lincoln Avenue changes in character moving from west to east.
 - Between Starr Avenue and Florence Avenue the adjacent commercial uses are set back further from the roadway, with more access drives, including an uncontrolled access. These features, combined with high volumes, increase biking stress in this area.



Lincoln Ave looking west from Florence Ave towards Starr Ave.
Source: Google Maps

LINCOLN AVE BIKE AUDIT



OBSERVATIONS

- Between Florence Avenue and Balph Avenue, the area has a stereotypically downtown character. The surrounding land uses are closer to the roadway and there are fewer access drives. However, the drives that are present have limited visibility. Crosswalks west of Balph are faux brick, which provides somewhat increased visibility. In the same area, there are curb extensions. Combined with the surrounding building density, these features help narrow the feeling of the roadway and contribute to traffic calming. Roadway volumes and failure to stop at crosswalks mean that this area is still stressful for biking, but better than the portions without these features.



Crosswalk at Lincoln and Jackson

LINCOLN AVE BIKE AUDIT



OBSERVATIONS

- From Balph Ave to Fremont Ave, the character of Lincoln Ave changes only slightly. However, the presence of Bellevue Elementary and additional access points impact non-motorized flow. At Bellevue Elementary, a mid-block crossing just west of Howard Ave provides limited protection to pedestrians. School drop-off and pick-ups also impact traffic along Lincoln Ave, as experienced during the audit. Moving east, strip style commercial development with an uncontrolled access creates a potential conflict, which can be seen in the image to the right. In general, this portion of the roadway has a more strip commercial character, so there is less natural traffic calming, compared to the core of the downtown.



Strip commercial along Lincoln Ave, near Fremont Ave.
Source: Google Maps

LINCOLN AVE BIKE AUDIT

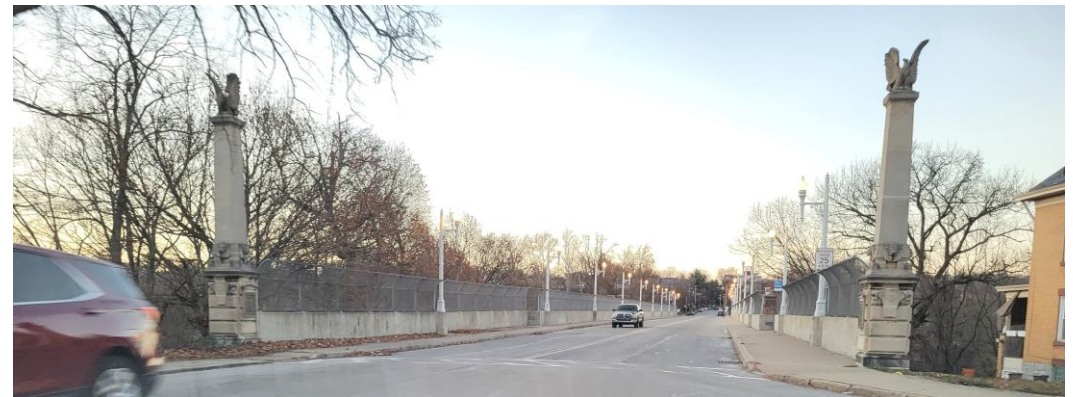


OBSERVATIONS

- East of Fremont Ave, Lincoln Ave is generally surrounded by residential uses, with some small commercial. Moving east, the roadway curve away from Straw Ave, creating visibility issues for cyclists, especially as many people speed in this area. Commercial buildings located at the curve have uncontrolled access points, which can be seen in the top right image, increasing potential conflict.
- Moving further east to Jack's Run Bridge, the roadway widens, increasing speeding in the area. The bridge has a sidewalk and very wide travel lanes, which can be seen in the image to the bottom right.



Commercial businesses along Lincoln Ave with uncontrolled access point.
Source: Google Maps



Jack's Run Bridge looking west.

LINCOLN AVE BIKE AUDIT



RECOMMENDATIONS

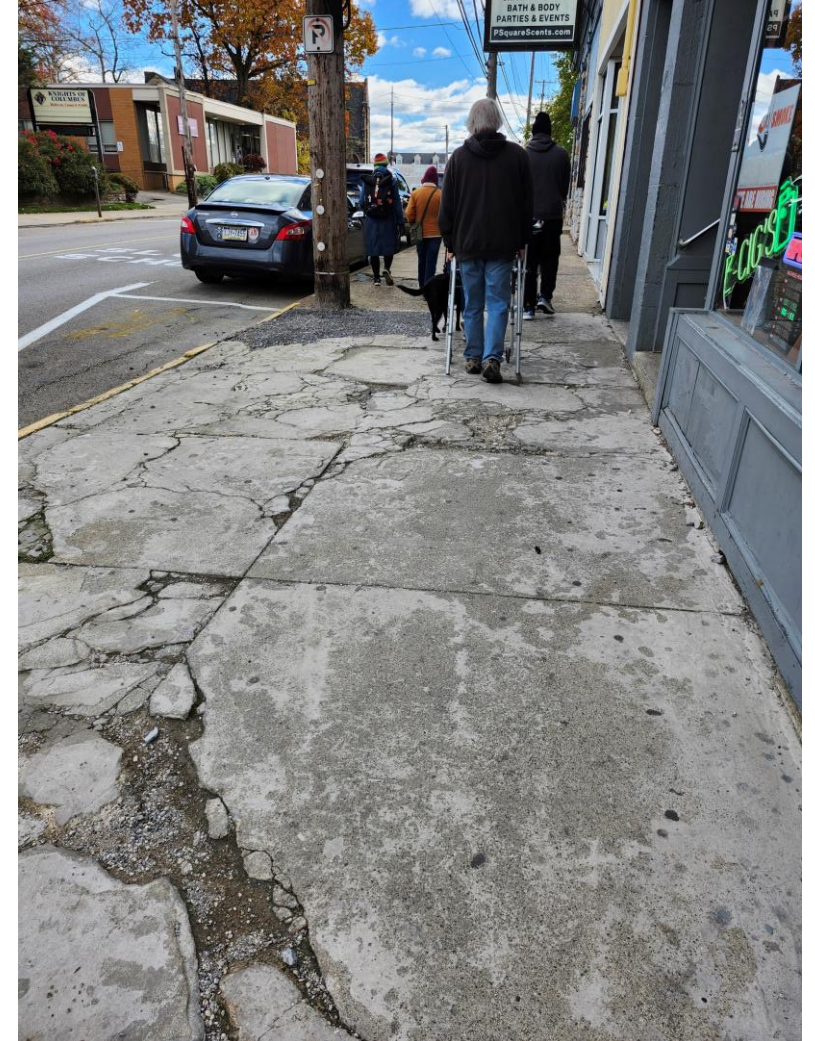
- In general, Lincoln Ave does not have space for dedicated bicycle facilities, like bike lanes, especially not with sufficient protection given traffic volumes and speeds.
 - Adding shared lanes markings and signage may provide some benefit, reminding drivers that bicyclist are present.
 - Consideration could be given to revising the parking lanes to incorporate additional safety features instead.
 - Jack's Run Bridge is the one area that should be wide enough to incorporate additional infrastructure. This could be in the form of added bike lanes or a widened sidewalk that could serve as a shared use path.
- There is little to no bike parking along Lincoln Ave. Additional opportunities should be constructed and required by ordinance.
- Overall, bicycle facilities should be thought about as a whole network.
 - Given the character of Lincoln Ave, it is a higher-stress biking area and creating parallel bike routes on lower-volume neighborhood streets may be more comfortable for many users.
 - Bellevue may consider creating a minimum grid, which is quickly implementing a basic bikeway network, as a first step to improving accessibility for cyclists.
 - Revisions to one-way streets leading to Lincoln Ave and the Bellevue Downtown area should be considered. This will require a dedicated study. Revisions should consider how to improve bicyclist access by revising to two-way streets or allowing for two-way traffic for cyclists.

LINCOLN AVE WALK AUDIT



BACKGROUND INFORMATION

- The Lincoln Ave Walk Audit was held on November 12, 2024 from 9:30 AM to approximately 11:30 AM.
- The audit covered a segment of Lincoln Ave from Starr Ave to Harrison Ave, just past CVS. The audit started at the Borough Building.
- Four (4) members of the Project Steering Committee, one (1) regional transportation planner, and two (2) members of HRG Staff participated.
- The weather was cool and clear, with a high of 51°F and mostly sunny skies. There was no precipitation.

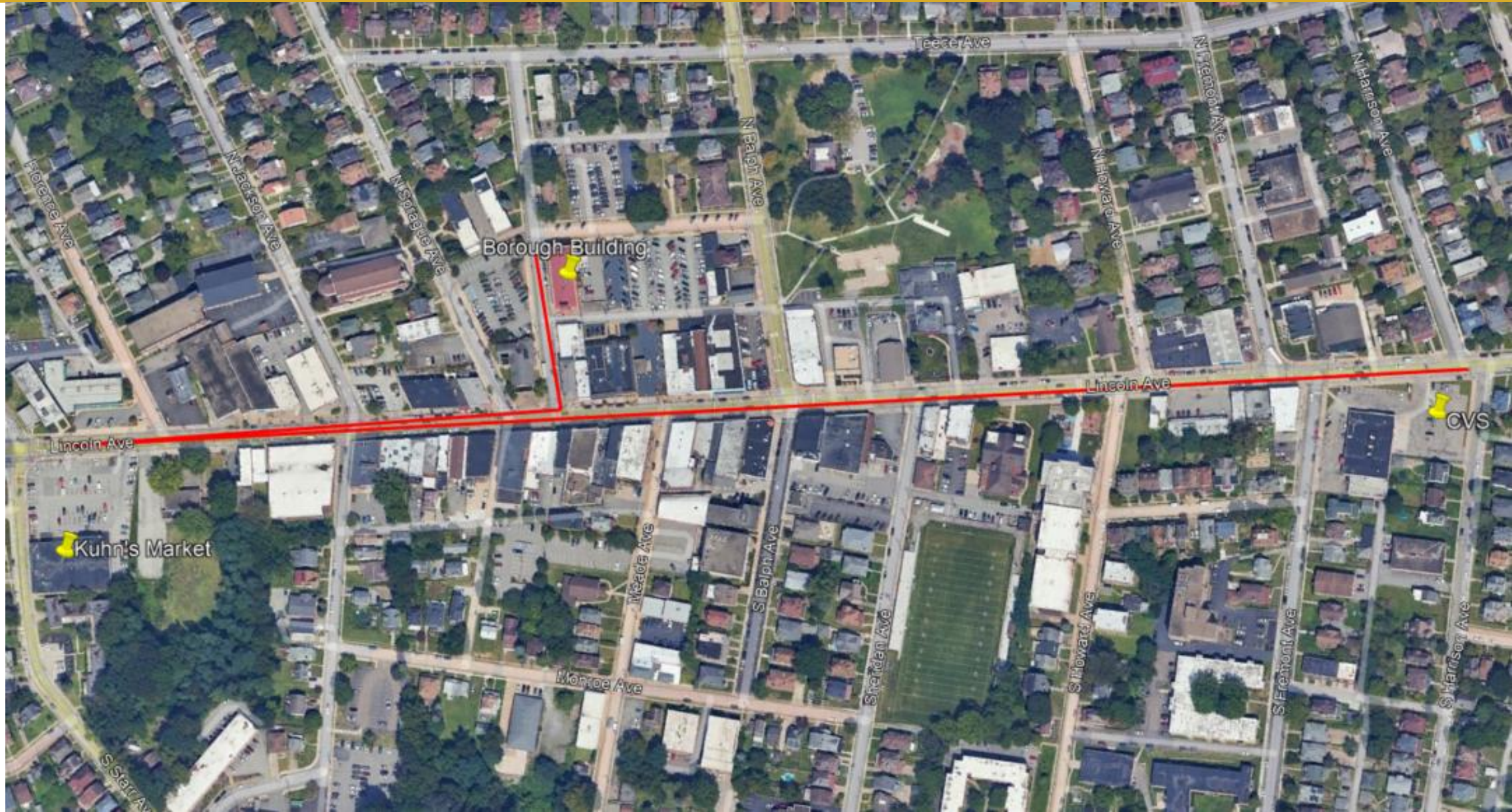


Audit participants in an area with poor sidewalk pavement conditions.

LINCOLN AVE WALK AUDIT



WALK
AUDIT
ROUTE



LINCOLN AVE WALK AUDIT



OBSERVATIONS

- As previously stated, Lincoln Ave is a two-lane road with high volumes and a 25mph posted speed limit.
- There are parking lanes on both sides of the roadway.
- Obstructions in the sidewalk are generally limited, but there are some utility poles and boxes that intrude on the walking path. Outdoor dining also creates seasonal obstructions.
- Wayfinding signage is generally lacking in the area.
- Some areas have steeper than expected sidewalk cross slopes that are generally traversable, but some areas may not be compliant.



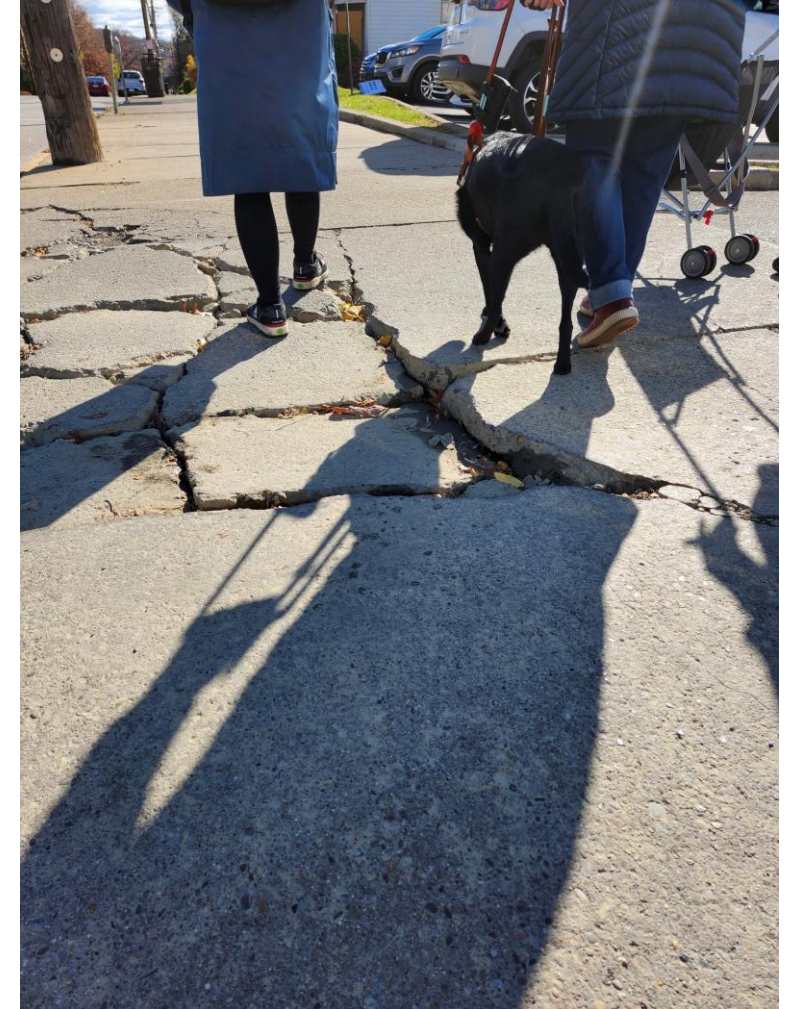
The intersection of Lincoln Ave and Sprague Ave, looking west.

LINCOLN AVE WALK AUDIT



OBSERVATIONS

- This segment of Lincoln Ave has sidewalks on both sides of the roadway for the entire length. The south side was used in one direction and the north side on the way back.
- Most of the sidewalk is wide and provides sufficient space to walk.
- Large stretches of sidewalk pavement are in poor condition, with significant cracking.
- Audit participants used mobility devices and a stroller to help understand how other users may be impacted by the condition of the sidewalks. In general, it created additional navigational issues and discomfort when traveling along the sidewalk.
- One participant is blind and has a seeing eye dog. She noted that her dog guides her around areas of the sidewalk that are in the worst condition, but that other users with limited visibility would struggle or be at risk in these areas.



Significant sidewalk cracking near CVS.

LINCOLN AVE WALK AUDIT



OBSERVATIONS

- Some crosswalks are treated with faux brick to increase visibility, while others have piano key style striping. Other crosswalks have no high-visibility treatment, and only have standard striping, which is often in poor condition, which can be seen in the image to the right.
- There are significant issues with drivers not stopping for pedestrian crossings.
- Pavement at crossings is often in poor condition.
- Tactile warnings are present at most but not all intersections. Many are not located properly or are no longer up to current ADA codes. This can also be seen in the image to the right. This is especially true outside of the core Downtown area.
- The crossing at Lincoln Ave and Starr Ave is excessively long due to its current location within the turning radius.



The intersection of Fremont Ave and Lincoln Ave, showing the poor condition of pavement and crosswalk striping to cross Fremont Ave.

LINCOLN AVE WALK AUDIT



OBSERVATIONS

- Pedestrian signals are located at major intersections, and ADA compliant audible message is present at all but the intersection of Lincoln Ave and Starr Ave. The signal at Fremont Ave repeats, which is helpful for visually impaired users.
- The mid-block crossing in front of Bellevue Elementary has signage but should have additional treatments to make it more visible. Curb bump-outs should be considered.



Western leg of the intersection of Lincoln Ave and Balph Ave Pedestrian push buttons can be seen in the background.

LINCOLN AVE WALK AUDIT



OBSERVATIONS

- Most driveway accesses are car-centric (pedestrians are 'ramped' down to street grade and does not slow cars down significantly).
- Many accesses are likely not ADA compliant.
- Businesses with parking in front of their building often do not provide a clear path from the sidewalk to the entrance.
 - CVS is an example of a good pedestrian access, but visually impaired people may not be able to locate it.
- In some cases, parking spaces are too close to the corner or other vehicle access points, creating visibility issues.



Access leading from the sidewalk at the corner of Lincoln Ave and Fremont Ave to CVS.

LINCOLN AVE WALK AUDIT



OBSERVATIONS

- There are several bus stops located along Lincoln Ave, that were actively being used during the audit.
- In general, these stops are very close to the roadway, often blocked by parking spaces, and do not have any amenities like shelters. At the northeast corner of Fremont Ave, the stop has a small bench that is very close to the roadway. Some stops have garbage cans.
- Stops are often not well marked and are difficult for visually impaired users to locate.
- In the example to the right, the strip of grass may make it more difficult for some users to board the bus.



Bus stop at the northeast corner of Starr Ave and Lincoln Ave intersection.

LINCOLN AVE WALK AUDIT



RECOMMENDATIONS

- A complete infrastructure audit should be performed for at least Lincoln Ave, but ideally for the entire Borough. This should document the current condition of the sidewalks and ADA compliance, including access drives, crosswalks, and pedestrian signals.
 - This should then be used to develop a maintenance schedule and asset management system to help update and maintain infrastructure.
- The intersection of Lincoln Ave and Balph Ave should be studied for potential improvements.
- The mid-block crossing at Bellevue Elementary should be upgraded to improve visibility and safety.
- High-visibility crosswalk treatments should be added. Even for the existing faux brick treatments, the white border could be wider to increase visibility.
- Wayfinding signage should be added throughout the Borough.
- Coordination with Pittsburgh Regional Transit (PRT) should be considered to improve the current condition and location of bus stops in the area.
- Leading pedestrian intervals should be considered at major intersections, like Starr Ave.

ROUTE 65 WALK AUDIT



BACKGROUND INFORMATION

- The Route 65/ Ohio River Boulevard Walk Audit was performed on November 12, 2024, from approximately 1:30 to 3:00 PM
- This audit covered a segment of Route 65, from Riverview Ave to Shiloh Ave. The route followed can be seen in the map on the following page. The pins indicate debriefing locations.
- Four (4) members of the Project Steering Committee, and two (2) members of HRG Staff participated.
- The weather was cool and clear, with a high of 51°F and mostly sunny skies. There was no precipitation.
- The audit was performed on the south side of the roadway because only small segments of sidewalk exist on the northside in this area.
- The audit also included crossing all four legs of the Riverview Ave and Route 65 intersection.



Cross-section of Route 65, near Riverview Ave looking west.

ROUTE 65 WALK AUDIT



WALK
AUDIT
ROUTE



ROUTE 65 WALK AUDIT



OBSERVATIONS

- Route 65 has two wide travel lanes in each direction, with a continuous left turn lane.
- The roadway serves as a regional corridor, with high traffic volumes and significant heavy vehicle/freight traffic.
- Posted speed in the area is 40mph, but speeding seems common, which is not surprising given the nature of the roadway.
- As previously mentioned, the sidewalk is not continuous, especially along the north side of the roadway. The sidewalks that are present are also in poor condition and have a lot of debris.
- Where sidewalk is present, there is no buffer between the roadway and the sidewalk.
- Frequent and wide access points for the surrounding commercial uses create constant conflict points.



A semi traveling directly next to the sidewalk along Route 65.

ROUTE 65 WALK AUDIT



OBSERVATIONS

- The intersection of Route 65 and Riverview Ave is the only marked pedestrian crossing in this portion of Route 65. The next marked crossing is at Kendall Ave, over half a mile to the east, or Fisk Ave to the west, which is even further away. Shiloh Ave, at the end of the audit segment, is often used as a crossing, but it is not marked and very unsafe. Based on the current character of the roadway, this placement is appropriate but limits non-motorized accessibility to businesses.
- While marked and signalized, the Riverview Ave intersection has very wide crossing distances and no separation from vehicle turning movements. There is high-visibility, piano key style striping for the crosswalks, but it is in poor condition. There is a pedestrian signal with a push button, but it does not have an audible prompt.
- Pedestrian connections leading to this intersection also lack buffering, are very narrow, and have frequent obstacles.



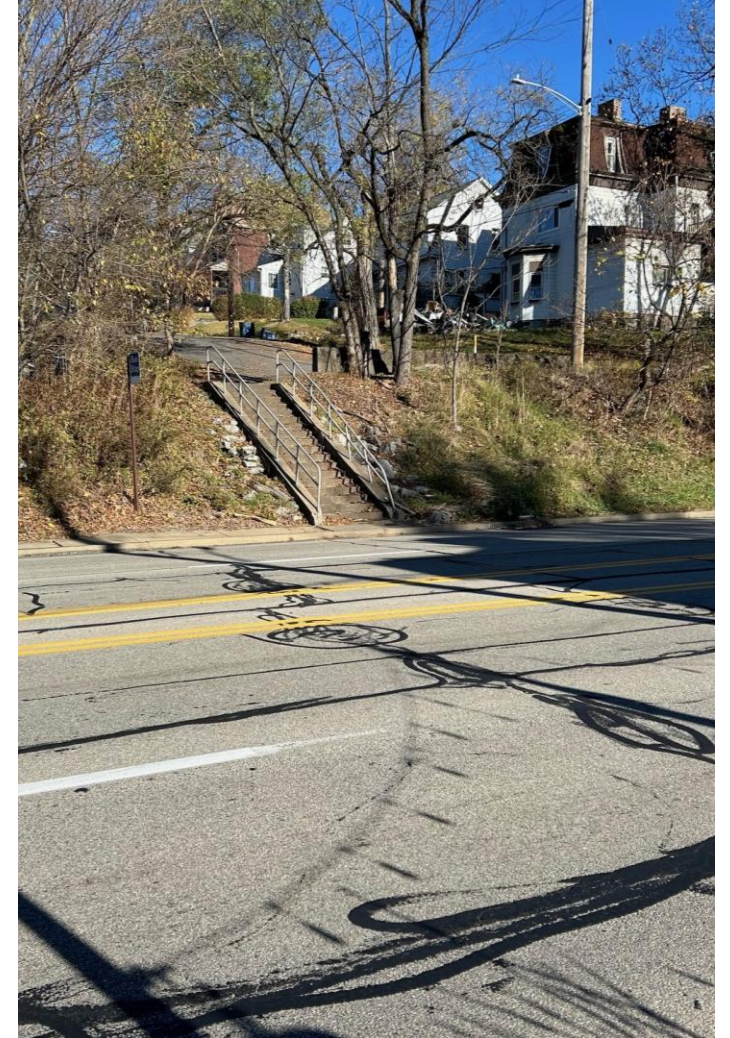
The southern leg of the Riverview Ave intersection. Tactile warnings and pedestrian push buttons are present, but crosswalk striping is in poor condition.

