



# Borough of Indiana, PA Bicycle Master Plan

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10/20/13

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# Acknowledgements

## Bicycle/Pedestrian Committee

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Tom Borellis, Indiana University of Pennsylvania  
Jess Bowman, Downtown Indiana  
Peter Broad, Indiana Borough Council  
David Conrad  
John Grant  
Karen Gresh  
Jeff Grim, co-chair, Indiana Borough Planning Commission  
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Charles Manges, Indiana Borough Planning Commission  
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Gary Prunty  
Jeff Raykes, Indiana County Office of Planning & Development  
Chris Townley, Indiana Bicycle Coalition

**Without this team,  
the Plan would  
not exist**

## Consultant Team - Aspect

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Michael Homa  
Jason Kambitsis  
Stephen Patchan

A group of people, including a man in a white hoodie, a woman in a white shirt, and a child in a blue shirt, are riding bicycles on a paved path through a wooded area. The scene is captured from a rear perspective, showing the backs of the riders as they move away from the camera. The background is filled with green trees and foliage, creating a natural and active setting.

# Introduction

Americans are looking to decrease their daily footprint by investing in their communities and becoming more active.

The Borough of Indiana, PA like many communities across the United States is evaluating how an enhanced bicycle infrastructure can improve resident quality of life, spur economic development and increase population. Bicycle friendliness is becoming a major factor in home buying decisions, office and industry locations and tourism efforts. As gas prices and obesity rates rise, Americans are looking to decrease their daily footprint by investing in their communities and becoming more active. Biking and walking are the major components to this lifestyle and communities must be ready to accommodate. As a result, the Borough of Indiana is developing a bicycle plan that will outline the Borough's strategy for bicycle infrastructure and policy over the next 25 years.

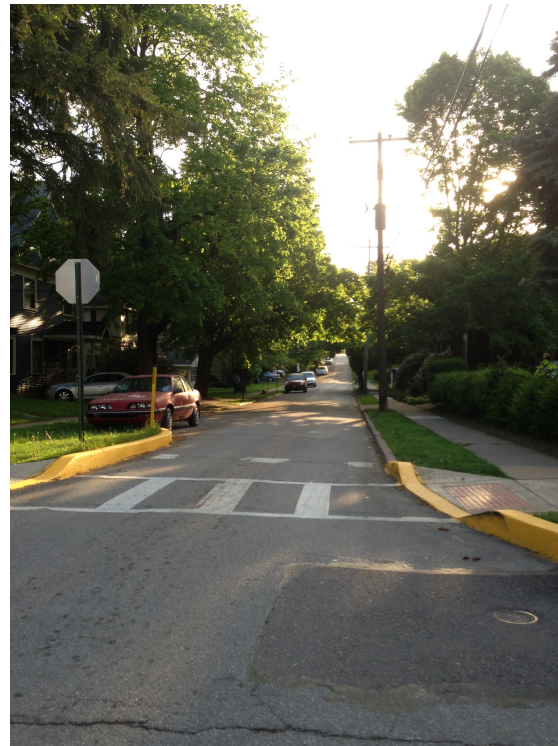
University towns host a demographic that is more inclined to bike and walk. University students typically are more active, live on or relatively close to the university, and tend to not have the income to afford or maintain a car. As a result, bicycling and walking rates are much higher. University towns such as Indiana, PA, are exploring the strategies incorporated in Madison, WI and Davis, CA where bicycling infrastructure supports an active resident lifestyle that creates a high quality of life.

**Provide access,  
recreation and  
economic  
necessities**



# Vision

*“To improve Indiana’s safety, environment and economic development through enhancing its bicycle transportation friendliness for residents, students and visitors.”*



School St, Indiana, PA

Throughout the planning process the community was adamant about creating a network that not only worked for existing cyclists but also potential future users. The discussions were based around creating a safe cycling environment for people of all ages and backgrounds, while also enhancing the community's economic development potential.

# Goals

1. **Create a comprehensive bicycle network** that connects cyclists to the central business district, residential areas, the university, regional recreational amenities, cultural destinations and surrounding communities.
2. **Improve economic development** by designing a bicycle friendly business district.
3. **Enhance safety for cyclists** by designing facilities that maximize visibility and comfort.
4. **Champion community health** by making cycling the first choice in mobility
5. **Capitalize on recreation opportunities** by connecting the neighborhoods to local and regional trails, parks and playgrounds.



