WALKABLE COLLEGE TOWNSHIP

The Pedestrian Facilities Master Plan for College Township

DRAFT

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SECTION 1 - INTRODUCTION:

For almost all persons, travel begins and ends as a pedestrian. Much of this pedestrian activity is accommodated by the sidewalk and shared use path network. The responsibility for maintenance of these facilities typically falls to the property owner in the case of sidewalks or the municipality for shared use paths. Improving multimodal transportation options and facilities was identified as a goal in both the Centre Region Comprehensive Plan and the Centre Region Bike Plan. Specifically, Policy 2.1.4 of the Comprehensive Plan calls for developing a continuous, interconnected network of bicycle and pedestrian facilities, of all types that can be implemented in phases, linking neighborhoods, schools, park, open space and commercial employment centers.

College Township is supportive of this goal and, in acknowledgment of that stance, has adopted both of these plans. Furthermore, the Township has a number of regulations in place that require new pedestrian facilities as part of the subdivision and land development process in order to continue to enhance walkability and the interconnectivity of our communities.

Throughout College Township and the broader Centre Region, there is a variety of pedestrian and shared use path facilities present. For the purposes of this Master Plan, the primary focus will be accommodating the needs of pedestrians through the proper maintenance and expansion of the sidewalk and shared use path network. While sidewalks are intended solely for use by pedestrians, shared use paths support multiple recreation and transportation opportunities, such as walking, bicycling, inline skating and people utilizing mobility devices such as wheelchairs and scooters. It is envisioned that this Master Plan is yet another progressive step in the development of an Active Transportation Plan and Strategy for both College Township and the greater Centre Region.

Walkable College Township will investigate options to address the following three shortcomings in existing system:

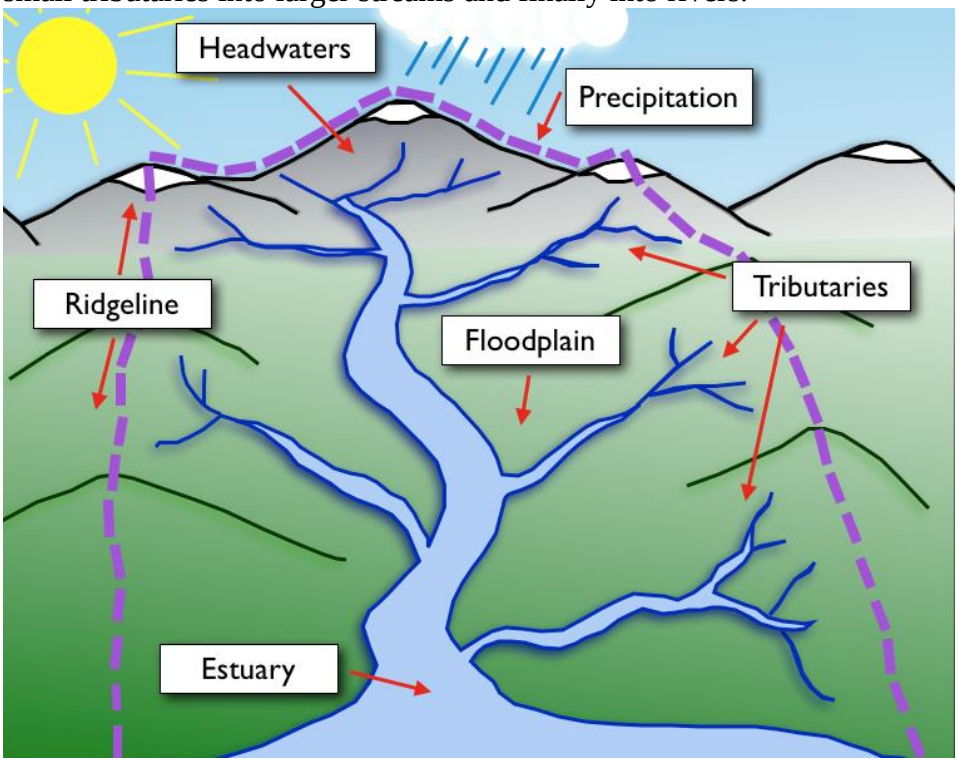
1) Lack of equity of access to the core network
2) Barriers within the network, including issues with engineering, maintenance and policies
3) Gaps in the interconnectivity of the sidewalk and shared-use path network

As such, this Pedestrian Facilities Master Plan will take the following steps:

1) Establish a Goal Statement and Objectives.
2) Review existing regulations and programs.
3) Outline the existing pedestrian facilities network.
4) Classify a network hierarchy, including core, secondary and feeder elements
5) Identify critical gaps and areas for future expansion to the Township's network.
6) Recommend revisions, as needed, to existing regulations and policies.

It should be noted that the Master Plan will prioritize projects located within the Regional Growth Boundary and Sewer Service Area as to remain consistent with existing community growth and development goals. Further, given the ever-evolving nature of funding programs, specific funding

recommendation for implementation of this master plan will not be discussed in detail.
Before delving into the Pedestrian Facilities Master Plan, the reader is first encouraged to consider the graphic below of a watershed, consider specifically, how water moves from the headwaters, to small tributaries into larger streams and finally into rivers.



Much like a watershed, transportation (including pedestrian utilization) often functions in a very similar manner. A community's respective neighborhoods function as the watershed headwaters, with the local network of roadways, sidewalks and paths serving as a feeder system (tributaries) to a larger secondary system (streams) of higher functional classifications until finally reaching the core system (rivers) that interconnects communities and key destinations.

For the purposes of the Pedestrian Facilities Master Plan, the College Township pedestrian network will be classified in a similar manner into 3 primary categories:

- Core System
- Secondary System
- Feeder System

This plan will take some time to consider each level of the system, evaluating the gaps and barriers that exist in the network and offering recommendation through an implementation strategy to make improvements that better the system for all users. In certain instances, this plan may also identify a Greenway corridor. These Greenway corridors should be viewed as more passive and recreational focused. However, they will be identified as a way to provide connectivity in locations where barriers exist that preclude development of a facility that is more transportation focused.

SECTION 2 - GOAL AND OBJECTIVES:

As noted in the introduction, the Walkable College Township Plan will investigate options to address the following three shortcomings in existing system:

1) Lack of equity of access to the core network

2) Barriers within the network, including issues with engineering, maintenance and policies

3) Gaps in the interconnectivity of the sidewalk and shared-use path network

GOAL:

With that in mind, the goal statement was established for the pedestrian facilities master plan:

To provide an interconnected, continuous and well-maintained network of sidewalks, shared use paths and other related facilities that provides all users, regardless of age and ability, with safe and efficient access to numerous key destinations throughout College Township and the Centre Region.

OBJECTIVES:

To fully appreciate the Goal Statement of the Pedestrian Facilities Master Plan, it is important to break this broad overarching statement into the following six defining objectives that further expand upon the vision of this plan.

1) Enhance Safety

As highlighted in Pennsylvania's Active Transportation Plan, people who walk and bicycle are among the most vulnerable groups of roadway users. According to the Pennsylvania Strategic Highway Safety Plan, pedestrians comprise one out of eight highway fatalities. Pedestrians and bicyclists are disproportionately represented in Pennsylvania's roadway fatalities with pedestrians being involved in 3.2% of crashes but accounting for 13.2% of the fatalities. With this in mind, safety should always be at the forefront of any decisions that College Township makes regarding its existing or future pedestrian facilities network.

2) Expand Connectivity

College Township should strive to develop pedestrian facilities that seamlessly connects throughout all levels of the system (Feeder, Secondary & Core), linking key destinations throughout the municipality and the greater Centre Region. The first step in this process will be ensuring an equity of access to the core system from each corner of the municipality. Building out a complete network will require time, coordination and collaboration with private developers, Penn State University, neighboring municipalities, and PennDOT.

3) Improve Accessibility

Pedestrian facilities should be designed in a manner that both attracts and accommodates users of all ages and abilities. Further, it is important to keep in mind that some pedestrian facility users do so out of necessity as opposed to choice. When making decisions on pedestrian facility infrastructure investments, College Township needs to consider both ability of users and, again, the equity of access.

4) Ensure Proper Maintenance

As with any infrastructure investment, proper ongoing maintenance practices will ensure a longer life cycle and thereby improve the overall cost-benefit ratio. Further, College Township should investigate all opportunities to implement sustainability into the construction and maintenance of the pedestrian network. Dovetailing with accessibility, College Township should also view its maintenance practices and policies through the lenses of user ability and necessity of use.

5) Better Public Health

When evaluating future policies and selecting projects, College Township should consider how the promotion of active transportation modes can have a net positive impact on overall public health. Improving connectivity and accessibility, through proper maintenance the existing network and future expansion of the network, will encourage and enable use of the system by more individuals. College Township is encouraged to make connectivity to community health centers a priority and to evaluate opportunities that engage both public health personnel and resources into project selection and development.

6) Leverage Private and Public Investments

College Township should always be mindful of bringing the best value projects forward for its residents and system users. It is important that the township consistently look for opportunities to leverage both private and public investments to enhance the pedestrian facilities network. This can be done through pursuit of private, state or federal funding to further the reach of local tax revenue investments in the pedestrian network. Further, as part of the land development process, College Township has existing regulations outlining requirements for construction and maintenance of pedestrian facilities by private developers. The additions to the network through these private developments cannot be undersold and remain a critical component to the overall development of the community and the implementation strategy of this plan. It is noteworthy that within the existing Township regulations there is a sidewalk waiver process that is somewhat ambiguous and needs to be addressed in short order.

Before the goal statement can be achieved, it is important to first fully understand how the pedestrian facilities network in College Township is positioned. This will be done through a review of the Township's current regulations and programs, an evaluation of the system's conditions, and analysis of the feedback received during the Public Input Periods. These three elements will provide the baseline of needs that inform the Plan's implementation strategies aimed at realizing the goal and objectives outlined above.

To provide an interconnected, continuous and well-maintained network of sidewalks, shared use paths and other related facilities that provides all pedestrians, regardless of age and ability, with safe and efficient access to numerous key destinations throughout College Township and Centre Region.

SECTION 3 - EXISTING REGULATIONS AND PROGRAMS:

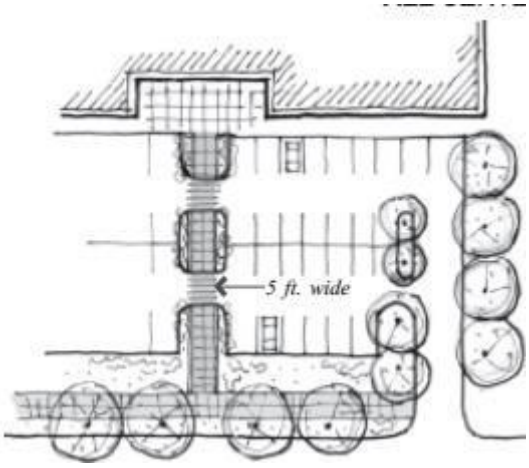
College Township has a number of regulations and programs pursuant to pedestrian facilities. This includes requirements for when sidewalks need to be constructed, their maintenance and plans for future sidewalks. This section of the Pedestrian Facilities Master Plan will detail these regulations and programs. Later in this Plan, recommendations will be made to abate some of the issues found within the existing Township regulations and projects.

SIDEWALK REQUIREMENTS

In 2006, College Township adopted an ordinance to require that sidewalks to be constructed at the time of submission of a land development or subdivision plan. This ordinance stipulated that a sidewalk be built along the street within the right of way or an easement adjacent to the right of way. In addition, all nonresidential, townhome or multifamily projects are also required to install a sidewalk from the street-side sidewalk to the building(s) entrance, as represented in **Figure 1**.

The ordinance does allow for exemptions and waivers to the required sidewalk construction. Development of a single-family house located in a subdivision where sidewalks were not shown on the approved final subdivision plan is exempt.

FIGURE 1: SIDEWALK FROM STREET-SIDE SIDEWALK TO BUILDING ENTRANCE



In addition, where exemptions are not applicable, the existing ordinance has provisions for granting waivers. A waiver may be granted under the following circumstances:

- The proposed subdivision or land development is located outside of the Regional Growth Boundary (RGB).
- The proposed subdivision is located in a single-family residential neighborhood where no other sidewalks exist.
- The proposed subdivision or land development has topographic features or environmentally sensitive features such as existing vegetation, wetlands, floodplains and/or man-made limitations that make development of sidewalks difficult or cost prohibitive.

If a developer does request a waiver, they are required to consider other alternatives before a waiver may be granted by the Township. These alternatives could include:

- Alternate pedestrian routes
- Different sidewalk widths or,
- Alternate building materials.

WAIVERS

Since the adoption of the ordinance in 2006, College Township has granted 21 full or partial waivers for the sidewalk requirement. These waivers have accounted for 17,418 linear feet of unbuilt pedestrian facilities. **Appendix A** includes a listing of the waivers and they are also depicted in **Figure 5** on Page 14.

The waiver criteria were drafted to be able to be used on a case-by-case basis. Many of the waivers noted above were straight forward as they pertained to a specific location characteristic, such as being outside the Regional Growth Boundary or within an existing residential subdivision without sidewalks.

However, it can be difficult to determine if a waiver is appropriate in certain instances. Occasionally, the sidewalk requirements are triggered by a relatively minor land development. An example of this is the small parking lot expansion for Centre LifeLink facility. In this example, a tremendous amount of sidewalk would have been required thus resulting in significant additional development costs for a relatively low pedestrian volume generating facility. Other times it has to be determined whether site constraints truly constitute a hardship and therefore necessitate a waiver. As part of the formation of this Master Plan, staff believes there should be some specific modifications made to the waiver requirements in the township ordinances.

As part of the formation of this Master Plan, there should be some specific modifications made to the waiver requirements in the township ordinances.

WORKFORCE HOUSING INCENTIVE

College Township can also occasionally self-limit sidewalk development as part of a larger municipal or regional development policy or priority. As an example, College Township permits developments designated as workforce housing to limit the amount of sidewalks required based on the amount of frontage of lots along a given street. This regulation is used as an incentive to promote further development of affordable housing options, which is a high priority for both the Township and the larger Centre Region.

OFFICIAL MAP

In addition to requiring sidewalks, College Township has an adopted Official Map. The intent of the Official Map is to provide a planning tool in which the municipality can designate certain future public facilities to be located on private properties. The map only comes into effect when a land development plan or subdivision plan is submitted for a property that has a reservation for a future use shown on the Official Map.

At such time, the Township has three options:

1) Negotiate with the developer to get the facility built

2) Leave some land vacant for construction of the facility at a later date, or

3) Allow the development to proceed without accommodating the facility shown on the Official Map

The College Township Official Map is included in **Appendix B** and is oriented towards future transportation corridors. It shows a number of future roads and shared use paths on vacant or under-developed land. The roads shown on the map require a sixty (60) foot right-of-way, which would allow a shared use path to be accommodated along with the new road. The map shows a handful of shared use paths, which were placed in areas to provide connections between neighborhoods or to the Penn State campus.

College Township has had opportunities to implement portions of the Official Map. The following are four projects that have implemented portions of the Official Map.

- **Realigned West Branch Road:** When the plan for the Sheetz convenience store and South Ridge Plaza along South Atherton Street was submitted for a second time, the developer proposed to realign West Branch Road. This realignment moved West Branch Road to a new four-way intersection lining up with one of the Hills Plaza entrances along South Atherton Street. The improvements also included new sidewalks along the street and relocation of the preexisting traffic signal to the newly aligned intersection.

- **Pleasant Pointe:** This plan for a multi-family development was submitted for a property located along Trout Road just west of the Trout Road/Shiloh Road intersection. This parcel had a road shown on the Official Map bisecting the property. As part of this project, the developer built the street to the edge of the property including a sidewalk on one side and a bike path on the other.

- **Stocker Subaru:** A new dealership was planned on the land behind the existing Stocker Chevrolet on the Benner Pike. The Official Map showed a reservation for a road bisecting the site from the Sheetz's Shiloh Road Entrance to East View Plaza and connecting to the Sam's Club. As part of the plan, the developer provided a private drive (with easement for public access) and a sidewalk from Sheetz to East View Plaza and a stub to also eventually connect to Sam's Club.

- **Puddintown to Orchard Road Bike Connector:** This project came about through a partnership between College Township and Penn State University to improve multi-modal connections from Puddintown Road to the campus. It consisted of an off-road connection across lands owned by the University to connect the existing Puddintown Trail to Orchard Road. The project also extended bike lines along Orchard Road to meet the existing bike lanes that tie into Park Avenue.

The College Township Official Map should be updated to reflect the highest priority projects identified in the Pedestrian Facilities Master Plan.

TRANSIT FACILITY REGULATIONS

College Township currently requires transit facilities, such as bus pads and shelters, when certain development thresholds are reached. These thresholds are as follows:

- Non-residential development that includes 100,000 square feet of gross floor area.
- Residential development that includes 50 dwelling units or greater.
- Stadiums and arenas with 5,000 or more seats.
- Existing development proposed for expansion where the gross floor area, dwelling units or number of seats will exceed the thresholds listed above.

The intent of these regulations is to ensure that there are adequate amenities provided at developments with significant density and the likelihood to attract/generate higher volumes residents, customers and/or visitors. Given the success achieved by both College Township and CATA in negotiating for these amenities, no specific changes to the ordinances are requested at this time.

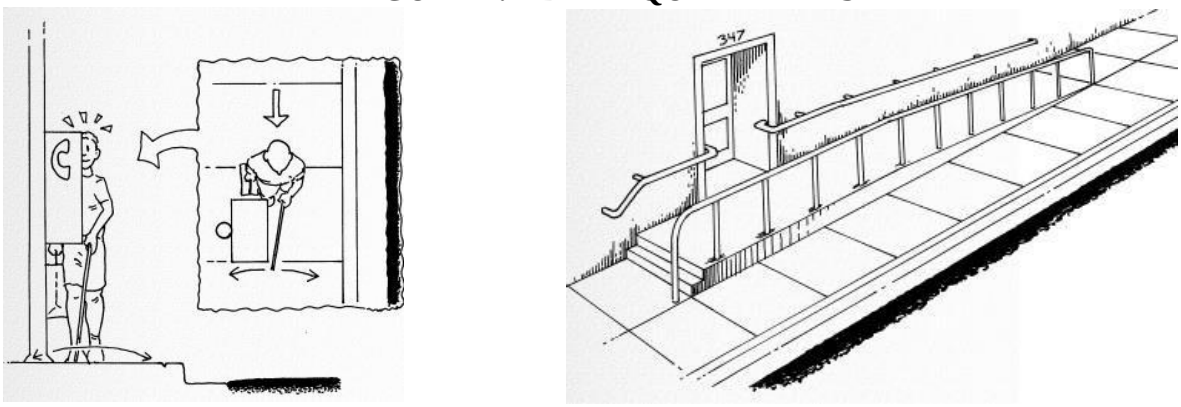
AMERICANS WITH DISABILITIES ACT

When designing pedestrian facilities, College Township must adhere to the design requirements and regulations outlined in the Americans with Disabilities Act (ADA). The ADA regulations were initially adopted in 1991 and later revised in 2010. As it pertains to pedestrians, the act requires that the path of travel to a place of public accommodation or commercial facility is readily accessible and usable by individuals with disabilities, including individuals who use wheelchairs or other mobility devices. Since these regulations are relatively rigid, it can make the development of pedestrian facilities in College Township difficult due to the topographic challenges or in some cases lack of space to accommodate all the necessary provisions of an ADA compliant sidewalk, shared use path and/or crosswalk.

In general, the provisions of the ADA require minimum width and maximum lateral and vertical slopes of the pedestrian facilities. In some instances, hand rails are also required depending on the vertical slope of the pedestrian facilities. At crosswalks where the pedestrian surface height is greater than the vehicular driving surface, a ramp meeting specific slope and width requirements is required including truncated domes or another detectable warning surface at the bottom of the ramp to alert pedestrians to the location of the vehicular driving surface. The detectable warning surface requirements also apply to those sidewalks, which are at the same height as the vehicular driving surface.

The Pennsylvania Department of Transportation Guide for Pedestrian Facilities can be found in **Appendix C**. This illustrative guide highlights the ADA requirements for pedestrian facilities.

FIGURE 2: ADA REQUIREMENTS



The image on the left shows an obstacle in the path of a pedestrian. ADA regulations require a 4 to 5 foot clear path with no obstacles within it. The image on the right shows handrails that are required when slope of a ramp or pedestrian facility exceed a 5% slope.

College Township and the Pennsylvania Department of Transportation require that new construction or alteration of existing pedestrian facilities within their rights of way must meet the requirements of the ADA. However, there are instances where the construction or alteration of a pedestrian facility does not have to meet the exact standards of the ADA. This generally happens when there are physical constraints that cannot be overcome reasonably. In those instances, the permitting agency (the Township or PennDOT) can waive certain aspects of the regulations.