ROUTE 65 WALK AUDIT



OBSERVATIONS

- Bus stops are present in this portion of Route 65 at Riverview Ave, Spring Ave, and Shiloh Ave. However, only the stop near Riverview Ave has a shelter. Other stops are poorly marked and lack any facilities.
 - Currently, stairs lead from Spring Ave down to Route 65 to connect to the bus stop, but there is no sidewalk leading to the steps along Spring Ave and there are no facilities at the bus stop at the bottom.



The steps from Spring Ave leading down to Route 65.

ROUTE 65 WALK AUDIT



RECOMMENDATIONS

- In addition to being a major regional arterial, Route 65 also is a key commercial corridor. The current nature of the roadway makes it too high-stress for active transportation users, which means they are not able to access commercial resources along it. Some participants noted that they often don't even think about this area as part of Bellevue because access is so restricted, and it just feels like a highway.
- Opening this area to safe, convenient, and comfortable non-motorized travel would represent an economic opportunity for the Borough.
- However, because this roadway already serves a critical role to keep regional traffic moving and is under the jurisdiction of the Pennsylvania Department of Transportation (PennDOT), it will be more difficult to make active transportation improvements.

ROUTE 65 WALK AUDIT



RECOMMENDATIONS

- An overall strategy for phased improvements should be adopted.
 - This should start with improvements to the Riverview Ave intersection to improve pedestrian crossing safety. Improving the high visibility striping, adding lighting, and revising pedestrian crossing phases may be shorter term improvements that make pedestrian access to the area less stressful.
 - Improved facilities at bus stops may also make this area more accessible for some users.
 - Longer-term, an additional crosswalk may be considered at Shilo Ave.
 - Pedestrian counts should be taken prior to and after these initial improvements. If the after counts indicate increased demand, this may be used to support the value of additional improvements, like additional sidewalks, access management, buffers, etc.
 - Eventually, with enough demand, Route 65 may have additional upgrades and placemaking improvements, making it a gateway to the Borough.

KEY TAKEAWAYS

- Lincoln Ave may currently be used for walking and biking but needs additional treatments to address stressors and improve access for all users. By improving sidewalk quality, making safer crossings, adding infrastructure like bike parking and improved bus stops, and improved signage, the stress level walking, biking, and accessing transit along Lincoln Ave will be decreased. Placemaking initiatives, like additional street trees or plantings will contribute to traffic calming and reduced stress as well. Increasing active transportation in the area will improve the area overall by bringing more people Downtown and increasing activity and spending.
- Route 65 is a regional arterial roadway that is not conducive to walking or biking. However, critical services and resources are located along the corridor. This roadway represents a potential economic opportunity, but it will require time and a great deal of coordination to improve current active transportation conditions.



APPENDIX F- KEY STAKEHOLDER INTERVIEW SUMMARIES



During May 2025, five key Stakeholder interviews were held with Bellevue residents representing avid pedestrians and cyclists, as well as community organizations including Bellevue Memorial Park, Bellevue Forward, and Bellevue Borough Police Department. The following is a summary of those five discussions:

1. Bellevue Memorial Park Steward and Avid Cyclist/Mountain Biker

- Started working with trails in Bellevue Memorial Park in 2009. There were ad hoc trails, but nothing formal. Around this time the park was timbered, which disturbed the land and took away part of the existing trails.
- Overall goal to create trails, generally referring to mountain bike trails, that are nestled into communities and can be accessed on your bike without traveling outside your municipality.
 - o Feels that trails should be marketed better as a community asset and resource to promote their use.
- Led work to explore opportunities for pedestrian connections to the park. Several potential connections were explored at a high level (included in the map on page 53 of the plan).
 - o Based on the plans made by this group, these connections would be mountain bike trails created by volunteers associated with park stewardship and Trail Pittsburgh. Based on previous experience, these trails are generally still accessible to able bodied pedestrians, but their original development did not take ADA compliance into consideration.
- Notes related to experience as a long-time bike commuter into the City:
 - o More flexible delineators or other physical barriers are needed to make sure there is separation for bicyclists.
 - o There are issues with enforcement and people not stopping at stop signs
 - o Generally chooses to avoid biking on Lincoln Avenue in favor of lower volume streets.

2. BikePGH Representative

- BikePGH is a non-profit that strives for safer and more convenient biking and walking within Pittsburgh, promoting the benefits of using their modes and reducing car dependence. While their main focus is the City, assistance may be available for regional communities.
 - o Once the plan is adopted and a group is identified to help facilitate implementation (Bona Fide Bellevue Active Transportation Committee), they can join the regional collective of Bike/Ped advocacy groups. This will provide support and an on-going connection with BikePGH.
- Education and Advocacy
 - o BikePGH provides a variety of materials on their website that can be used to support on-going education and advocacy efforts.
 - o The organization has extensive contacts and is well connected through social media, which they are willing to use to assist with on-going communication efforts and to help share local events.
 - o There may be opportunities to discuss providing additional support.
 - o Some staff members are League of American Cyclist Certified Instructors who offer their services outside of their roles at BikePGH and could provide additional support with education efforts.
 - o Pursuing Bicycle Friendly Community and Business designations can help to promote biking in the community by showing support for bicycling in the area. Pursuing these designations can also provide better insight into the community's current bicycle network because feedback is provided as part of the application process. Applying following the adoption of the plan should be relatively simple because a lot of the work should be started by the planning process.
- Bellevue Biking Infrastructure
 - o Lincoln Avenue is used as a regional connection for a lot of avid cyclists riding out towards Sewickley. For strong cyclists the area is generally not a concern, but additional resources like bike parking, bike friendly businesses, or additional signage could make it that much more pleasant and promote additional use.

3. Resident and Avid Cyclist

- Cycling Background:
 - o Purchased a bike during the pandemic; considers himself a fair-weather cyclist.
 - o Primarily rides on trails; did more road biking while living in Bloomfield due to flatter terrain.
- Current Residence:
 - o Moved to Bellevue in fall 2021; lives on the north side of Balph Avenue.
 - o Balph has a steep incline, making biking challenging, which is the most significant barrier to walking more in the area.
- Traffic and Safety Concerns:
 - o Balph is used as a cut-through; speeding is common.
 - o Parked cars and poor sight lines make it unsafe.
 - o Lack of controlled intersections makes crossing difficult, especially on Lincoln Avenue.
- Cycling Habits and Barriers:
 - o Occasionally bikes for short errands but avoids hills and notes a lack of bike parking.
 - o Considers biking to work in the City but would need an e-bike.
 - o Participates in bike-to-work events; has access to POGO bike share, but has not actually used it.
- Infrastructure and Connectivity:
 - o Poor incline on the main route to the Three Rivers Heritage Trail.
 - o Some good sections on Brighton Avenue; Lincoln could be a connector but has parking challenges.
 - o Sidewalks end abruptly, limiting walkability.
 - o No safe way to bike or walk to the public pool.
- Suggestions and Observations:
 - o Would be motivated by an e-bike incentive program, especially one supporting local shops and that provided more information about how to select the right e-bike.
 - o "Share the road" signage helps but more designated bike routes are needed.
 - o Steepness is a bigger barrier than infrastructure quality.
 - o Bellevue is attracting younger residents; improved infrastructure could enhance appeal.
 - o Slowing traffic on Balph is a priority; residents have added signs, and a four-way stop at Forest is suggested.

4. Bellevue Forward Representative

- Organizational Roles:
 - o Bellevue Forward: Non-profit focused on economic development and supporting businesses.
 - o Bona Fide Bellevue: Community-focused, organizes events and fosters resident engagement.
- Transportation and Accessibility:
 - o Bellevue Forward has a strong interest in improving transportation and pedestrian access.
 - Supports ADA compliance (e.g., ramp for Wunderbar).
 - Advocates for increased mobility for wheelchair users and other wheeled transport.
- Events and Street Use:
 - o When Bellevue Forward hosts events they prefer to keep Lincoln Avenue open because closing it is a large task and limits access; They are interested in that for maintaining transportation access and for being safety focused.
 - Night Market closed North Sprague instead; it attracted 400 attendees.
 - o Events like Bellevue Music Festival and Put and Pour promote pedestrian activity.
 - o Police presence helps with safety and pedestrian law adherence.
- Safety and Infrastructure:
 - o Need better signage for both vehicles and pedestrians. Wayfinding signage should be developed, and Bellevue Forward would be willing to participate in and contribute to that process.
 - Interest in wayfinding signage to direct traffic to Lincoln Ave.
 - Willing to participate in and fund signage plans.
 - Ideas include QR codes on meters and billboards (e.g., Route 65).
 - o Interest in slowing traffic on Lincoln Ave for safety.
 - o Crosswalks should be more clearly defined.
 - o Likes traffic calming features like bump-outs.
- Parking and Access:
 - o Perceived lack of parking on Lincoln Ave; municipal lots exist but are poorly marked.
 - o Need for better signage to parking lots.
 - o Free residential parking available but requires walking.
 - o North Fremont has residential permit parking.
- Cycling and Bike Infrastructure:
 - o Need for more bike parking (not necessarily on Lincoln).
 - o Families ride bikes on sidewalks due to lack of infrastructure.
 - o Interest in a bike share program.
 - o Hosting a cycle-friendly educational event for kids (May 10).
- Creative Placemaking:
 - o Interested in arts-based placemaking to draw attention to Lincoln Ave.
 - o Potential funding sources: PA Council on the Arts, National Endowment for the Arts, Greater Pittsburgh Arts Council.

5. Bellevue Borough Police Department Representative

- Enforcement
 - Route 65/Ohio River Boulevard is an area of serious concern.
 - It should be noted that many of the accidents in this area are not related to speeding, which the public often cites as an issue, but crashes are often related to other issues with aggressive behavior or other poor driving.
 - Crash history for the roadway from the Police Department is provided in Appendix H.
 - This area is very difficult for enforcement because there aren't a lot of safe places for officers to be for observation. Because police in Pennsylvania cannot use radar and because the tools that they can use require a very clear line of sight, it makes it difficult to use conventional enforcement as a solution for this roadway.
 - There are officers on bicycles because that can be an effective means of enforcement in an urban setting, but this requires a lot of additional training for the officers.
 - Near misses are not currently tracked, but the Department would be open to advocating for those incidents to be more readily reported so potential areas of concern can be identified.
- Safety and Education
 - There are a lot of walking and biking safety concerns related to user error that could be assisted through education for all roadway users.
 - Borough Police are willing to support education efforts for users of all modes to assist with safe roadway use.
 - There have been educational efforts in the schools.
 - They would be open to considering required education programs associated with enforcement, for example requiring online training for drivers that hit a bicyclist or pedestrian, but it would not be the decision of the Police Department, it would have to be the decision of the regional magistrate.

APPENDIX G- EXISTING CONDITIONS REPORT



EXISTING CONDITIONS



Bellevue in Motion: An Active Transportation Plan for Bellevue Borough



Bellevue Borough
Allegheny County, Pennsylvania

Bellevue Borough
Allegheny County, Pennsylvania
Spring 2025

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INTRODUCTION

Bellevue in Motion, the active transportation plan for Bellevue Borough, will aim to consider the needs of bicyclists, pedestrians, and transit users, to create a complete transportation network that serves users of all ages and abilities. A complete transportation network should provide modal choice for all residents, improving connectivity and mobility, both within the Borough and to the surrounding region. The first step in this process is establishing the existing character, condition, and behavior of the community and its residents. Understanding these trends and conditions is key to understanding multi-modal demand in Bellevue. Once demand is better understood, the existing supply of transportation infrastructure will be explored. The Existing Conditions Report will document the status of multi-modal demand and supply in Bellevue to help determine the needs of the community and how this planning process can help to address those needs.

THE STUDY AREA

The Borough of Bellevue in Allegheny County, Pennsylvania is located just six miles northwest of the City of Pittsburgh, between the Brighton Heights neighborhood of Pittsburgh and Avalon Borough. Bellevue offers a blend of small-town appeal, historical character, and urban convenience. The Ohio River makes up the Borough's southern boundary, with Route 65/ Ohio River Boulevard running east/west through the Borough just north of the river. Moving further north towards the center of the community, Lincoln Avenue serves as Bellevue's main street, surrounded by shops, restaurants, and local businesses.



The image above shows Lincoln Avenue, looking west from Sprague Avenue.

This planning process focuses on the southern portion of the Borough, defined by Census Block Groups 4311-001, 4311-002, 4315-001, 4315-002, 4315-003, and 4315-004, shown as the Study Area in the map on the following page. These Census Block Groups were defined as priority areas by PA WalkWorks, the funding entity for this Plan, based on environmental, health, and socioeconomic factors. While this planning process will focus on these Block Groups, transportation functions as a connected network, so consideration will be given to the relationship between this defined study area, the Borough as a whole, and the surrounding area.

STUDY AREA

Bellevue Borough
Active Transportation Plan

Legend

- Bellevue Borough
- Study Area



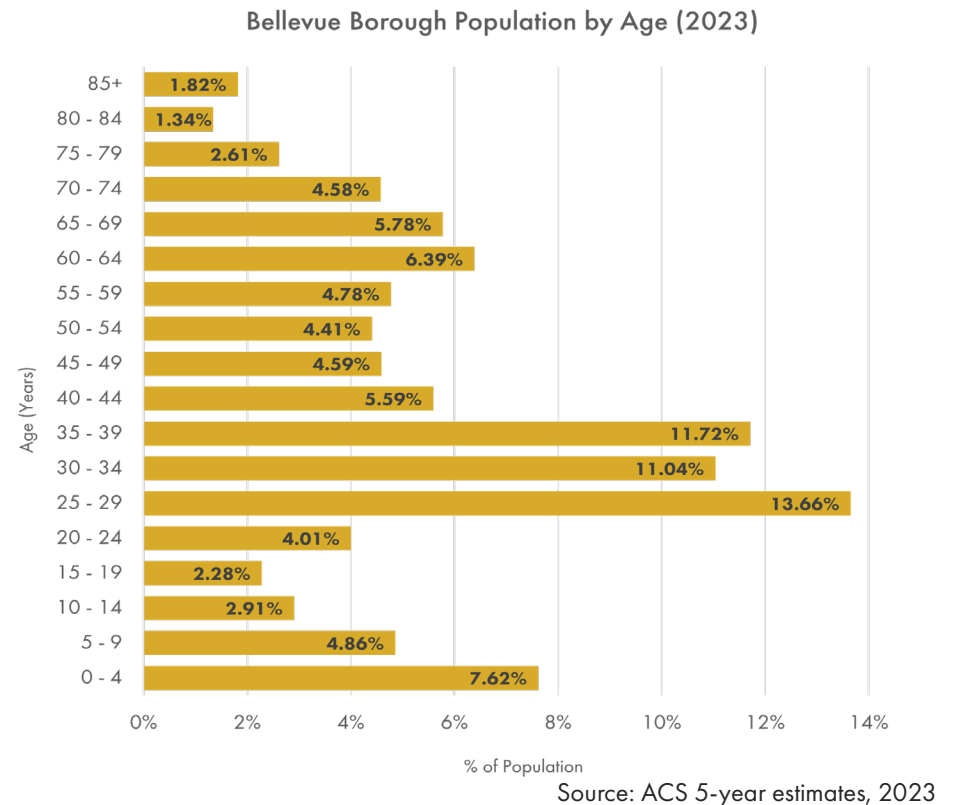
DEMOGRAPHIC PROFILE

Understanding demographics is important to understanding the potential demand for non-motorized infrastructure. The current population, and where and how they live helps to inform potential demand for walking, biking, and accessing regional transit. This section explores relevant data and trends that drive demand for active transportation in the Borough. Throughout the report, American Community Survey (ACS) 2023, 5-year estimates are used. This data is collected by the U.S. Census Bureau using a surveying process. Therefore, the values shown are estimates and not exact counts.

Population

In 2023, Bellevue Borough's population was estimated to be 8,186. The Borough's population has been stable over the past ten years, never varying by more than approximately two-percent during that time. Distributed by age, the largest percentage of residents are between 25 and 39 years old, with the median age being 36.5, which is significantly lower than the median age in Allegheny County (40.6). The graph to the right depicts this distribution. While a significant portion of the Borough's population is in their early to mid-adulthood, there is still a demand from all age groups for active modes of transportation. Different age groups have different levels of mobility and ability to travel independently, placing unique demands on the transportation network. Current trends in population distribution may also indicate that the Borough's current population is now replacing itself naturally, and attracting new residents with desirable resources like walking and biking connectivity may be beneficial.

The map on the following page shows the distribution of population by Census Block Group within the Study Area. Understanding the geographic distribution of the Borough's population can help to better understand the areas of greatest demand for transportation. In this case, a significant portion of Study Area residents are located in the eastern and northeastern most extremes.



POPULATION DISTRIBUTION

Bellevue Borough
Active Transportation Plan

Legend

- Bellevue Borough
- Study Area

Population, 2023

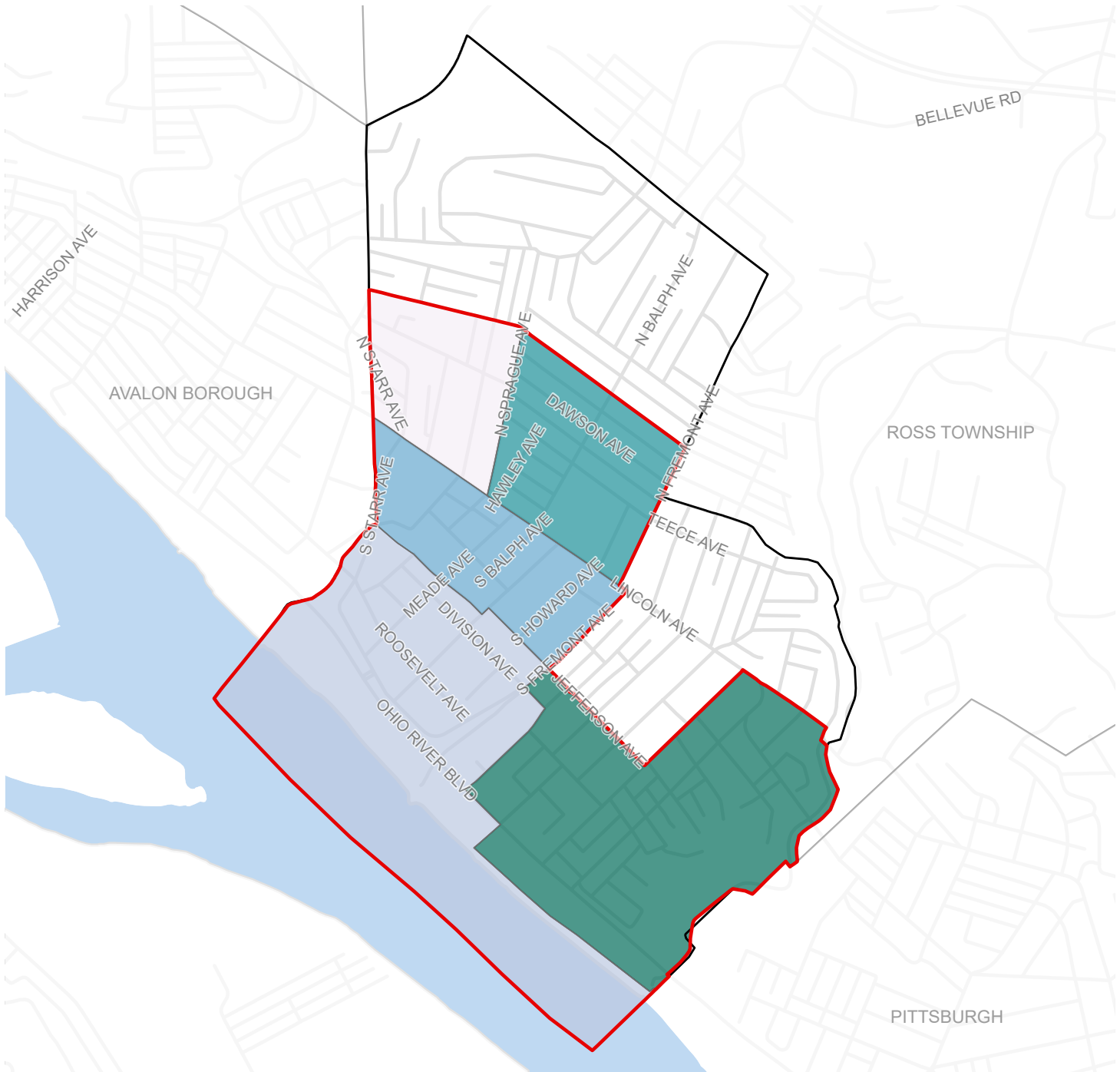
- 452
- 685
- 797
- 1164
- 1320



1/13/2025

P:\0017\001778_0493\GIS\Projects\

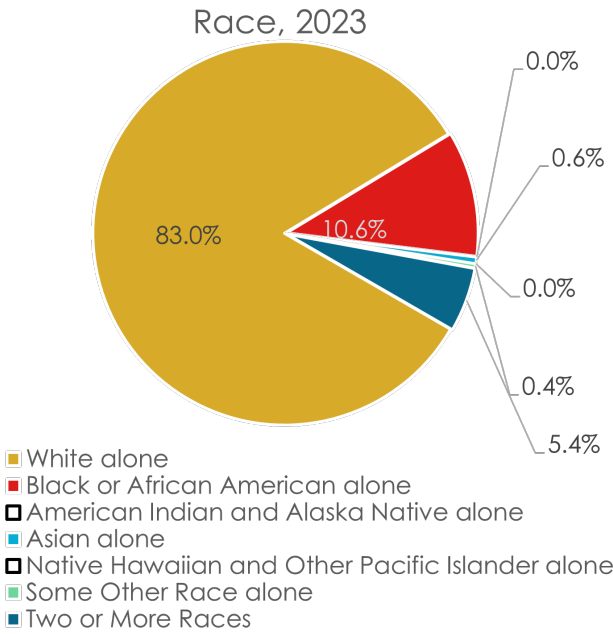




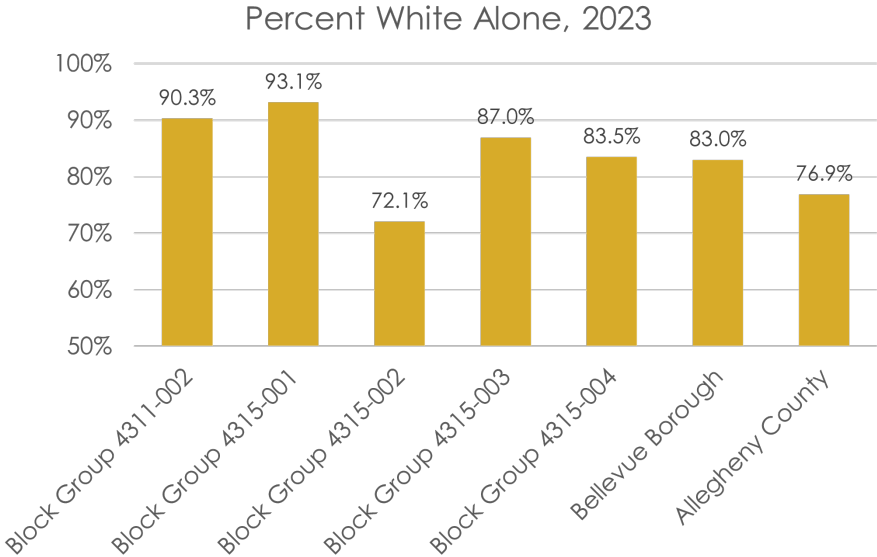
Similarly, population density, or the number of people living per square mile of land area, also plays a critical role in motivating non-motorized infrastructure. This value generally indicates how close together people are, which should correspond with how close they are to facilities and services, and therefore increase their ability to feasibly walk or bike, if infrastructure exists. The creation and maintenance of such infrastructure should be more reasonable and motivated with high population density, as this should also correspond with the tax base to support it. Based on the Borough's land area of approximately 1.1 square miles, the population density is about 7,442 people per square mile. This is much denser than Allegheny County's average population density of approximately 1,655 people per square mile or the State of Pennsylvania's average of 290 people per square mile, or even the City of Pittsburgh's density of approximately 5,476 people per square mile.