## How We Got Here

### Previous Plans

#### *Indiana County Open Space, Greenways and Trails Plan:*

This plan was designed to give the County a full understanding of the Open Space potential and opportunities it has. The County fully supported this planning effort as a way to connect communities and act as a catalyst for economic development in urban, suburban and rural communities.

#### *More People Biking and Walking More Often:*

This Pedestrian and Bicycle Plan was created to craft a clear vision to get people biking and walking. The Plan called out the biking and walking were forgotten modes of transportation and that it should be looked at as more than “asphalt, concrete, and steel.” Major goals of the plan were to make roads accommodate cars as well as pedestrians and bicyclists and also to create safe walking networks within communities.

#### *Where We Live, the Comprehensive Plan for Indiana County:*

This Comprehensive Plan talked about various issues surrounding bicycle and pedestrian transportation. One of the biggest principles in the Plan was to focus on creating walkable communities, as well as clustering businesses for not only ease of transportation, but also natural resource conservation.

# Existing Conditions

**The current transportation network has been designed to facilitate the quick movement of vehicles, not people, both throughout the community and around it.**

## Constraints

### Regional

The patch work design of existing narrow rights of way, with high speed corridors on Oakland Ave and the edges of Philadelphia street make bicycling a tough proposition for many people. These major regional corridors have had many traffic issues with the development between White Township and Indiana Borough. The outcome of this has led to a higher level of accidents and automobile congestion. 6<sup>th</sup> Street and Wayne Ave have also had similar issues.

### Local

Like many eastern U.S. communities, Indiana's street network design includes narrow streets. The narrow width challenges engineers to install premium bicycle facilities without impacting existing conditions. Without premium facilities, the community's potential to become a bicycle friendly community is limited.

## Opportunities

### Regional

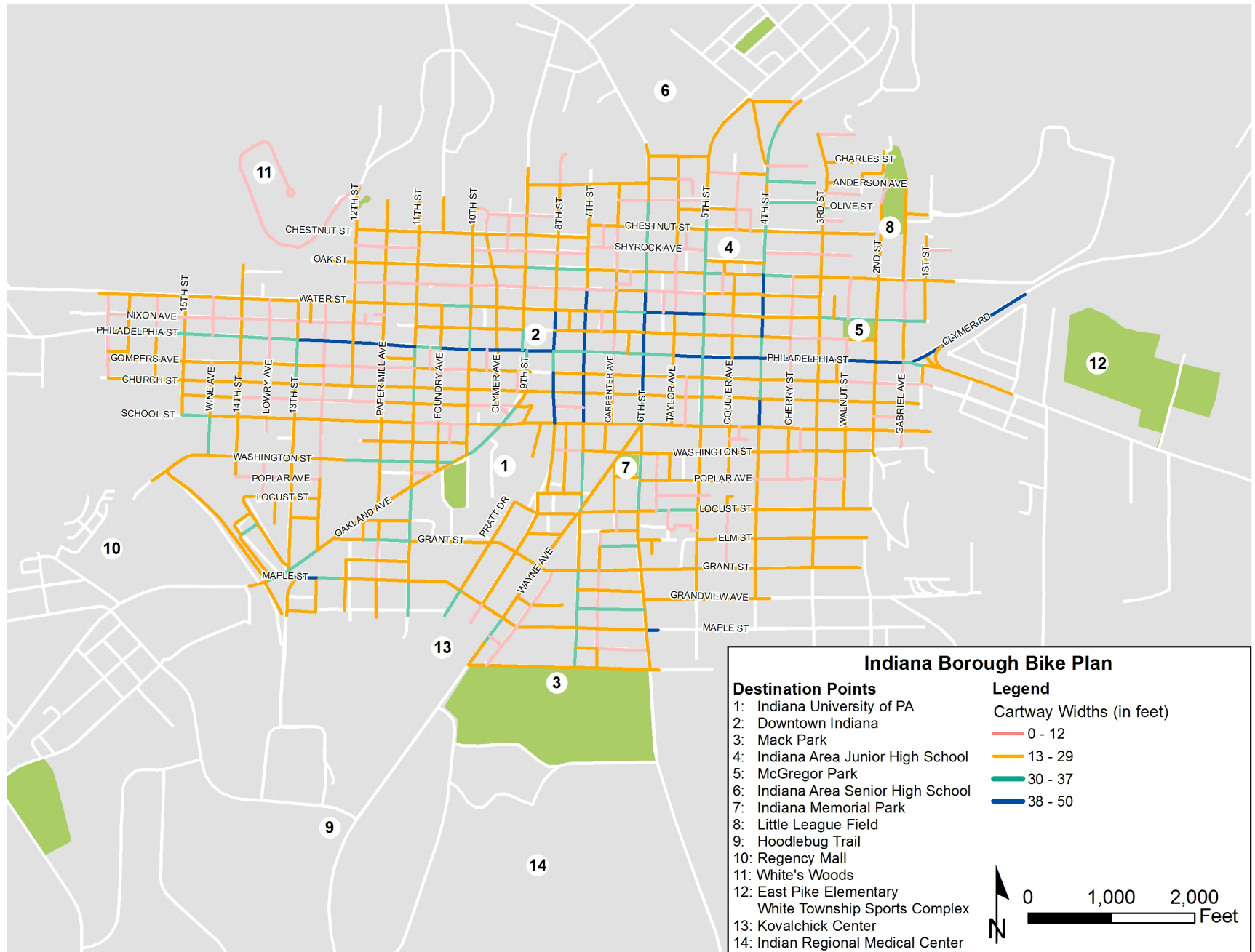
Over the last decade the Borough of Indiana has taken steps to improve its major roadways. Philadelphia Street has seen a major rehabilitation, resulting in a more walkable main street. Oakland Ave has seen improvements in traffic signalization, with a priority given to pedestrians at certain crossings.