SIDEWALK DESIGN REQUIREMENTS

College Township also has a number of requirements for the design of a sidewalk. The Township requires that sidewalks be at least five (5) feet wide, located within the right of way, and have a separation of at least five (5) feet from the edge of the road. The separation is to provide a buffer between vehicular traffic and pedestrian traffic.

In developments with new streets, the planting strip is to include street trees. These trees are to be planted with separation distances of thirty (30) to seventy (70) feet between trees as based upon their respective estimated height at maturity. When being developed at intersections, the sidewalk is required to be extended to the curbline with an adequate apron area for anticipated pedestrian traffic. **Figure 3** shows the different regulatory components.

FIGURE 3: SIDEWALK DESIGN REQUIREMENTS

SECOND CLASS TOWNSHIP CODE

Another important tool for the provision of sidewalks is the Second Class Township Code of Pennsylvania. This act regulates how a Township of the Second Class can fund, construct and/or repair sidewalks. Under the Second Class Township Code, the Township may construct or reconstruct sidewalks and curbs anywhere in the Township. The Township can also fund the expense of such construction by billing abutting property owners for the portion of sidewalk that abuts their property. However, the expense billed to each property owner shall not exceed fifteen percent of the assessed value of the abutting property. The Second Class Township Code directly influences College Township's sidewalk maintenance and repair policies.

MAINTENANCE OF SIDEWALKS

Keeping sidewalks free from obstructions and in good condition is also key to meeting the goals of this plan. The sidewalk ordinance requires that all sidewalks be maintained during the winter season. The Township requires sidewalks be fixed or replaced under the following conditions.

- **Horizontal displacement:** A sidewalk shall be repaired when a crack within a square or a joint between two adjacent squares has separated to a distance of one (1) inch or greater or when the edges of a crack are chipped or broken to create surface opening of one (1) inch or more.

- **Vertical displacement:** Repairs shall be made when a sidewalk square has risen or sunk one (1) inch or more in relation to the remainder of the square or to an adjacent square. If a portion of the block has risen or sunk more than one (1) inch, measured fifteen (15) inches from the edge of the block, repairs shall be made.

- **Surface deterioration:** A sidewalk square must be repaired when 25% or more of the exposed horizontal surface has chipped or crumbled, exposing aggregate and creating peaks and valleys, to a depth at any point of one half (1/2) inch or more below the original surface. A square must also be repaired if an area of sixteen (16) square inches or more has deteriorated or has developed a hole at least one (1) inch deep in the surface.

SIDEWALK REPAIR POLICY

In April 2017, College Township adopted Policy P-015, known as the Sidewalk Repair Policy. The purpose of the Sidewalk Repair Policy is to identify and repair the deficient public sidewalks throughout the Township.

Under this policy, the Township engineer or designated employee will conduct an inspection of public sidewalks. This inspection will be done for a portion of the Township each year on a rotating basis with the intent of inspecting the entire Township within 5 years.

This inspection evaluates sidewalks for the common defects as reflected in **Figure 4** on the following page.

FIGURE 4: SIDEWALK DEFECTS

Type of Problem	Definition	Sidewalk Examples	Common Causes
Vertical/ Horizontal Displacement	The Shifting in the land causing an unevenness of pavement between sidewalk panels		➢ Roots growing underneath sidewalks. ➢ Tree trunk flare encroaching on the sidewalk. ➢ Ground is not compacted correctly. ➢ Movement in the ground. ➢ Concrete expands/contracts during varying temperatures causing a shift in panel positioning.
Sloping	The abrupt change in the slope of the whole sidewalk panel		➢ Roots growing underneath sidewalks. ➢ Ground is not compacted correctly.
Cracking	A separation of the sidewalk surface caused by cracks forming in the concrete		➢ Extreme temperatures causing the concrete to buckle. ➢ Soil underneath is not sufficiently compacted during installment. ➢ Heavy-vehicle traffic on insufficiently supported concrete. ➢ Erosion of the concrete. ➢ Growth of tree root underneath or close to sidewalk structure.
Spalling/ Scaling	The flaking away of the hardening concrete.		➢ Cheap/weak concrete mix. ➢ Poor techniques in pouring and finishing. ➢ Foreign substances are accidentally in the mix. ➢ Gradual destruction of material by a chemical reaction. ➢ Exposure to high temperatures.

Areas that meet disrepair conditions will be marked and a notice will be sent to the affected property owner. This notice will describe the repair needed and give the property owner ninety (90) days to complete the repair. The Township also provides the option for the property owner to allow the Township to make repairs with the cost of the construction being the property owners' responsibility. All work done either by the Township or by the property owner will be required to comply with the Township's sidewalk design standards.

In 2021, College Township completed its first 5 year inspection/repair cycle and for the purposes of this plan, it is reported that the existing sidewalk system is in an overall fair condition. In 2022, the Township will start another 5 year cycle.

SECTION 4 - EXISTING AND FUTURE CONDITIONS

College Township has approximately 23 miles of sidewalk and 8.95 miles of shared use paths within its boundaries. This represents significant mileage of pedestrian facilities; however, it is still less than 50% of the roadway mileage (over 77 miles) in the Township. While the pedestrian network is expanding, there remain barriers to connectivity throughout the Township system. This is especially true in developments within the Township that pre-date the sidewalk ordinance and along higher volume roadways that connect development areas throughout the township. .

The purpose of this section is to undertake the following analysis:

- Review the existing pedestrian facilities in the Township
- Classify a network hierarchy, including core, secondary and feeder elements
- Identify gaps in connectivity throughout the Township
- Acknowledge the locations with the highest demand for pedestrian facilities
- Provide an inventory of candidate pedestrian facility projects

In order to achieve this analysis, the plan will provide a series of maps to help further explain existing conditions and allow the reader to visualize where gaps in connectivity exist and how demand for facilities corresponds with those gaps. These maps are presented sequentially and build on each other to provide the complete picture of the network and need/demand for its expansion.

EXISTING CONDITIONS

As outlined in the Existing Regulations and Programs section of this plan, College Township has been proactive in establishing design and maintenance standards for pedestrian facilities. College Township periodically invests in expansions to the pedestrian facilities network and through its land development process, coordinates with private developers on the installation of sidewalks, transit amenities and other facilities that are both required and consistent with municipal ordinances.

This approach has provided the community with a network that provides a fair amount of connectivity to key destinations. The existing College Township network is shown in the Existing Conditions & Sidewalk Waiver Exemptions maps (**Figure 5)** on the following page. When reviewing this map, please note that the Regional Growth Boundary is depicted on the map with the dashed line and represents the current limits of infrastructure needed to properly enable in-fill development.

The map also identifies transit stop locations as of 2019, which are one key indicator of higher levels of pedestrian activity and potentially the need for additional pedestrian facilities. The CATA ridership data for each individual bus stop also be found in **Appendix D**. CATA fixed route service and stop locations changed significantly from 2020 through 2022 due in large part to the COVID-19 pandemic. College Township will continue to work with CATA to ensure that pedestrian facilities appropriately serve future stop locations.

Additionally, a number of parcels are highlighted in pink, this acknowledges parcels that have been granted sidewalk waivers during a past land development for a variety of reasons. These waivers were first discussed on page 5 of this plan and are included on the map for reference purposes.

FIGURE 5

COLLEGE TOWNSHIP

PEDESTRIAN FACILITIES MASTER PLAN

Existing Conditions & Sidewalk Waiver Exemptions

Table of Waivers

Year	Project	Project Description	Location	Reason	Length
2007	SCBWA	LD plan for 8,000 sqft addition for SCBWA	1201 West Branch Road	Waiver for sidewalks along W Branch Rd and Woodside Dr due to its location outside of RGB	1,250
2009	Jury Land Development	LD plan for 2 single-family homes on a single lot	729 & 733 Puddintown Rd	Waiver for sidewalks along Puddintown Rd due to location in existing residential area	170
2009	Shady Dr Subdivision	2 lot subdivision	117 & 121 Shady Dr	Waiver for sidewalks along Shady Dr due to location in existing residential area.	120
2010	Millbrook Marsh Nature Center	LD plan for 11,268 sqft education center	614 Puddintown Rd	Waiver of sidewalk along Puddintown Rd due to location in existing residential area	1,100
2011	Chilcoat Subdivision	2 lot subdivision	2140 Buchenhorst Rd	Waiver for sidewalks along Buchenhorst Rd and Gerald St due to existing residential area	360
2012	Gilliland Subdivion	2 lot subdivision	1380 Brush Valley Rd	Waiver of sidewalk along Brush Valley Road due to location outside of RGB	1,700
2012	Rogers Subdivision	2 lot subdivision	1511 Trout Rd	Waiver of sidewalk along Trout Rd due to no actual development proposed	1,750
2013	Centre Lifelink	Parking lot expansion at Centre Lifelink	125 Puddintown Rd	Waiver for sidewalk along Puddintown and waiver along East College until such time as adjacent properties develop	730
2013	Millbrook Marsh Nature Center	LD plan for 80 space parking lot	614 Puddintown Rd	Waiver of sidewalk along Puddintown Rd due to location in existing residential area	1,100
2014	All Nations Bible Translation	LD plan for 2 single-family homes on a 10 acre site	150-151 All Nations Ln	Located outside of the RGB, no sidewalks in area, and poor topography	110
2014	Centre County Recycling Refuse Authority	LD plan for 15,000 sqft expansion maintenance/storage area	253 Transfer Rd	Waiver of sidewalk along Transfer Rd due location outside of RGB	1,750
2014	Sams Club Fuel Pumps	LD plan for fuel pumps	341 Benner Pike	Waiver for sidewalk along Trout Rd due to steep slopes	930
2015	Elm Shade Drive	2 lot subdivision	100 Elm Shade Dr	Waiver of sidewalk along Elm Shad Dr due to location in existing residential area	100
2015	George Mitchell Subdivision	2 lot subdivision	121 & 152 Avalon Dr	Waiver of sidewalk along Avalon Dr due to location in existing residential area	250
2015	Maxwell	LD plan conversion of a house to an office	1701 E Trout Rd	Waiver for sidewalks along a portion of Shiloh Rd	870
2016	Burger King	LD plan for restaurant	2501 E. College Ave	Partial waiver for sidewalk along E. College due to topography	210
2016	Lanor Dr Replot	4 lot subdivision/replot	139 - Lanor Dr	Waiver of sidewalk along Slab Cabin Ln due to location in existing residential area	940
2016	Pleasant Points Subdivision	3 lot subdivision	1511 Trout Rd	Waiver of sidewalk along Trout Rd due to no actual development proposed	420
2017	Clair Subdivision	2 lot subdivision	901 Trout Rd	Waiver for sidewalk along Trout Rd due to the fact there is no development proposed	1,280
2017	Moerschbacher Replot and Subdivision	3 lot replot and subdivision	1,000 East Branch Road	Waiver for sidewalk due to steep slopes and relative cost compared to proposed use	780
2020	Kunes/Hensley Land Development	1 lot replot	1,000 East Branch Road		330

Legend

- Parcels With Sidewalk Waivers
- Parcel Boundaries
- Institutions
- Municipal Boundary
- Mnt Nittany Trails
- Bus Stops
- Sidewalks - 23 miles
- Shared Use Pathways - 8.95 miles
- Buildings
- Regional Growth Boundary

1" equals .5 mile

0.5 Miles

COORDINATE SYSTEM:
State Plane NAD 83, North

DATA SOURCE:
USGS, Centre County GIS, NLS, GIS User Community, ESRI, College Township GIS

DATE PREPARED:
December 7th, 2021

PRIORITY CORRIDORS AND GAP ANALYSIS

The first step in developing a plan for future expansion of the pedestrian facilities network is to recognize the priority corridors where the municipality wishes to see future investments in the network. From there, it is beneficial to conduct a gap analysis to identify the corresponding locations where there is a break or some other barrier to connectivity.

Priority Corridors

During development of the 2018 version of the Township Sidewalk Master Plan, a number of corridors (streets) were identified as areas of high potential pedestrian traffic. The priority corridors were created based on their location to commercial and employment areas within the Township. The rationale for this designation is still valid and as such, this plan retains the following Priority Corridors:

- Benner Pike (State Route 150)
- Branch Road
- College Avenue (State Route 26)
- Elmwood Street
- Houserville Road
- Pike Street
- Porter Road
- Puddintown Road
- Shiloh Road

These priority corridors will serve as the basis of the future Core System of the College Township pedestrian network. When evaluating gaps and potential future expansion projects, College Township should always keep an eye toward how they serve the Core System.

Gap Analysis

To understand where gaps in the pedestrian facilities network connectivity exist throughout the Township, staff utilized the geographic information system to designate a one hundred (100) foot buffer around the existing network. Areas outside the buffer represent locations that may be underserved in terms of pedestrian facility connectivity.

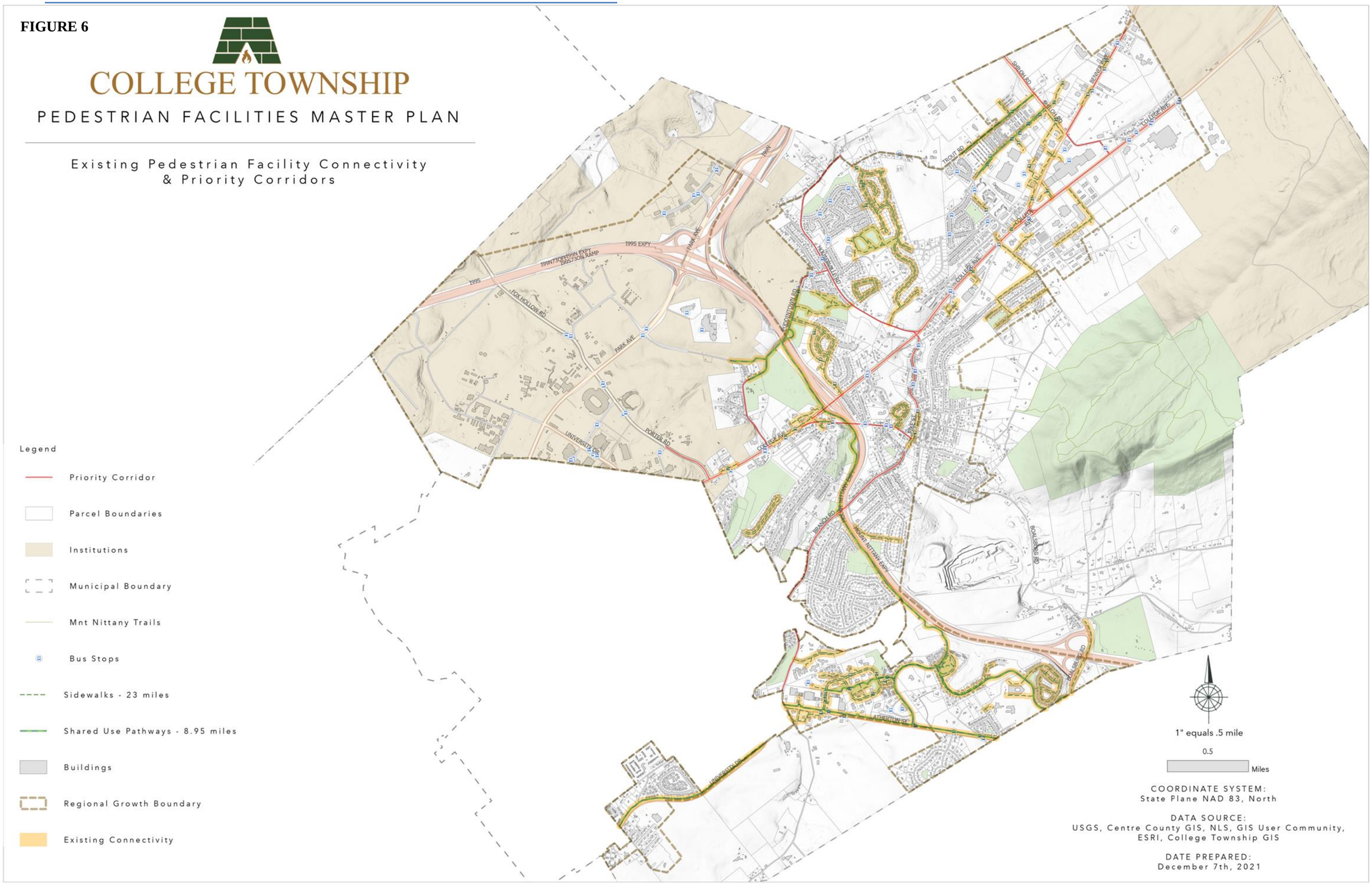
The Existing Pedestrian Facility Connectivity and Priority Corridors map **(Figure 6)** on the following page builds upon the Existing Facilities Map (Figure 6) by applying both the Priority Corridors and 100' Gap Analysis buffer. This map allows the reader to better understand where there is good connectivity in the existing network and also to focus on specific developments or larger sections of the township that may be currently underserved. The addition of the priority corridors to this map further informs the reader about locations that the Township have identified as having high pedestrian traffic, thus an increased need for proper facilities.

FIGURE 6

COLLEGE TOWNSHIP

PEDESTRIAN FACILITIES MASTER PLAN

Existing Pedestrian Facility Connectivity
& Priority Corridors



FACILITY DEMAND

During the Summer/Fall 2021, College Township conducted a Public Input Period to help identify the public's highest priority pedestrian facility needs throughout the municipality. To aid in this solicitation of input, the Township utilized both traditional hard copy mapping and an interactive mapping tool that allowed citizens to draw proposed connections and make specific comments regarding the current and future network.

This input period garnered 313 individual comments with 280 of those comments related to facilities or concerns within the boundaries of College Township. Included in **Appendix E** are three spreadsheets documenting the comments received:

- College Township – Facilities (170 comments)
- College Township – Concerns (110 comments)
- Outside College Township – Facilities and Concerns (33 comments)

The comments received for facilities or issues outside of College Township were forwarded to the respective municipalities and the Centre Regional Planning Agency for their review and consideration.

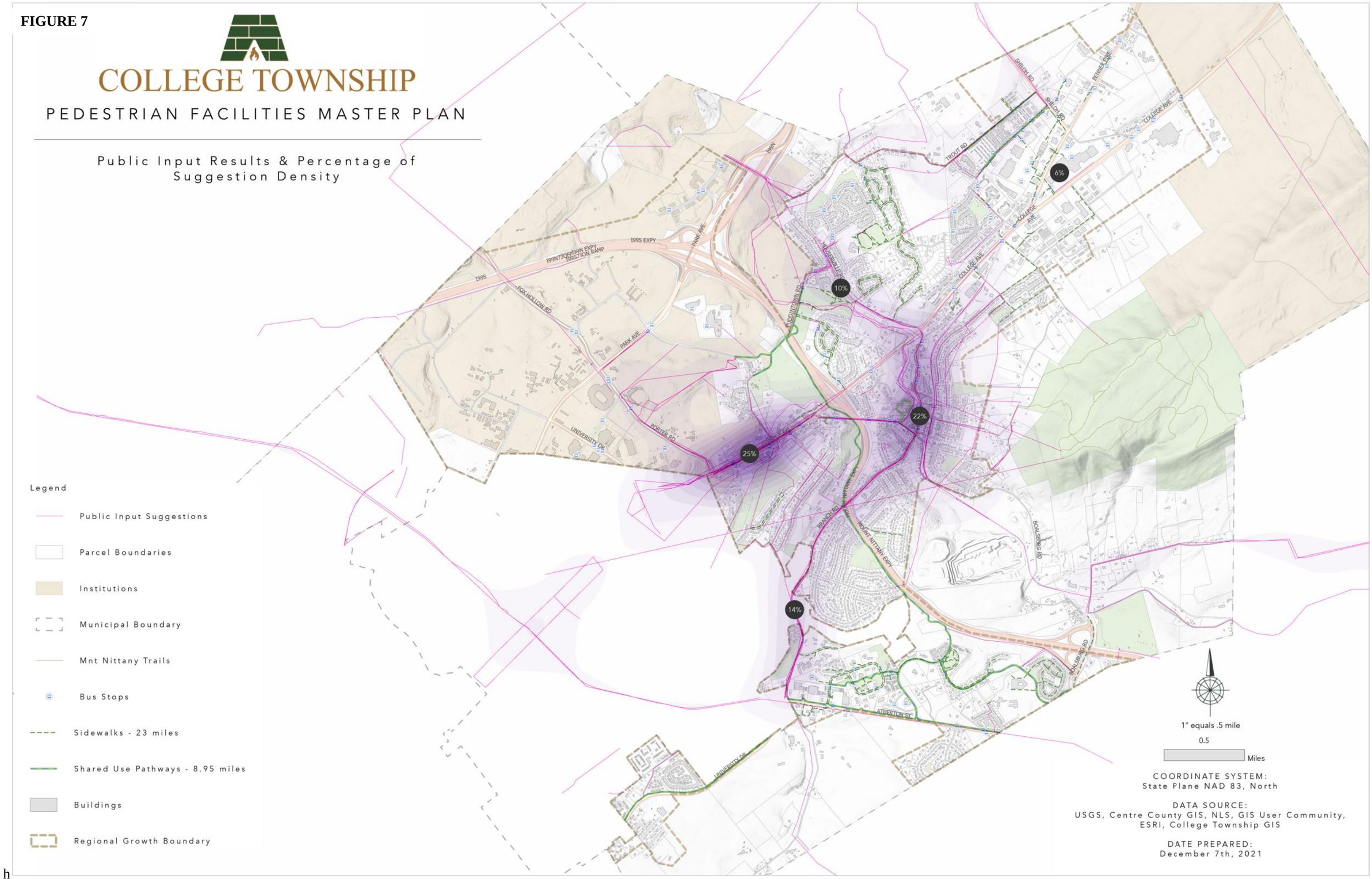
The challenge during any public input process, is how best to utilize that significant amount of raw data to inform the development of the plan. To start that analysis, staff again utilized the geographic information system to generate the Public Input Results & Percentage of Suggestion Density map (**Figure 7)**, which utilizes a heat map approach to visualize the sections of the township with the greatest demand for pedestrian facilities based upon the public input received.