Race

In Bellevue, 83.0% of residents identified as white alone in 2023, 10.6% identified as black only, 5.4% as two or more races, and the remaining 1% identified as some other race (Asian, Native Hawaiian/Pacific Islander, American Indian, etc.). This breakdown can be seen in the pie chart at the top right. In general, this indicates that the Borough is less racially diverse than Allegheny County as a whole. The graph at the bottom right depicts the percentage of individuals in the Study Area that identify as white alone. For the Census Block Groups within the Study Area, Block Groups 4315-001 and 4311-002 have the highest percentages of individuals identifying as white only, with 93.1% and 90.3% respectively. Block Group 4315-002 has the lowest percentage of individuals identifying as white only, at 72.1%. For four of the five Census Block Groups, the percentage of individuals who identify as white only is higher than the Allegheny County average of 76.9%.



Source: ACS 5-year estimates, 2023



Source: ACS 5-year estimates, 2023

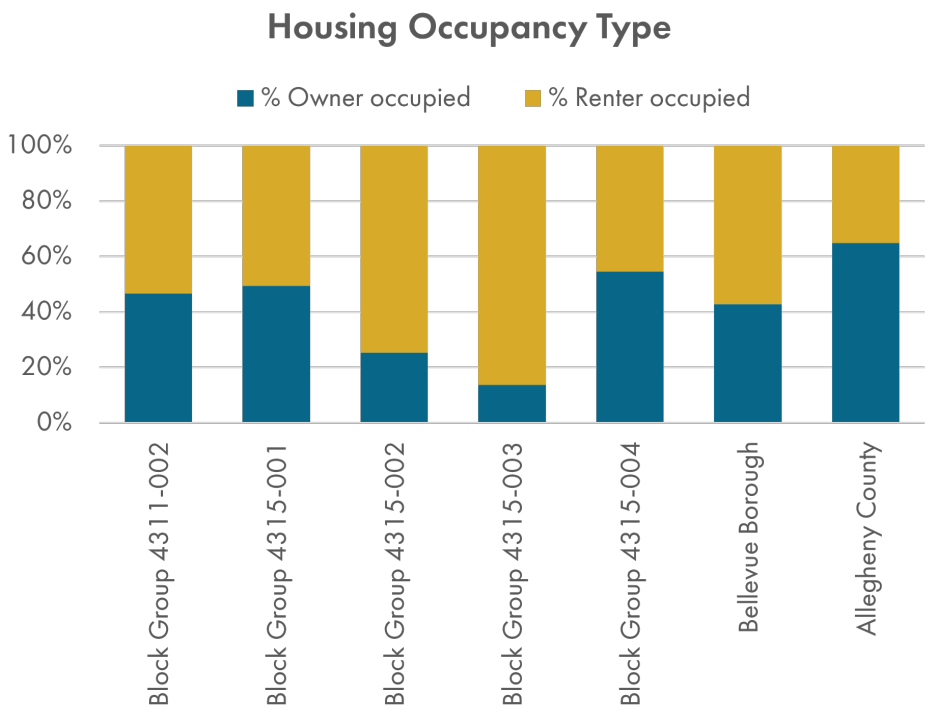
Households

The Census Bureau defines households as all people who occupy a single housing unit, regardless of their relationship to one another. Bellevue has a total of 4,127 households, which are geographically distributed similarly to population. Block Group 4311-002 has the greatest number of households, while Block Group 4315-001 has the lowest. This distribution can be seen in the map on the following page. The geographic distribution of households can help to inform potential demand and therefore future investment in specific types of infrastructure.

The Borough has an average household size of 1.97, which is smaller than the County’s average household size of 2.17. An average household size of less than 2.00 likely indicates a significant number of single-person households, which may facilitate walking, biking, and using transit as primary modes of transportation, as many people cite the need to care for/transport of children as a primary reason for not being able to more readily use these modes. In the Borough, an estimated 708 households have children under 18 years of age, about 17% of the total households. However, this does not discount the need to provide infrastructure that facilitates use of active modes by children, parents, and families, it only indicates that there may be a greater demand for these modes in certain areas.

Housing Units and Occupancy

Bellevue Borough has 4,127 occupied housing units out of a total of 4,648 units. An estimated 43% of those are owner-occupied and 57% are renter-occupied. Three out of the five Census Block Groups in the Study Area have a higher percentage of owner-occupancy, with the highest rate being about 55% and the lowest rate being about 14%. Compared to Allegheny County, owner-occupancy rates are lower in all Study Area Block Groups than the County rate, which is about 65%. Additionally, the median rent for Bellevue Borough is \$821, which is lower than the Allegheny County median rent price of \$961 in 2023.





Source: ACS 5-year estimates, 2023






NUMBER OF HOUSEHOLDS

Bellevue Borough
Active Transportation Plan

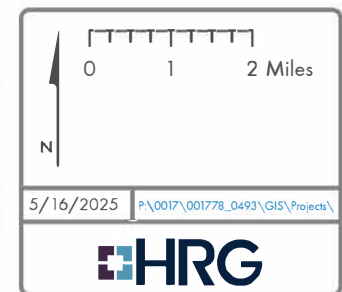
Legend

-  Bellevue Borough
-  Study Area

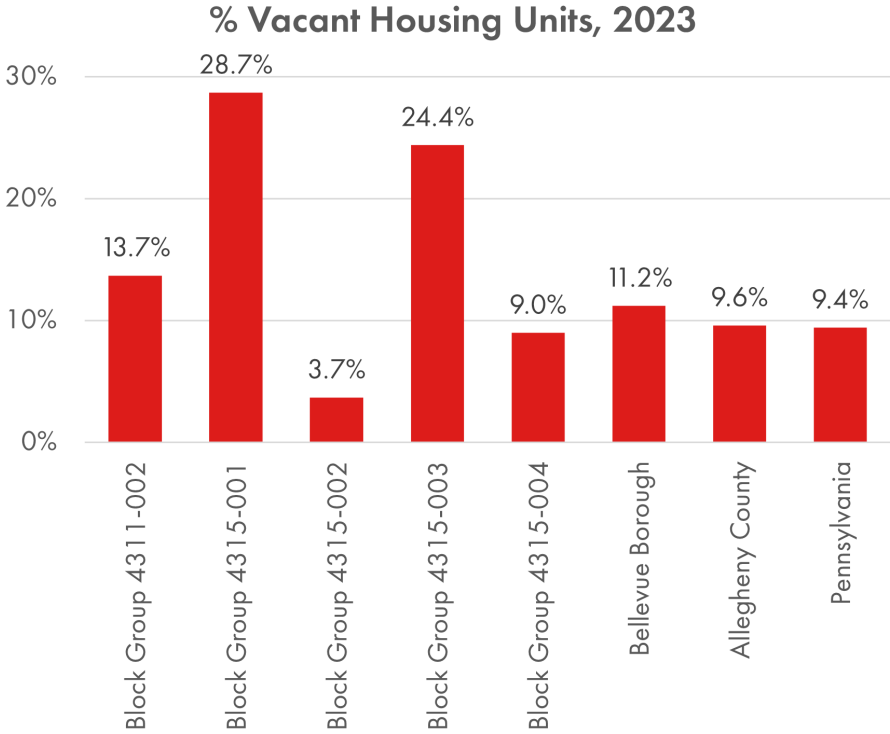
Households, 2023*

-  164
-  324
-  497
-  623
-  699

*This data is derived from the 2023 5-year ACS estimates



The Borough has an overall housing unit vacancy rate of 11.2%. A “healthy” vacancy rate for a community is generally considered to be between 5% and 10%, indicating a balance between the supply and demand for housing. The Borough’s vacancy rate is slightly higher than ideal, and slightly higher than Allegheny County and the State of Pennsylvania, at 9.6% and 9.4% respectively. Within the Study Area, three of the five Census Block Groups have a higher vacancy rate than the Borough as a whole or Allegheny County. The Block Groups with the highest vacancy rates are 4315-001 at 28.7% and 4315-003 at 24.4%. Block Group 4315-002 has a lower vacancy rate than the Borough or County, at 3.7%. High vacancy rates may begin to decrease rental prices and home sale values, making it even more important to provide walking and biking facilities that can positively impact home values.



Source: ACS 5-year estimates, 2023

Income and Employment

The median household income in Bellevue Borough is \$64,888. This is lower than Allegheny County’s median household income, which is \$76,393. For each Block Group in the Study Area, the median household income varies, with one Block Group having a median income of \$41,250 (4315-003) and another having a median household income of \$120,880 (4315-002). The map on the following page shows the distribution of median household incomes within the Study Area. However, there is no consistent pattern to the geographic distribution of higher or lower household incomes in the Study Area.

In 2023, it was estimated that 9.6% of households in Bellevue Borough were below the poverty level. This is slightly lower than the Allegheny County’s 11.9%. The percentage of households below the poverty level varies amongst the Census Block Groups within the Study Area, ranging from 7.3% in Block Group 4311-002 to 16.7% in Block Group 4315-004. The map on page 13 depicts this geographic distribution. The Census Bureau uses several different thresholds, depending on household size and age of members, to determine poverty status.


Demand for non-motorized infrastructure may be spurred by economic need. Based on a report from the Institute for Transportation & Development Policy, in 2022 the average household expenditure on transportation, including purchasing, fueling, and insuring of personal vehicles, was \$12,295 in the U.S., which is almost 19% of the average household income in Bellevue. Given the expense to own and operate a vehicle, having more limited financial resources may require some households to depend more greatly on walking, biking, and transit. Infrastructure to facilitate the use of these modes should be prioritized in areas with the greatest need.

MEDIAN HOUSEHOLD INCOME

Bellevue Borough
Active Transportation Plan

Legend

 Bellevue Borough


 Study Area


Median Household Income, 2023

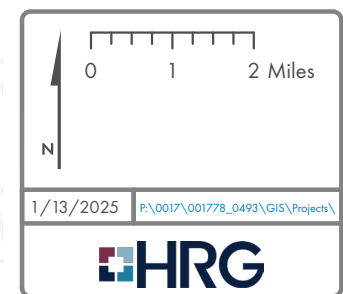
 N/A

 \$41,250

 \$58,750

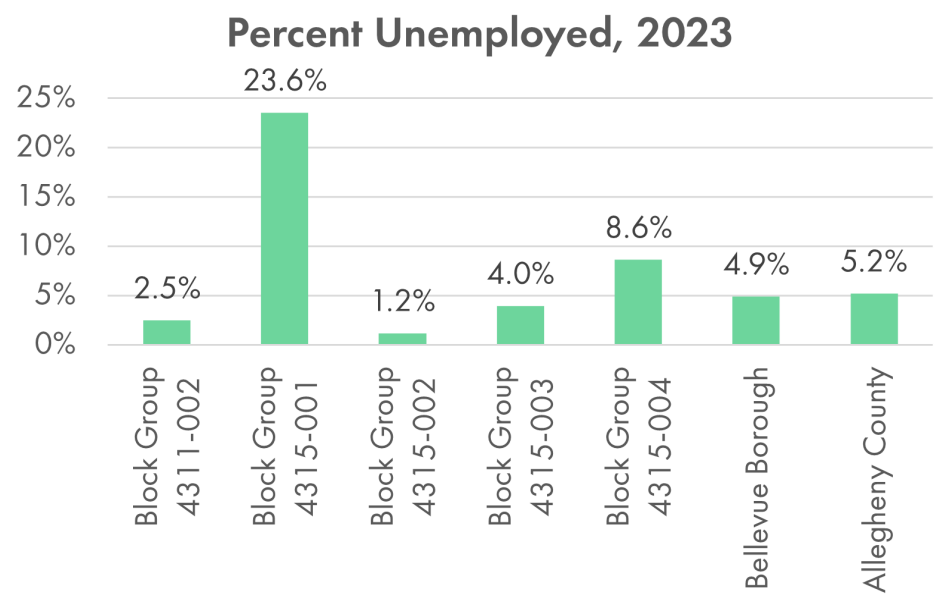
 \$72,969

 \$120,880

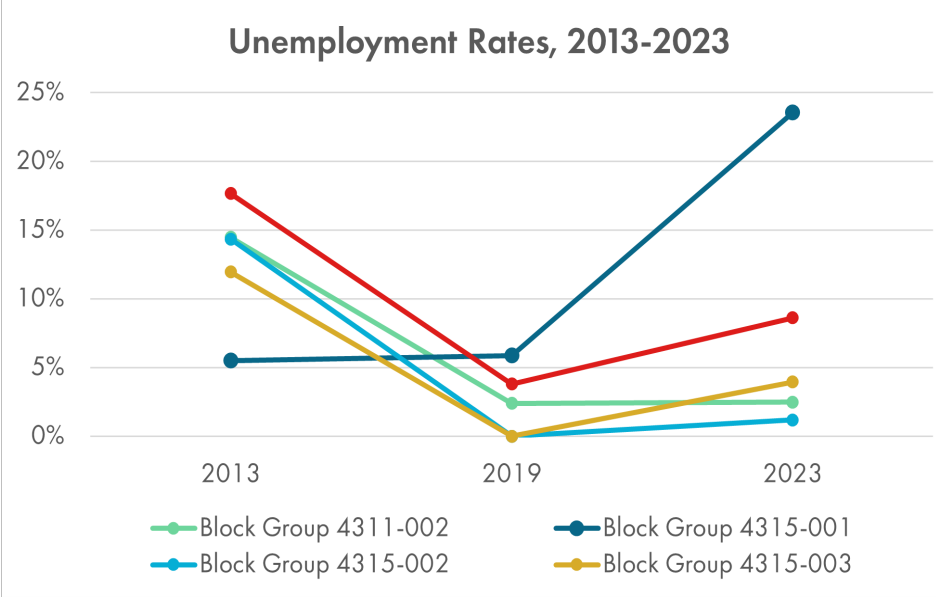


In 2023, the Borough had a slightly lower unemployment rate than Allegheny County, at 4.9% and 5.2% respectively. An unemployment rate between 4% and 6% is generally considered to be healthy, indicating a robust market. Within the Study Area, Block Group 4315-001 had the highest unemployment rate by a large margin, at 23.6%, and Block Group 4315-004 was the second highest at 8.6%. These unemployment rates can be seen in the graph below.

From 2013 to 2019, unemployment rates generally dropped and then rose slightly from 2019 to 2023. However, most of the census blocks in the Study Area have a lower unemployment rate in 2023 than they had in 2013. These trends can be seen in the graph to the bottom right. While unemployment rates in the area can generally be considered healthy and stable, access to modal choice and regional connectivity can still expand access to economic opportunities for all residents.



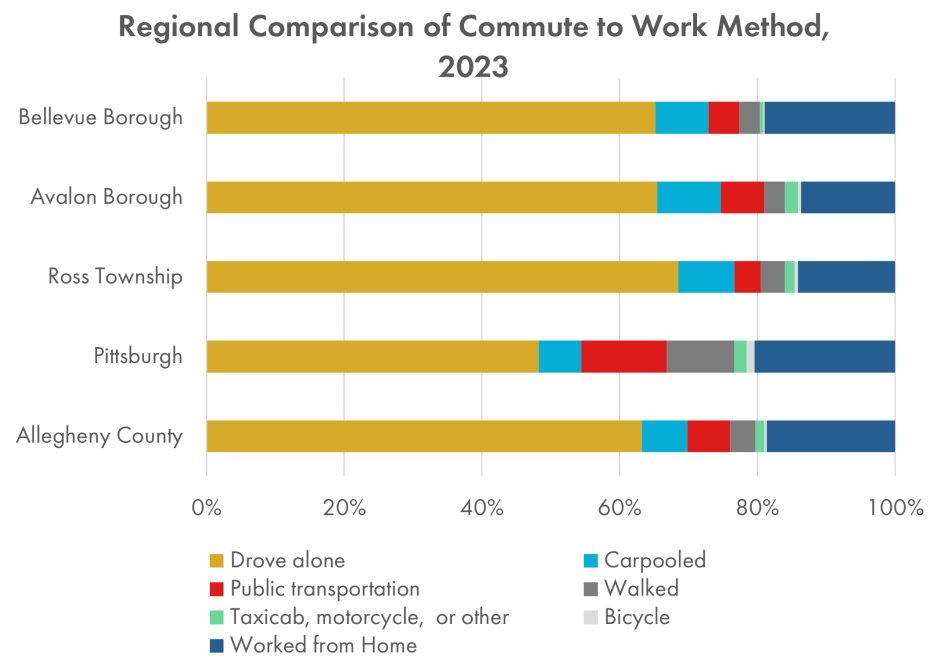
Source: ACS 5-year estimates, 2023



Source: ACS 5-year estimates, 2023

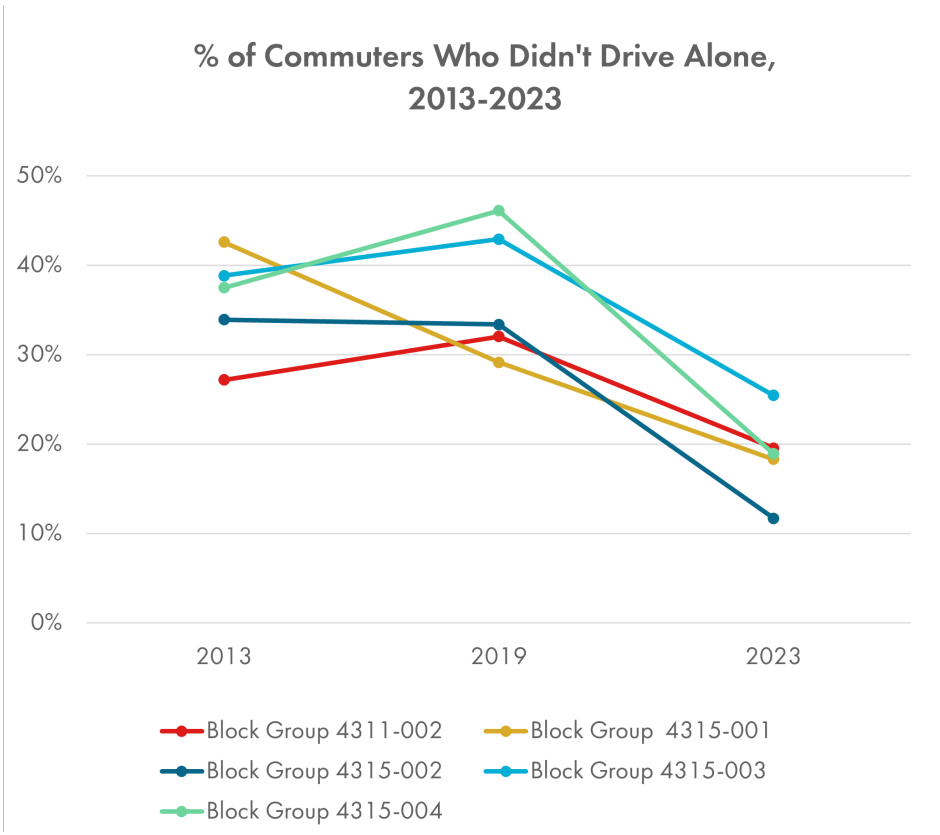
Commuting Characteristics

Understanding how a population travels to work can help to better understand interest in the use of active modes of transportation. Within the Borough, just under 87% of household have access to at lease one vehicle. This is lower than the approximately 94% of households in the County. However, of the 4,883 individuals who are 16 years old or older and in the workforce, the majority, 65.2%, still drove alone to get to work in 2023. Carpooling is a distant second most common commute mode choice. A significant portion of the workforce also works from home. Most of the neighboring municipalities have similar distributions of commute mode choice. The City of Pittsburgh, however, has higher percentages of the workforce biking, walking, or taking public transit for their commute.



Source: ACS 5-year estimates, 2023

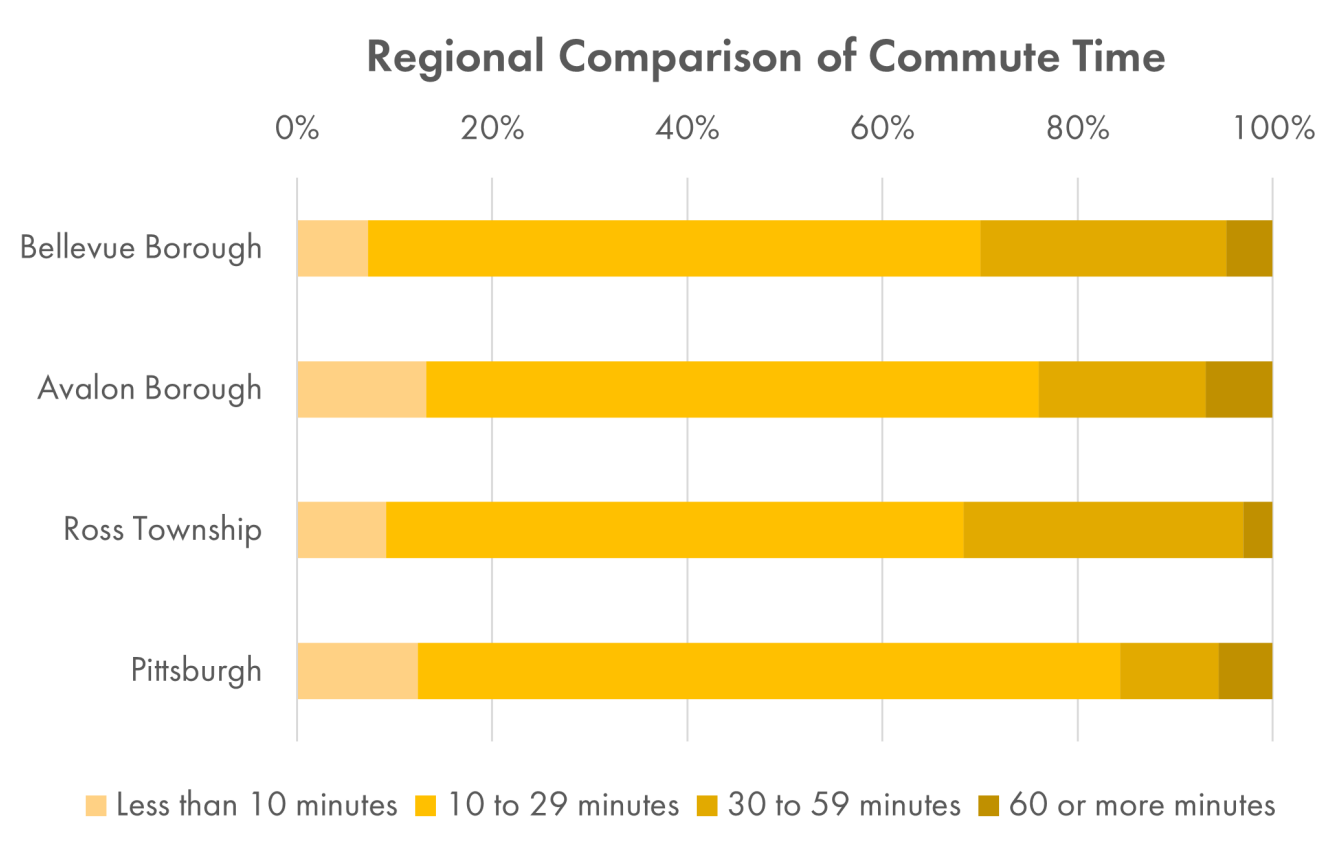
From 2013 to 2023, all of the Census Block Groups within the Study Area have experienced a relative decrease in commute modes other than driving alone, which includes the use of public transportation, carpooling, walking, or the use of a taxicab, motorcycle, bicycle, or other. In 2023, the Census Block Group with the highest number of commuters who did not drive alone was Census Block 4315-003 at 25.5%, down from almost 40.0% in 2013. This trend is depicted in the graph below and is generally consistent with trends in commute methods seen throughout the United States following the COVID-19 Pandemic.