### Local

The inherent design of the Borough of Indiana provides many opportunities for bicycle mobility. The "grid" design and relatively flat landscape of the community lends itself to create a usable system for people of all cycling levels. The existing street widths can create a system that moves people by bicycle to all major destinations, **without burdening the community with a large infrastructure investment.**



# Existing Conditions - Map



# The Bicycle Network

**Create a world class bicycle network that meets the needs for people of all ages and abilities**

## East - West

The East - West route is designed to connect the community to all of its major destinations. This system is the heart of bicycle connectivity.

By looking at all of the major destination point, we were able to see where people go and how to get there equitably. Consideration was given to topography and existing traffic constraints.

**Philadelphia St:** This portion of the system is designed to get people onto the business district without major disruptions to rights of way. Most North - South routes cross over this roadway.

**Chestnut St, Nixon Ave, School St:** Nixon Ave, west of 12<sup>th</sup> Street, and Chestnut St as the main route for year round residents in the northern end of the Borough. School St. is designed to work with the burgeoning student traffic to the south.

**Maple St, Grant St:** Maple St. cuts across the IUP Campus. This route will be utilized for student traffic within the Campus. Grant street will predominately be used as a feeder route to IUP and Mack Park.

## North - South

The North - South route feeds into the major cross community thoroughfares. The concept is to direct people to major cross community routes for major destinations, while also enhancing neighborhood mobility.

**8<sup>th</sup> St and West:** Due to the location of the IUP campus 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup> and 15<sup>th</sup> along with the on campus streets act as a catalyst to bring IUP faculty and students to Philadelphia Street. North of Philadelphia St these routes help direct year round residents to Philadelphia St also.