An immediate takeaway from this map is that the public demand has a direct correlation with the Priority Corridors identified in 2018. In terms of percentages, 77% of all comments received were concentrated on or in an area near one of the Priority Corridors. This correlation is important for current and future decision-makers when considering where to invest scarce resources for pedestrian facilities:

Percentage of comments received by location:

- **25%** - East College Avenue corridor linking to State College and the Penn State Campus
- **22%** - Lemont Area, including Pike and Elmwood Streets
- **14%** - Branch Road corridor
- **10%** - Houserville Area, including Houserville and Puddintown Roads and school access
- **6%** - Dale Summit Area, including Benner Pike, College Avenue and Shiloh Road

FIGURE 7


COLLEGE TOWNSHIP
PEDESTRIAN FACILITIES MASTER PLAN
Public Input Results & Percentage of Suggestion Density
6%
10%
22%
25%
14%
Legend
Public Input Suggestions
Parcel Boundaries
Institutions
Municipal Boundary
Mnt Nittany Trails
Bus Stops
Sidewalks - 23 miles
Shared Use Pathways - 8.95 miles
Buildings
Regional Growth Boundary
1" equals .5 mile
0.5
Miles
COORDINATE SYSTEM:
State Plane NAD 83, North
DATA SOURCE:
USGS, Centre County GIS, NLS, GIS User Community, ESRI, College Township GIS
DATE PREPARED:
December 7th, 2021

h

EXISTING NETWORK CLASSIFICATION AND NEIGHBORHOOD SERVICE

Revisiting Section 1- Introduction, one of the identified steps for the Master Plan is to classify a network hierarchy, including core, secondary and feeder elements. Recall how the network was related to the flow of water through a watershed starting as a trickle in the headwaters and leading eventually to higher volume streams and rivers.

The Master Plan categorizes College Township's existing network into the following as depicted on **Figure 8** on the following page:

- **Core Pedestrian Facilities:** These are facilities with the highest pedestrian volumes and are likely used as, or at least as part of, the user's commute between destinations. These facilities are depicted in **red** on the map.

- **Secondary Pedestrian Facilities:** These are the connective components for the larger network and typically serve dual functions as first a linkage between neighborhoods and second as the link between the feeder and core systems. These facilities are depicted in **orange** on the map

- **Feeder Pedestrian Facilities:** These are typically the lower volume usage facilities and serve primarily as connectivity within a neighborhood. These facilities are depicted in **blue** on the map.

- **Greenway:** These are passive, less developed corridors that provide opportunities for both recreation and connectivity. These corridors will likely have limited maintenance and as such should not be considered commuter routes in the traditional sense.

Plan Objectives 2 & 3 noted the need to Improve Connectivity and Expand Accessibility throughout the network. Both of these objectives emphasized the need to achieve an equity of access.

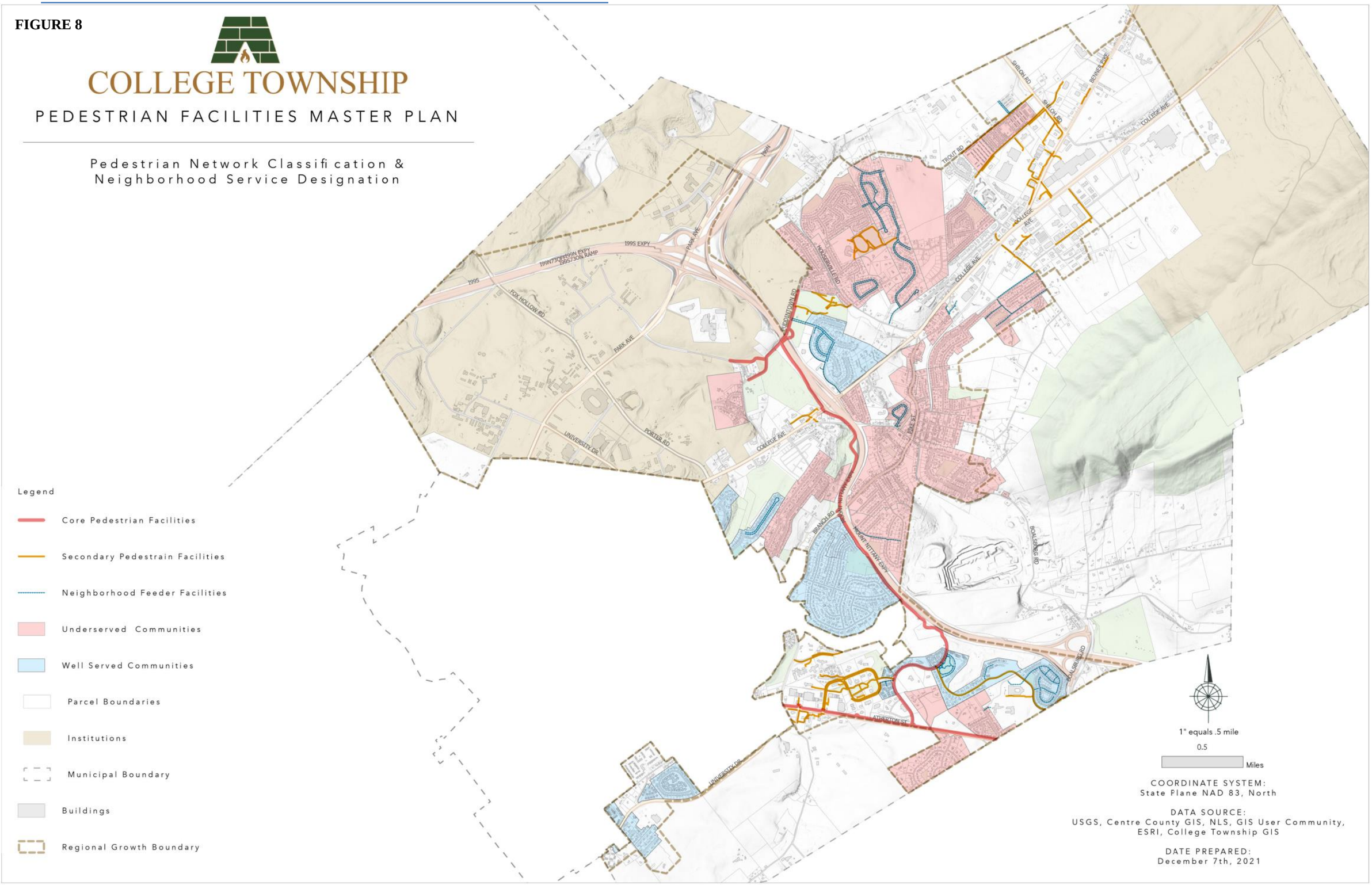
Further depicted on Figure 9 are the neighborhoods within College Township deemed either Well Served (light blue) or Underserved (light red). This is measure of the respective neighborhood's ability to access the existing Core Pedestrian Facilities. It can be argued that there is subjectivity in the degree to which a neighborhood is either Well Served or Underserved, however, the goal remains to achieve a measure of equity of access for all neighborhoods. Meaning priority should be given to investments in future network expansion that aid in raised the Underserved neighborhoods to at least the equal level of access as the least Well Served neighborhood.

FIGURE 8

COLLEGE TOWNSHIP

PEDESTRIAN FACILITIES MASTER PLAN

Pedestrian Network Classification &
Neighborhood Service Designation



FUTURE CONDITIONS

The previous maps established the baseline of existing conditions, identified the gaps in connectivity, documented the demand for facilities and classified the current network into the three primary network tiers. The next three maps will focus on identifying the following:

- The potential future network connections
- The barriers that exist within that proposed future network
- Key investment areas and priority projects

Future Network Connections

The first map in the series will look at the potential future network connections. This proposed future network builds from the existing network by incorporating projects and concepts received during the initial Public Input Period.

The intent of these proposed Future Network Connections is to meet the goal and objectives outlined within Section 2 of this Plan. Specifically, this map focuses on projects that will enhance safety, while expanding connectivity and improving accessibility for all users of the system.

It is important to note that the dashed lines on **Figure 9** represent locations or corridors where there is a need and demand for pedestrian facilities. These proposed connection identify locations where pedestrian facilities either are lacking entirely or there exists critical gaps in the network.

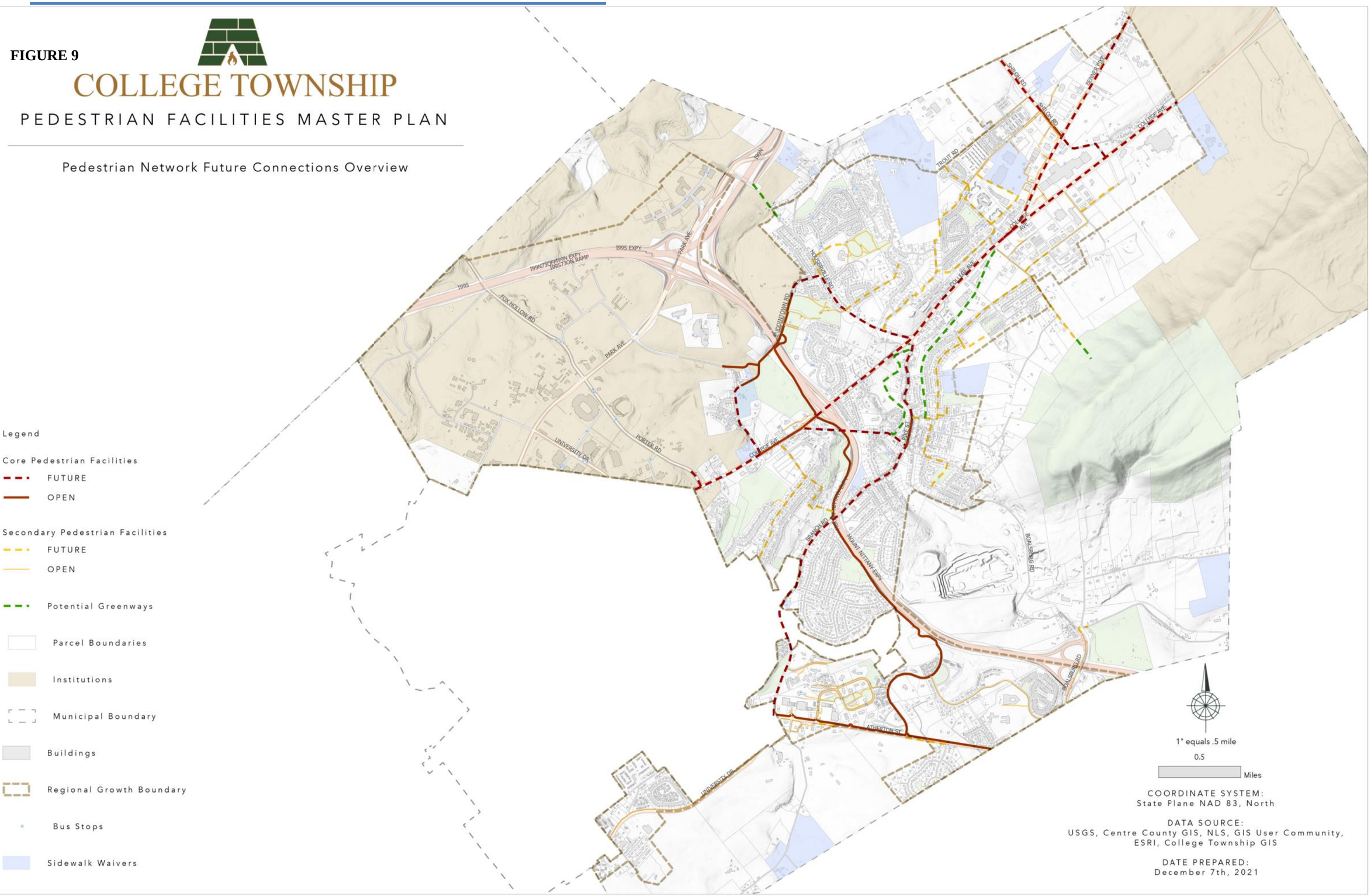
This map is to some extent aspirational, as it does not identify the type of facility that could be developed, nor does it recognize the barriers that may exist that will limit feasibility. Barriers will looked at a little closer on the next map, while facility type on most corridors will not be identified until a more detailed engineering assessment can be conducted on the respective location to determine the most applicable facility type.

FIGURE 9

COLLEGE TOWNSHIP

PEDESTRIAN FACILITIES MASTER PLAN

Pedestrian Network Future Connections Overview



Barriers to Connectivity

As noted, the map in Figure 9 displays a somewhat aspirational concept for the future pedestrian network. The map shown as **Figure 10** on the following page begins to evaluate where barriers to connectivity may exist in that proposed network. For the purposes of simplicity, these barriers are classified as such:

- **Engineering Barrier –** Engineering barriers can consist of any feature that makes design and construction of a facility more challenging. These could be topography, limited right-of-way, environmental concerns, known historic and cultural resources, the presence of certain utilities and other items. In terms of barriers to connectivity, this category is certainly the most complex to address and in certain situations, may make the alignment as shown infeasible.

- **Policy Barrier –** Under this category, the barrier consists of a municipal or regional policy that somehow limits access. Currently, the only policy barrier identified relates to municipal and regional park operational hours. Parks are currently closed dusk to dawn and as such, the use of paths through the park during those hours is not allowed. In the instance of Thompson Woods Preserve, this restriction runs with the covenants on the property and cannot be adjusted.

- **Private Property Barrier –** The barrier depicts a location where there is an identified need to work with a private property owner to acquire an easement in some fashion in order to make the connection in question.

- **Future Development –** This category is less a permanent barrier and one that is more related to an uncertainty of timing. For alignments shown within these identified areas, local officials should remain cognizant of the need for connectivity when development proposals advance at some point in the future.

Where barriers exist within the Core System, the importance of connectivity in the Secondary System is highly emphasized. Relating back to the Watershed example, when a stream is blocked in some manner, water will find a path of least resistance. The transportation system, including active transportation users such as bicyclists and pedestrians, operates similarly. If a sidewalk or shared use path is blocked, users will find alternative routes to get to their respective destinations.

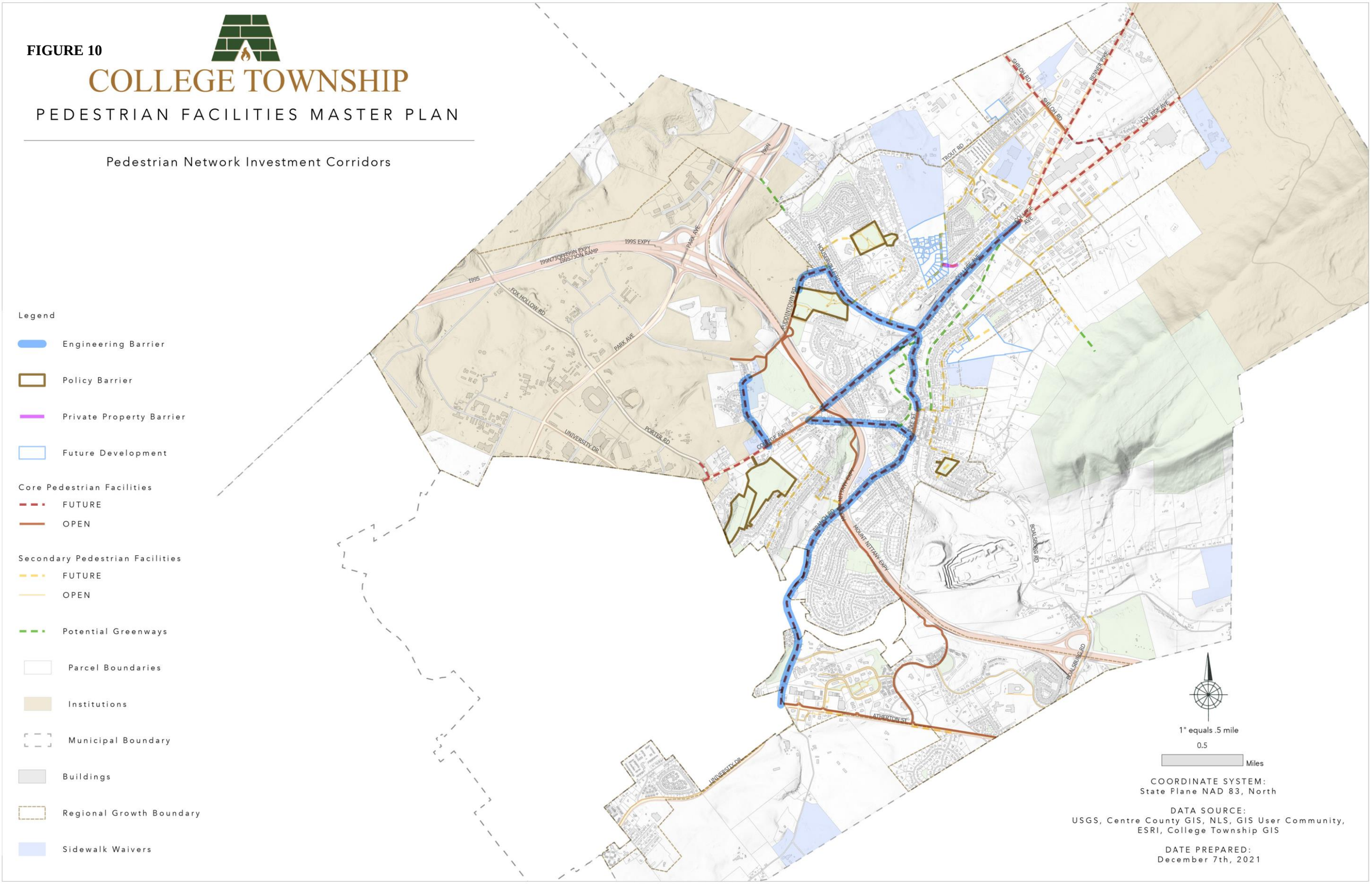
In certain locations, Pike Street from Dale Street to College Avenue as example, the engineering barriers may be insurmountable. As such, staff has added Greenways as an option to provide at least some basic level of connectivity for future users.

FIGURE 10

COLLEGE TOWNSHIP

PEDESTRIAN FACILITIES MASTER PLAN

Pedestrian Network Investment Corridors



Investment Corridors

As noted earlier in this plan, College Township recognizes that the demand for facilities will far outstrip the available resources to see them constructed. With that in mind, **Figure 11** depicts several Priority and Secondary Investment Corridors. The intent of designating Investment Corridors is to signal that pedestrian facility projects proposed or required in these areas are viewed as highly important to realizing the level of connectivity and equity of access this plan aims to achieve.

Priority Investment Corridors

These corridors are aimed at closing gaps within the Core System to provide the basic level of connectivity still needed within College Township. For the purposes of this plan, the Priority Investment Corridors identified will generally parallel, where possible, the following roadways:

- **East College Avenue –** this corridor connecting from Elmwood Street into State College Borough and connecting with the University Park campus.
- **Puddintown Road –** this corridor reflects the importance of connecting Houserville with East College Avenue.
- **Elmwood Avenue –** this corridor links the Village of Lemont with destinations along East College Avenue.
- **Houserville Road –** this corridor connects the neighborhoods along Houserville Road with Puddintown Road and establishes the stub connection aimed at the currently infeasible sections of College Avenue and Pike Street. Recognizing the limited right-of-way available along certain segments of Houserville Road, the potential of an alignment through Spring Creek Park to Puddintown Road should also be investigated.
- **East Branch Road/Pike Street –** this corridor links Lemont to Elmwood Avenue and beyond. It also provides connectivity to the existing College Township Bike Path paralleling the Mount Nittany Expressway, providing north-south connectivity through the Township.
- **Shiloh Road –** this corridor is reflective of the goals within the forthcoming Dale Summit Area Plan, as it provides connectivity to future development parcels on the border of College and Benner Townships and establishes a corridor for access to the Spring Creek Canyon.