Source: ACS 5-year estimates, 2023

Understanding the time it takes for residents to travel to work can be important for understanding how likely they are to switch their commute mode. The graph below depicts the range of commute times that are prevalent in Bellevue and the surrounding municipalities. In all of the municipalities shown, the greatest percentage of residents in the workforce have a commute time between 10 and 29 minutes, followed by commute times of 30 to 59 minutes. Some of the workers shown may already be using active modes to commute to work, but those who are driving alone and have

a commute of only 10 minutes may be willing to shift modes, if it were convenient and comfortable. The convenience and comfort of alternative modes depends on sufficiently connected walking and biking networks, which also facilitates access to transit, as well as the type of facilities available. Transit plays a critical role given the regionality of employment in the Pittsburgh Region, therefore, routes and facilities must also be comfortable and convenient to motivate greater use for commute and non-commute trips.



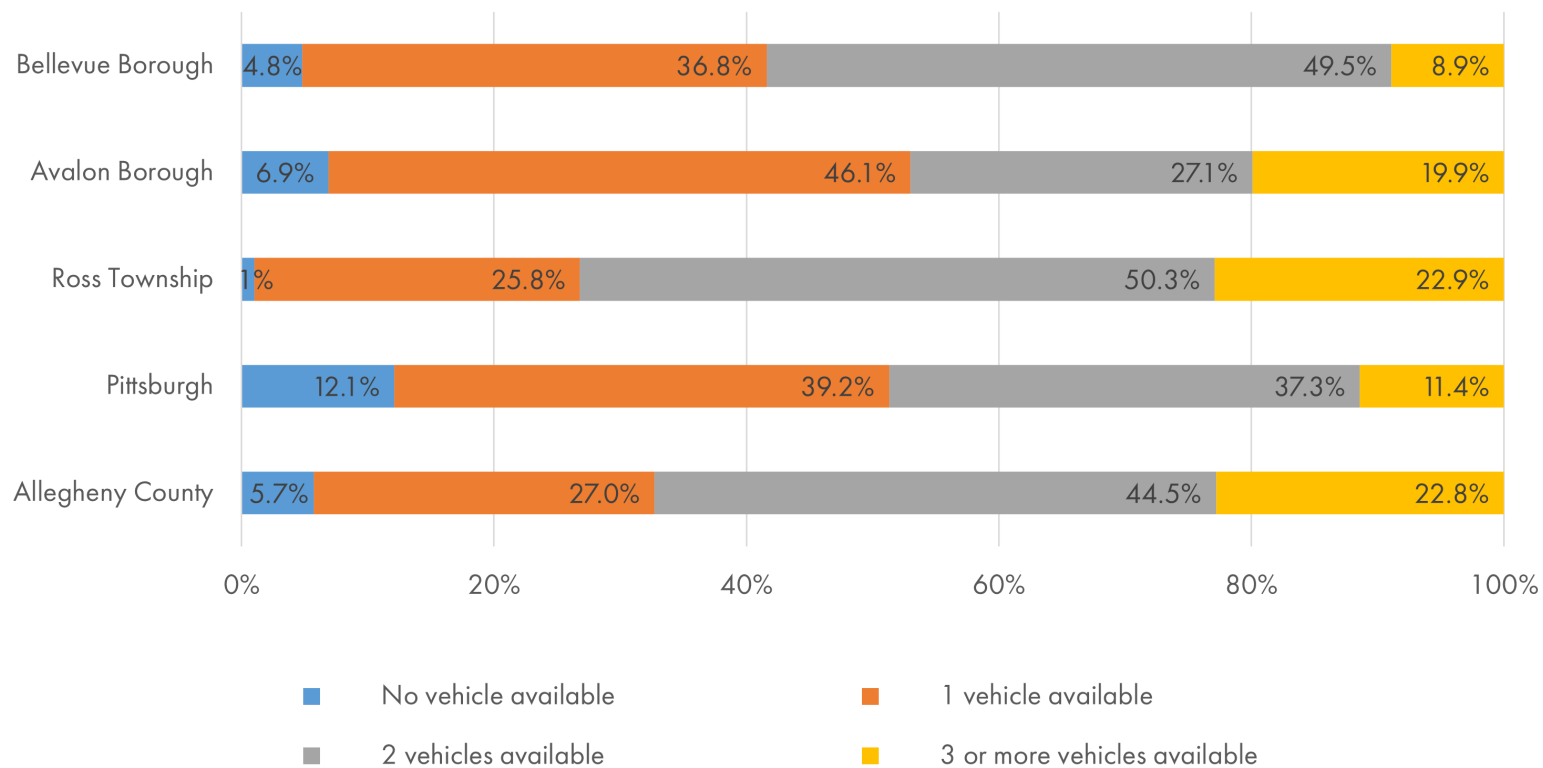
Source: ACS 5-year estimates, 2023

Vehicle Access

The availability of vehicles in a household also serves as an important indicator of demand for walking, biking, and using transit in a community. Whether by choice or out of necessity, not having access to a personal vehicle requires other modes of transportation to be available. To ensure residents have ready access to diverse resources and employment opportunities, the infrastructure needed to walk, bike, and access transit must not only be available, but convenient, efficient, accessible to users of all ages and abilities.

The American Community Survey provides data about vehicle access for workers sixteen years and older who are members of households. A household may be defined as the person or person living in a single housing unit. The graph below depicts vehicle access for the Borough, as well as neighboring municipalities and Allegheny County. In Bellevue, 95.2% of the workforce has access to at least one vehicle. This is consistent with, and actually slightly higher than regional comparisons.

Vehicle Availability for Workers Sixteen Years and Older in Households, 2023



Public Health

Understanding the physical health of the community is also important to better understanding resident demand and need for active transportation facilities. According to the Center for Disease Control and Prevention (CDC), genetics, biology, and health related behaviors make up only 25% of the determinants of health. The remaining 75% is related to social determinants, like social environment, physical environment, and access to quality health services. Physical environments that provide convenient access to comfortable multi-modal transportation networks allow people to be more physically active, create safe and enjoyable spaces to socialize, and improve ready access to health care facilities. As a non-profit hospital organization, Allegheny Health Network (AHN) is required to create Community Health Needs Assessments (CHNA) for all their facilities every three years. The

2024-2025 CHNA for Allegheny General Hospital captures trends for the overall region and includes Bellevue as part of its primary service area. This CHNA includes stakeholder input, social determinants of health, significant health needs for the community, and community resources available to address the identified needs. The findings of this report reinforce the importance of social determinants in public health outcomes.

The CHNA compares Pennsylvania County Health Rankings for Allegheny and Butler County, the counties within the hospital's service area. The table below summarizes these values and provides a relative comparison within the region. From 2020 to 2023, Allegheny County’s ranking worsened for overall health outcomes, referring to the result of a health intervention; morbidity, referring to overall occurrence of disease; and physical environment, which refers to the presence of clean air, safe housing, and recreational facilities.

County Health Rankings: (67 Counties in PA) (1= Healthiest)

	Year	Health Outcomes	Health Factors	Mortality	Morbidity	Health Behaviors	Clinical Care	Social & Economic Factor	Physical Environment
Allegheny County	2023	27	13	37	20	9	12	17	67
	2020	14	20	39	6	19	14	20	64
Butler County	2023	6	6	10	3	7	4	5	60
	2020	6	7	16	1	8	10	6	63

Note: Figures in bold and highlighted in yellow indicate a value worse in 2023 than in 2020.

³ Social and economic factors include income, education, employment, community safety, injury and death rates, social support, and the prevalence of children in poverty.

⁴ County Health Rankings & Roadmaps

Source: Allegheny Health Network. AHN Allegheny General Hospital Community Health Needs Assessment 2024 Report.

Community insight about public health concerns can represent day-to-day awareness of the issues faced by a community. The CHNA includes input from Stakeholder interviews with multiple participants from over twenty-six organizations. The results of these interviews are summarized in the table below. Public input was gathered through a community survey, which revealed similar results. While the CHNA does not report specific rates of chronic disease, it is clear that community members have identified behavioral/mental health, heart disease/stroke, obesity, diabetes, and substance use disorder/addiction as the top five persistent health problems in the region. Obesity and lack of exercise/physical activity were also identified as being top high-risk behaviors. All of these health problems can be improved

by increasing access to comfortable facilities for active modes of transportation that increase access to opportunities for physical activity. This would also improve lack of transportation, which was identified as the second largest barrier to health interventions.

Like the CHNA, the Allegheny County Health Department’s Community Health Assessment, released in 2022, captures recent trends in community health at the county level. This report documents public input on relevant trends and establishes priority health areas, including access to health care, chronic disease, environmental health, maternal and child health, and mental health and substance use disorders.

Community Stakeholder Summary Analysis

Community Stakeholder Summary Analysis: Key Stakeholders					
Largest Barriers (Top 5) <ol style="list-style-type: none"> Affordability Lack of transportation Health literacy No insurance coverage Lack of health care coordination services 	Persistent Health Problems (Top 5) <ol style="list-style-type: none"> Behavioral/Mental Health Heart Disease/Stroke Obesity Diabetes Substance use Disorder/Addiction 	Significant Barriers to Improving Health & Quality of Life (Top 5) <ol style="list-style-type: none"> Access to substance use/drug/alcohol resources Access to behavioral health resources Access to affordable prescription and OTC medication Affordable, quality childcare Affordable, quality housing/utilities 	Persistent High-Risk Behaviors (Top 5) <ol style="list-style-type: none"> Being overweight/obese Drug abuse Poor eating habits Lack of exercise/physical inactivity Alcohol abuse 	Vulnerable Populations (Top 3) <ol style="list-style-type: none"> Older adults People living with mental illness Low-income 	What Should Be Offered to Maintain Optimal Health (Top 5) <ol style="list-style-type: none"> Preventive health care services Health promotion and education Behavioral health/stress management Community engagement and support Access to healthy foods

² It is important to note that while 26 organizations are listed, multiple individuals were interviewed representing the same organization.

Source: Allegheny Health Network. AHN Allegheny General Hospital Community Health Needs Assessment 2024 Report.

The Community Health Assessment reports the age-adjusted rates per 100,000 people for selected causes of death, focusing on chronic diseases. These values can be seen in the table to the top right. Physical activity has been linked to longevity and overall healthier lives, with decreased risk of health problems and related chronic diseases. Physical activity can not only help to decrease the likelihood of many chronic diseases, like obesity, heart disease, type 2 diabetes, Alzheimer’s disease, and many others, but it can help to manage related symptoms. Despite the potential benefits, many Allegheny County adults do not participate in regular physical activity. The graph to the bottom right shows a comparison of adults in Allegheny County, Pennsylvania, and the United States with no leisure time physical activity in the past month, from 2011 to 2020. The County decreased from 26% in 2015 to 22% in 2020. These values do not reflect increases in outdoor activity seen during the COVID-19 pandemic, however, as time passes, those trends have started to return to pre-pandemic levels. Increasing access to convenient active transportation would help to ensure increased physical activity in the Borough and the County.

Increasing modal choice through convenient and comfortable access to walking, biking, and transit infrastructure can help to decrease miles traveled in vehicles, in turn reducing pollutants. This plays a critical role in County goals to improve environmental health. Allegheny County looks to maintain national air quality standards and reduce local emissions for high priority communities. High priority communities were determined based on median household income, diesel particulate matter, particulate matter greater than or equal to 2.5 µm, percent of the population identified as a racial minority, proximity to greenspace, educational attainment, miles of railroad track coverage, and housing vacancy. Bellevue has been identified as having longstanding public health concerns, which modal choice and access to physical activity can help to address.

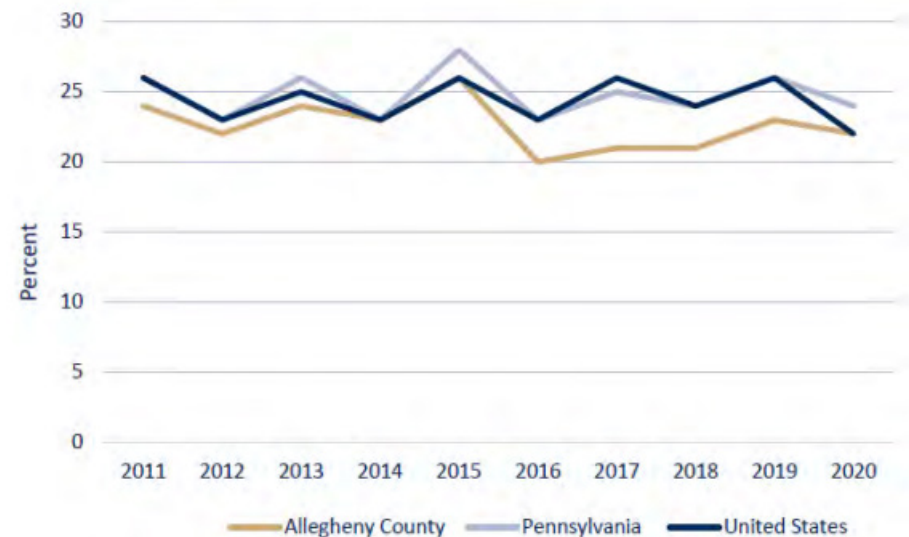
Age-Adjusted Rates per 100,000 for Selected Causes of Death, 2015-2019

MEASURE	ALLEGHENY	PENNSYLVANIA	UNITED STATES
All causes of death	783.2	764.2	726.3
Heart disease	186.5	175.3	164.8
Cancer	162.5	160	152.3
Cerebrovascular diseases	34.1	36.4	37.3
Chronic lower respiratory diseases	37.5	36.2	40.2
Alzheimer’s disease	22.7	21.2	30.2
Diabetes mellitus	18.4	20.7	21.3
Kidney disease (nephritis, nephrotic syndrome and nephrosis)	15.1	16	13.0

Source: PA DOH Vital Statistics, Mortality Data, 2015-2019 (EDDIE). U.S. data from 2015-2019 CDC Wonder.

Source: PA DOH Vital Statistics, Mortality Data, 2015-2019 (EDDIE). US data from 2015-2019 CDC Wonder.

Adults with No Physical Activity in the Past Month, 2011- 2020



Source: CDC, Behavioral Risk Factor Surveillance System, 2020 (EDDIE) and Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Division of Population Health. BRFSS Prevalence & Trends Data.

PHYSICAL CHARACTER

The characteristics and behavior of a population are not the only elements that drive the demand for walking, biking, and accessing transit; a community's character also plays a role. From its natural features to its development patterns, the Borough's landscape plays a role in the comfort and convenience of using these modes of transportation. While the steep slopes common to Southwestern Pennsylvania may demotivate some residents from walking and biking in Bellevue, the generally urban character, with small lot sizes and shorter blocks, reduces the distance between destinations, making walking and biking more feasible. However, accessing some destinations, especially beyond the Borough's boundaries may be more difficult given existing roadway design, available right-of-way, slopes, and the need for inter-governmental coordination.

Slope

The slope of a roadway, sidewalk, or trail plays a critical role in how easy it is for someone to walk or bike along that route. The greater the slope, the more difficult it will be for a user of any age or ability. For able bodied travelers, this may simply mean that walking, biking, and accessing transit are simply less convenient or comfortable. For others with mobility limitations or disabilities, without additional accommodation, steep slopes may completely inhibit their ability to walk, bike, or roll in the area, which for some may be their only choice for independent travel.

The map on the following page depicts the percent slope in Bellevue, categorized by the severity of the slope. Most of the Borough is shown in white, indicating less than 15% slope, which is generally considered to be compatible with sidewalk construction. Primarily in the northern portion of the Borough, and along the southern and eastern boundaries, steeper slopes are present. The map also indicates small areas of steep slopes that run along the roadway in many locations, which may limit or complicate the installation of sidewalks in some areas. An area like this, along North Avenue, north of the Study Area, is shown in the image below. In these cases of steep slope in the right-of-way, installing sidewalks on both sides of the roadway is not realistic.



Source: Google Maps (June 2022).

SLOPES

Bellevue Borough
Active Transportation Plan

Legend


 Study Area

 Bellevue Borough

Percent Slope

<15.00%

 15.00 to 24.99%

 ≥ 25.00%

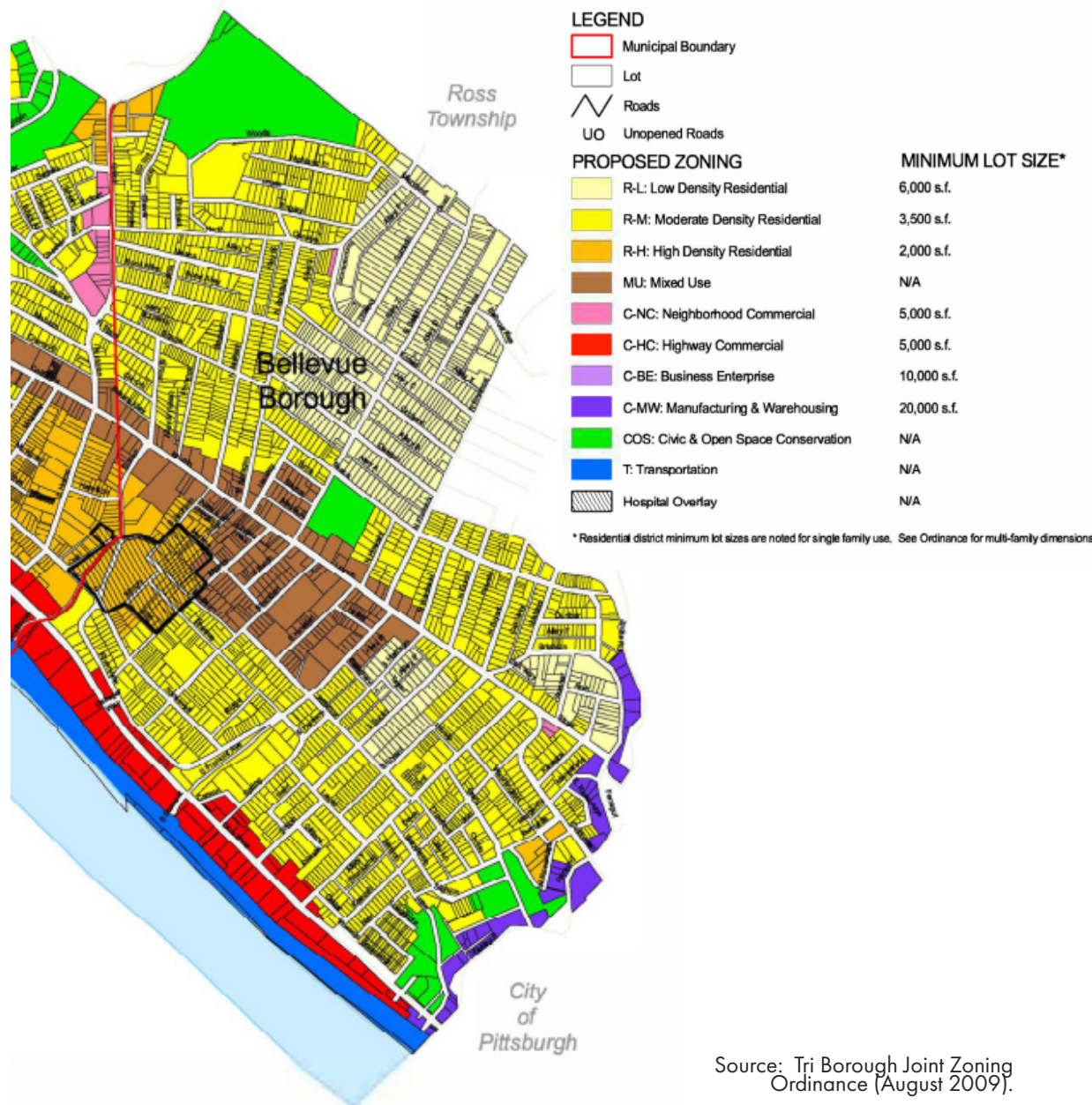


Land Use

An area's physical character is also determined by how land has been used and developed over time. Land use refers to how land in a community is currently being used, and differs from zoning, which is the set of regulations that dictates how land can be used. In general, how a community is built plays a role in the feasibility of walking, biking, and accessing transit. Smaller lot sizes help to increase density and reduce the distance between destinations, making it more convenient to walk and bike for shorter trips. Increasing diversity in land uses in an area also helps to increase access to different types of facilities, generally decreasing the distance that must be traveled to access all the resources needed to sustain a high quality of life.

While Bellevue is technically a suburb, as an older community just outside of the City, Bellevue exhibits small lot sizes and overall mid- to high-density development. Small lot sizes and shorter block lengths positively contribute to the walkability of the community. However, single-use zoning does increase the distance between destination types. Because Bellevue is a built-out community, its existing land use is generally consistent with its zoning, which can be seen in the map to the right. Large residential districts are generally separate from non-residential uses, which are allowed in commercial and mixed-use districts. While some non-residential uses are permitted and present within the residential area, especially the higher-density residential districts, by and large, residents must travel to the Lincoln Avenue or Route 65/ Ohio River Boulevard commercial area to access shopping and other

Bellevue Borough Zoning Map

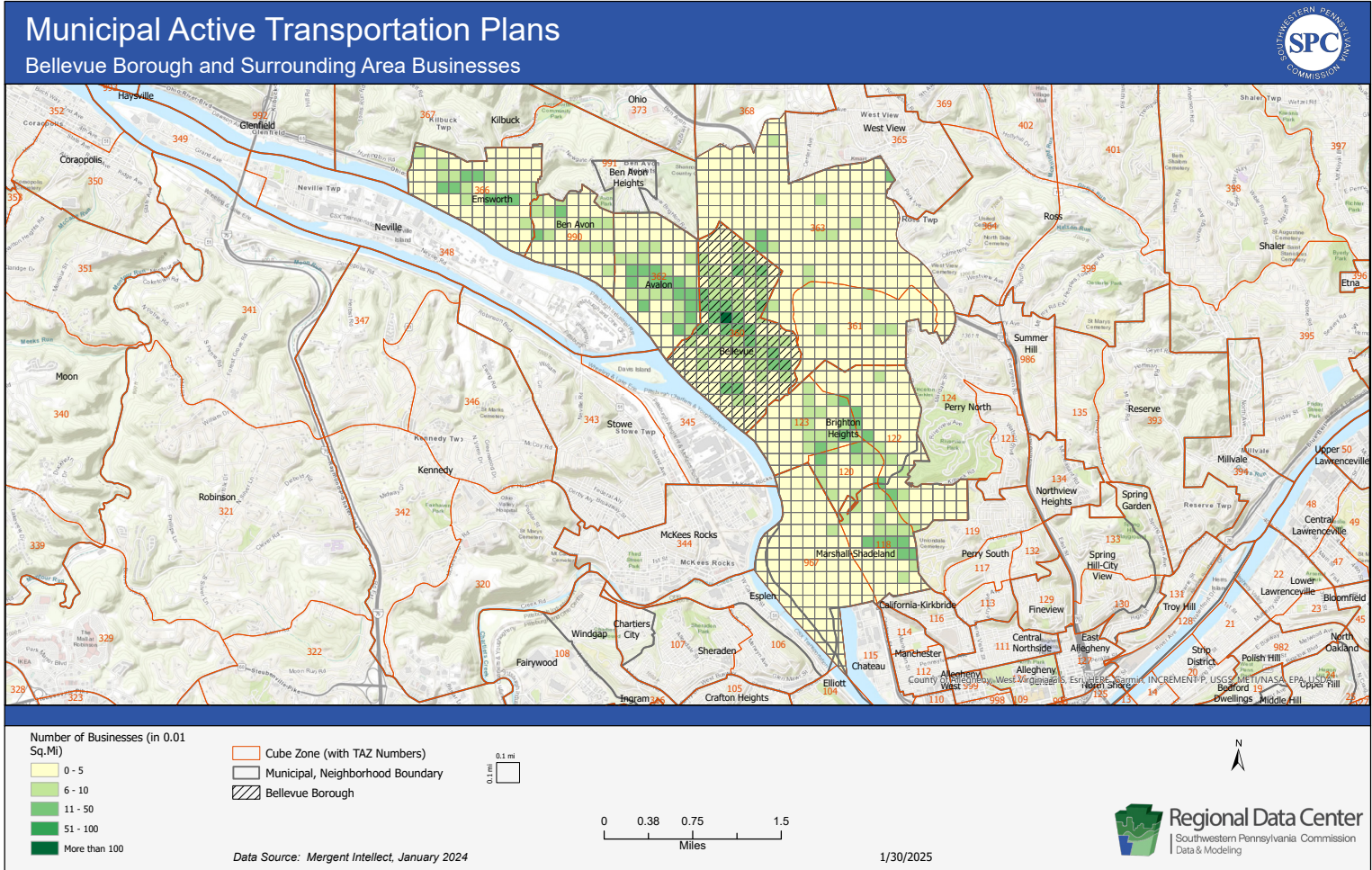


Source: Tri Borough Joint Zoning Ordinance (August 2009).

commercial services within the Borough. Bellevue’s small geographic area means that these trips may still be short in distance, but other barriers exist to accessing some of these destinations, especially along Route 65.