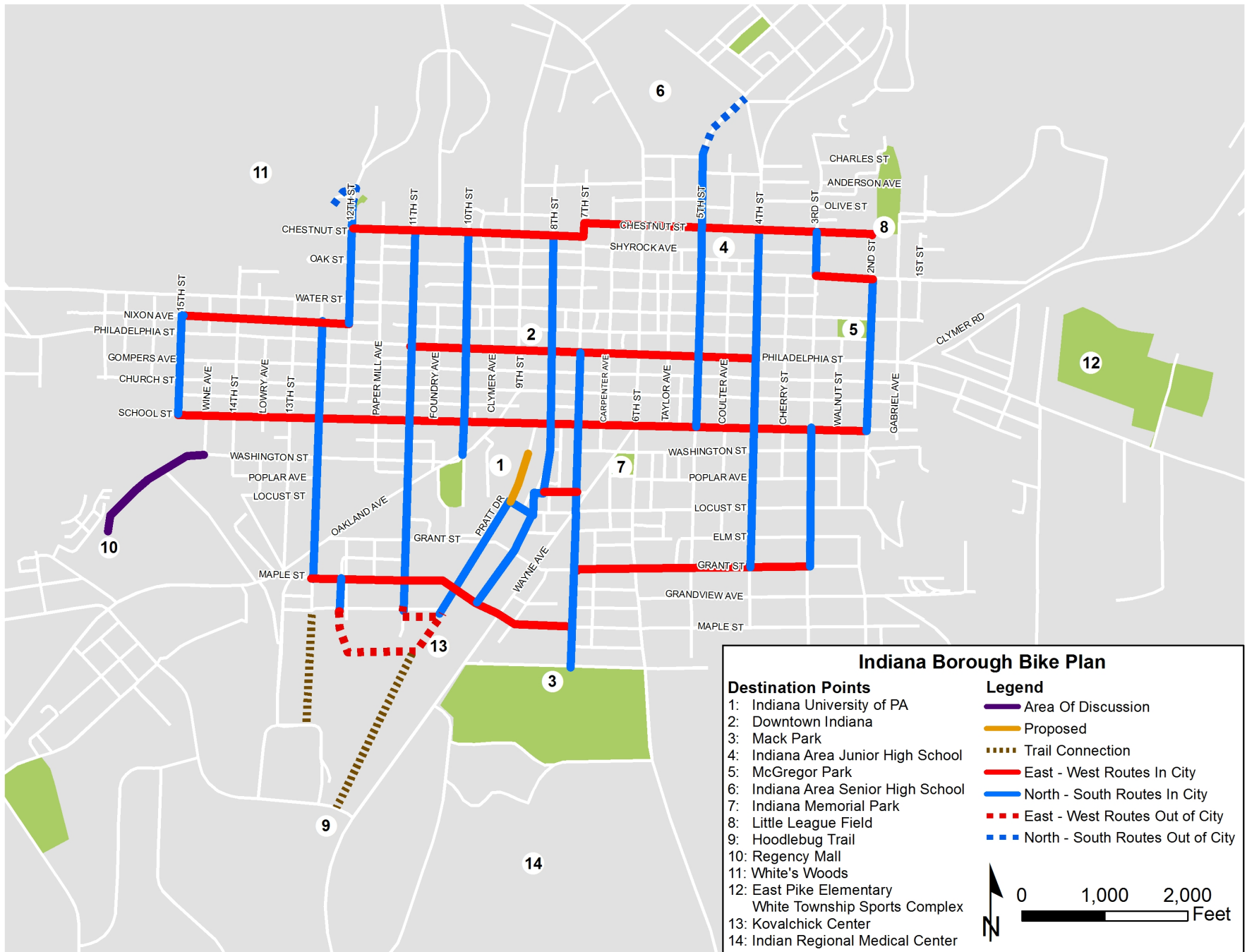
**7<sup>th</sup> St and East:** The routes along 5<sup>th</sup>, 4<sup>th</sup>, 3<sup>rd</sup> and 2<sup>nd</sup> act as main connections to the neighborhood and family destinations such as the High School. 7<sup>th</sup> St is a major thoroughfare to guide all residents into the business district and down to Mack Park.

## Unmarked Routes

Unmarked routes are to be treated as conventional roadways. Since every road cannot be marked the system is designed to direct and move people to marked routes safely and efficiently.