Secondary Investment Corridors

These corridors were designated as the “path of least resistance” to overcome the significant barriers that exist on East College Avenue between Elmwood Avenue and the Nittany Mall and the portion of Pike Street from Dale Street to East College Avenue. These corridors establish connectivity on a general east-west alignment that links the Dale Summit Area to State College Borough. While the alignment for the connection is not direct, it represents a much more feasible linkage at this time.

Crosswalks

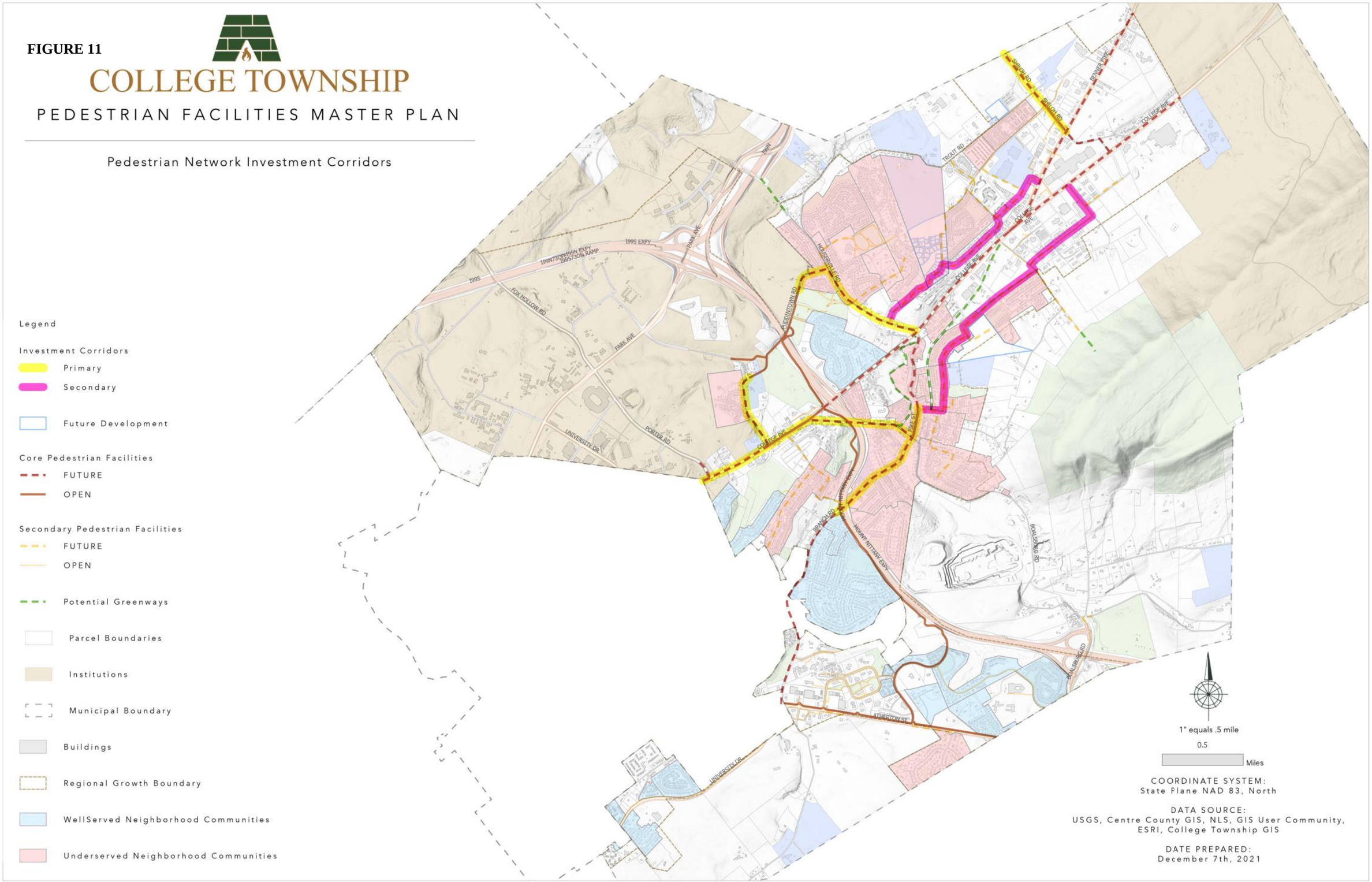
Within these identified corridors, specific care should be given to improving existing crosswalks locations or implementing new crosswalks where appropriate to more safely provide connectivity to adjacent facilities and key destinations.

FIGURE 11

COLLEGE TOWNSHIP

PEDESTRIAN FACILITIES MASTER PLAN

Pedestrian Network Investment Corridors



SECTION 5 - RECOMMENDATIONS

This section provides a set of recommendations based on the information provided in previous sections of the Master Plan. These recommendations are aimed at better facilitating the decision making process for the location, construction, and maintenance of sidewalks in the Township.

This section is broken down into specific recommendations related to:

- Ordinance Modifications (related to Land Development Approvals)
  - Options
  - Process
- Prioritizing Pedestrian Facility Projects
- Facility Design Requirements
- Official Map Revisions
- Region Path Use Policy Revisions

ORDINANCE MODIFICATIONS

Modifications can be made to the Township's existing regulations in order to increase the amount of pedestrian facilities in the Township, while decreasing the demand by developers for waivers from construction of said facilities.

Under the Township's current regulations, when there is a question over the need or constructability of a pedestrian facility, the options available to the Township are essentially limited to require construction or allow a waiver. There is a recognition that the Subdivision and Land Development Ordinance (SALDO) needs revised to expand and define the available **options** at key decision points, and also to better detail for all parties the overall **process** for decision-making.

Options:

The following recommendations are offered to expand the options available to the Township at key decision points when considering pedestrian facilities during a land development review:

Pedestrian Facility Fee-In-Lieu - The first modification would be to amend the existing township ordinances to incorporate a pedestrian facility fee-in-lieu as an available option during land development review.

In instances where pedestrian facilities are **not proposed by the developer, but are required under the SALDO**, a pedestrian facility fee-in-lieu offers an option that still adds value to the Township's pedestrian facilities network, while also allowing the developer to avoid construction of a facility that meets the following criteria:

- Construction of pedestrian facilities is proven to be a hardship on the developer, and;
- All reasonable alternatives for inclusion of the required pedestrian facilities are exhausted, and;
- The Township Engineer has determined that the project is cost prohibitive.

NOTE: Cost alone is not a justification to trigger the fee-in-lieu, however, it will be considered in the decision to grant or deny the request.

In order for the Township to entertain a pedestrian facilities fee-in-lieu contribution, the applicant would be required to provide the following evidence:

- Engineered drawing(s) and,
- Estimated pedestrian facility construction costs and,
- A map indicating the distance to nearest existing/planned facility.

This would provide the Township further information to review and better understand both the constraints involved and the proportionality of the facility construction costs in comparison to the estimated project cost.

Once a determination is made that a pedestrian fee-in-lieu is a viable option, staff will work to provide the developer with the amount of fee-in-lieu necessary to move forward with the plan review process. Some factors include the feasibility/infeasibility of the facility itself, the application of the cost prohibitive formula, if the project is in the regional growth boundary, and the prioritization matrix score. These elements are discussed in more detail under the Process modifications starting on page 30.

The pedestrian facility fee-in-lieu must strike a balance where it is fair to all parties involved. To do so, it must be viewed as a viable, but not necessarily attractive option for developers seeking relief from the construction obligation. For the Township, the top priority will always be the expansion of the pedestrian facilities network. However, in instances where a fee-in-lieu is being considered, the fee being paid must represent a reasonable return that would cover the true costs for the township to develop a comparable facility. As such, the following fee structure is offered:

- $80 per square yard – facility construction.
- $10 per square yard – incidentals (example drainage, tree root guards)
- $1,000 per ADA ramp, in addition to the square yard cost.
- Fees may be evaluated and revised annually by the Township.

Similar to the Township's existing parkland fee-in-lieu, the funds collected through the pedestrian facility fee-in-lieu would be reserved by the Township for the sole purpose to construct new pedestrian facilities elsewhere in the Township to make new connections or to close gaps in the existing network. It is also envisioned that the Township, being good stewards of these funds, would also investigate opportunities to leverage additional grant or other funding sources to extend the reach and impact of the sidewalk fee-in-lieu funds.

These aforementioned criteria and fee structure provide guidance for where consideration of a pedestrian facilities fee-in-lieu may be warranted and how it may be applied. However, a fee-in-lieu will only be enacted upon College Township Council concurrence with staff's determination and the Planning Commission's recommendation. Further, Council shall retain the flexibility of judgment to allow or disallow a pedestrian fee-in-lieu based upon factors beyond those listed herein.

Deferral – In a further effort to limit the amount of waiver requests, a deferral option should be formalized and made available to developers. A deferral offers the developer an option to delay construction of a required pedestrian facility for a set amount of time or until some other factor

triggers the need for construction. The Township may consider utilization of surety to ensure that the deferred obligation is met at a later date.

While College Township does not have a formal deferral option outlined in its current regulations, Council has granted a handful of deferrals in the past. A notable example is the Maxwell property on Shiloh Road, where the Township granted a deferral on sidewalk construction until the neighboring parcel is developed.

In order to formalize this option, criteria need to be established that trigger the applicability of a pedestrian facility deferral. As such, the following is offered as a recommendation:

In order to request a deferral of a pedestrian facility until a later date, the following shall apply:

- Sidewalks are required under the SALDO.
- Justification is provided as to why the installation of pedestrian facilities may be a hardship.
- No alternatives are acceptable.
- Cost prohibitive formula is applied, but the project deemed not cost prohibitive.
- Unless otherwise recommended, a deferral shall not be more than two (2) years.
- Final conditions of deferral are determined by staff, recommended by the Planning Commission, and approved by Council.
- Notes outlining the final deferral conditions are added to the proposed land development/subdivision plan and recorded upon approval.

Any deferral option would only be enacted upon College Township Council concurrence with staff's determination and the Planning Commission's recommendation of the request.

Waiver – As indicated through the adoption of this plan, College Township Council prioritizes development of pedestrian facilities that enhance connectivity and accessibility of communities. A key component of that is the incremental development of facilities through land development projects. While Council has no desire to grant waivers for development of required facilities, they may still entertain relieving a developer of the obligation to build a pedestrian facility, defer until a later date, or pay the fee-in-lieu of construction on a case-by-case basis. Waivers are a last resort option; fee-in-lieu or deferral shall be considered first if pedestrian facilities are not proposed as required.

To be eligible for a developer to request a Waiver, **at least one of the following factors** must apply:

1) The College Township Engineer concurs that the construction of the proposed facility **is technically infeasible and all alternate alignment options have been exhausted**. To seek relief under this item, the applicant must submit a Technically Infeasible Waiver Request to the Township for consideration. The Waiver Request must note what conditions at the site justify the need for a waiver. Examples of such conditions may include:

    - adverse topography,
    - overhead utilities,

- street lighting,
- traffic signal poles,
- underground utilities,
- conflicting structures,
- bodies of water, and
- stormwater facilities.

The presence of any of these conditions in itself does not justify a waiver, it is the unalterably of the condition that must be documented to justify the waiver request. The Waiver Request must include the following:

- Cover letter addressed to council.
- Waiver Request justification report signed and sealed by a Professional Engineer or Architect.
- Cost estimate of modifications that would be required to construct the facility as required by the ordinance.
- Hardship justification

NOTE: Cost alone is not a justification for a waiver, however it may be considered in the decision to grant or deny the waiver request.

2) The proposed facility scores 7 or less on the Project Prioritization Matrix.

3) The proposed facility is on a parcel located outside of the Regional Growth Boundary and provides no or redundant connectivity to the existing or proposed network within the Regional Growth Boundary.

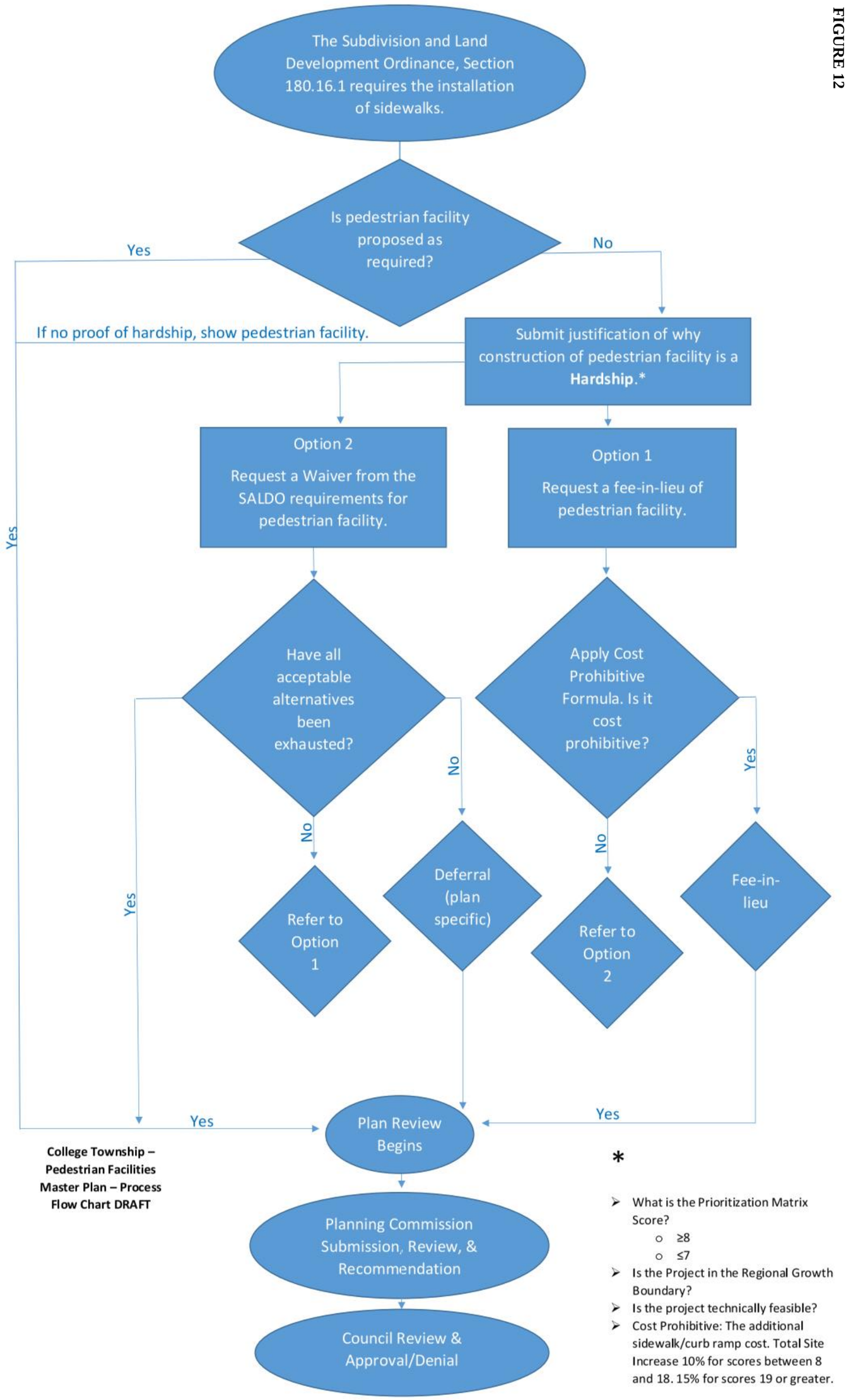
These aforementioned factors provide guidance for where consideration of a waiver may be warranted. However, Council shall retain the flexibility of judgment to allow or disallow a waiver based upon factors beyond those listed herein.

Process

Embedding these aforementioned options into the Township's SALDO will fundamentally alter the land development review process as it relates to consideration of pedestrian facilities. As such, this revised process should be documented in revisions to the SALDO.

Figure 12 on the following page graphically depicts the recommended overall process in a Process Flow Chart. This process is complex with multiple decision points throughout to guide both the Township and the developer in the selection of one of the following options when a pedestrian facility is required under the SALDO:

- Construction of the pedestrian facility(s) as required
- Construction hardship options
    - Payment of a pedestrian facility fee-in-lieu
    - Waiver of requirement to construct
    - Deferral of construction



College Township – Pedestrian Facilities Master Plan – Process Flow Chart DRAFT

*

- What is the Prioritization Matrix Score?
  - ≥8
  - ≤7
- Is the Project in the Regional Growth Boundary?
- Is the project technically feasible?
- Cost Prohibitive: The additional sidewalk/curb ramp cost. Total Site Increase 10% for scores between 8 and 18. 15% for scores 19 or greater.

Construction of the pedestrian facility(s) as required
The simplest path through the process flow chart involves the developer proposing and constructing a pedestrian facility as required under the Township's SALDO (Figure 13). This portion of the process would remain unchanged from what is in the existing ordinance.

If a pedestrian facility is required under the SALDO and is subsequently shown on the proposed land development plan, the plan advances through the internal staff reviews and then on to Planning Commission for their review and recommendation(s). Finally, the plan comes before Council for their review and ultimately approval or denial based upon other factors.

Under this scenario, staff, Planning Commission and Council, can still consider a deferral of construction. However, the developer must still provide proof of a construction hardship, as described below.

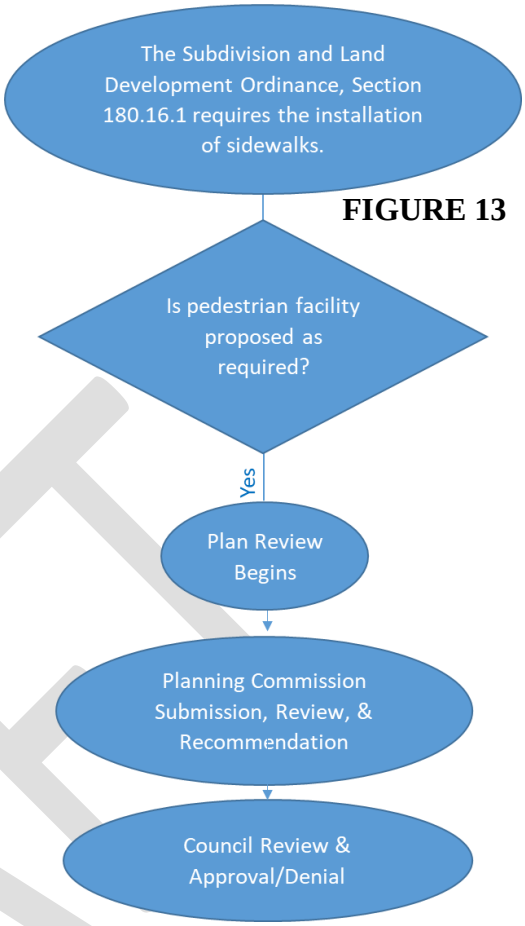


FIGURE 13

Construction hardship options
In instances where the developer opts not to propose a required pedestrian facility, the next step is for the developer to provide proof of a construction hardship (Figure 14).

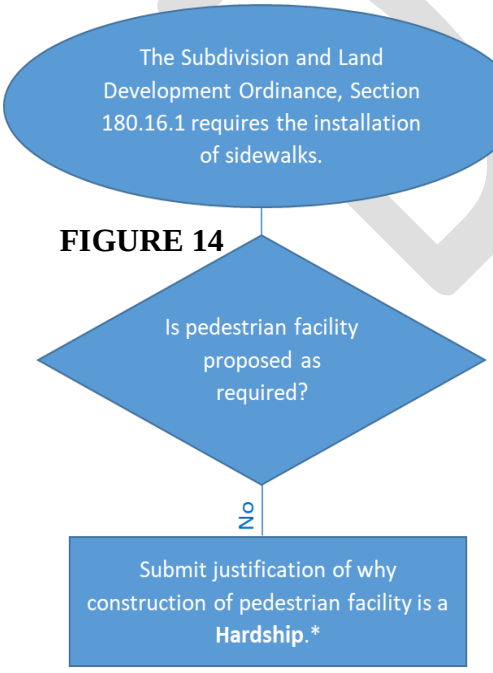


FIGURE 14

The following are the factors that will be considered when evaluating a hardship:

- Prioritization Matrix Score
- Location in reference to the Regional Growth Boundary
- Technical feasibility
- Whether the project is cost prohibitive

Cost prohibitive is defined by the overall impact of the additional pedestrian facility of overall site cost and facility priority. The follow total site cost increases serve as the benchmarks:

- 10% increase for projects scoring between 8 and 18.
- 15% increase for projects scoring 19 or greater.

If the developer **cannot** prove a hardship, then the pedestrian facility shall be shown on the plan and constructed as required under the Township's SALDO.

Hardship Option 1 – Pedestrian Facility Fee-In-Lieu

If developer **<u>can</u>** prove a hardship, they are then presented with two path options:

- Option 1: Pedestrian Facility Fee-In-Lieu
- Option 2: Waiver of SALDO requirements (includes a Deferral option)

The first of these path options (Figure 15) would include the developer opting to pay a fee-in-lieu of providing a pedestrian facility that is proven to have constructability challenges and is cost prohibitive. Expanded details on the pedestrian facility fee-in-lieu are included on pages 27-28.