The map below, created by the Southwestern Pennsylvania Commission (SPC), depicts the distribution of businesses in Bellevue and the surrounding area. The number of businesses within each 0.01 square mile section of the grid is indicated

by the color, with yellow indicating that zero to five businesses are present, and darker green indicating that more than 100 businesses are present. Only one grid cell, at the center of the Lincoln Avenue commercial area has the darkest green coloring. However, many cells throughout the Borough have some green shading, indicating that businesses are dispersed throughout the Borough, and that there may be resources within short trip distances.



Source: Southwestern Pennsylvania Commission (January 2024).

Community Destinations

To enable walking, biking, and transit use as primary modes of transportation, critical community destinations, and the resources they provide, must be accessible within reasonable trip distances, and located conveniently along safe infrastructure. A "reasonable trip" will vary by person, but the standard often used is a 15 minute walk at a 20 minute/mile pace, so about three quarters of a mile. Within this distance, a person should theoretically be able to access their main necessities—work, shopping, education, healthcare, and leisure. Transit access may be included within this distance to allow for further travel.

The map on page 26 depicts specific community destinations. This mapping considers community destinations beyond the Study Area that are key resources. Primary commercial corridors along Lincoln Avenue and Route 65/ Ohio River Boulevard are shown, as well as local schools, parks, the Andrew Bayne Memorial Library, and Bellevue Borough Hall, which also houses the Bellevue Borough Police Department and Bellevue Fire Station 108. Primary medical care providers have also been included within the Borough. While this is not inclusive of all medical providers or all medical needs, it does help to illustrate access to medical care within the Borough. Overall, simply considering distance, many Borough residents do not live within a 15 minute walk of many of the resources they need for their everyday life. While distances may still be reasonable for many people who are interested in walking and biking, access could be improved by increasing land use diversity over time, which may require revising zoning regulations to allow for this flexibility.

The map on page 27 overlays these community destinations with existing sidewalk and trail infrastructure. In general, sidewalks are present throughout much of the Borough, and the trail infrastructure is located within Bellevue Memorial Park, serving as a recreational asset and opportunity for greater connectivity. Some critical connections are still missing, like safe access to Northgate High School and

playing fields. Additionally, barriers like poor sidewalk condition, busy roadways, and steep slopes, still limit walking and biking accessibility to many destinations within the Borough. These issues will be discussed in greater detail in the next section of this report, as well as in the final Active Transportation Plan.

There are also several critical community destinations just outside of the Borough that residents cannot safely and comfortably access on foot or by bike. These destinations include, but are not limited to Bellevue Memorial Park and the Giant Eagle just east of the Borough in Ross Township. Access to the Three Rivers Heritage Trail, which is planned for expansion along the Ohio River, is also desired.



Andrew Bayne Memorial Library and Bayne Park, from the pedestrian entrance along Balph Ave.

COMMUNITY DESTINATIONS

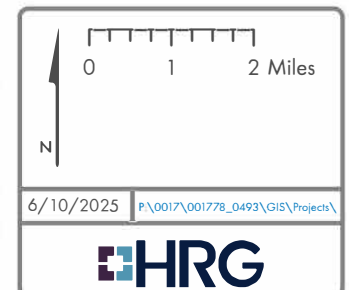
Bellevue Borough
Active Transportation Plan

Legend

- Bellevue Borough
- Study Area
- Parks
- Grocery Stores
- Libraries
- Borough Hall
- Public Schools
- Medical Offices

Commercial Corridors

- Lincoln Ave Corridor
- Route 65 Corridor




COMMUNITY DESTINATION ACCESSIBILITY

Bellevue Borough
Active Transportation Plan

Legend


- Bellevue Borough
- Study Area
- Existing Bicycle & Trail Network
 - Recreational Trails
 - Water Trail
- Existing Pedestrian Infrastructure
 - Crosswalk
 - Sidewalk
 - Steps





012 Miles

7/2/2025 P:\0017\001778_0493\GIS\Projects\



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TRANSPORTATION NETWORK

With a better understanding of the demand for walking, biking, and accessing transit in the Borough, it is now important to understand the existing supply of active transportation facilities and related infrastructure. Transportation is a network, in which all modes must, at least sometimes, interact. This means that roadway and vehicular conditions also play a role in safe, comfortable, and convenient active transportation.

Existing sidewalks, recreational trails, transit routes, and bus stops have also been mapped. Bicycle parking has also been included as the only existing type of dedicated bicycle infrastructure, and additional bike racks are needed throughout the Borough. By understanding the resources that are currently provided, it is easier to understand gaps in the network that must be filled by the recommendations of this planning effort.

Roadway Jurisdiction

The roadway network can be seen in the map on the following page, which depicts roadway jurisdiction. Jurisdiction refers to the party responsible for maintenance of the roadway and adjacent related facilities. In Bellevue, most of the roads are local roadways, owned and maintained by the Borough. Route 65/Ohio River Boulevard and Starr Avenue are the only roads in State's jurisdiction. Improvements to or along these roadways will require additional coordination and approval from PennDOT. This includes any improvements that may be within the road's right-of-way, like signage or the

addition of off-street bicycle or pedestrian facilities.

Functional Classification

Roadway functional classification refers to the process of grouping roads into classes based on the character of service they provide. In other words, how many cars can move along the roadway, and at what speed. The majority of the streets in the Borough are local roadways, which means they are narrow, with only one or two travel lanes, generally unstripped, with the main purpose of moving local traffic from larger roadways and allowing access to adjacent properties.

Brighton Road, South Fremont Avenue, and North Balph Avenue are considered to be collectors, which means they are slightly wider than local roads and are intended to handle larger volumes, conveying traffic from local roads to larger arterials. Arterial roadways are intended to move a lot of vehicles, quickly and conveniently. Two categories of arterials are present in Bellevue- minor and principal. Lincoln Avenue and Starr Avenue are minor arterials. These roads are wider and faster moving than local streets or collectors and serve as major corridors in the community. Finally, Route 65/Ohio River Boulevard is the Borough's only principal arterial, serving as the most direct connection to the larger regional roadway network. Route 65 is a high-speed roadway, with high traffic volumes, and multiple travel lanes in each direction. While this provides great mobility for vehicles, these same conditions are not conducive to pedestrian or bicycle travel, establishing it as



ROADWAY JURISDICTION

Bellevue Borough
Active Transportation Plan

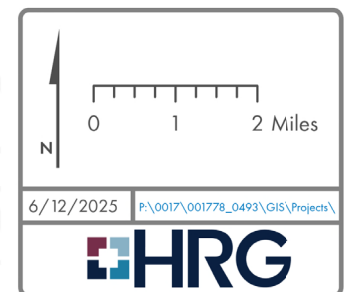
Legend

Bellevue Borough

Roadway Jurisdiction

State

Local



FUNCTIONAL CLASSIFICATION

Bellevue Borough
Active Transportation Plan

Legend

 Bellevue Borough

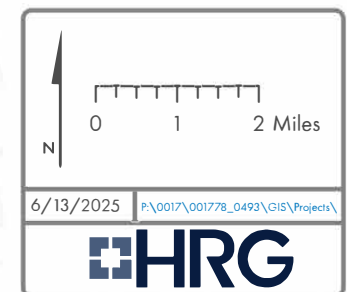
Functional Classification

 Principal Arterial

 Minor Arterial

 Collector

 Local



Annual Average Daily Traffic (AADT)

Roadway volume, or the number of cars traveling on a roadway, impacts the ability of pedestrians and bicyclists to travel safely and comfortably in the area. High traffic volumes and congestion also impact the ability of vehicles to travel conveniently along the roadway, increasing demand for alternate modes of transportation. AADT represents the typical daily traffic for a roadway for all days of the week, over a one-year period, and is a standard measure of roadway traffic volume. The map on the following page depicts 2023 AADT gathered by PennDOT. For major roadways, like Route 65/ Ohio River Boulevard, AADT is shown for each direction of travel.

AADT is generally consistent with functional classification. Local roadways have lower traffic volumes, in this case, generally less than 1,000. Sheridan Avenue, West Avenue, and Orchard Avenue are the few exceptions, showing AADT between 1,001 and 3,000, primarily because these streets are used as cut throughs to larger, connecting roadways. Lincoln Avenue and Balph Avenue have AADTs reflective of their status as collectors streets. Starr Avenue stands out, having the second highest AADT in the Borough, after Route 65, which is not surprising as it serves as a major north/south connection in the community, and a regional connection to Route 65. The roadway with the largest AADT is Route 65, ranging from approximately 10,000 to almost 16,000 depending on the specific roadway segment. Truck traffic, excluding pick-up trucks and panel trucks, is about twice what is experienced along Lincoln Avenue, at approximately 6% of AADT, compared to 3%. This negatively impacts user comfort, especially given the lack of separation from the roadway.

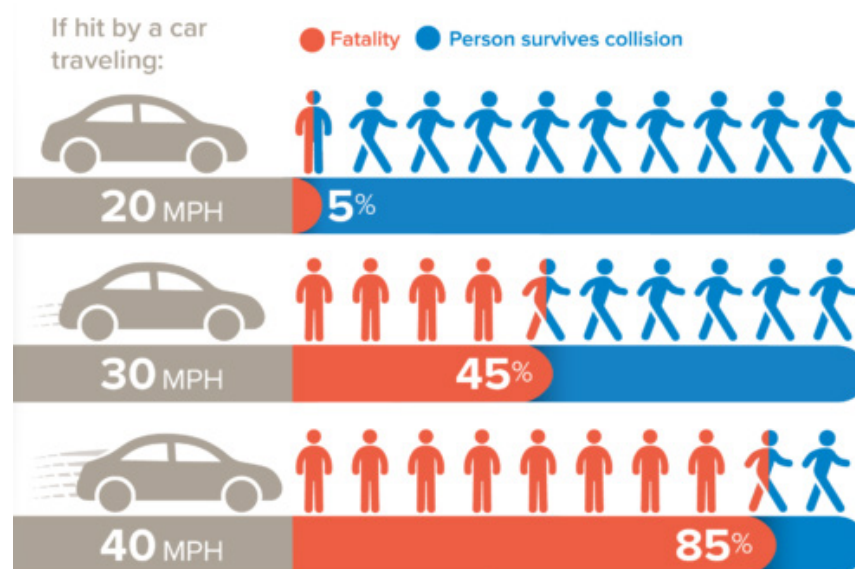
Speed Limits

Like traffic volumes, speeds are generally consistent with functional classification. Roadways that are intended to carry a large number of vehicles and maintain mobility will have a higher speed. Posted speed limits for Bellevue roadways can

be seen in the map on page 34. Most roads have a posted speed of 25 mph. Starr Avenue's posted speed varies from 30 to 35 mph, and Route 65 has a posted speed of 40 mph.

Speed plays an important role in pedestrian and bicyclist safety when traveling along a roadway. As speed increases so does the likelihood of serious injury or fatality if struck by a vehicle. The image below depicts the relationship between increased traveling speed and the likelihood of injury or fatality for a pedestrian in a collision. Actual traveling speed is often greater than posted speed for the area, making it important to consider traffic calming opportunities, which will be discussed in the Active Transportation Plan.

Traveling Speed vs. Rate of Pedestrian Fatality in a Collision



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

Source: National Traffic Safety Board (2017).






ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Bellevue Borough
Active Transportation Plan

Legend

 Bellevue Borough

AADT

-  Less than 1,000
-  1,001 - 3,000
-  3,001 - 6,000
-  6,001 - 10,000
-  More than 10,000



POSTED SPEED LIMITS

Bellevue Borough
Active Transportation Plan

Legend

 Bellevue Borough

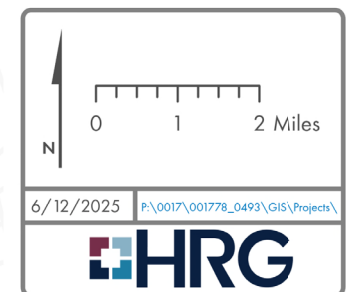
Speed Limit

 25

 30

 35

 40



Crashes

The identification of crash locations plays a critical role in understanding where transportation network improvements are needed. Areas with frequent crashes or near-misses need interventions, usually in the form of engineering and design, to improve safety. It is important to review crashes over a period of time to better understand patterns that may arise. In this case, crashes in Bellevue were reviewed from December of 2018 to December of 2023. During this time, there were a total of 16 crashes involving a pedestrian, all of which involved injuries, but they were not suspected to be serious. The majority of these crashes occurred along Lincoln Avenue. Other locations include Balph Avenue, just north of Lincoln Avenue, Route 65, North Starr Avenue near Union Avenue, and the intersection of Forest Avenue and Carolyn Avenue. Additionally, there were no pedestrian fatalities during this time. There were no reported crashes involving a bicyclist or other vulnerable roadway user (i.e. a wheelchair user, skateboarder, etc.). In 2024, four additional crashes involving a pedestrian were reported, three along Lincoln Avenue and one along Route 65, however, there were no fatalities. The Bellevue Borough Police Department did not report any additional pedestrian, bicycle, or vulnerable user crashes, and does not track near-misses.

Like many municipalities, Bellevue experienced a slight reduction in pedestrian crashes during the COVID-19 pandemic. Crashes decreased from five in 2019 to two in 2022. Reductions were generally related to having fewer vehicles on the roadway. However, this value has started to creep back up, increasing to four crashes in 2024. This trend can be seen in the table to the right. Nationally, pedestrian and bicyclist fatalities actually increased in the first part of the pandemic, not decreasing until 2023, after hitting a 40-year high in 2022. The rate continued to decrease in 2024, but may now be experiencing the same increase seen in the Borough.

Pedestrian Crashes by Year, 2018 to 2024

Year	Number of Crashes Involving Pedestrians
2018	1
2019	5
2020	3
2021	3
2022	2
2023	2
2024	4

Source: PennDOT. Pennsylvania Crash Information Tool (PCIT) (2025).

It can also be important to take note of areas with high rates of vehicular crashes as it may indicate an area that is not safe for or will not be comfortable for walking and biking. Route 65/ Ohio River Boulevard has a very high density of crashes along its entire length. It is important to note the actual cause of these crashes, which are generally not attributed to speeding, and are more often related to turning movements, visibility issues, or impaired driving. The complete list of reasons for reportable crashes along Route 65 from 2019 to January of 2025 can be found in the Crash Study Report in Appendix H of the Active Transportation Plan. Understanding the specific cause of crashes plays an important role in determining the best solution.

REPORTED CRASHES (2018-2023)

Bellevue Borough
Active Transportation Plan

Legend

- Bellevue Borough
- Study Area
- Parks

Crash Details

- Vehicular, no pedestrian involved, no injuries
- Vehicular, no pedestrian involved, injuries
- Pedestrian involved, injuries
- ★ Fatal Vehicular Crashes



HRG

Existing Bicycle and Pedestrian Infrastructure

Existing bicycle and pedestrian infrastructure is an obvious consideration when thinking about the how feasible walking and biking are in a community. The map on the following page shows the existing sidewalks, crosswalks, steps, trails, and bicycle parking in Bellevue. While the existing pedestrian network is very complete, with sidewalks along most roadways, the only dedicated bicycle infrastructure is bike racks, and more are needed throughout the Borough. Some source technically identify an on-street bike route along Lincoln Avenue. However, this is just a mapped route, there is no dedicated infrastructure or even signage indicating a space or even the presence of bicyclists along the roadway.

Conversely, sidewalks and crosswalks are prevalent in the Borough. There are a few gaps in the sidewalk network, including connections to Northgate High School and Bellevue Memorial Park, as well as other smaller gaps sprinkled throughout the network, which will be discussed further in the Active Transportation Plan. Throughout the Borough, automated pedestrian signals exist at major intersections, and "No Turn on Red" signs have been implemented as existing safety treatments, reducing conflicts between vehicles and active transportation users.

While a complete pedestrian network is the first step in improving pedestrian connectivity, the condition, quality, and placement of the facilities must also be taken into consideration. These elements ensure easy movement for users of all ages and abilities, and create more convenient, comfortable trips. These elements are often described using an assessment called level of traffic stress (LTS), which can be done for pedestrian and bicycle facilities. This assessment quantifies the amount of discomfort that people feel when they walk or bike, assigning one of four stress levels to each segment of the roadway. The stress level is determined by a variety of characteristics, including but not limited to the presence of dedicated walking or biking infrastructure, the speed limit or average speed along the roadway, the number

of lanes of traffic, the volume of traffic (AADT), and the type of roadway (functional classification). While bicycle and pedestrian levels of traffic stress assessments were not officially performed for this process due to lack of data, the data presented in this report can give some idea of potential scoring. When functional classification, AADT, speed limits, and crashes are taken into consideration, it becomes clear that walking and biking along busy roadways like Route 65, Lincoln Avenue, Balph Avenue, and Starr Avenue will be more stressful than other areas. The Active Transportation Plan will explore ways that the more stressful segments can be improved.

Additionally, sidewalk condition can play a significant role in comfortable and convenient connectivity for active modes. The sidewalks are heavily used by pedestrians, bus riders waiting at stops without dedicated space, scooters, and by some bicyclists, especially younger riders. While sidewalks and curb ramps are present throughout the Borough, the condition of the sidewalk and compliance with the Americans with Disabilities Act (ADA), the Public Rights-of-Way Access Guidelines (PROWAG), and Architectural Barriers Act (ABA) is less consistent. Inventorying sidewalk condition and implementing a maintenance plan are discussed in the Walking and Biking Audits Report included in Appendix E of the Active Transportation Plan, and will be discussed in greater detail in the Plan itself.

EXISTING BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Bellevue Borough
Active Transportation Plan

Legend

 Bellevue Borough

 Study Area


 Parks

Infrastructure Type

 Crosswalk

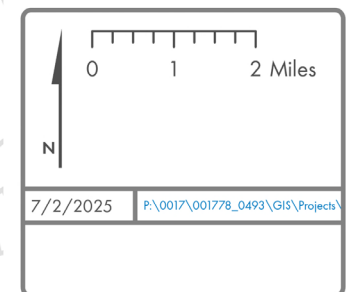
 Sidewalk

 Steps

 Recreational Trails

 Water Trail

 Bicycle Parking



Regional Transit

Public transit offers a practical alternative to car dependency, bridging longer distances that might be unreasonable for walking or bicycling alone, and making access to regional transit an important part of an active transportation network. Bellevue is currently served by Pittsburgh Regional Transit (PRT). Routes 13, 14, 16, 17, 19L, and 21 travel through the Borough. The map on the following page depicts these routes through Bellevue. Collectively, these routes provide Bellevue residents with convenient access across Allegheny County.

The map also depicts existing bus stops in the Borough. While stops are technically frequent, most of the stops in Bellevue do not have convenient facilities, like bus shelters or benches. In many cases, the bus stops are poorly marked and located with little to no space to stand. They are often poorly lit and lack bicycle parking. Stops are often situated in a way that requires riders to traverse mud and snow, and changes in elevation that are not feasible for riders of all ages and abilities. The images below and to the right depict examples of bus stops throughout the Borough.



The image above shows a PRT bus stop in a residential area with limited space to wait for the bus and uneven surfaces to traverse when boarding or alighting.












The image above shows a PRT bus stop along Route 65 at the base of stairs that extend from Spring Avenue. Despite the location along a busy road, there is limited space for riders to wait removed from traffic. The stairs, which may not be used by all ages and abilities, are the only access from the east, and there is no shelter or bench provided.

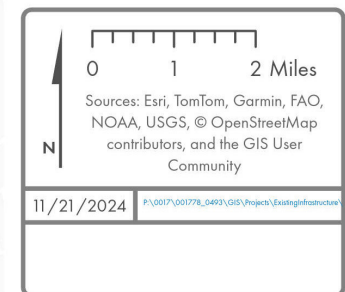


The image above shows the PRT bus stop at the northeast corner of Starr Avenue and Lincoln Avenue. Riders must cross a muddy out lawn to get on the bus, and there is no dedicated space to wait for the bus away from traffic and the sidewalk.

PITTSBURGH REGIONAL TRANSIT (PRT) ROUTES AND STOPS Bellevue Borough Active Transportation Plan

Legend

-  Bellevue Boundary
-  Parks
-  PRT Stops
- Route Number**
-  13
-  14
-  16
-  17
-  19L
-  21

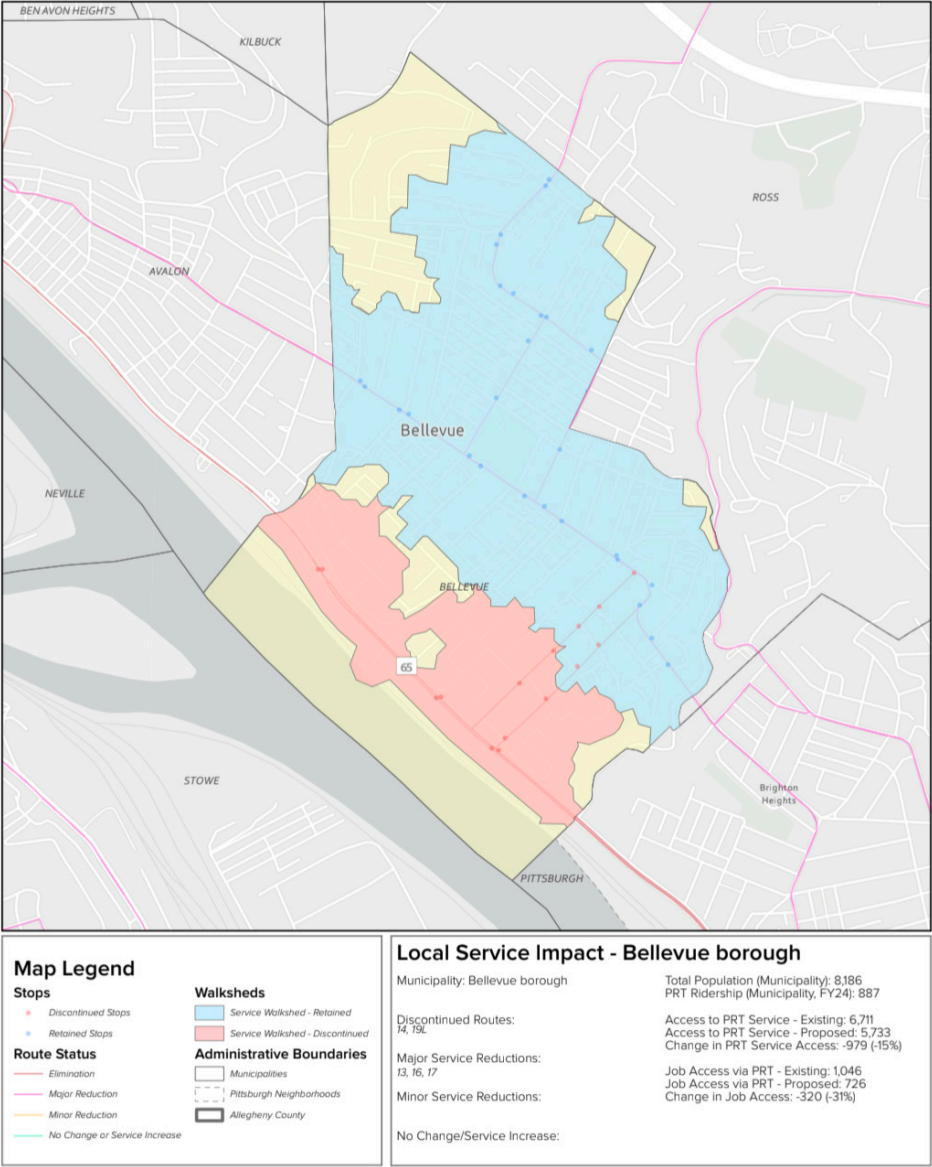


Despite the limitations of the bus stop facilities, the existing routes provide the Borough with convenient transit connectivity. However, facing cuts to federal transit funding, resulting in a potential \$100 million budget deficit, PRT has been forced to plan for service reductions. The proposed reductions were shared with Bellevue and are shown in the map to the right. If these service reductions are implemented, service in the northern portion of the Borough, especially along Lincoln Avenue, would be preserved. The walkshed, or the area from which people can reasonably walk to access the remaining service would be preserved north of approximately Jefferson Avenue. However, to the south, along Route 65, service would be stopped and the southern walkshed within the Borough would no longer be serviced.