# The Bicycle Network - Map



# Recommendations

1. Install pavement markings on all corridors identified in the bicycle network
  - Install bike lanes and separated infrastructure where the street width can accommodate.
  - Install shared lane markings where the street width is not wide enough to accommodate bike lanes and separated infrastructure.
2. Maintain streets and sidewalks to ensure safe travel
  - Make snow removal a clear priority for both the Borough and private citizens on all bicycle and pedestrian infrastructure
  - Keep streets free of potholes
3. Consider and amendments to both the Zoning Ordinance and SALDO to better accommodate bicyclists in existing and new development projects
  - Explore Bicycle Parking Requirements for new development and change of use
  - Establish incentive practices where developers can install bicycle parking in lieu of automobile parking
  - Prepare a Complete Streets ordinance for adoption

#### 4. Develop a marketing strategy to highlight cycling in Indiana

- Apply for a Bike Friendly Community designation for the League of American Bicyclists
- Publish a marketing pamphlet that includes cycling events and safety tips

#### 5. Install end point facilities in business districts, playgrounds, schools and the University.

- Add bike racks on the sidewalks along all designated routes and new development projects
- Install on-street corrals in areas of high demand and where sidewalks are narrow.

#### 6. Support programs and events that raise the visibility of cycling and encourage new cyclists

- Expand the existing bike month festivities with multiple venues for all ages
- Host bike to work/school rides
- Sponsor Safe Routes To School programs

#### 7. Nurture economic opportunities with local businesses

- Encourage businesses to become bicycle friendly businesses
- Educate restaurants and bars of the benefits of catering to cycling customers
- Support businesses that cater to cyclist needs.

# Infrastructure Improvement Strategies



Sharrow



Green Sharrow



Curb Side Bike Lane



Parking Side Bike Lane



Green Bike Lane



2 Way Cycletrack



Cycletrack

# 5 Year Implementation Plan

The implementation schedule is designed to prioritize the outcomes of the plan and associated costs and potential timeline. This schedule will guide the Borough in creating budgets for prioritized projects, while also giving a clear understanding of when projects should be occurring.

	Project	Timeline	Cost
1	Draft engineered work orders for bicycle network	1 year	\$30,000
2	(Priority) Connect to Hoodlebug Trail and East Pike Roundabout	1 year	
3	(Priority) Connect to 8 <sup>th</sup> street from Water street to IUP Campus	1 year	
4	Install complete on-street bicycle network	2-4 years	\$150,000
5	Install bicycle racks through the Philadelphia street business corridor	1-2 years	\$10,000
6	Work on Bicycle Friendly Community Designation	1 year	Staff time
7	Develop a bicycle marketing, education brochure and campaign	1 year	\$5,000



**Many sources of funding exist to make this plan a reality**

## Government

Federal Highway Administration  
Congestion Mitigation Air Quality  
[http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/)

US Department of Transportation,  
Moving Ahead for Progress in the 21st  
Century Act (MAP-21)  
[http://www.dot.gov/map21\\_Transportation\\_Alternative\\_Program\\_\(TAP\)](http://www.dot.gov/map21_Transportation_Alternative_Program_(TAP))

Pennsylvania Infrastructure Investment  
Authority (PennVEST) -  
<http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/pennsylvania-infrastructure-investment-authority>

PCTI- Pennsylvania Community  
Transportation Initiative (PennDOT)  
[http://www.ncentral.com/uploads/tra ns/pdf/pcti\\_program\\_guide.pdf](http://www.ncentral.com/uploads/tra ns/pdf/pcti_program_guide.pdf)

First Industries Fund -  
<http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/firstindustries-fund>

Infrastructure Development Program -  
<http://newpa.com/find-and-apply-for-funding/funding-and-programfinder/infrastructure-development-program-idp>

Department of Conservation and  
Natural Resources (DCNR) Community  
Conservation and Partnership  
Programs

(C2P2)  
<http://www.dcnr.state.pa.us/br c/grants/grantpolicies/index.htm>

Pennsylvania Downtown Center -  
<http://www.padowntown.org/>

Recreational Trails Program-  
<http://www.fhwa.dot.gov/environment/rectrails/>

## Private Funding

The Sprout Fund –  
<http://www.sproutfund.org>

Richard King Mellon Foundation  
<http://foundationcenter.org/grantmaker/rkmellon/>

Heinz Endowments  
<http://www.heinz.org/index.aspx>

Hillman Foundation  
<http://hillmanfamilyfoundations.org/>

Colcom Foundation  
<http://www.colcomfdn.org/>

Bikes Belong  
<http://www.peopleforbikes.org/>