As noted earlier, cost prohibitive is defined by the overall impact of the additional pedestrian facility of overall site cost and facility priority. The follow total site cost increases serve as the benchmarks:

- 10% increase for projects scoring between 8 and 18.
- 15% increase for projects scoring 19 or greater.

If the developer cannot prove the cost prohibitive nature of a technically challenging project, they can potentially still be considered for Option 2, Waiver of SALDO requirements.

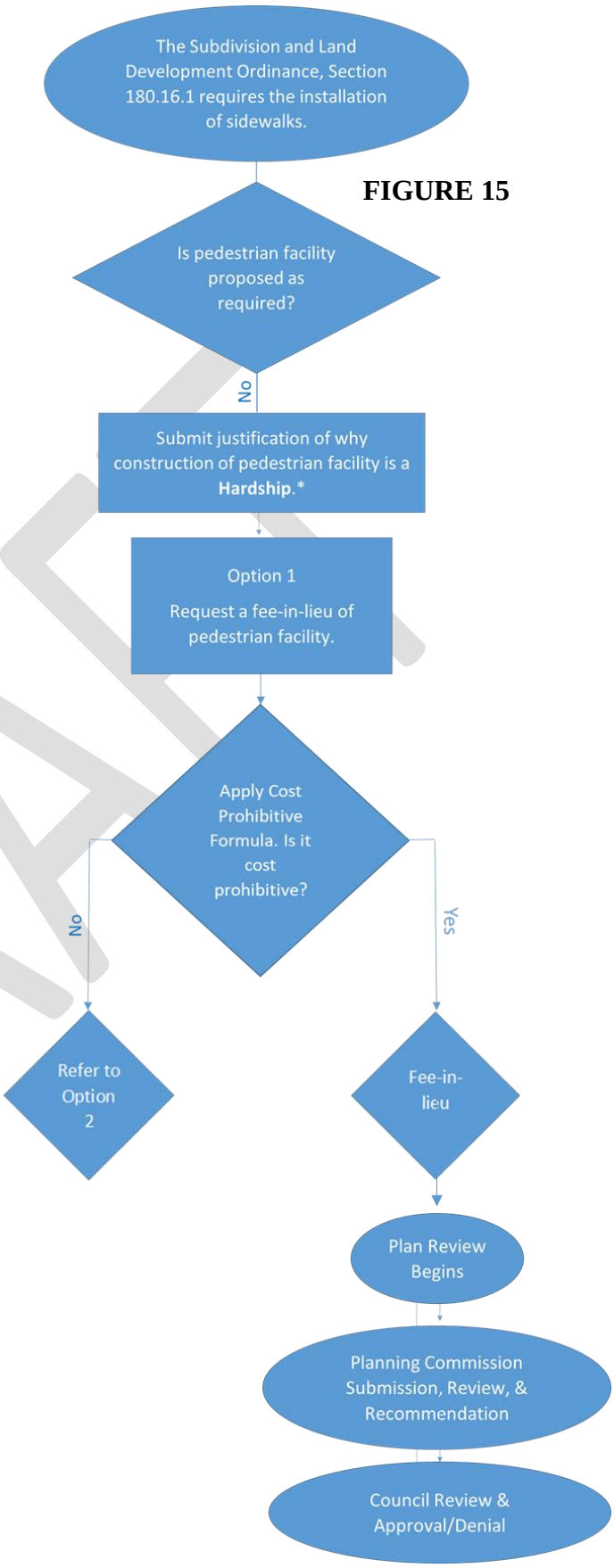


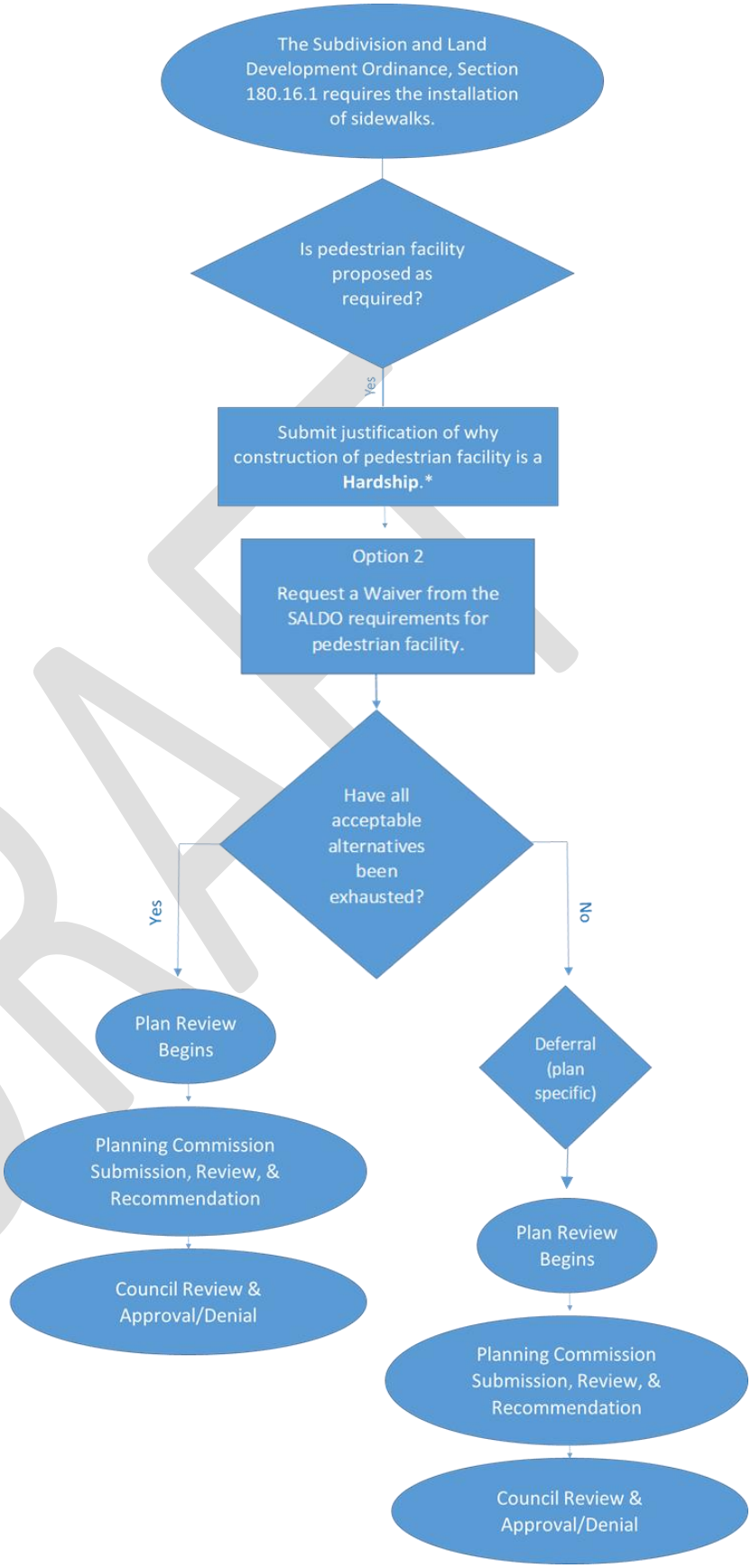
FIGURE 15

Hardship Option 2 – Waiver of SALDO Requirements

The second path option (Figure 16) would include the developer seeking a waiver of SALDO requirements pertaining to construction of a pedestrian facility.

The ability to receive a waiver hinges upon a proposed project being technically infeasible and there being no acceptable alternatives for a comparable pedestrian connection available. If all acceptable alternatives have been exhausted, a waiver can be recommended for consideration by College Township Council.

If there is an acceptable alternative pedestrian facility that can be constructed, the developer will be expected to show the facility on the land development plan. The developer may still request a deferral of construction for the this required pedestrian facility. As with all deferral requests, it will be reviewed on a case-by case basis with Council having the final decision.



PRIORITIZING PEDESTRIAN FACILITIES

The primary goal of the Pedestrian Facilities Master Plan is to provide an interconnected, continuous and well-maintained network of sidewalks, shared use paths and other related facilities that provides all users, regardless of age and ability, with safe and efficient access to numerous key destinations throughout College Township and the Centre Region. However, the demand for facilities far outweighs the Township's ability to meet this overall goal. It is proposed that the Township staff identify and prioritize a number of future pedestrian facilities projects that will better interconnect the community based on the following criteria:

System Type: As outlined in Section 4, The Master Plan categories College Township's existing network into the following types:

- ***Core Pedestrian Facilities:*** These are facilities with the highest pedestrian volumes and are likely used as, or at least as part of, the user's commute between destinations.

- ***Secondary Pedestrian Facilities****:* These are the connective components for the larger network and typically serve dual functions as first a linkage between neighborhoods and second as the link between the feeder and core systems.

- ***Feeder Pedestrian Facilities****:* These are typically the lower volume usage facilities and serve primarily as connectivity within a neighborhood.

As outlined in Section 4, a number of Primary and Secondary Investment Corridors have been identified as locations where College Township should emphasize the development of pedestrian facilities to provide connectivity within the Core and Secondary systems. As such, these Investment Corridors receive the highest point value in the proposed Project Prioritization Matrix. Core and Secondary System alignments would receive the next highest point value, while Feeder system projects would be granted a lower point value.

Safety, connectivity and accessibility are stressed within the Plan Objectives. Using these objectives as a guidepost, staff have established criteria to address each.

Safety Criteria:

Adjacent Roadway Classification: College Township roads are classified into the following three categories:

- Arterial Streets
- Collector Streets
- Local/Neighborhood Streets

It is proposed that this list of criteria be incorporated in a prioritization matrix to be used for planning and prioritization of proposed projects.

These categories are based on their function, design, and traffic volume. Arterial Streets generally have the highest volume of traffic and many of which have 3, 4, or 5 lanes. Collector Streets typically have a lower volume and serve to connect neighborhoods to the nearest Arterial Street. Lastly, Local/Neighborhood Streets are most likely residential streets and do not carry much in the way of traffic volume. In general, there is a greater need to separate pedestrians from motor vehicles on streets of higher classification. Therefore, Arterial Streets should be given the highest priority, Collector Streets medium priority and

Local/Neighborhood Streets the lowest priority.

Presence of a Shoulder - While separating pedestrians from traffic is the ultimate objective; shoulders can provide some protection from vehicle and pedestrian conflicts. Therefore, highest priority should be given to streets that have no shoulder or an inadequate shoulder to accommodate pedestrian movement.

Maintenance/System Improvement – The final safety criterion focuses on providing a well maintained system. If a project improves the condition of the existing system it is awarded points under this category, with the improvements to the worst condition segments receiving higher point values that those that improve segments of the existing system that are considered to be in fair or good condition.

Connectivity Criteria:

Closure of Existing System Gaps: Priority will be given to closing of connectivity gaps within the existing system. The highest point value is granted to projects that close an existing gap, while those contributing to a gap closure get a slightly lower point total.

Connection to Neighborhood Type: As emphasized previously, the plan is aimed at enhancing connectivity and connecting underserved neighborhoods, this priority is reflected in the scoring system in the proposed matrix to follow.

Connection to Commercial Areas: Building upon the theme for connectivity, priority will be given to projects that make connections to key destinations. The highest point value is granted to projects that provide a direct connection, while those contributing to a connection get a slightly lower point total.

Connection to Parks and/or Schools: Similarly, this criterion aims to prioritize projects that link to educational and recreational opportunities.

Connection to Transit Stops: This criterion recognizes and priorities access to public transportation as a critical component contributing to the overall health of vibrant communities.

Accessibility Criterion:

Design Standards – This criterion focuses on ensuring that the highest priority projects are those that benefit all users regardless of age and ability. To guarantee accessibility, College Township will place the highest value on projects that meet both American Association of State Highway and Transportation Officials (AASHTO) and ADA design standards.

PROJECT PRIORITIZATION MATRIX

As part of this Master Plan, staff is proposing that College Township begin utilizing a Project Prioritization Matrix, such as the sample provided in **Figure 17** on page 38. This matrix attaches a 30-point scoring system to the criteria discussed previously and offers a quantifiable approach to establishing priorities around current and future proposed pedestrian facilities projects within College Township. In the simplest terms, the highest scoring segments represent the highest priority future projects.

It is important to note that this type of a prioritization approach should serve as a planning tool to help guide decision making. However, it is also essential for the Township to evaluate the potential cost/benefit of projects, as well as, opportunities to leverage additional external funding opportunities before making final decisions on whether to advance any project. Council, in concert with staff, shall retain the flexibility of judgment in making the final determination of project priority.

In addition to the matrix being used for Township initiated projects, it could also be utilized when considering a developer's request to pay a fee-in-lieu or be granted a waiver. For instance, a developer may ask for relief from building a required pedestrian facility, but if it is a high priority in a number of key areas, then serious thought should be given to not allowing the fee-in-lieu option or granting a waiver.

Since this matrix is somewhat linked to geographic reference points, it could be integrated with the Township's GIS system and essentially automated to provide simple, real time prioritization of candidate projects.

FIGURE 17

Project Prioritization Matrix					
Proposed Project Location:					
CORRIDOR CRITERION					
Criterion	Investment Corridor	Core or Secondary	Feeder	N/A	SCORE
Project System Type	3	2	1	0	
SAFETY CRITERIA					
Criterion	Arterial Street	Collector Street	Local Street	N/A	SCORE
Adjacent Roadway Classification	3	2	1	0	
Criterion	No Shoulder	Inadequate or Poorly Maintained	Adequate and Well Maintained	N/A	SCORE
Presence of Shoulder on adjacent roadway	3	2	1	0	
Criterion	Poor	Fair	Good	N/A	SCORE
If a maintenance project or providing improvement to an existing facility as part of larger project, what is the existing facility condition?	3	2	1	0	
CONNECTIVITY CRITERIA					
Criterion	Closes Gap		Contributes to Closing Gap	N/A	SCORE
Closure of Existing System Gap	3		2	0	
Criterion	Underserved		Well-Served	N/A	SCORE
Connection to Neighborhood Type	3		2	0	
Criterion	Completes Connection		Contributes to Connection	N/A	SCORE
Connection to Commercial Areas	3		2	0	
Criterion	Completes Connection		Contributes to Connection	N/A	SCORE
Connection to Parks and/or Schools	3		2	0	
Criterion	Includes New Transit Stop	Completes Connection to Existing Stop	Contributes to Connection	N/A	SCORE
Connection to Transit Stop	3	3	2	0	
ACCESSIBILITY CRITERION					
Criterion	Fully AASHTO and ADA Compliant		Mostly AASHTO and ADA Compliant	N/A	SCORE
Design Standards	3		2	0	
TOTAL SCORE					0

Facility Design Requirements - Where sidewalks are required to be placed near street trees, tree root guards or other methods of protecting a sidewalk would be required.

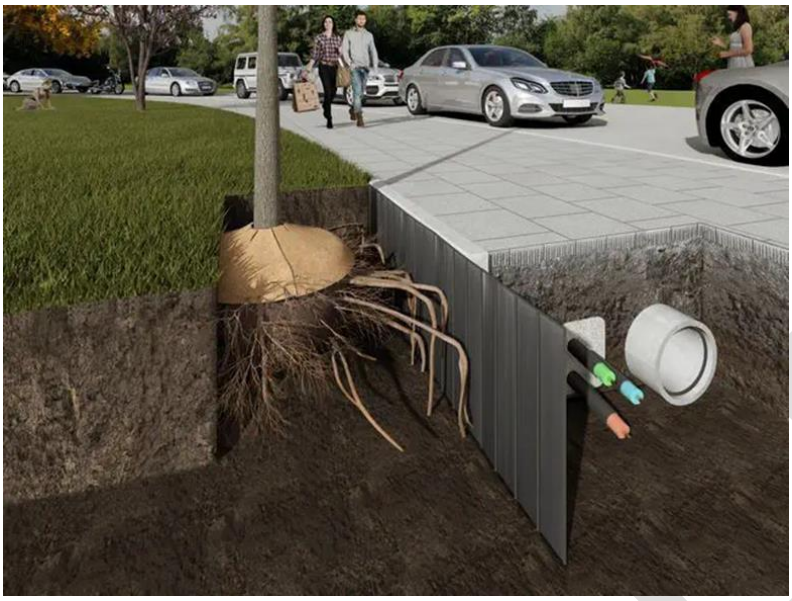


FIGURE 14 – Tree Root Guard - shown for illustrative purposes only.

Official Map Revisions

An Official Map shows the locations of planned future public lands and facilities such as streets, trails, parks and open space. The official map expresses a municipality's interest in acquiring these lands for public purposes sometime in the future and notifies developers and property owners of this interest. The map only comes into effect when a land development plan or subdivision plan is submitted for a property that has a reservation for a future use shown on the Official Map.

One of the outcomes envisioned during the development of this plan was to utilize it to inform future Official Map revisions. For Council's consideration, this plan recommends incorporating the identified Priority and Secondary Investment Corridors as Official Map designated Bike/Pedestrian Paths.

It is also recommended that the existing Official Map Bike/Pedestrian Path shown on private property generally paralleling Boalsburg Road be removed and potentially replaced with on-road bike lanes, if right-of-way is available or believed to be obtainable in the future. The existing Official Map Bike/Pedestrian Path was identified as part of the Penns & Brush Valley Trail Feasibility Study. That plan issued the following finding: ***"Given the uncertainty surrounding the future of the quarry, and the inadequacy of local roads to serve this region as a safe alternate route for pedestrians and cyclists, we have determined that the segment of railbed between Lemont and Oak Hall is not feasible at this time, but worthy of continued exploration."***

Park Path Use Policy

Currently throughout the Centre Region, there exists a policy that parks maintained by Centre Region Parks and Recreation are to be closed from dusk until dawn. Strictly in terms of park usage, this policy is well founded. However, a conflict arises when considering the importance of the existing paths throughout each respective park in the context of how they serve the larger bicycle and pedestrian network. Citizens utilizing these paths as part of their routine commuting pattern are faced with a barrier of use during hours outside of park operations.

This conflict of commuter use versus routine park operations should be evaluated on a regional level to determine if a workable solution can be reached. This recommendation comes with the recognition that any move toward opening the paths for commuter use outside of the routine hours of park operations may trigger further infrastructure investments (lighting, signage, etc.) and concerns related to policing.

SECTION 6 - IMPLEMENTATION STRATEGY:

Adoption of this Pedestrian Facilities Master Plan represents College Township taking a further step toward a more proactive and systemic approach of expanding the pedestrian network. The Master Plan attempts to synthesize comments received from the public into implementable projects and policy level adjustments. These comments are included in **Appendix E**.

The plan also includes recommendations derived from review by the College Township Council and Planning Commission, along with those provided by adjacent municipalities, theCentre Regional Planning Agency and Centre County Metropolitan Planning Organization.

Utilizing the Master Plan as a planning tool, the Township will undertake implementation through the following series of strategic actions:

1) **Amend the Subdivision & Land Development ordinance, Streets & Sidewalks ordinance and Zoning ordinance to include language addressing the following items outlined in the Recommendation section:**
    - Inclusion of a pedestrian facility fee-in-lieu option
    - Inclusion of a formal deferral option
    - Refinement of waiver option
    - Revisions outlining the process for land development review, as it pertains to construction of pedestrian facilities or approval of the pedestrian-fee-in-lieu/deferral/waiver options
    - Revisions to pedestrian facility design requirements to help extend facility life cycle

2) **Establish a committee comprised of Township staff from multiple departments to identify and perform a technical evaluation on future pedestrian facilities projects utilizing the Project Prioritization Matrix. One potential composition of this committee would be:**
    - Township Engineer
    - Director of Public Works
    - Principal Planner
    - GIS Technician

3) **Establish and maintain an overall prioritized list of pedestrian facilities, as vetted by Council, which either the Township or future developers should build to improve connectivity throughout the Township and Centre Region.**

4) **Amend the College Township Official Map to reflect the priority locations for future development of pedestrian facilities.**

5) **Engage a regional discussion regarding the conflict between current park operations by Centre Region Parks and Recreation and the utilization of park paths as part of the bicycle and pedestrian network.**

6) **Investigate opportunities to leverage grant funds to implement high priority projects within the Primary and Secondary Investment Corridors.**

7) **Measure effectiveness of investments in the pedestrian facilities network by monitoring key metrics such as equity of access, total linear miles of sidewalks and shared use paths developed and overall system condition.**

8) **Review and update the College Township Pedestrian Facilities Master Plan on a periodic basis not to exceed 5 years between updates.**

SECTION 7 – CONCLUSION

Based on the information contained herein, this document can be used to help guide future pedestrian projects throughout the Township. A number of areas where new pedestrian facilities are needed to improve the overall connectivity of the neighborhoods and key activity centers have been identified within this plan.