Fortunately, Beaver County Transit Authority (BCTA) also operates in Bellevue. This service is separate from PRT, but there is overlap in their service areas. On weekdays, Route 1 runs along Route 65/ Ohio River Boulevard, with a stops just west of the Riverview Avenue intersection. Route 1 runs all the way from Chippewa Township in Beaver County to the City of Pittsburgh, primarily following State Routes 51 and 65. On Saturdays and Holidays, Route 1 only runs between Chippewa and Ambridge, there is no weekend BCTA service in Bellevue.

Map of Potential PRT Service Reductions

PRT Service Reduction Impact: Bellevue borough



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SUMMARY OF FINDINGS

Bellevue Borough's compact layout, mix of land uses and street network supports and drives demand for active transportation. From its demographic make up to existing land use and transportation facilities, the community's existing character drives the ability to walk, bike, and access transit in the area. The following provides a summary of the findings from this Existing Conditions Report. These will be further explored as part of the full planning study document.

Demographics: Bellevue has a stable population, that represents a full age range, with varying needs for transportation independence and personal mobility concerns. Current household structures indicate that many single adults live in the area, which may increase the feasibility of walking, biking, and transit use as primary means of transportation. Variable unemployment rates and household incomes across the Study Area may increase the need for these modes more in some areas of the Borough than in others. However, public health concerns related to lack of movement and chronic disease are still prevalent throughout the Study Area.

Physical Character: Like much of Southwestern Pennsylvania, steep slopes must be overcome to complete a successful pedestrian and bicycle network. However, land use patterns favorably contribute to accessibility of different goods and services by helping to reduce distances between origins and destinations. In some cases, however, safe connections to some community destinations are still needed.

Transportation Network: The existing roadway network creates high-stress areas for walkers and bikers, and in some cases stands as a barrier to access for these modes. While the existing sidewalk network is very complete, improving the condition of existing sidewalks or upgrading sidewalks to make them wider, increase separation from the roadway, or even upgrading the facility to a shared use path if possible, is needed to improve access for users of all ages and abilities. Identifying comfortable bike connections is also necessary, as well as additional bicycle parking. For the time being, bus connectivity to the region serves the Borough well. However, bus stop facilities could be improved to enhance safety, comfort, and accessibility.

This Existing Conditions report will serve as the groundwork for determining the recommendations of the Active Transportation Plan. The information identified here will be combined with input from Borough Staff and the Steering Committee, as well as public engagement effort, to inform the planning process.

APPENDIX H- ROUTE 65 CRASH STUDY



Reportable Crash Data - Ohio River Blvd (Bellevue) 2019 - 2025

CRASH DATA				DETAILS	CODE
201900095	01/07/2019	1427 4215	OHIO RIVER BLVD	DRIVER PULLED FROM US GAS DRIVEWAY IN FRONT OF SB PASSING VEHICLE	DRIVER ERROR
201900125	01/09/2019	2020 4153	KENDALL @ RHEAMS	NOT ON OHIO RIVER BLVD	XX
201900221	01/16/2019	1737 1001	OHIO RIVER BLVD	NOT BELLEVUE	XX
201900294	01/22/2019	0632 512	OHIO RIVER BL	NOT BELLEVUE	XX
201900690	02/15/2019	1645 4200	OHIO RIVER BLVD/GRANT AVE	DRIVER TRAVELS WRONG DIR ON GRANT PULLING IN FRONT OF PASSING VEH ON 65	ONE WAY VIOL
201900973	03/08/2019	1206 4306	OHIO RIVER BLVD/SHILOH AVE	DRIVER PULLS IN FRONT OF NB PASSING VEHICLE	DRIVER ERROR
201901045	03/12/2019	1923 4528	OHIO RIVER BLVD/RIVERVIEW AVE	DRIVER PULLS FROM SUNOCO GAS IN FRONT OF NB PASSING VEHICLE	DRIVER ERROR
201901106	03/15/2019	1527 4298	OHIO RIVER BLVD/SHILOH AVE	DRIVER PULLS IN FRONT OF SB PASSING VEHICLE AT ANTIQUE MALL	DRIVER ERROR
201901233	03/21/2019	2305 4557	OHIO RIVER BLVD/RIVERVIEW AVE	NB VEHICLE MAKING LEFT TURN INTO MCDONALDS STRIKES SB VEHICLE	DRIVER ERROR
201901450	04/04/2019	2205 4557	OHIO RIVER BLVD (MCDONALDS LOT)	DUI - DRIVER CRASHES IN PARKED VEHICLE IN LOT	DUI
201901938	05/06/2019	0542 4153	OHIO RIVER BLVD/KENDALL AVE	NB DRIVER FAILS TO STOP FOR REDLIGHT STRIKING VEHICLE EXITING KENDALL AVE	DRIVER ERROR
201902459	06/04/2019	1537 4306	OHIO RIVER BLVD/SHILOH AVE	NB FAST LANE DRIVER TURNS INTO SLOW LANE STRKING #2, #2 STRIKES STOPPED #3 ON SHILOH	DRIVER ERROR
201902521	06/08/2019	1251 4569	OHIO RIVER BLVD (SHELL GAS)	DRIVER EXITS CARWASH DRIVEWAY IN FRONT OF SB MOTORCYCLE	DRIVER ERROR
201902792	06/23/2019	1119 4598	OHIO RIVER BLVD/W RIVERVIEW AVE	SB DRIVER ATTEMPTS TURN ONTO RIVERVIEW IN FRONT OF NB PASSING VEHICLE	DRIVER ERROR
201903135	07/15/2019	1109 4153	OHIO RIVER BLVD/KENDALL AVE	NB DRIVER UNABLE TO STOP STRIKES VEHICLE FROM BEHIND STOPPED FOR LIGHT	DRIVER ERROR
201903372	07/29/2019	1655 4598	OHIO RIVER BLVD/W RIVERVIEW AVE	DRIVER EXITING RIVERVIEW RUNS REDLIGHT STRKING SB TRAVELLING VEHICLE	DRIVER ERROR
201903544	08/09/2019	1920 4306	OHIO RIVER BLVD/SHILOH AVE	DUI - VEHICLE CRASHES IN RETAINING WALL AT KFC	DUI
201903756	08/23/2019	1935 4306	OHIO RIVER BLVD/SHILOH AVE	SB DRIVER ATEEMPTS TURN ONTO SHILOH IN FRONT OF NB TRAVELLING VEHICLE	DRIVER ERROR
201904003	09/09/2019	0932 4528	OHIO RIVER BLVD/W RIVERVIEW AVE	SB DRIVER ATTEMPTS TURN ONTO RIVERVIEW IN FRONT OF NB PASSING VEHICLE	DRIVER ERROR
201904398	09/30/2019	1809 4528	OHIO RIVER BLVD/ W RIVERVIEW AVE	DRIVER EXITS SUNOCO STRIKING PASSING NB TRAVELLING MOTORCYCLE	DRIVER ERROR
201904984	11/07/2019	1331 4306	OHIO RIVER BLVD (US GAS)	NB DRIVER ATTEMPTS TO TURN INTO US GAS STRIKING SB TRAVELLING VEHICLE	DRIVER ERROR
201905069	11/13/2019	1012 4429	OHIO RIVER BLVD	SB TRAVELING DRIVERS APPEARS TO FALL ASLEEP CRASHING INTO JATCO AUTO	DRIVER ERROR
201905210	11/23/2019	2032	OHIO RIVER BLVD UNDER PHILLIPS LN	NOT BELLEVUE	XX
201905360	12/06/2019	1833 4598	OHIO RIVER BLVD/W RIVERVIEW AVE	NB DRIVERS ATTEMPTS TURN INTO MCDONALDS FROM FASTLANE STRIKING SB PASSING VEH	DRIVER ERROR
202000044	01/04/2020	1620	OHIO RIVER BLVD/ELIZABETH AVE, AVA	NOT BELLEVUE	XX
202000085	01/08/2020	1626 935	OHIO RIVER BLVD	NOT BELLEVUE	XX
202000373	01/30/2020	1508 706	OHIO RIVER BL	NOT BELLEVUE	XX
202000387	01/31/2020	1750 4557	OHIO RIVER BLVD/RIVERVIEW AVE	SB TRAVELING DRIVER ATTEMPTS TO TURN ONTO RIVERVIEW AV IN FRONT OF NB VEHICLE	DRIVER ERROR
202000493	02/08/2020	1815 4501	OHIO RIVER BLVD/RIVERVIEW AVE	DUI - VEHICLE RUNS REDLIGHT STRIKING TURNING VEHICLE	DUI
202000605	02/16/2020	1922 4557	OHIO RIVER BLVD/RIVERVIEW AVE	NB DRIVERS ATTEMPTS TO TURN INTO MCDONALDS DRIVEWAY IN FRONT OF SB VEHICLE	DRIVER ERROR
202000923	03/12/2020	1554 4449	OHIO RIVER BLVD/NB RIVERVIEW LIGHT	3 VEHICLE REAR END CHAIN. UNIT 1 DRIVING TOO FAST AND UNABLE TO STOP	SPEED
202001113	03/29/2020	1433 4260	OHIO RIVER BLVD/GRANT AVE	DUI - VEHICLE PULLS FROM NAPA LOT STRIKING PASSING VEHICLE CAUSING ROLLOVER	DUI
202001468	05/08/2020	1331 4215	OHIO RIVER BLVD (ARBYS)	DRIVER PULLS FROM LOT TURNING SB STRUCK BY SPEEDING DRIVER IN CENTER TURN LANE	SPEED - WET COND
202001469	05/08/2020	1346 4501	OHIO RIVER BLVD/RIVERVIEW AVE	SB DRIVER IN SLOW LANE ATTEMPTS TO MAKE L TURN ONTO RIVERVIEW CROSS ALL LANES	CARELESS DRIVER
202001765	05/29/2020	1415 4306	OHIO RIVER BLVD	MISCATAGORIZED	XX
202001997	06/16/2020	2346 4501	OHIO RIVER BLVD/RIVERVIEW AVE	NB DRIVER ATTEMPTS TO TURN INTO SHELL GAS IN FRONT OF SB VEHICLE IN SLOW LANE	DRIVER ERROR
202002212	07/02/2020	1812 4501	OHIO RIVER BLVD/RIVERVIEW AVE	NB DRIVER ATTEMPTS TO TURN INTO SHELL GAS IN FRONT OF SB VEHICLE IN SLOW LANE	DRIVER ERROR
202002361	07/12/2020	2022 4306	OHIO RIVER BLVD/SHILOH AVE	DRIVER PULLS FROM DAIRY QUEEN DRIVEWAY IN FRONT OF NB VEHICLE IN FAST LANE	DRIVER ERROR
202002521	07/24/2020	1946 4528	OHIO RIVER BLVD/RIVERVIEW AVE	DRIVER PULLING FROM SHELL RUNS REDLIGHT CAUSING CRASH WITH NB PASSING VEHICLE	REDLIGHT
202003444	10/01/2020	1524 4279	OHIO RIVER BLVD/SHILOH AVE	DRIVER PULLS FROM SHILOH GOING SB IN FRONT OF NB VEHICLE IN FAST LANE	DRIVER ERROR
202003551	10/09/2020	2104 4501	OHIO RIVER BLVD (BELLEVUE BEER)	NB DRIVER IN TURNING LANE ATTEMPTS L TURN IN FRONT OF SB VEHICLE IN FAST LANE	DRIVER ERROR
202003957	11/07/2020	2201 1002	OHIO RIVER BLVD	NOT BELLEVUE	XX
202004088	11/17/2020	0635 4153	OHIO RIVER BLVD/GRANT AVE	SB DRIVER IN TURNING LANE ATTEMPTS L TURN IN FRONT OF NB VEHICLE IN SLOW LANE	DRIVER ERROR
202004239	11/29/2020	1910 4557	OHIO RIVER BLVD/RIVERVIEW AVE	PED STRUCK WHILE ATTEMPTING TO CROSS @ CENTER ISLAND. VISIBILITY ISSUE	VISIBILITY
202004543	12/24/2020	2212 4153	OHIO RIVER BLVD/KENDALL AVE	NB SINGLE VEHICLE OFF ROAD BEFORE KENDALL LIGHT - SNOW COVERED ROADS	SPEED - WET COND
202100157	01/15/2021	1438 512	OHIO RIVER BL	NOT BELLEVUE	XX
202100293	01/25/2021	2126 4200	OHIO RIVER BLVD	SB DRIVER OF UHAUL MAKES ILLEGAL TURN ONTO KENDALL CAUSING ACC AND FLEES SCENE	DRIVER ERROR

CRASH DATA				DETAILS	CODE
202100332	01/29/2021	0642 940	OHIO RIVER BLVD	NO BELLEVUE	XX
202100839	03/12/2021	1735 4215	OHIO RIVER BLVD	DRIVER PULLS FROM US GAS STRIKING SB VEHICLE CAUSING ROLLOVER	DRIVER ERROR
202100861	03/14/2021	1546 4215	OHIO RIVER BLVD	SB FASTLANE DRIVERS TURN INTO SLOW LANE STRIKING #2, CAUSING BOTH TO STRIKE #3	DRIVER ERROR
202100896	03/16/2021	1512 4241	OHIO RIVER BLVD	DRIVER TRAVELS IN THE WRONG DIR ON GRANT, PULLING IN FRONT OF A PASSING VEH ON 65	ONE WAY VIOL
202100965	03/21/2021	1310 4501	OHIO RIVER BLVD	NB DRIVER OF STOLEN MCYC STRIKES UNIT 2 IN SB LANES & FLEES SCENE W/O MCYC	UNLAWFUL ACTS
202101031	03/24/2021	1605 4501	OHIO RIVER BLVD	DRIVER PULLING FROM SHELL GS STRUCK BY SB TRAVELLING UNIT 2	DRIVER ERROR
202101051	03/25/2021	1832 1015	OHIO RIVER BLVD	NOT BELLEVUE	XX
202101585	05/03/2021	1701 4501	OHIO RIVER BLVD	NB DRIVERS ATTEMPTS TO TURN L INTO SHELL GS AND IS STRUCK BY NB UNIT 2	DRIVER ERROR
202101671	05/09/2021	1921	OHIO RIVER BLVD/FISK AVE, BAV	NOT BELLEVUE	XX
202102227	06/16/2021	1814 1001	OHIO RIVER BL	NOT BELLEVUE	XX
202102408	06/28/2021	0822 4279	OHIO RIVER BLVD/SHILOH AVE	NB DRIVERS ATTEMPTS TO CHANGE LANES IN FRONT OF MCYC CAUSING MCYC TO IMPACT #1	DRIVER ERROR
202102665	07/12/2021	1235 4200	OHIO RIVER BL	SB TRUCK DRIVERS STOPS IN FAST LANE & ATTEMPTS TO REVERSE CAUSING IMPACT W/ MCYC	UNLAWFUL ACTS
202103302	08/20/2021	1514	OHIO RIVER BLVD/BRIGHTON HEIGHTS BLVD	NOT BELLEVUE	
202103457	09/01/2021	1742 4501	OHIO RIVER BLVD	SB DRIVERS TURNS ONTO MEADE EXT CUTTING OFF NB DRIVER WHO CRASHED INTO POLE	DRIVER ERROR
202103561	09/09/2021	2301 4589	OHIO RIVER BL	MINOR CRASH NO REPORT	NO INFO
202104147	10/15/2021	1756 4501	OHIO RIVER BL	SB DRIVER TURNS IN FRONT OF NB DRIVER @ MEADE EXT CAUSING 4 VEHICLE CRASH	DRIVER ERROR
202104428	11/04/2021	1129 4260	OHIO RIVER BLVD	SB DRIVER SLOWS FOR DEBRIS IN ROADWAY AND IS STRUCK FROM BEHIND BY UNIT 1	DRIVER ERROR
202104435	11/04/2021	1439 4276	OHIO RIVER BLVD	DRIVER PULLS FROM ARBYS DRIVE THRU IN FRONT OF NB PASSING VEHICLE	DRIVER ERROR
202104797	12/02/2021	2017 4598	OHIO RIVER BLVD/W RIVERVIEW AVE	SB DRIVERS TURNS ONTO MEADE EXT IN FRONT OF NB VEHICLE CAUSING IMPACT	DRIVER ERROR
202104808	12/03/2021	1114 947	OHIO RIVER BL	NOT BELLEVUE	XX
202104907	12/10/2021	1914 4501	OHIO RIVER BLVD	NB DRIVER STOPPED FOR REDLIGHT @ MEADE EXT STRUCK FROM BEHIND BY UNIT 1	DRIVER ERROR
202105144	12/28/2021	1612 4598	OHIO RIVER BLVD/W RIVERVIEW AVE	SB DRIVERS TURNS ONTO MEADE EXT IN FRONT OF NB VEHICLE CAUSING IMPACT	DRIVER ERROR
202200043	01/04/2022	1308 1002	OHIO RIVER BL	NOT BELLEVUE	XX
202200173	01/14/2022	0427 4306	OHIO RIVER BL	DRIVER PULLS FROM SHILOH GOING SB IN FRONT OF NB VEHICLE IN FAST LANE	DRIVER ERROR
202200350	01/29/2022	1110 4528	OHIO RIVER BLVD	DRIVER STRUCK FROM BEHIND IN SB TURNING LANE ONTO MEADE EXT	DRIVER ERROR
202200375	01/31/2022	1037 3655	OHIO RIVER BL	NOT BELLEVUE	XX
202200435	02/04/2022	1542	OHIO RIVER BLVD/CAMP HORNE RD	NOT BELLEVUE	XX
202200500	02/09/2022	1238 4557	OHIO RIVER BLVD	DRIVER STOPS AT MEADE AND RIVERVIEW CONNECTION AND STRUCK FROM BEHIND	DRIVER ERROR
202200660	02/21/2022	0203 4153	OHIO RIVER BLVD/KENDALL AVE	VEHICLE VS DEER	ANIMAL IMPACT
202200753	02/27/2022	0726 4589	OHIO RIVER BLVD	NB DRIVER FALLS ASLEEP SENDING VEHICLE OFF ROAD INTO HILLSIDE (ROLLOVER)	DRIVER ERROR
202201251	04/02/2022	1440 4153	OHIO RIVER BLVD/KENDALL AVE	DRIVER CHASING ANOTHER VEH ATTEMPT TO TURN ON KENDALL STRUCK BY #2 IN SLOW LANE	UNLAWFUL ACTS
202201293	04/05/2022	1840 734	OHIO RIVER BL	NOT BELLEVUE	XX
202201330	04/08/2022	0740 4469	OHIO RIVER BL	DISTRACTED DRIVER STRIKES UNIT 2 FROM BEHIND IN SB LANES	DRIVER ERROR
202201743	05/08/2022	1535 4501	OHIO RIVER BL	DRIVER PULLS FROM BELLEVUE BEER IN FRONT OF SB TRAVELING VEHICLE	DRIVER ERROR
202201945	05/20/2022	2254 4501	OHIO RIVER BLVD	ACCIDENT IN PARKING LOT - NO INFORMATION	NO INFO
202202467	06/25/2022	1358 4557	OHIO RIVER BL	REPORT OF A MCYC CRASH - AREA CHECKED AND NOTHING FOUND	NO INFO
202203128	08/08/2022	1920 4598	OHIO RIVER BLVD/W RIVERVIEW AVE	DRIVER PULLING FROM SHELL GS STRUCK BY SB TRAVELLING UNIT 2	DRIVER ERROR
202203272	08/20/2022	0248 4022	OHIO RIVER BL	NOT BELLEVUE	XX
202204148	10/25/2022	1524 718	OHIO RIVER BL	NOT BELLEVUE	XX
202204297	11/06/2022	0958 4501	OHIO RIVER BLVD	NB DRIVERS ATTEMPTS TURN INTO MCDONALDS FROM FASTLANE STRIKING SB PASSING VEH	DRIVER ERROR
202204313	11/07/2022	1936 4153	OHIO RIVER BLVD/KENDALL AVE	DRIVER PULLS FROM RESIDENTIAL DRIVEWAY AND IS STRUCK BY SB TRAVELLING VEHICLE	DRIVER ERROR
202204336	11/09/2022	1131 4221	OHIO RIVER BLVD/GRANT AVE	NB DRIVER UNAWARE VEHICLE IN FRONT OF HIM STPPING @ ARBYS DRIVEWAY - REAREND CRASH	DRIVER ERROR
202204451	11/18/2022	1728 1015	OHIO RIVER BL	NOT BELLEVUE	XX
202204690	12/06/2022	1224 4500	OHIO RIVER BLVD	NB TRACTOR TRAILER SHIFTS LANES STRIKING VEHICLE IN FASTLANE	DRIVER ERROR
202204961	12/28/2022	1435 4501	OHIO RIVER BLVD	NB DRIVER ATTEMPTS TO TURN IN SHELL GS IN FRONT OF SB TRAVELING VEHICLE	DRIVER ERROR
202300006	01/01/2023	1247 4221	OHIO RIVER BLVD/GRANT AVE	DRIVER PULLS FROM BEAN THRU AND IS STRUCK BY NB TRAVLING VEHICLE	DRIVER ERROR
202300370	01/30/2023	1839 4276	OHIO RIVER BLVD	DRIVER PULLS FROM SHILOH GOING SB IN FRONT OF NB VEHICLE IN FAST LANE	DRIVER ERROR