With revised pedestrian facility regulations, the Township will have additional tools to avoid future waivers ensuring new pedestrian facilities will be created during the land development and subdivision submissions process. Furthermore, this Master Plan will help guide and prioritize where the Township should look to build new pedestrian facilities.

Through proper implementation of this Master Plan, College Township will continue to further its goal of providing an interconnected, continuous and well-maintained network of sidewalks, shared use paths and other related facilities that provides all users, regardless of age and ability, with safe and efficient access to numerous key destinations throughout College Township and Centre Region.

APPENDIX A
Sidewalk Waivers

Year	Project	Project Description	Location	Reason	Length
2007	SCBW	**Land Development:** 8,000 sq ft addition for SCBWA	1201 West Branch Road	**Outside of RGB:** W Branch Rd and Woodside Dr	1,250
2009	Jury Land Development	**Land Development:** 2 single-family homes on a single lot	729 & 733 Puddintown Rd	**Existing residential area without sidewalks:** Puddintown Rd	170
2009	Shady Dr Subdivision	**Subdivision:** 2 lots	117 & 121 Shady Dr	**Existing residential area without sidewalks:** Shady Dr	120
2010	Millbrook Marsh Nature Center	**Land Development:** 11,268 sq ft education center	614 Puddintown Rd	**Existing residential area without sidewalks:** Puddintown Rd	1,100
2011	Chilcoat Subdivision	**Subdivision:** 2 lots	2540 Buchenhorst Rd	**Existing residential area without sidewalks:** Buchenhorst Rd and Gerald St	360
2012	Gililand Subdivision	**Subdivision:** 2 lots	1380 Brush Valley Rd	**Outside of RGB:** Brush Valley Road	1,700
2012	Rogers Subdivision	**Subdivision:** 2 lots	1511 Trout Rd	**No development proposed:** Trout Rd	1,750
2013	Centre Lifelink	**Land Development:** Parking lot expansion	125 Puddintown Rd	**Cost prohibitive and waiver until adjacent properties develop:** Puddintown Rd and East College	730
2013	Millbrook Marsh Nature Center	**Land Development:** 80 space parking lot	614 Puddintown Rd	**Existing residential area without sidewalks:** Puddintown Rd	1,100
2014	All Nations Bible Translation	**Land Development:** 2 single-family homes on a 10 acre site	150-151 All Nations Ln	**Outside of the RGB, no sidewalks in area, and poor topography**	110
2014	Centre County Recycling Refuse Authority	**Land Development:** 15,000 sq ft expansion maintenance/storage area	253 Transfer Rd	**Outside of RGB:** Transfer Rd	1,750
2014	Sams Club Fuel Pumps	**Land Development:** Addition of fuel pumps	381 Benner Pike	**Poor topography:** Trout Rd	930
2015	Elm Shade Drive	**Subdivision:** 2 lots	100 Elm Shade Dr	**Existing residential area without sidewalks:** Elm Shade Dr	160
2015	George Mitchell Subdivision	**Subdivision:** 2 lots	121 & 152 Avalon Dr	**Existing residential area without sidewalks:** Avalon Dr	250
2015	Maxwell	**Land Development:** Conversion of house to office	1701 E Trout Rd	**Poor topography:** Shiloh Rd	370
2016	Burger King	**Land Development:** Restaurant	2501 E. College Ave	**Poor topography:** E. College Ave	210

2016	Lenor Dr Replot	**Replot & Subdivision:** 4 lots	139 - Lenor Dr	**Existing residential area without sidewalks:** Slab Cabin Ln	540
2016	Pleasant Pointe Subdivision	**Subdivision:** 3 lots	1511 Trout Rd	**No development proposed:** Trout Rd	420
2017	Clair Subdivision	**Subdivision:** 2 lots	901 Trout Rd	**No development proposed:** Trout Rd	3,280
2017	Moerschbacher Replot and Subdivision	**Replot & Subdivision:** 3 lots	1000 East Branch Road	**Poor topography & cost:** East Branch Rd	780
2020	Kunes/Henszey Subdivision	**Subdivision:** 2 lots	Henszey St	**Poor topography & lack of connectivity:**	338
TOTAL LINEAR OF SIDEWALK WAIVED:					**17,418**

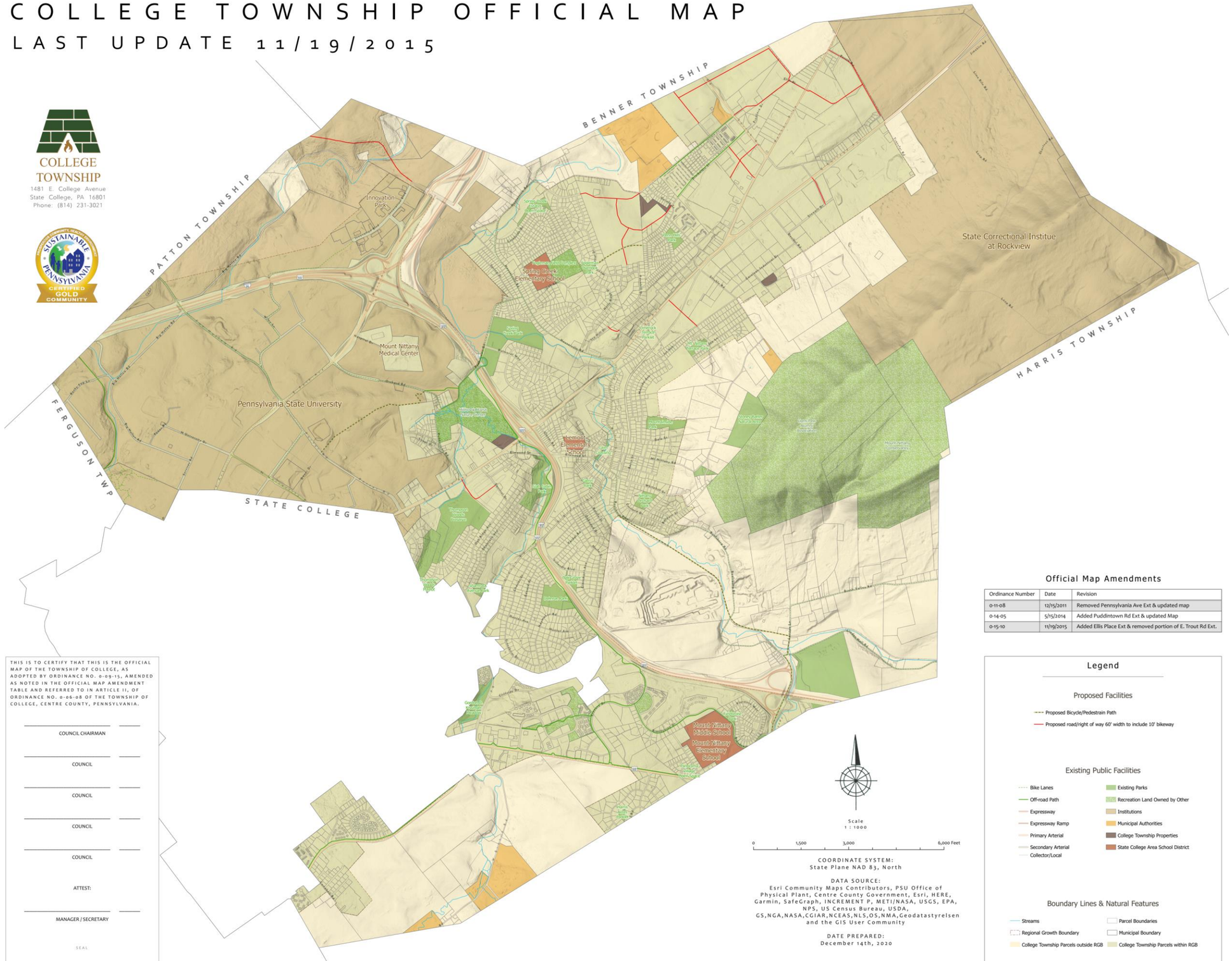
APPENDIX B
Official Map

COLLEGE TOWNSHIP OFFICIAL MAP

LAST UPDATE 11/19/2015

COLLEGE TOWNSHIP
1481 E. College Avenue
State College, PA 16801
Phone: (814) 231-3021

SUSTAINABLE PENNSYLVANIA CERTIFIED GOLD COMMUNITY



THIS IS TO CERTIFY THAT THIS IS THE OFFICIAL MAP OF THE TOWNSHIP OF COLLEGE, AS ADOPTED BY ORDINANCE NO. 0-09-15, AMENDED AS NOTED IN THE OFFICIAL MAP AMENDMENT TABLE AND REFERRED TO IN ARTICLE II, OF ORDINANCE NO. 0-06-08 OF THE TOWNSHIP OF COLLEGE, CENTRE COUNTY, PENNSYLVANIA.

_____ _____
COUNCIL CHAIRMAN

_____ _____
COUNCIL

_____ _____
COUNCIL

_____ _____
COUNCIL

_____ _____
COUNCIL

ATTEST:

_____ _____
MANAGER / SECRETARY

SEAL

Scale
1 : 1000

0 1,500 3,000 6,000 Feet

COORDINATE SYSTEM:
State Plane NAD 83, North

DATA SOURCE:
Esri Community Maps Contributors, PSU Office of Physical Plant, Centre County Government, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, GS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen and the GIS User Community

DATE PREPARED:
December 14th, 2020

Official Map Amendments

Ordinance Number	Date	Revision
0-11-08	12/15/2011	Removed Pennsylvania Ave Ext & updated map
0-14-05	5/15/2014	Added Puddintown Rd Ext & updated Map
0-15-10	11/19/2015	Added Ellis Place Ext & removed portion of E. Trout Rd Ext.

Legend

Proposed Facilities

- Proposed Bicycle/Pedestrain Path
- Proposed road/right of way 60' width to include 10' bikeway

Existing Public Facilities

- Bike Lanes
- Off-road Path
- Expressway
- Expressway Ramp
- Primary Arterial
- Secondary Arterial
- Collector/Local
- Existing Parks
- Recreation Land Owned by Other
- Institutions
- Municipal Authorities
- College Township Properties
- State College Area School District

Boundary Lines & Natural Features

- Streams
- Regional Growth Boundary
- College Township Parcels outside RGB
- Parcel Boundaries
- Municipal Boundary
- College Township Parcels within RGB

APPENDIX C
PennDOT Guide on ADA Requirements

PennDOT Pedestrian Facilities Pocket Guide

pennsylvania
DEPARTMENT OF TRANSPORTATION

PennDOT DRAFT Publication 655
November 2012

Remember…

1. Level landings are required where pedestrians perform turning maneuvers (2.00% maximum longitudinal and cross slope).

2. Slopes indicated are maximum slopes and cannot be exceeded.

3. Diagonal curb ramps are not preferred.

4. Any pedestrian facility that is “altered” must meet the latest standards.

1.0 General Information

1.1 Standard Notes

1. Provide materials and construction meeting the requirements of Publication 408, sections 350, 409, 630, 676 and 695.
2. Provide expansion joint material 1/2" thick where curb ramp adjoins any rigid pavement, sidewalk or structure with the top of joint filler flush with adjacent concrete surface.
3. Construct curb ramps with a minimum 4'-0" x 4'-0" clear space beyond the curb face, within the width of the crosswalk and wholly outside the parallel vehicle travel lane. See RC-67M sheet 7 for crosswalk details.
4. Seal joints with an approved sealing material.
5. Provide slip resistant texture on curb ramp by coarse brooming transverse to the slope of the ramp. Extend texture the full width and length of the curb ramp including flared side ramps.
6. Modify construction details to adapt dimensions to existing curb heights where the curb is less than the standard 8" height.
7. Curb ramp and side flare lengths are variable and based on curb height and the sidewalk slope.
8. To avoid chasing grade indefinitely when traversing the height of curb, ramp length not to exceed 15'-0". Adjust ramp slope as needed to provide access to the maximum extent feasible.
9. Non-walk area is an obstructed or grass/non-paved area adjacent to the pedestrian access route that is not used by the pedestrian for access.
10. The RC-67M details depict pedestrian pushbutton poles to illustrate the recommended placement of pedestrian pushbuttons. For alteration projects, provide access to existing pedestrian pushbuttons to the maximum extent feasible. Install pedestrian pushbutton stub poles, where applicable, so as not to create pedestrian obstructions.
11. See TC-8803 for additional pedestrian pushbutton details not shown.
12. Align detectable warning surface truncated domes on a square grid in the predominant direction of the ramp and perpendicular to curb. See RC-67M sheet 9 for installations along curved surfaces.
13. Provide detectable warning surfaces (DWS) 24" minimum (in the direction of pedestrian travel) across full width of ramp at the grade break near street edge. Provide DWS that contrast visually with adjacent walkway surfaces, either light-on-dark or dark-on-light for the full width of ramp.
14. For new construction, do not exceed 2.00% cross slope on the curb ramp or pedestrian access route.
15. For new construction and alterations, construct curb ramp and flare slopes with the flattest slope possible. The slopes indicated in the details show the maximum slope allowable. Slopes that exceed those indicated in the details, or contract documents as applicable, will not be accepted and will be reconstructed.

1.0 General Information

1.1 Standard Notes (continued)

16. Construct sidewalks at a longitudinal slope not to exceed 5.00%. For roadway profile slopes that exceed 5.00%, construct parallel sidewalks adjacent to roadway at a longitudinal slope not to exceed roadway profile slope.
17. The change in grade at the bottom of the curb ramp and adjoining road surface is not to exceed an algebraic difference of 13.33%. The counter slope of the gutter or road at the foot of a curb ramp, landing or blended transition is not to exceed 5.00%. See RC-67M sheet 8 for details.
18. The construction standards depicted are most appropriate for new construction. All construction must meet the standards contained herein unless otherwise noted or directed.
19. All slopes are measured with respect to a level plane. Therefore, the length of ramp is not solely dependent on the height of curb. For example, a 6" curb does not necessarily mean a ramp length of 6'-0" for a 12:1 slope.
20. Sidewalk width may be reduced to 4'-0", when passing areas 5'-0" x 5'-0" are provided every 200'.
21. The travel lane is defined by the outside edge of the white pavement marking line. If a white pavement marking line does not exist, the travel lane is defined by the contract documents.
22. Construct depressed curb for curb ramps flush to adjacent roadway. Grade edge of road elevations at the flow line to ensure positive drainage and prevent ponding. For level landings behind depressed curb, adjust slopes to provide positive drainage. At the depressed curb joint, remove excess joint sealer and cover the sealed area with a light application of dry sand.
23. Cheek walls are permitted when adjacent to non-walk areas or elevation differences cannot be accommodated by flares or grading. Grade grass areas or other non-walk areas at 3:1 or flatter. Do not install cheek walls that intersect the pedestrian access route.
24. Construct top of plain cement concrete depressed curb to be flush with adjacent surfaces (ramps, sidewalks, flares).
25. For curb ramps that lead to a single crosswalk, the ramp (excluding flares) to be fully inside of marked crosswalk lines. See RC-67M sheet 7 for details.
26. A 4'-0" maximum digital display level will be used to verify the slopes of curb ramps and sidewalks.
27. Install dummy joints where ramps, landings, flares, and sidewalks abut.
28. Construct depressed curb slope to match roadway profile and have a flush connection. Transition curb ramp cross slope to match roadway profile as gradually as possible. Do not exceed 3.00% per 1'-0" cross slope rate of change when transitioning to roadway profile.
29. Do not score or make grooves on sloped surfaces. Lines shown on RC-67M details are for illustration only.

1.0 General Information
1.2 Definitions

1. **Alteration Project.** A change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility.

2. **Blended Transition.** A pedestrian walkway connection with a grade of 5 percent or less between the level of the walkway and the level of the roadway crosswalk.

3. **Cross Slope.** The slope that is perpendicular to the direction of travel. When pedestrians perform turning maneuvers, the cross slope changes direction with relationship to the pedestrian. See Landing.

4. **Curb Ramp.** A short pedestrian ramp cutting through a curb or built up to a curb from a lower level.

5. **Detectable Warning Surface (DWS).** A standardized truncated dome grid surface built in or applied to the pedestrian access route to warn visually impaired people of hazards. The surface is placed where pedestrians will encounter the presence of hazards in the line of travel, such as the edge of roadway and railroads, indicating that they should stop and determine the nature of the hazard before proceeding further.

6. **Landing**. An approximately level [1V:50H (2.00%) maximum in longitudinal slope and cross slope] part of a pedestrian accessible route or walkway that provides a space for performing turning maneuvers, resting or accessing pushbuttons.

7. **Pedestrian Access Route (PAR).** A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility. Pedestrian accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts

8. **Ramp.** Any part of a constructed pedestrian pathway with a slope greater than 1V:20H (5.00%).

9. **Running Slope.** The slope that is parallel to the direction of travel, also known as longitudinal slope.

1.0 General Information
1.2 Definitions (continued)

10. **Technically Infeasible.** A finding that alterations to an existing facility cannot fully meet the standards because of existing site conditions that would require additional work, right-of-way acquisition or impacts, not included in the original scope or limits of the alteration project. Existing site constraints such as limited right-of-way, existing utilities, existing structures, environmental/historic impacts or other site constraints may also prohibit modification or addition of elements, spaces, or facilities that are in full and strict compliance with the standards (e.g., curb ramps may be constructed with slopes greater than 1V:12H (8.33%) where space limitations prohibit the use of flatter slopes). Where full compliance is found to be technically infeasible, these curb ramps must use slopes that provide access to the maximum extent feasible.

11. **Traveled Way.** The portion of the roadway for the movement of vehicles, exclusive of roadway shoulders, berms, sidewalks and parking lanes.

2.0 Basic ADA Requirements

2.1 Vertical Elevation Changes

1. ¼" maximum vertical elevation difference.
2. Elevation differences greater than ¼" and up to ½" maximum may be beveled at 2 horizontal: 1 vertical.
3. Elevation differences greater than ½" must be sloped similar to that of a ramp or curb ramp.

2.0 Basic ADA Requirements

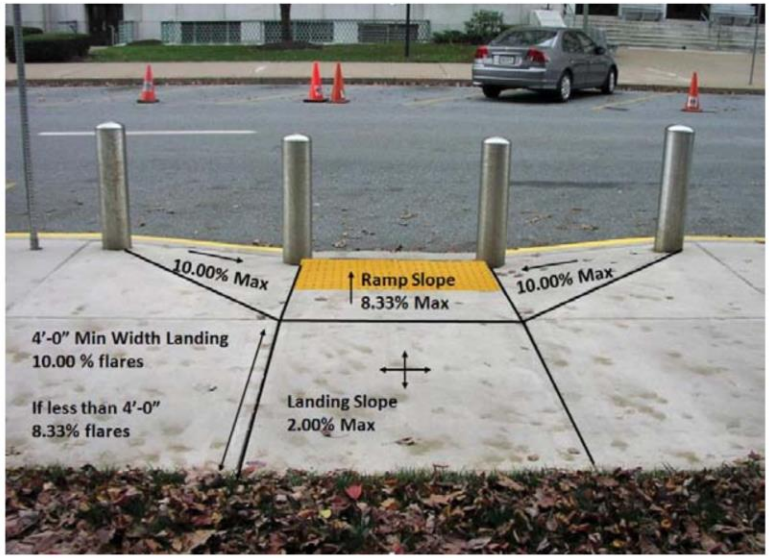
2.2 Inlet Openings or Horizontal Gaps

For Inlets located within the pedestrian path:

1. ½" maximum grate openings or horizontal gaps.
2. The long opening must be positioned so that it is perpendicular to the pedestrian path. See RC-45M.
3. Inlet shall not be located in the pedestrian path for new construction.

2.0 Basic ADA Requirements

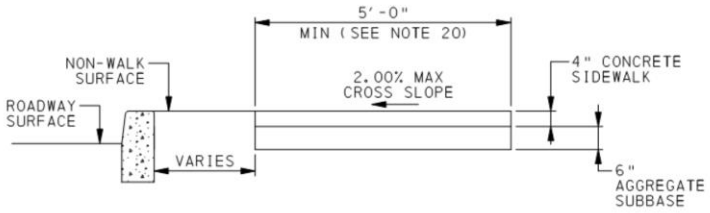
2.3 Curb Ramp Terminology



1. Level landings (2.00% maximum longitudinal and cross slope) are required where pedestrians perform turning maneuvers.
2. 4'-0" landings permit 10.00% max flare slopes.
3. Less than 4'-0" landings require 8.33% flare slopes.

2.0 Basic ADA Requirements

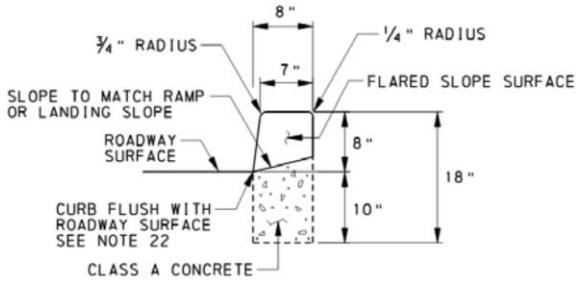
2.4 Pedestrian Access Route

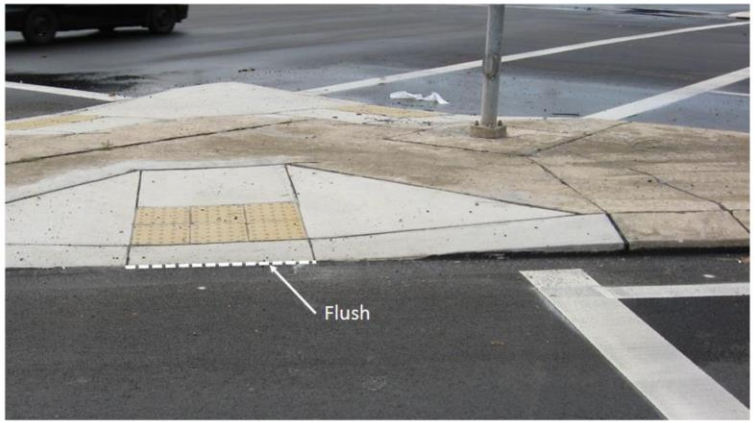


1. 2.00% maximum sidewalk cross-slope.
2. 5.00% maximum sidewalk longitudinal slope or general roadway slope when adjacent to roadway.
3. 5'-0" min sidewalk width (top of curb not included).
4. 4'-0" min pedestrian access route width.

3.0 Depressed Curbs

3.1 Curb Ramp Depressed Curb

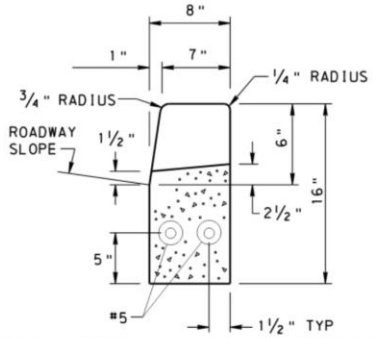


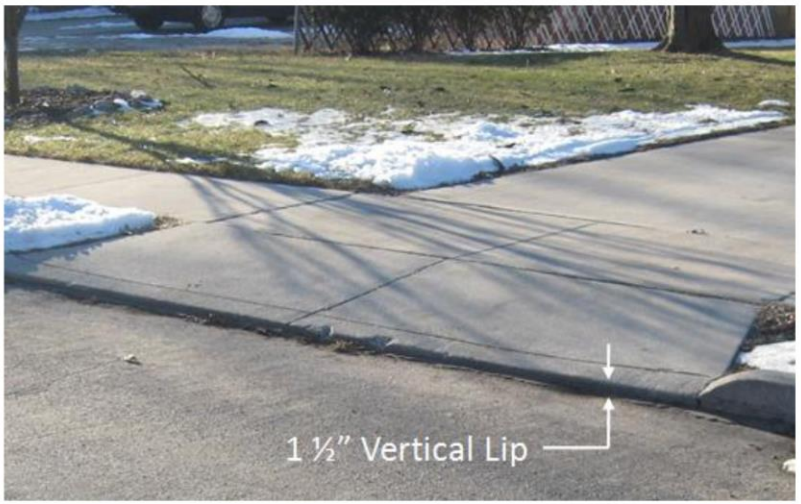


1. The roadway surface shall be flush with the depressed curb.
2. The depressed curb should be sloped to match the adjoining ramp or landing slope of the curb ramp.
3. If the landing is indicated to be less than 4'-0", construct side flares 8.33% max slope.

3.0 Depressed Curbs

3.2 Driveway Depressed Curb

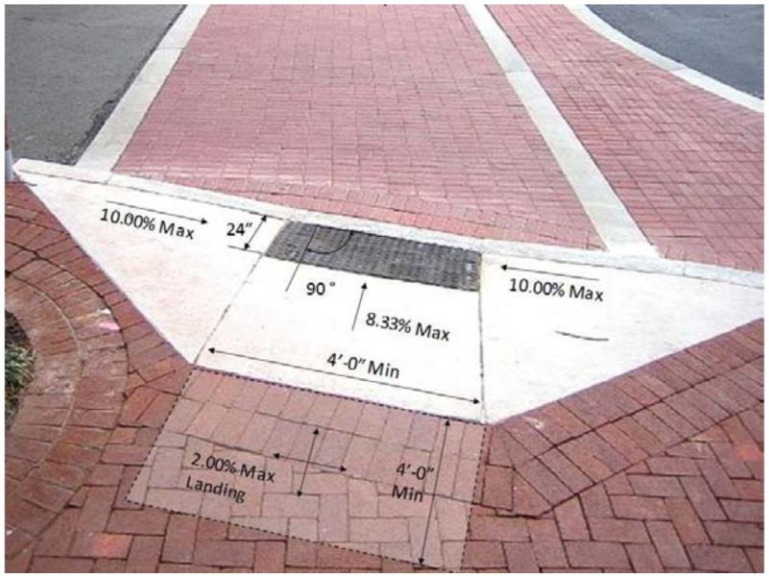




1. For driveways, a 1 ½" maximum vertical lip at the depressed curb is acceptable since it is not designed for pedestrians to cross the lip.
2. The depressed curb for driveways should be sloped to match the adjoining ramp or landing slope of the driveway.

4.0 Curb Ramp Details

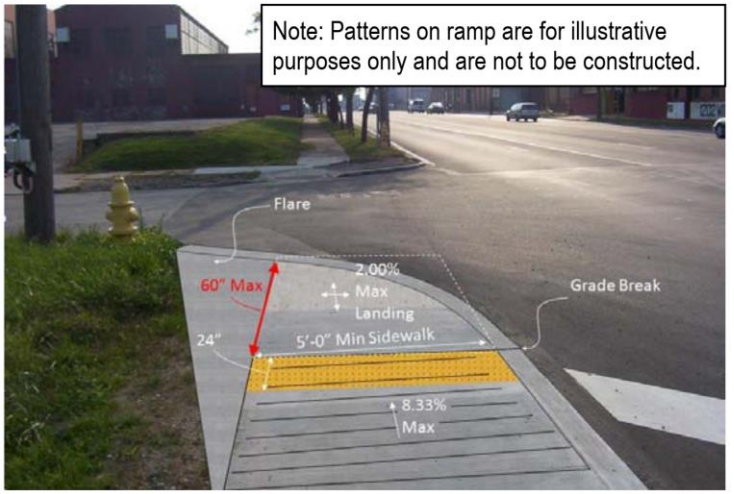
4.1 Type 1 Curb Ramp



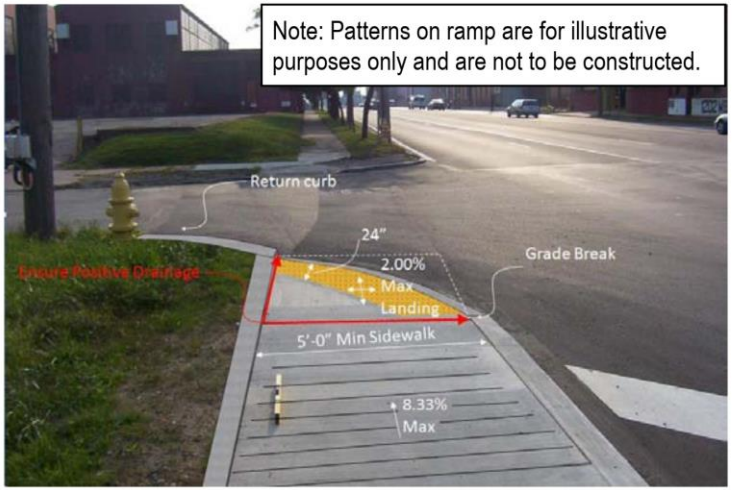
1. Ramp shall be perpendicular to curb. Note: if the ramp is installed in line with crossing (non-perpendicular), a triangular level landing will be required to prevent an uneven surface for wheel chair users. See section 4.11 for landing details.
2. 4'-0" landing required due to turning maneuver.
3. If landing is indicated to be less than 4'-0", construct side flares 8.33% max slope.

4.0 Curb Ramp Details

4.2 Type 1A Curb Ramp

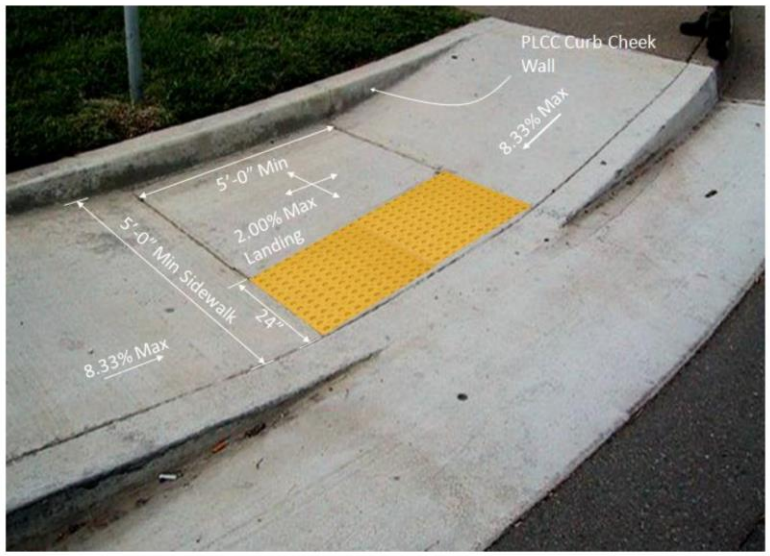


Truncated domes may be arranged in a linear strip (above) if the grade break is less than 5'-0" from the back of curb. If 5'-0" is exceeded, install truncated domes in a radial installation (below) or as a linear strip at the back of curb as shown on sheet 9 of RC-67M.



4.0 Curb Ramp Details

4.3 Type 2 Curb Ramp



1. 5'-0" landing required due to turning maneuver.
2. 8.33% maximum ramp slope; 2.00% maximum cross-slope.
3. For level landings behind depressed curb, adjust slopes to provide positive drainage.

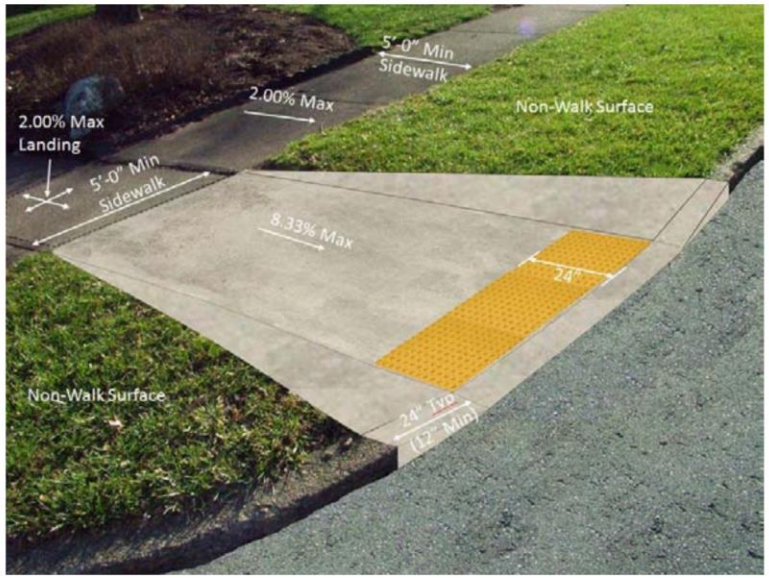
4.0 Curb Ramp Details

4.4 Type 4 Curb Ramp

1. As depicted above, a landing is required at the top of the ramp due to the turning maneuver.
2. 8.33% maximum ramp slope; 2.00% maximum cross-slope.

4.0 Curb Ramp Details

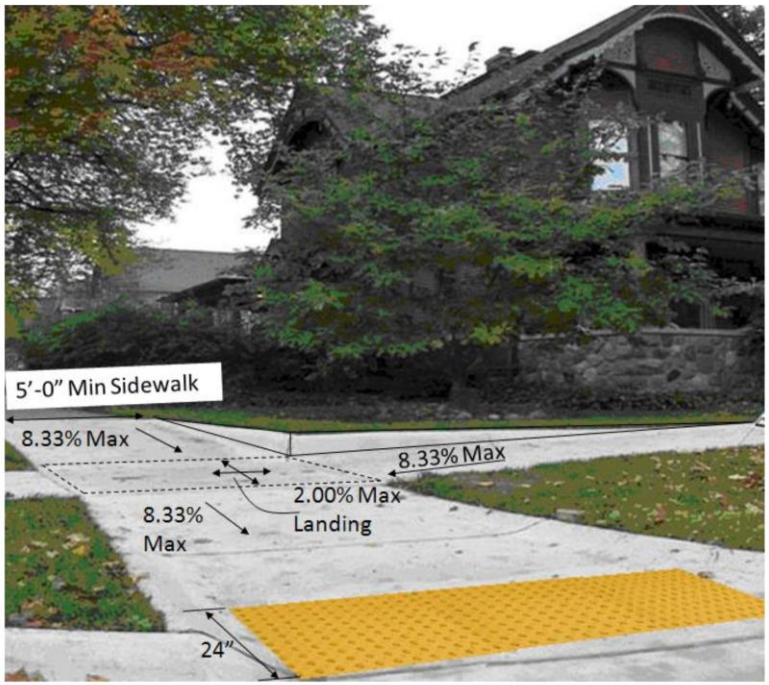
4.5 Type 4A Curb Ramp



1. 8.33% maximum ramp slope; 2.00% maximum cross-slope.
2. As depicted above, a landing is required at the top of the ramp due to the turning maneuver.

4.0 Curb Ramp Details

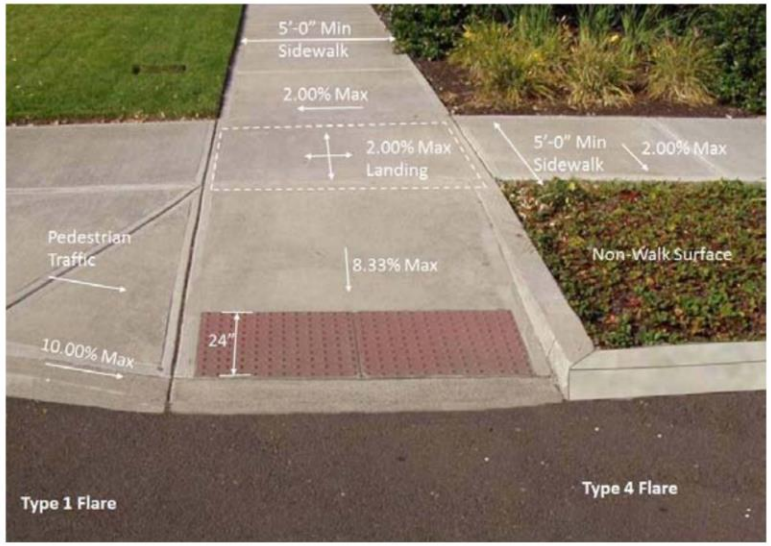
4.6 Type 6 Curb Ramp



1. 8.33% maximum ramp slope.
2. An intermediate level landing between ramps is required to perform turning maneuvers.

4.0 Curb Ramp Details

4.7 Combination Type Curb Ramps



1. Combination type ramps may be used to provide flexibility in design and construction.
2. 8.33% maximum ramp slope.
3. Level landing required to perform turning maneuvers.

4.0 Curb Ramp Details

4.8 Blended Transition

1. DWS along the full length of the flush depressed curb, 4'-0" minimum.
2. For long lengths of flush depressed curb, install the DWS radially.
3. 2.00% maximum cross slope in the pedestrian path.
4. For level landings behind depressed curb, adjust slopes to provide positive drainage.

4.0 Curb Ramp Details

4.9 Type A Median Cut Through (Narrow Medians)

1. DWS required on both sides, behind depressed curb.
2. 5'-0" width (provides space for 2 passing wheelchairs).
3. 6'-0" median width provides a refuge area for a pedestrian using a wheelchair and a pedestrian following on foot. A width less than 4'-0" will not provide an adequate refuge area.
4. 2'-0" minimum separation. Do not install detectable warning surface if separation is less than 2'-0".

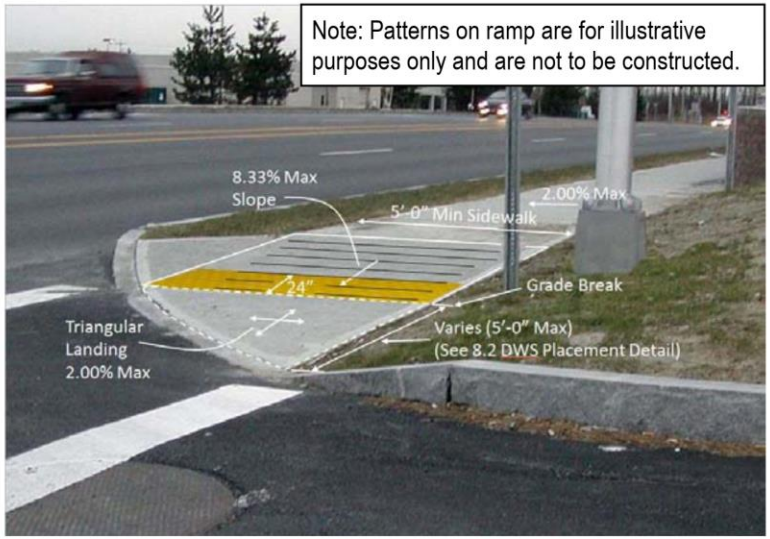
4.0 Curb Ramp Details

4.10 Type B Median Cut Through (Narrow Medians)

1. DWS required on both sides, behind depressed curb.
2. 5'-0" width (provides space for 2 passing wheelchairs).
3. 6'-0" median width provides a refuge area for a pedestrian using a wheelchair and a pedestrian following on foot. A width less than 4'-0" will not provide an adequate refuge area.
4. 2'-0" min separation. Do not install detectable warning surface if separation is less then 2'-0".
5. 24" (12" minimum) rolled flares outside of the pedestrian path.

4.0 Curb Ramp Details

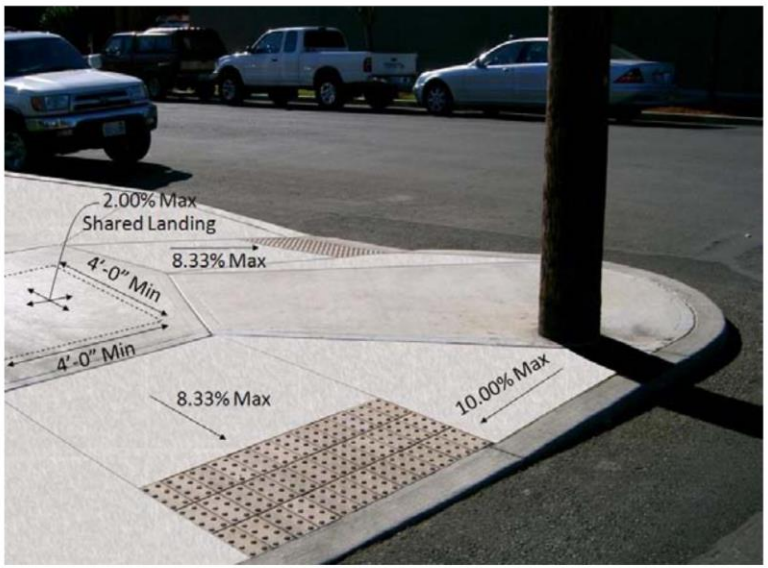
4.11 Triangular Landings for Curb Ramps not perpendicular to the curb



1. To prevent an uneven surface for wheelchair users, a triangular level landing is required at the bottom of the curb ramp.
2. The grade break (start of the ramp) is after the level landing and perpendicular to the travel direction. This will allow for both wheels of the wheelchair to make contact with the grade break at the same time.
3. For level landings behind depressed curb, adjust slopes to provide positive drainage.

4.0 Curb Ramp Details

4.12 Type 1 Curb Ramps with Shared Landing



1. Type 1 curb ramps may share a landing at the top of the ramp.
2. 8.33% maximum ramp slope; 2.00% maximum cross-slope for ramp and shared landing.
3. 10.00% maximum flare slope with 4'-0" landing depth.
4. If landing is indicated to be less than 4'-0", construct side flares 8.33% max slope.

4.0 Curb Ramp Details

4.13 Type 4 Curb Ramps with Shared Landing

1. Type 4 and Type 4A curb ramps may share a landing at the top of the ramp.
2. 8.33% maximum ramp slope; 2.00% maximum cross-slope for ramp and shared landing.