CRASH DATA				DETAILS	CODE
202300667	02/22/2023 0719 4153	OHIO RIVER BLVD/KENDALL AVE		NB DRIVER POSSIBLY FELL ASLEEP AND CRASHES INTO THE BACK OF TRUCK STOPPED FOR LIGHT	DRIVER ERROR
202300669	02/22/2023 1043 4221	OHIO RIVER BL		DRIVER PULLS FROM BEAN THRU AND IS STRUCK BY SB TRAVLING VEHICLE IN FASTLANE	DRIVER ERROR
202300687	02/23/2023 1028 4098	OHIO RIVER BLVD/		NOT BELLEVUE - ASSIST PPD	XX
202300722	02/26/2023 1106 958	OHIO RIVER BL		NOT BELLEVUE	XX
202300730	02/27/2023 0754 4501	OHIO RIVER BL		NB DRIVERS ATTEMPTS TURN INTO MCDONALDS FROM FASTLANE STRIKING SB PASSING VEH	DRIVER ERROR
202300739	02/27/2023 1640 4221	OHIO RIVER BLVD		SINGLE VEHICLE CRASH INTO KFC WALL. CAUSE UNKNOWN	UNKNOWN
202300987	03/18/2023 1211 4153	OHIO RIVER BLVD/KENDALL AVE		NOT BELLEVUE - ASSIST PPD	XX
202301313	04/11/2023 1849 4213	OHIO RIVER BLVD		DRIVER PULLS FROM US GAS STRIKING SB VEHICLE, CAUSING #2 TO CRASH INTO TRUNZOS	DRIVER ERROR
202301355	04/13/2023 1620 4528	OHIO RIVER BLVD		NB DRIVER FAILS TO STOP FOR REDLIGHT STRIKING VEHICLE TURNING ONTO MEADE EXT	DRIVER ERROR
202301360	04/14/2023 0022 4306	OHIO RIVER BL		DISABLED VEHICLE NOT A CRASH	XX
202301551	04/27/2023 2151	OHIO RIVER BLVD/KENDALL AVE, BEL		SB DRIVER ATTEMPTS TURN ONTO GRANT AVE IN FRONT OF NB PASSING VEHICLE	DRIVER ERROR
202301678	05/06/2023 1121 4241	OHIO RIVER BLVD		NON-REPORTABLE MINOR CRASH	NON-REPORTABLE
202302104	06/01/2023 1825 4215	OHIO RIVER BLVD		SB DRIVER ATTEMPTS LAST MINUTE TURN INTO ARBYS ACROSS NB LANES & IS STRUCK BY NB VEH	DRIVER ERROR
202302424	06/23/2023 0048 4221	OHIO RIVER BLVD		SINGLE VEHICLE INTO TELEPHONE POLE.	DUI
202302866	07/23/2023 0535 4528	OHIO RIVER BLVD		NB DRIVER FAILS TO STOP FOR RED LIGHT STRIKING VEHICLE PULLING FROM MEADE EXT	DRIVER ERROR
202302948	07/30/2023 1429	OHIO RIVER BLVD/TOMS RUN RD, KIL		NOT BELLEVUE	XX
202303017	08/03/2023 2012 4528	OHIO RIVER BL		CRASH REPORTED NOTHING FOUND	XX
202303038	08/05/2023 1651 4306	OHIO RIVER BLVD		DRIVER IN CENTER TURN LANE ATTEMPTS TO MERGE INTO NB LANES IN FRONT OF PASSING VEH	DRIVER ERROR
202303222	08/20/2023 1257 4153	OHIO RIVER BLVD		SB DRIVER IN FASTLANE CHANGES LANES IN FRONT OF VEH IN SLOW LANE	DRIVER ERROR
202303490	09/09/2023 0325 4501	OHIO RIVER BLVD			
202303708	09/26/2023 0825 4501	OHIO RIVER BLVD		VEH TURNS IN FRONT OF NB DRIVER CAUSING HEAD ON CRASH IN SB LANES	DRIVER ERROR
202304025	10/18/2023 1954 4501	OHIO RIVER BLVD		3 VEH CRASH CASUED BY NB DRIVER FAILING TO STOP FOR REDLIGHT @ MEADE EXT	UNLAWFUL ACTS
202304107	10/25/2023 1630 4575	OHIO RIVER BLVD		DRIVER PULLS FROM SWEET PEAS IN FRONT OF SB TRAVLING VEHICLE	DRIVER ERROR
202304537	11/29/2023 0741 4306	OHIO RIVER BL		VEHICLE IN CENTER TURNING LANE STRUCK FROM BEHIND BY DISTRACTED DRIVER	DRIVER ERROR
202304691	12/09/2023 1822 818	OHIO RIVER BL		NOT BELLEVUE	XX
202304826	12/18/2023 0834 4528	OHIO RIVER BLVD		SINGLE VEHICLE CRASH INTO MEADE EXT MEDIAN. DRIVER FAILS TO NAVIGATE TURN	DRIVER ERROR/ SPEED
202304852	12/19/2023 1731 4528	OHIO RIVER BLVD		NB STOPPED VEHICLE STRUCK FROM BEHIND BY DISTRACTED DRIVER	DRIVER ERROR
202400368	01/29/2024 0947 4528	OHIO RIVER BLVD		NB DRIVER FAILS TO STOP FOR REDLIGHT STRIKING A PEDESTRIAN IN CROSSWALK	UNLAWFUL ACTS
202400528	02/06/2024 1255 4306	OHIO RIVER BLVD		DRIVER PULLS FROM SHILOH AVE IN FRONT OF NB VEHICLE IN SLOW LANE	DRIVER ERROR
202400640	02/11/2024 1318 4215	OHIO RIVER BLVD		DRIVER PULLS FROM ARBYS DRIVE THRU IN FRONT OF NB PASSING VEHICLE	DRIVER ERROR
202400770	02/17/2024 2202 4306	OHIO RIVER BLVD		NB DRIVER IN FASTLANE ATTEMPTS TO MOVE INTO SLOW LANE STRIKING VEHICLE	DRIVER ERROR
202401067	03/05/2024 0133 4279	OHIO RIVER BLVD		IPHONE CRASH NOTIFICATION - AREA CHECKED NOTHING FOUND	XX
202401177	03/11/2024 1327 1002	OHIO RIVER BLVD		NOT BELLEVUE	XX
202401270	03/17/2024 0008 4557	OHIO RIVER BLVD		SB DRIVER FAILS TO STOP FOR REDLIGHT STRKING VEHICLE PULLING FROM SHELL GAS	UNLAWFUL ACTS
202401454	03/28/2024 1544 4153	OHIO RIVER BLVD/KENDALL AVE		DRIVER ATTEMPTS TO CUT ACROSS TRAFFIC TO GRANT AVE & STRUCK BY SB TRVALING TRUCK	DRIVER ERROR
202401603	04/07/2024 0841	OHIO RIVER BLVD/ELIZABETH AVE, AVA		NOT BELLEVUE	XX
202401618	04/08/2024 1304 4260	OHIO RIVER BLVD		LIFE 360 CRASH REPORT - AREA CHECKED NOTHING FOUND	XX
202402101	05/03/2024 1936 4469	OHIO RIVER BLVD		VEHICLE PULLS FROM SHELL GAS IN FRONT OF SB TRAVELING VEHICLE	DRIVER ERROR
202402609	05/29/2024 1840 4598	OHIO RIVER BLVD/W RIVERVIEW AVE		SB DRIVER ATTEMPTS TO TURN LEFT ONTO MEADE EXT IN FRONT OF NB TRAVLING VEHICLE	DRIVER ERROR
202403055	06/28/2024 1120 4221	OHIO RIVER BLVD		NB DRIVERS ATTEMPTS TO TURN LEFT INTO BEAN THRU & IS STRUCK BY SB VEHICLE IN SLOW LANE	DRIVER ERROR
202404165	09/11/2024 1501 4131	OHIO RIVER BLVD		IPHONE FALLS FROM VEHICLE TRIGGERING CRASH NOTIFICATION	XX
202404628	10/10/2024 2144 4501	OHIO RIVER BLVD		NB DRIVERS STTEMPTS TO TURN INTO MCDONALDS IN FRONT OF SB VEHICLE IN SLOW LANE	DRIVER ERROR
202404943	10/31/2024 1612 4489	OHIO RIVER BLVD		DRIVER PULLS FROM BELLEVUE BEER IN FRONT OF SB VEHICLE IN FASTLANE	DRIVER ERROR
202404988	11/03/2024 1608 4260	OHIO RIVER BLVD		SB DRIVER IN FASTLANE CHANGES LANES STRIKING VEH IN SLOW LANE	DRIVER ERROR
202405269	11/23/2024 2002 4575	OHIO RIVER BLVD		NB DRIVER ATTEMPTS TO TURN LEFT INTO POPEYES IN FRONT OF SB VEHICLE IN FASTLANE	DRIVER ERROR
202405607	12/22/2024 1638 4528	OHIO RIVER BLVD		SB DRIVER IN TURNING LANE CUTS INTO FAST LANE STRIKING NB VEHICLE HEAD-ON	DRIVER ERROR
202500240	01/19/2025 0056 4221	OHIO RIVER BL		WRONG INCIDENT NUMBER	XX

CRASH DATA			DETAILS	CODE
202500241	01/19/2025 0057	OHIO RIVER BL / KENDALL AV	VEHICLE STOPPED FOR LIGHT STRUCK FROM BEHIND BY SPEEDING VEHICLE (DOUBLE FATAL)	UNLAWFUL ACTS

APPENDIX I- VOLUNTEER SIDEWALK INVENTORY



HUMMELSTOWN BOROUGH ACTIVE TRANSPORTATION PLAN

SIDEWALK NETWORK AND CONDITION MAPPING

FIELD REVIEW INSTRUCTIONS

The maps provided show the existing sidewalk network for the Borough of Hummelstown. This network was created at a planning level, meaning that the locations and distances may not be exact, but provide a representation of the existing infrastructure and will help establish the project list and priorities for the Active Transportation Plan. To do this, it's important that existing facilities and key characteristics of their current condition are documented. HRG has created the sidewalk network shown in the maps provided by off-setting the existing roadway network and then incorporating crosswalks and known gaps (from the Steering Committee mapping exercise, HRG's fieldwork, and imagery), as well as highlighting unique features, like alleys, that will require special treatment in the final recommendations. To ensure that this data properly represents Hummelstown's existing network, HRG is asking that volunteers from the Steering Committee work to review the existing infrastructure in person and provide condition characteristics. The instructions below should be followed to provide comments, but in general, any comments that will ensure the network is properly documented are welcome. Please reach out to Lori Morgan with HRG (lmorgan@hrg-inc.com) if you have any questions or concerns throughout the data collection process. Responses will be provided as quickly as possible, including outside of normal business hours. Thank you for your assistance!

Included:

- Data collection instructions, with sidewalk condition guide
- "Grid Sections Map" showing complete grid network for reference/ relative location
- Individual maps of all grid sections with infrastructure present (17 grid sections included sidewalks); notes page on the back of each grid section map

Instructions:

Instructions for the review have been broken into two sections, "Infrastructure Type Validation" and "Sidewalk Condition Assessment." However, both portions are intended to be completed at the same time.

A. Infrastructure Type Validation

GOAL: The goal of this portion of the review is to confirm that the mapped sidewalk infrastructure is correct. This means that the maps should be checked to confirm that sidewalk really exists where it is indicated, gaps are there, additional gaps are added as necessary, crosswalks are added, etc.

- The Borough wide map has been divided into 20 grid sections, with rows A through D and columns 1 through 5. Some cells were not included for review because they did not contain any infrastructure, they were simply part of the automatic gridding process.
 - o Please review the grid sections assigned to you, and any additional sections you are willing to review. Redundancy is not necessary, but also not a problem.
- **Please make sure to include your name on both sides of all of the map pages you fill out**, this will not only allow us to contact you if we have follow-up questions, but it will help to keep the comments and maps organized.

- To provide comments:
 - On the front/map side of the document, indicate additional infrastructure or infrastructure revisions by drawing a line to indicate the location of the addition/change.
 - You may then indicate the type of infrastructure and relevant street address(es) (provided on the maps) following the code below. You may do this on the front of the map next to the line you have drawn, or you may use the back of the sheet. If additional sheets are needed, please include the grid section number and your name on the sheet.
 - Sidewalks= SW
 - Crosswalk= CW
 - Gap= G
 - Alley= A
 - Trail= T
 - The types of comments that should be included are:
 - Documenting if the infrastructure shown on the map is incorrect. For example, are the gaps shown correct? Are they really there? Are they in the correct location? Same for crosswalks.
 - Documenting any additional infrastructure. For example, are there additional gaps to include? Additional crosswalks?
 - Making sure the mapping reflects the network correctly. For example, should everything that is called an alley be treated as such (i.e. not a gap despite not having sidewalks)?
- Based on this comment structure, if for example you wanted to note a missing gap in the sidewalk in front of 64 Sweet Arrow Drive, you would draw a line indicating the location on the gap, and write “64 Sweet Arrow Dr, G” next to the line or on the back of the map. The line can be a rough approximation of the location and length. This will be checked further using aerial imagery.



B. Sidewalk Condition Assessment

GOAL: The goal of this section is to document relevant condition characteristics of the sidewalk, associated with each property/ street address. This data collection process is intended to document significant sidewalk condition issues that should be prioritized to improve the overall network. It is not expected that reviewers will capture specific details about the sidewalks at every property, but instead highlight the more standout problems. The characteristics assessed will include surface condition, joint condition, heaving, and obstructions. These characteristics and standards for their condition are explained below.

- **Surface condition** refers to the general condition of the sidewalk panels. Poor condition includes cracked panels (without movement or heaving); surface cracking; spalling or scaling, meaning breaking, chipping or pitting associated with the deterioration of the sidewalk slab; or dirt or debris that is clearly from long-term lack of maintenance. Additional pictures of these characteristics are provided below for reference. All of these conditions combined make up the overall surface condition of the sidewalk, and do not need to be called out separately, but additional notes may be included in the comments if deemed necessary.

		
Moderate Cracking	Moderate Spalling/Scaling	Moderate Dirt/Maintenance
		
Major Cracking	Major Spalling/ Scaling	Major Dirt/Maintenance



- **Joint condition** refers to the condition of the slab edges at the adjoining slab or roadway. Poor condition would include joint seal failure, meaning the space between sidewalk slabs has spread to create a significant gap; or joint spalling, referring to breaking or chipping at the slab joints. Joint gaps that have already been repaired should not be noted unless they still impact the safety of the sidewalk.

	
Moderate joint seal failure and spalling	Major joint seal failure and spalling

- **Obstructions** refer to any significant blockage impacting the ability to pass on the pavement. This may refer to an obstacle for an able-bodied person or someone using a wheelchair. This should only include permanent obstacles like trees, overgrown bushes, fire hydrants, utilities, signs, etc., and not objects that may be easily removed.

	
Moderate Obstruction	Major Obstruction

- **Heaving or Vertical Faults** refer to movement in the sidewalk panel that has created an obstacle or tripping hazard. The heaving may occur at the slab joint or in the middle of the panel.

	
Moderate Vertical Fault	Major Vertical Fault

- Based on the condition guidelines above, reviewers are asked to provide comments on noteworthy sidewalk conditions based on parcel/street address. Comments should be coded based on the type of issue and the degree of the issue using the codes below:

- o **Type of Issue:**

- Surface Condition= SC
- Joint Condition= JC
- Obstructions= OB
- Heaving/ Vertical Faults= VF

- o **Degree of Issue:** Based on the images provided, **each comment should be scored as a moderate issue, indicated by a score of 1, or a major issue, indicated by a score of 2.** The score may be determined based on the severity of the issue or the number of times it occurs over a single parcel frontage. For example, a score of 2 may be applicable if there is severe cracking of one sidewalk panel or if there is minor to moderate cracking of many panels. If an issue occurs multiple times in a single parcel, please score it based on the worst occurrence.

If sidewalks are generally acceptable for any given category, no comment is needed and the fields will be automatically populated in the final database. Again, this data collection is intended to capture stand out issues and is not expected to capture the exact condition of the sidewalk at each parcel. Similarly, sidewalks may be deemed acceptable (no comment needed) even if they are not “perfect,” but issues are less severe than the images shown. Please use your best judgement.

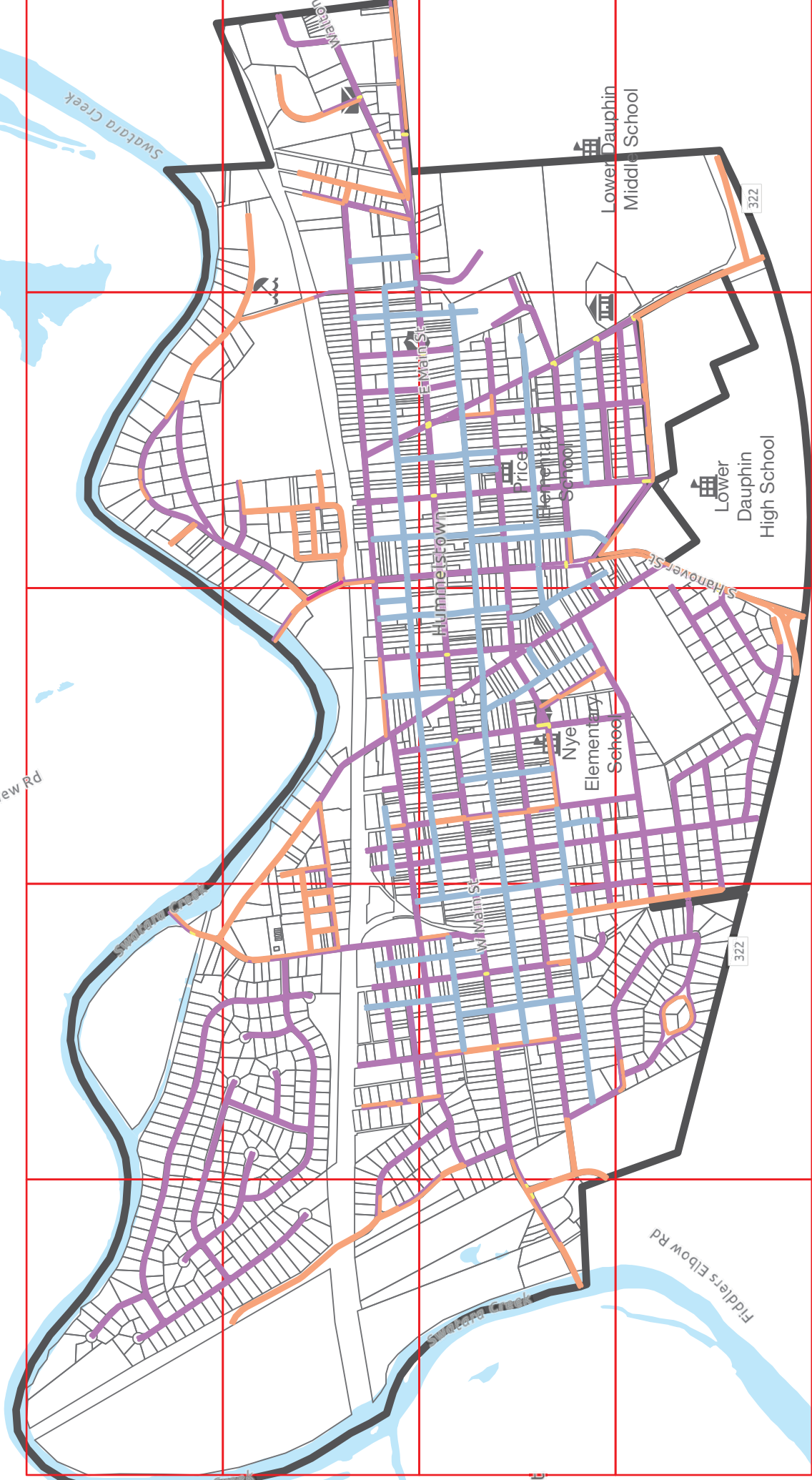
- o Like the infrastructure comments, comments should be based on each parcel/ street address.

- Based on these standards, if a comment was indicating that there is major cracking at 64 Sweet Arrow Dr, the comment code would be, "64 Sweet Arrow Dr, SC2." If the same parcel also has moderate heaving, a second condition code should be added, so the final comment would be, "64 Sweet Arrow Dr, SC2, VF1."
- Condition comments should be marked on the back of the map page. Nothing needs to be included on the map itself. If additional sheets are needed, please include the grid section number and your name on the sheet.
- In addition to providing the comments as indicated above, condition issues, especially the most extreme, can be documented with a photo. Instructions below explain how to share those images.

C. Submitting your comments and photos:

- a. **Please plan to complete and submit your comments by 4:30 PM on May 9.**
- b. Submit your completed maps and comments to _____ at the Borough Building. If you're unable to submit your maps in person, contact _____.
- c. If you took any photos to document sidewalk condition, please send those to _____, following the instructions below:
 - i. Photos should be renamed to reflect the reviewer, grid section, and comment they are associated with, using the following convention- "last name_grid section_comment with street address and code." In practice, this means that a photo referring to a comment in grid section A1, about surface condition at 64 Sweet Arrow Drive would look like- LastName_A1_64SweetArrowSC2.
 - ii. To rename a photo, locate the photo where it is saved on your device, then:
 1. On a PC, right click on the file and select rename. Type in the new name following the convention above.
 2. On an Apple computer, click on the file and hold the ctrl key. This will open a menu with the option to rename the photo.
 3. On a mobile device, locate your file management app. You should be able to search for it within your apps. It may be called something like "Files," "My Files," etc. From there, navigate to the location of your photo(s). This will likely be in a folder called, "Images" or "Gallery." Navigate to the photo you would like to rename. Long press on the thumbnail of the image. On some devices this will open a menu, giving you the option to rename it. On other devices it may bring up other selections at the bottom of the screen. If this is the case, click "More" and then "Rename."
 4. If you need specific assistance renaming your photos, contact _____.
 - iii. Once your photos are renamed using the convention above, please send them to _____ as email attachments. If you have a lot of photos, you may need to send several emails.

Sidewalk Network Field Review- Grid Sections Map



Legend

- Municipal Boundary
- Hydrology
- Parcel Boundaries & House Number
- Review Grid Boundary

Existing Pedestrian Infrastructure

- Sidewalk
- Crosswalk
- Gap
- Alley
- Trail

Community Facilities

- Fire Department
- Library
- Municipal Office
- Post Office
- Swim Club



Public Schools



Mapping derived from Esri Community Maps Contributors, data provided by Esri, United States Geological Survey, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

4/9/2024

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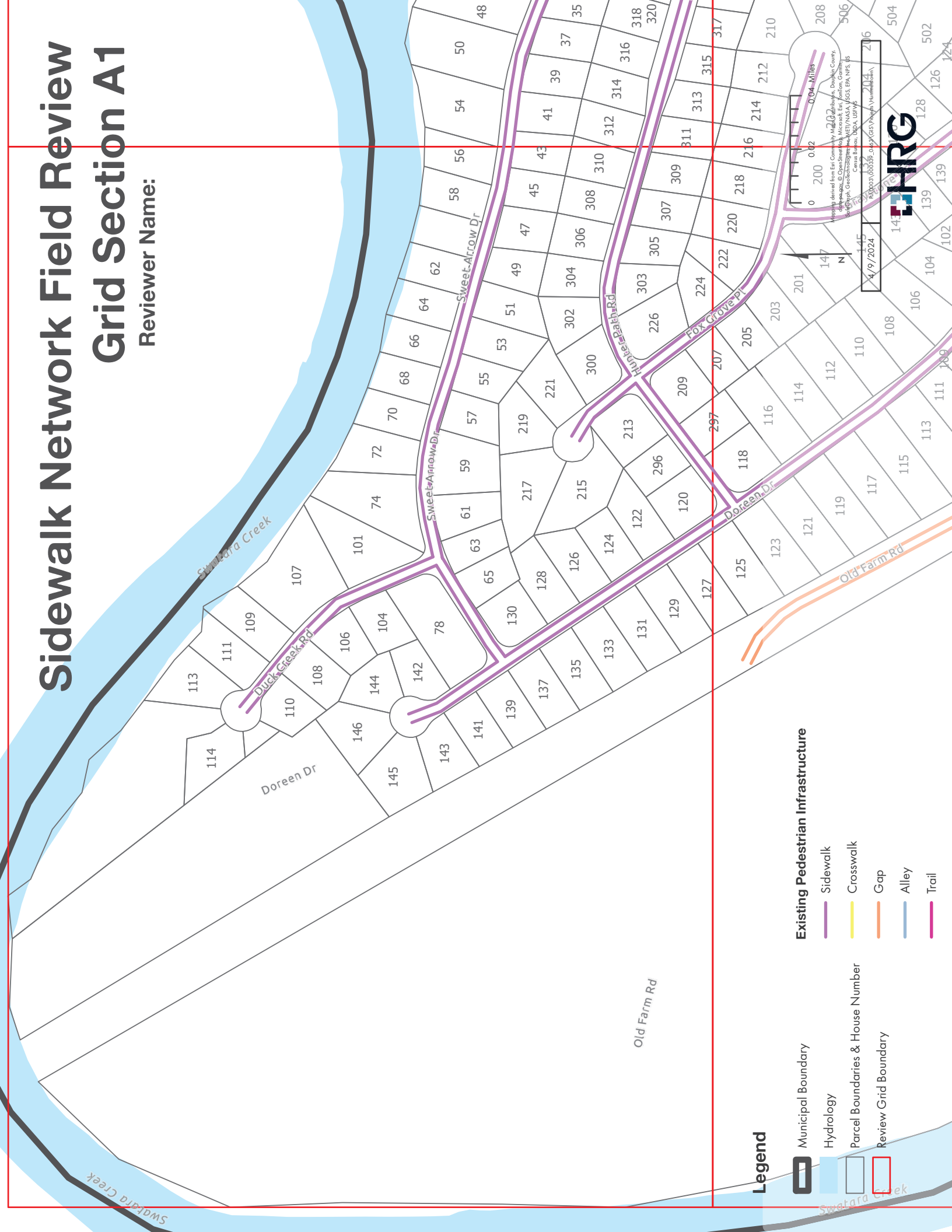


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Sidewalk Network Field Review

Grid Section A1

Reviewer Name:



Existing Pedestrian Infrastructure

- Sidewalk
- Crosswalk
- Gap
- Alley
- Trail

Legend

-



Mapping derived from Esri Community Map Contributors, Dauphin County, dauphin.gov, OpenStreetMap.org, Microsoft, Esri, TomTom, Garmin, SafeGraph, Geotechnologies Inc., MET/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Grid Section A1 Notes Page

Reviewers Name:

APPENDIX J- PA WALKWORKS METRICS TRACKER



WalkWorks Metrics Tracker

Thank you for your continuing contributions to WalkWorks and our efforts to promote safe, accessible, and inviting active transportation options in Pennsylvania!

As was indicated in your signed contract with the Pennsylvania Downtown Center, current and former awardees of the WalkWorks Active Transportation Plan (ATP) Grant are required to submit metrics information with their final plan and, in subsequent years, to provide data as projects are implemented and additional planning and/or implementation funding is applied for or acquired.

- The following templates within this spreadsheet (see below table of contents and corresponding tabs) should be used to log:
- 1. *Potential* and *actual* new or improved linear miles of new/or improved routes or means of transportation;
 - 2. *Potential* and *actual* destinations connected due to the new or improved routes;
 - 3. *Potential* and *actual* new or enhanced sites as prioritized in your adopted plans or policies;
 - 4. *Potential* and *actual* design and construction funding applied for and/or received following the development of the ATP.

For current ATP grantees, each tab must be completed as part of your final plan. **For prior ATP communities**, each tab must be reviewed and updated as needed with new planning, funding, and implementation developments from the previous year. Tabs to track funding applications and awards are included. A tab to record other physical activity or active transportation-related activities not directly related to participation in WalkWorks (such as safety, transportation, circulation planning, modal filter, or green space projects) is also included in this spreadsheet and should be completed if the community has relevant projects to report. Similar reporting will be requested in the following years.

It is recommended to save this file with the convention of **CommunityName_WalkWorks_MetricsTracker_MMDDYYYY**

Each tab contains further instructions. Please note that example entries have been included in italics. These can be kept for reference or deleted as desired.

This document was created by the WalkWorks Evaluation team of the Research and Evaluation Group at PHMC in November 2024.

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Community Description	This tab provides basic information about the participating community.	
	Current ATP grantees: Please complete the below cells. Your responses do not need to be overly detailed and only need to address factors relevant to WalkWorks. Prior ATP Communities: If information is already populated in the below cells, there is no need to take action on this tab.	
Community Name	Name of the municipality, county, or planning organization for which the ATP was developed	Bellevue Borough
County	Name of the county in which the municipality is located	Allegheny County
WW Cohort Year	YYYY-YYYY	2024-2025
Priority Status	Status of the community as a priority location, either as a Department of Health State Physical Activity and Nutrition (SPAN) county or as a Department of Environmental Protection Environmental Justice (EJ) area, during the time of WW participation	EJ Priority Area
Plan Name	Plan name	Bellevue In Motion: A Plan for Walking, Biking, and Accessing Transit
Adopted Date	MM/DD/YYYY	7/22/2025
Brief Plan Description	Highlight the main points of the plan, and/or provide a link	ATP plan focusing on overall walking, biking, and transit connectivity, and considering safe and convenient access to key community destinations, especially the Lincoln and Route 65 commercial corridors.
Brief Community Information	Location, size, etc.	In Allegheny County, adjacent to the City of Pittsburgh; a small Borough; generally well connected but with physical barriers to certain areas
Related External Factors	Various	N/A
WW Funding Amount	Total amount of WalkWorks grant	\$30,000
Amount of Match, if applicable	Match provided by community	N/A
Funding Source 1, Amount (DOH use only)		
Funding Source 2, Amount (DOH use only)		
Funding Source 3, Amount (DOH use only)		

Sidewalks

Sidewalks: Provides dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space. (<https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>) Exact specifications of a sidewalk may be established in local ordinances and should be referenced as needed.

Current ATP communities: Please complete this tab by adding information about *potential* linear miles captured in your ATP.

Prior ATP communities: Please complete this tab by adding information about any additional *potential* linear miles AND *actual* linear miles resulting from implemented projects.

If your community has approved additional potential linear miles, please create a new row for the addition and input the new potential miles.

There is no need to update previously identified and entered potential linear miles. Each row is a new entry and is exclusively potential OR actual linear miles, not both.

Date: Potential projects should use the date the plan was adopted. Actual projects should use the date the project was completed. If adding additional potential miles, use the date that the plan for those changes was adopted.

To estimate linear miles, use an interface like Google Earth, MapMyRun, or other GIS program to obtain the length of the proposed route to the nearest tenth of a mile.

Routes should be measured independently on different sides of the street. For example, if there is a half mile of street with new sidewalks proposed for both sides, this would equal one mile of new sidewalks.

Sidewalks should be counted independent of shared use paths or cycle tracks that might run along the same edge of the street. If there is a separate proposed sidewalk, count that here and the other element on the appropriate tab, even if it follows the same street.

Do not count shared use paths where pedestrians and other modes use the same width of pavement. That should be included under the Shared Use Paths tab.

Date	Project Location or Name	Source and Map or Pg. No.	Priority	# of Potential Linear Miles	# of Actual Linear Miles	Connected Destinations	Barriers	Facilitators
Date that the plan was adopted, the project was completed, or additional potential miles identified were approved.	Describe project location and what improvements are being made.	Indicate the source and map or page number on which each priority is reflected in your plan.	Indicate the ranking of each priority (e.g., by number or “high, medium, low”).	Linear miles of proposed (potential) sidewalk, rounded to the nearest tenth of a mile.	Linear miles of built (actual) sidewalk, rounded to the nearest tenth of a mile.	Name the destinations that will be connected with implementation of each project.	Things that prevented or challenged the project.	Things that enabled or assisted the project.
7/22/2025	Complete Sidewalk Condition Audit/Inventory	ATP, pg 46; Connectivity Goal Implementation Table, pg 66	High	n/a	n/a			
7/22/2025	Implement Sidewalk Maintenance Schedule	ATP, pg 47; Connectivity Goal Implementation Table, pg 66	High	n/a	n/a			
7/22/2025	Establish Sidewalk Improvement Program	ATP, Connectivity Goal Implementation Table, pg 66	High	n/a	n/a			
7/22/2025	Fill sidewalk gaps identified by Vision Map	ATP, Vision Map, pg 33	Medium	approximately 2 miles		general completion of sidewalk network		Implement following creation of sidewalk improvement program to facilitate installation of sidewalks by adjacent property owners

Transit Stops, Connections, and Routes		Examples: New bus route, new stop along existing transit route, new bus shelter, etc.						
		Current ATP communities: Please complete this tab by adding information about <i>potential</i> linear miles captured in your ATP.						
		Prior ATP communities: Please complete this tab by adding information about any additional <i>potential</i> linear miles AND <i>actual</i> linear miles resulting from implemented projects. If your community has approved additional potential linear miles, please create a new row for the addition and input the new potential miles. There is no need to update previously identified and entered potential linear miles. Each row is a new entry and is exclusively potential OR actual linear miles, not both.						
		Date: Potential projects can use the date the plan was adopted. For actual projects, use the date the project was completed. If adding additional potential miles, use the date that the plan for those changes was adopted.						
		To estimate linear miles, use an interface like Google Earth, MapMyRun, or other GIS program to obtain the length of the proposed route to the nearest tenth of a mile. Routes should be measured independently on different sides of the street. For example, if there is a half mile of street with new transit stops or connection routes proposed for both sides, this would equal one mile of new transit stops or connection routes.						
Date	Project Location or Name	Source and Map or Page No.	Priority	# of Potential Linear Miles	# of Actual Linear Miles	Connected Destinations	Barriers	Facilitators

Date that the plan was adopted, the project was completed, or additional potential miles identified were approved.	Describe project location and what improvements are being made.	Indicate the source and map or page number on which each priority is reflected in your plan.	Indicate the ranking of each priority (e.g., by number or “high, medium, low”).	Linear miles of proposed (potential) route, rounded to the nearest tenth of a mile.	Linear miles of built (actual) route, rounded to the nearest tenth of a mile.	Name the destinations that will be connected with implementation of each project	Things that prevented or challenged the project.	Things that enabled or assisted the project.
7/22/2025	Improvements to facilities at key transit stops	ATP, Vision Map, pg 33	Low	N/A	N/A	N/A	Overall cuts to transit funding	Potetial coodination with other instructure improvements (streetscape along Lincoln Ave; improvements along Route 65; etc)

Bicycle Infrastructure Improvements		<p>Examples: Low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, signed bicycle routes, cycle tracks, protected intersections, bike boxes, bicycle racks, and bike share stations.</p> <p>Bike lane: Designates an exclusive space for bicyclists through the use of pavement markings and optional signs. A bike lane may be fully separated located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic. (https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/) Exact specifications of bike paths and lanes may be established in local ordinances and should be referenced as needed.</p> <p>Current ATP communities: Please complete this tab by adding information about <i>potential</i> linear miles captured in your ATP.</p> <p>Prior ATP communities: Please complete this tab by adding information about any additional <i>potential</i> linear miles plans AND <i>actual</i> linear miles resulting from implemented projects.</p> <p>If your community has approved additional potential linear miles, please create a new row for the addition and input the new potential miles.</p> <p>There is no need to update previously identified and entered potential linear miles. Each row is a new entry and is exclusively potential OR actual linear miles, not both.</p> <p>Date: Potential projects can use the date the plan was adopted. For actual projects, use the date the project was completed. If adding additional potential miles, use the date that the plan for those changes was adopted.</p> <p>To estimate linear miles, use an interface like Google Earth, MapMyRun, or other GIS program to obtain the length of the proposed route to the nearest tenth of a mile.</p> <p>Routes should be measured independently on different sides of the street. For example, if there is a half mile of street with new bike lanes proposed for both sides, this would equal one mile of new bike lanes.</p> <p>Cycle tracks should be counted independent of sidewalks or shared use paths that might run along the same edge of the street. If there is a separate proposed cycle track, count that here and the other element on the appropriate tab, even if it follows the same street.</p> <p>Do not count shared use paths where cyclists and other modes use the same width of pavement. That should be included under the Shared Use Paths tab.</p>							
Date	Project Location or Name	Source and Map or Page No.	Priority	# of Potential Linear Miles	# of Actual Linear Miles	Connected Destinations	Barriers	Facilitators	

Date that the plan was adopted, the project was completed, or additional potential miles identified were approved.	Describe project location and what improvements are being made.	Indicate the source and map or page number on which each priority is reflected in your plan.	Indicate the ranking of each priority (e.g., by number or “high, medium, low”).	Linear miles of proposed (potential) cycle routes, rounded to the nearest tenth of a mile.	Linear miles of built (actual) cycle routes, rounded to the nearest tenth of a mile.	Name the destinations that will be connected with implementation of each project.	Things that prevented or challenged the project.	Things that enabled or assisted the project.
7/22/2025	Added shared lane marking to Lincoln Ave	ATP, Vision Map, pg 33; Infrastructure Projects Implementation Table, pg 72	High	1 mile		Lincoln Ave Commercial Area		
7/22/2025	Addition of facilities to Jacks Run Bridge	ATP, Vision Map, pg 33; Infrastructure Projects Implementation Table, pg 72	Low	.5 miles		Improved connection into Pittsburgh	Bridge not within Borough jurisdiction, will require coordination with County and Ross Township	
7/22/2025								

Shared Use Paths	Shared use paths: Provide a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared paths can provide a low-stress experience for a variety of users using the network for transportation or recreation. (https://ruraldesignguide.com/physically-separated/shared-use-path) Exact specifications of a sidewalk may be established in local ordinances and should be referenced as needed.							
	Current ATP communities: Please complete this tab by adding information about <i>potential</i> linear miles captured in your ATP.							
	Prior ATP communities: Please complete this tab by adding information about any additional <i>potential</i> linear miles AND <i>actual</i> linear miles resulting from implemented projects. If your community has approved additional potential linear miles, please create a new row for the addition and input the new potential miles. There is no need to update previously identified and entered potential linear miles. Each row is a new entry and is exclusively potential OR actual linear miles, not both.							
	Date: Potential projects can use the date the plan was adopted. For actual projects, use the date the project was completed. If adding additional potential miles, use the date that the plan for those changes was adopted.							
	To estimate linear miles, use an interface like Google Earth, MapMyRun, or other GIS program to obtain the length of the proposed route to the nearest tenth of a mile. Routes should be measured independently on different sides of the street. For example, if there is a half mile of street with new shared use paths proposed for both sides, this would equal one mile of new shared use paths. Shared use paths should be counted independent of sidewalks or cycle tracks that might run along the same edge of the street. Shared use paths where pedestrians and other modes use the same width of pavement should be included on this tab.							
Date	Project Location or Name	Source and Map or Page No.	Priority	# of Potential Linear Miles	# of Actual Linear Miles	Connected Destinations	Barriers	Facilitators

Date that the plan was adopted, the project was completed, or additional potential miles identified were approved.	Describe project location and what improvements are being made.	Indicate the source and map or page number on which each priority is reflected in your plan.	Indicate the ranking of each priority (e.g., by number or “high, medium, low”).	Linear miles of proposed (potential) route, rounded to the nearest tenth of a mile.	Linear miles of built (actual) route, rounded to the nearest tenth of a mile.	Name the destinations that will be connected with implementation of each project.	Things that prevented or challenged the project.	Things that enabled or assisted the project.
7/22/2025	Trail connection to Bellevue Memorial Park	Alternative Connections, p 53; Implementation Table, p 72	High- feasibility study	TBD		Bellevue Memorial Park	multi jurisdiction and private landowner coordination; topography	
7/22/2025	Connection to Northgate Middle and High School	Implementation Table, p 72	Medium	TBD				
7/22/2025	Connection to Ross Township	Implementation Table, p 72	High- feasibility study	.1 miles		Northgate Middle and High School resources in Ross Township	private landowner coordination multi jurisdiction coordination; topography	
7/22/2025	Connection to Three Rivers Heritage Trail	Alternative Connections, p 52; Implementation Table, p 72	Medium	TBD		Three Rivers Heritage Trail and City of Pittsburgh	multi jurisdiction coordination	

Crosswalks and Intersections	Simple definition of a crosswalk : Any portions of roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface. According to PA Vehicle Code, any lateral extension of a sidewalk through an intersection is a crosswalk, even if it is not marked. (https://www.dvrpc.org/committees/rstf/presentations/2009-07.pdf) Exact specifications of crosswalks and intersections may be established in local ordinances and should be referenced as needed. Road intersection: An area where two or more roads meet and/or are the points of potential vehicle conflict. (https://planningtank.com/transportation/road-intersection) Examples of intersection improvements include high visibility pavement marking, Rectangular Rapid Flashing Beacon (RRFB) signage, improved signals, updated signal timing, Leading Pedestrian Interval (LPI), All-Stop, raised crosswalk, midblock crosswalk, curb extensions, turn guides, slip lane removal, intersection daylighting, pedestrian refuge island, etc.						
	Current ATP communities: Please complete this tab and add information about <i>potential</i> improvements captured in your ATP. Prior ATP communities: Please complete this tab by adding information about any additional <i>potential</i> improvements AND <i>actual</i> improvements resulting from implemented projects. If your community has approved additional potential improvements, please create a new row for the addition and input the new potential improvements. There is no need to update previously identified and entered potential improvements. Each row is a new entry and is exclusively potential OR actual improvements, not both.						
	The Project Description can include information on the location, type of facility, and other relevant details. Date: Potential projects can use the date the plan was adopted. Actual projects should use the date the project was completed. If adding additional potential improvements, use the date that the plan for those changes was adopted.						
Date	Project Description	Source and Map or Page No.	Priority	Potential or Actual	Connected Destinations	Barriers	Facilitators

Date that the plan was adopted, the project was completed, or additional potential improvements identified were approved.	Describe project location and what improvements are being made.	Indicate the source and map or page number on which each priority is reflected in your plan.	Indicate the ranking of each priority (e.g., by number or “high, medium, low”).	Indicate if project is planned (potential) or built (actual).	Name the destinations that will be connected with implementation of each project.	Things that prevented or challenged the project.	Things that enabled or assisted the project.
7/22/2025	Lincoln Ave and Balph Ave Intersection Redesign	ATP, Vision Map, pg 33; Infrastructure Projects Implementation Table, pg 72	Low	Potential	Would provide safety improvements facilitating significant e/w connectivity along Lincoln Ave and n/s connectivity along Balph Ave	Limited ROW/space in the area may make it difficult to revise the current design	On-going streetscape improvements along Lincoln Ave may facilitate some improvements
7/22/2025	Install/maintain high-visibility crosswalk markings at key locations	ATP, Vision Map, pg 33; Infrastructure Projects Implementation Table, pg 71	High	Potential/ Actual (Summer 2025 maintenance)	Improve overall crossing safety	Added maintenance expense of added locations may limit additional striped crosswalks	Some will be addressed through already scheduled maintenance
7/22/2025	Improvements to Lincoln Ave mid-block crossing near Bellevue Elementary School	ATP, Vision Map, pg 33; Infrastructure Projects Implementation Table, pg 72	Highest	Potential	Improve safe routes to school access; improve crossing for those walking along Lincoln Ave	Design and engineering funding (pursuing PennDOT TASA for construction)	On-going streetscape improvements along Lincoln Ave may facilitate some improvements
7/22/2025	Consider LPI at Lincoln and Starr Intersection	ATP, Vision Map, pg 33; Connectivity Goal Implementation Table, pg 67	High	Potential	Improve overall crossing safety/accessibility	May discover that LPI isn't warranted	
7/22/2025	Consider LPI at Lincoln and Balph Intersection	ATP, Vision Map, pg 33; Connectivity Goal Implementation Table, pg 68	High	Potential	Improve overall crossing safety/accessibility	May discover that LPI isn't warranted	
7/22/2025	Consider LPI at Lincoln and Fremont Intersection	ATP, Vision Map, pg 33; Connectivity Goal Implementation Table, pg 69	High	Potential	Improve overall crossing safety/accessibility	May discover that LPI isn't warranted	

Programmatic and Policy Improvements		<p>Plan/Policy/Project: Project, policy, or plan development or improvements.</p> <p>Examples: Development of a Complete Streets Policy; Amendment to Ordinance; Evaluation of progress/status of implementation of Active Transportation Plan.</p> <p>Program/Education/Encouragement: Programming was introduced to educate and encourage community members.</p> <p>Examples: Open Streets events, ongoing Active Transportation Committee meetings, Walk to School Day, Bicycle-Friendly Driver Trainings.</p>				
		<p>Current ATP communities: Please complete this tab by adding information about <i>potential</i> improvements captured in your ATP.</p> <p>Prior ATP communities: Please complete this tab by adding information about any additional <i>potential</i> improvements AND <i>actual</i> improvements resulting from implemented projects. If your community has approved additional potential improvements, please create a new row for the addition and input the new potential improvements.</p> <p>There is no need to update previously identified and entered potential improvements. Each row is a new entry and is exclusively potential OR actual improvements, not both.</p>				
		<p>The Policy/Project Description can include information on the enhancement, type of event, or other relevant details.</p> <p>Date: Potential projects can use the date the plan was adopted. Actual projects should use the date the project was completed. If adding additional potential improvements, use the date that the plan for those changes was adopted.</p>				
Date	Policy/Project	Description	Source and Map or Page No.	Potential or Actual	Barriers	Facilitators

Date that the plan was adopted, the project was completed, or additional potential improvements identified were approved.	Project policy or plan development or improvements.	-	Indicate the source and map or page number on which each priority is reflected in your plan.	Indicate if project is planned (potential) or built (actual).	Things that prevented or challenged the project.	Things that enabled or assisted the project.
7/22/2025	Vision Zero Resolution	Develop and adopt a Vision Zero Resolution	Safety Goal Implementation Table, pg 65			
7/22/2025	Complete Streets Policy	Develop and adopt a Complete Streets Policy	Safety Goal Implementation Table, pg 65			
7/22/2025	Design Standards	Develop and adopt Design Standards	Safety Goal Implementation Table, pg 65			
7/22/2025	Construction Zone Policy	Develop and adopt Construction Zone Policy	Safety Goal Implementation Table, pg 65			
7/22/2025	Bike Parking Ordinance	Develop and adopt a Bike Parking Ordinance	Safety Goal Implementation Table, pg 65			
7/22/2025	Review of Local Ordinances	Perform a complete review of all local ordinance or relevance to active transportation, create amendments as needed, and adopt amendments	Safety Goal Implementation Table, pg 65			
7/22/2025	Amendments to Ordinance 235	Develop and adopt amendments for ADA compliance	Safety Goal Implementation Table, pg 65			
	Borough Staff and Elected Official Participation in PennDOT LTAP training sessions					
7/22/2025	Have Staff attend LTAP training sessions	Have Staff attend LTAP training sessions	Safety Goal Implementation Table, pg 65		Staff capacity	Training is free

Related Activities and Feedback		This is a space to report other activities that may not fit in the set tabs of this spreadsheet, such as circulation planning, mapping of existing modal filters, or creation of new modal filters. This space can also be used to provide information on other safety, transportation, or green space projects that are not directly connected to participation in WalkWorks but you would like to share with the evaluation team.				
Date	Activity	Description	Costs	Outcomes	Barriers	Facilitators

7/22/2025	Improvements to Route 65	Phased improvements to Route 65 to improve connectivity and safety for all active modes	Engineering, design, permitting, construction	Connecting Route 65 to the rest of the community and opening up these resources to residents	Route 65 is a PennDOT roadway; Limited ROW; existing development may limit sidewalk improvements	
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Design Funding		This tab is for tracking funding for design and/or additional planning for any of the projects identified in your ATP. Funding could pertain to smaller-scale projects such as further elaboration of a plan and the schematic design for a given site, or larger-scale items such as design development, construction drawings, and contract or bid documents for a more sizeable or comprehensive project.														
		Both funding that has been applied for and is pending, as well as funding that has been awarded or denied, should be tracked here. Not every column applies to all entries. When funding for a previous entry has been awarded or denied, the relevant lines should be updated.														
		Date: For funding applied for and pending, use the date of application. For funding awarded or denied, use the award or denial notification date. Source of Match: Match funds may be furnished by an external source or could encompass general funds or other municipal/internal sources to fund design.														
		Date	Applied for or Awarded	Project Title	Project Description	Project Location	Funding Program	Type of Funding	Funding Source	Submission Deadline	Anticipated or Actual Notification Date	Amount of Funds Applied for or Awarded	Funding Expiration Date	Amount of Match	Source of Match	Barriers

Construction Funding

This tab is for tracking funding for construction and/or implementation.

Both funding that has been applied for and is pending, as well as funding that has been awarded or denied, should be tracked here.

Not every column applies to all entries. When funding for a previous entry has been awarded or denied, the relevant lines should be updated.

Date: For funding applied for and pending, use the date of application. For funding awarded or denied, use the award or denial notification date.

Source of Match: Match funds may be furnished by an external source or could encompass general funds or other municipal/internal sources to fund construction.

Date	Applied for or Awarded	Project Title	Project Description	Project Location	Funding Program	Type of Funding	Funding Source	Submission Deadline	Anticipated or Actual Notification Date	Amount of Funds Applied for or Awarded	Funding Expiration Date	Amount of Match	Source of Match	Barriers	Facilitators	Link to Project Details
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10/31/2025	In-progress	Bellevue Elementary connection improvements and Lincoln Ave Streetscape Improvements	Improve Lincoln Ave mid-block crossing, S Howard and Hallett intersection, and extend Lincoln streetscape improvements	Lincoln Ave between Sheridan and Howard, near Bellevue Elementary School	PennDOT TASA	Grant	PennDOT	10/31/2025								
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