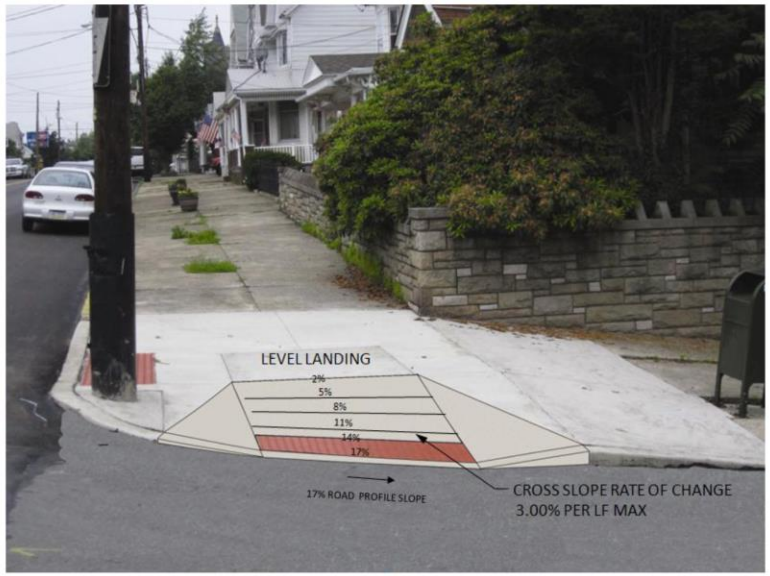
4.0 Curb Ramp Details

4.14 Type 6 Curb Ramps with Shared Landing

1. Type 6 ramps utilize a ramp in the direction of sidewalk to help achieve elevations.
2. Type 6 curb ramps may share an intermediate landing.
3. Cheek wall is used to retain the home owner's yard.
4. 8.33% maximum ramp slope; 2.00% maximum cross-slope for ramp and shared landing.

4.0 Curb Ramp Details

4.15 Transition Curb Ramp Cross Slope to Match Existing Roadway Profile



1. Transition curb ramp cross slope to match existing roadway profile. Transition to roadway profile as gradually as possible. Do not exceed a cross slope rate of change of 3.00% per linear foot.
2. Complete cross slope transition behind DWS or use 12" square tiles.
3. This allows pedestrians to adjust to roadway profile behind the curb as well as keep storm water out of cart path.

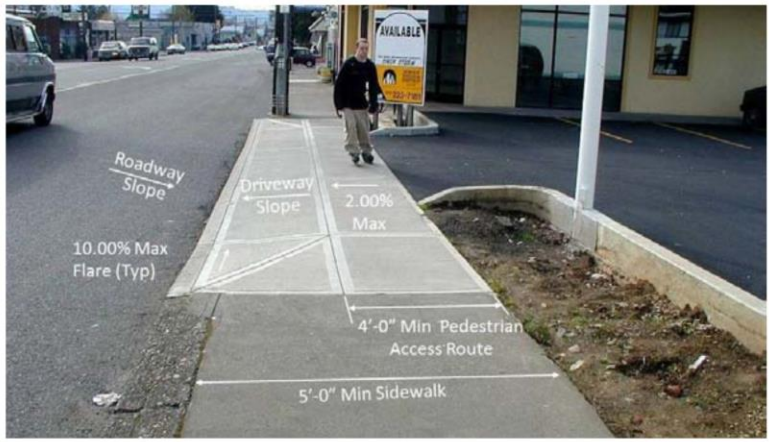
5.0 Driveway Details

5.1 Driveway Type 1

1. DWS only required for high volume driveways (shopping centers, hotels).
2. 5'-0" wide continuous sidewalk with a 2.00% cross slope preferred. At a minimum a continuous 4'-0" wide pedestrian access route shall be maintained.
3. For driveways, a 1 ½" maximum vertical lip at the depressed curb is acceptable since it is not designed for pedestrians to cross the lip.
4. 8.00% maximum algebraic grade difference between roadway slope and driveway ramp slope.
5. 24" (12" minimum) flares when the pedestrian path is separated with a non-walk surface.

5.0 Driveway Details

5.2 Driveway Type 1A



1. DWS only required for high volume driveways (shopping centers, hotels).
2. 5'-0" wide continuous sidewalk with a 2.00% cross slope preferred. At a minimum a continuous 4'-0" wide pedestrian access route shall be maintained.
3. For driveways, a 1 ½" maximum vertical lip at the depressed curb is acceptable since it is not designed for pedestrians to cross the lip.
4. 8.00% maximum algebraic grade difference between roadway slope and driveway ramp slope.
5. 10.00% flares when the pedestrian path is adjacent to driveway flare.

5.0 Driveway Details

5.3 Driveway Type 2

1. DWS only required for high volume driveways (shopping centers, hotels).
2. 5'-0" wide continuous sidewalk with a 2.00% cross slope preferred. At a minimum a continuous 4'-0" wide pedestrian access route shall be maintained.
3. For driveways, a 1 ½" maximum vertical lip at the depressed curb is acceptable since it is not designed for pedestrians to cross the lip.
4. 8.00% maximum algebraic grade difference between roadway slope and driveway ramp slope.
5. As shown, return curb may be used when the pedestrian path is separated with a non-walk surface.

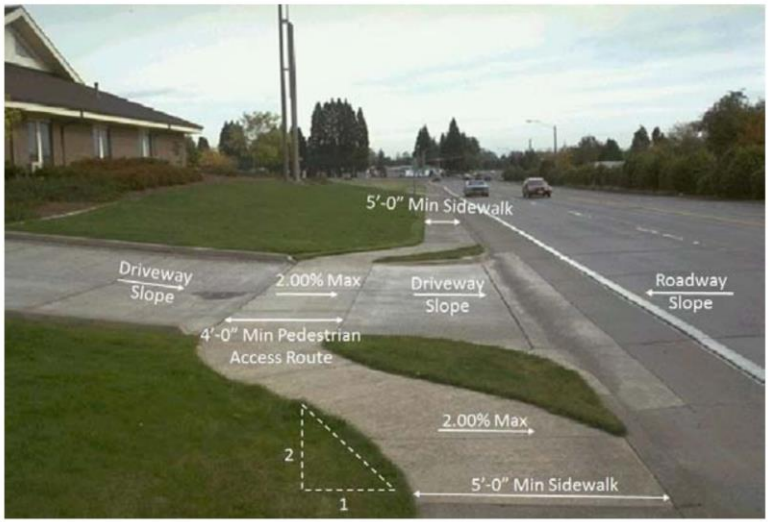
5.0 Driveway Details

5.4 Driveway Type 3A

1. DWS only required for high volume driveways (shopping centers, hotels).
2. 5'-0" wide continuous sidewalk with a 2.00% cross slope preferred. At a minimum a continuous 4'-0" wide pedestrian access route shall be maintained.
3. For driveways, a 1 ½" maximum vertical lip at the depressed curb is acceptable since it is not designed for pedestrians to cross the lip.
4. 8.00% maximum algebraic grade difference between roadway slope and sidewalk slope.
5. Ramp sidewalk down at 8.33% maximum.

5.0 Driveway Details

5.5 Driveway Type 4



1. DWS only required for high volume driveways (shopping centers, hotels).
2. 5'-0" wide continuous sidewalk with a 2.00% cross slope preferred. At a minimum a continuous 4'-0" wide pedestrian access route shall be maintained.
3. For driveways, a 1 ½" maximum vertical lip at the depressed curb is acceptable since it is not designed for pedestrians to cross the lip.
4. 8.00% maximum algebraic grade difference between roadway slope and driveway ramp slope.
5. Transition sidewalk away from curb at a 2:1 minimum as shown to provide additional driveway ramp slope length.

6.0 Surfaces

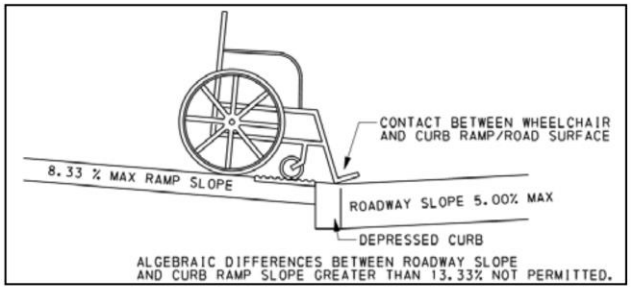
6.1 Surface Mounted Utilities

1. Existing surface mounted utilities may be in the pedestrian path but must be:
    a. stable, firm, slip resistant
    b. less than ¼" vertical lip
    c. less than ½" horizontal gap
    d. meet inlet requirements (See section 2.2)
    e. outside of the detectable warning surface area
2. Place proposed utilities outside of the pedestrian path.

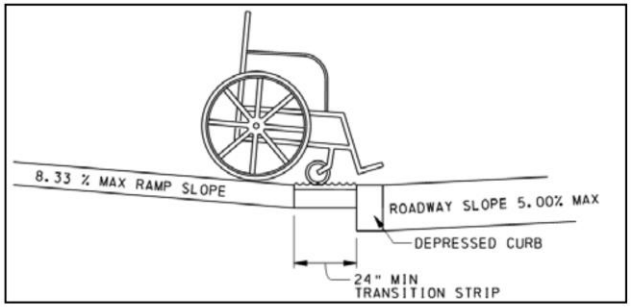
6.0 Surfaces

6.2 Curb Ramp Changes in Grade

Algebraic grade difference greater than 13.33%



Provide Transition Strip



1. Grade difference between roadway slope and curb ramp slope not to exceed 13.33%.
2. Where grade difference exceeds 13.33%, provide a 24" transition strip across the DWS surface so that the grade difference is not exceeded. Transition strip not to exceed 5.00%.
3. The counter slope of the gutter or road at the foot of a curb ramp, landing or blended transition is not to exceed 5.00% maximum slope.

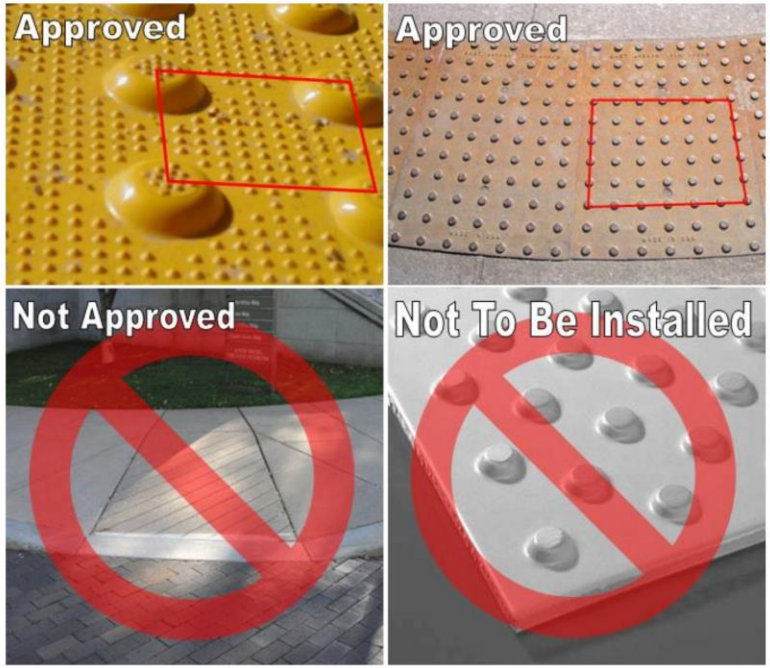
7.0 Pedestrian Signals

7.1 Pedestrian Signal Heads

1. Install new pushbuttons at 40” to 44” from surface occupied by pedestrian during operation. See TC-8803 for more details.
2. Existing pushbuttons placed between 36” to 46” are accessible.

8.0 Detectable Warning Surfaces

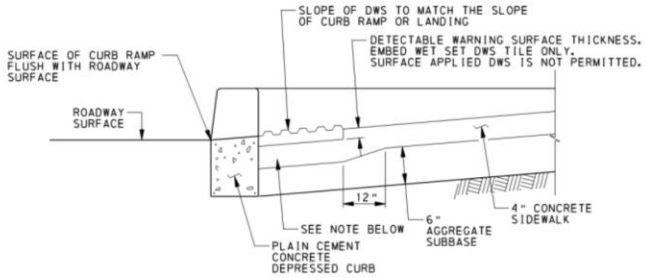
8.1 Approved vs. Not Approved DWS



1. A number of other textured surfaces are available; however, truncated domes are the only approved surface.
2. Approved domes should form a square grid with respect to the edge of tile.
3. Diagonally arranged domes form a diamond and should not be used for new construction.
4. Diagonally arranged domes do not need to be upgraded if the other properties of the curb ramp meet the latest PennDOT standards.
5. Wedge-shaped tiles are available for when a radial installation must be used (top right picture).

8.0 Detectable Warning Surfaces

8.2 DWS Placement



DETECTABLE WARNING SURFACE (DWS) EMBEDDING DETAIL

1. One corner of the DWS must be at the back of curb.
2. The leading edge must be no more than 5'-0" from the back of the curb.
3. Place detectable warning surface at back of curb when a linear installation across the grade break exceeds 5'-0".

8.0 Detectable Warning Surfaces

8.3 Detectable Warning Surface at Railroad Crossings

1. Install a 24" wide strip of truncated domes a minimum 6'-0" (maximum 15'-0") from the centerline of the nearest rail.
2. The truncated domes shall extend across the full width of the pedestrian access route (4'-0" minimum).
3. When a safety gate is present, locate DWS behind the safety gate.

APPENDIX D
CATA Boarding and Alighting Data by Stop - College Township

CATA Boarding and Alighting Data by Stop - College Township
Calendar Year 2019

Full Stop Name	Abbreviation	Alighting	Boarding	TOTAL
Curtin Rd at Intramural Building	IM Building	101,837	142,977	244,814
Curtin Rd at Bryce Jordan Center	Jordan Center	138,858	32,907	171,765
Porter Rd at Jordan East Parking	Jordan East Pk	59,717	93,669	153,386
Curtin Rd at Shields Building	Shields Bldg	95,086	47,738	142,824
Curtin Rd at Stadium West Parking	Stadium West Pk	1,955	121,589	123,544
Porter Rd at Medlar Field	Medlar Field	29,779	28,974	58,753
University Dr at Bryce Jordan Center Gate D	JordanCtr_GateD	33,834	14,895	48,729
Villas at Happy Valley	Villas_at_HV	20,250	24,355	44,605
Nittany Mall Main Entrance	Nittany Mall	15,556	15,744	31,300
Hastings Rd at Lot 43 East	Lot 43 East	18,594	10,907	29,501
University Dr at Bryce Jordan Center Gate A	JordanCtr_GateA	9,502	8,356	17,858
Innovation Blvd at Lubert Building	Lubert Building	12,346	5,255	17,601
Innovation Blvd at Penn Stater Conference Center	Penn Stater	7,160	3,213	10,373
Innovation Blvd at 331 Building	331 Building	5,441	4,757	10,198
Mount Nittany Medical Center	Mt Nttny MedCtr	3,966	3,843	7,809
Innovation Blvd at Outreach Building	Outreach Bldg	743	6,575	7,318
Walmart - Inbound	Walmart I/B	3,840	3,005	6,845
Ross / Bed Bath & Beyond	Ross_BedBath	1,936	4,191	6,127
Centre Medical Sciences Building	MedScience Bldg	2,605	3,095	5,700
Pike St at Mary St - Inbound	Pike_Mary_IB	521	3,736	4,257
123 Rolling Ridge Dr	123 RllingRidge	641	3,580	4,221
Rolling Ridge Dr at Hills Plaza South	Hills South	3,284	622	3,906
Pike St at Mary St - Outbound	Pike_Mary_OB	3,558	301	3,859
301 Rolling Ridge Dr (Mt Nittany Residences)	301 RllingRidge	2,601	957	3,558
Benner Pk at Barnes and Noble	Barnes_Noble	2,581	834	3,415
Innovation Blvd at Materials Research Building	MaterialsRsrch	374	2,900	3,274
E College Ave at Hickeys	E Coll_Hickeys	942	2,136	3,078
2601 E College Ave	2601 E College	704	2,244	2,948
E College Ave at Struble Rd	E Collg_Struble	2,396	470	2,866
Premiere Dr at UEC 12 Theatre	UEC12_Theatre	1,351	1,268	2,619
Porter Rd at Visitors Center	Visitor Center	1,697	703	2,400
E College Ave at Squirrel Dr - Outbound	E Coll_Sqrrl_OB	1,742	470	2,212
Porter Rd at Beaver Stadium East	BeaverStadiumE	758	1,436	2,194
Opposite 383 Rolling Ridge Dr	op 383 RlngRdg	1,178	839	2,017
E College Ave at Limerock Terr	E Collg_Limerck	1,358	554	1,912
E College Ave at Citi Clean	E_Coll_Citi_Cl	573	1,243	1,816
E College Ave at Nittany Commons	Nittany Commons	1,277	507	1,784
Sam's Club	Sams_Club	1,249	350	1,599
Geisinger Medical Center at Scenery Park	Geisinger SP	782	804	1,586
Nittany Mall near Macy's	Mall_at_Macys	1,041	490	1,531
Elmwood St at Elm St	Elmwood_Elm	315	1,205	1,520
Full Stop Name	**Abbreviation**	**Alighting**	**Boarding**	**TOTAL**

Dreibelbis St at the Summit at Shiloh	DrlbisSt_Summit	960	466	1,426
700 Elmwood St	700 Elmwood St	1,081	245	1,326
E College Ave opposite Nittany Commons	op Nttny Commns	401	893	1,294
200 Elmwood St	200 Elmwood St	1,028	188	1,216
Fox Hollow Rd at Orchard Rd - Inbound	FxHllw_Orchrd_I	342	854	1,196
University Dr at Pegula Ice Arena	UnivDrPegula	548	622	1,170
Dreibelbis St at Independence Pl	Drblbs_Indpndnc	603	556	1,159
Opposite 501 Rolling Ridge Dr	op 501 RlngRdg	645	475	1,120
Pike St at Dale St - Inbound	Pike_Dale_IB	98	1,021	1,119
201 Elmwood St	201 Elmwood St	164	883	1,047
Opposite 474 Windmere Dr	op 474 Windmere	441	588	1,029
Fox Hollow Rd at Orchard Rd - Outbound	FxHllw_Orchrd_O	680	330	1,010
1225 Benner Pk	1225 Benner Pk	405	536	941
Dreibelbis St at Lion Country Kia	Dreib_atLCKia	478	440	918
Sam's Club Entrance Driveway	SamsClub_drvwy	471	436	907
542 Pike St	542 Pike St	73	742	815
Puddintown Rd at Meadow Ln - Inbound	Pdntwn_Meadw_IB	13	769	782
Puddintown Rd at Meadow Ln - Outbound	Pdntwn_Meadw_OB	644	19	663
1031 E College Ave (Letterman's)	1031 E College	244	384	628
537 Pike St	537 Pike St	610	15	625
Opposite 1031 E College Ave	op 1031 E Collg	382	240	622
200 Shiloh Rd	200 Shiloh Rd	465	123	588
Pike St at Limerock Terr - Inbound	Pike_Limerck_IB	44	441	485
Buchenhorst Rd at Shawn Cir	Buchnhrst_Shawn	197	284	481
Pike St at Dale St - Outbound	Pike_Dale_OB	436	23	459
2448 Buchenhorst Rd	2448 Buchenhrst	216	231	447
Opposite 428 Windmere Dr	op 428 Windmere	150	294	444
Pike St at Limerock Terr - Outbound	Pike_Limerck_OB	357	52	409
2536 Buchenhorst Rd	2536 Buchenhrst	232	173	405
S Atherton St at Hubler Rd - Outbound	S Ath_Hubler_OB	374	12	386
Elmwood St at Clover Rd	Elmwood_Clover	361	14	375
E College Ave at Puddintown Rd	E Collg_Pdntwn	114	255	369
E College Ave at Your Building Center	Your Bldg Ctr	281	87	368
115 Premiere Dr (Best Western)	115PremrDr	166	182	348
Benner Pike Opposite Ellis Ln	op Benner_Ellis	219	92	311
E College Ave at Grandview Rd	ECollGrdvwRd	284	21	305
S Atherton St at Rolling Ridge Dr - Inbound	S Ath_RlgRdg_IB	123	174	297
461 Gerald St	461 Gerald St	144	150	294
Park Ave at Orchard Rd - Westbound	Orchard Rd WB	110	183	293
Pike St at Hickory Ln - Inbound	Pike_Hickory_IB	31	249	280
S Atherton St at Warnock Rd	S Ath_Warnock	5	248	253
Windmere Dr at Scenery Ct	Wndmre_ScryCt	8	225	233
Windmere Dr at Wellington Dr	Wndmere_Wllngtn	227	2	229
270 Walker Dr Rear Entrance (PFG Building)	270 Walker Rear	1	208	209
Walker Dr at Hawthorne Dr - Inbound	Wlkr_Hwthrne_IB	7	192	199
Full Stop Name	**Abbreviation**	**Alighting**	**Boarding**	**TOTAL**

S Atherton St at Hubler Rd - Inbound	S Ath_Hubler_IB	3	194	197
E College Ave at Green Acres Ln	ECollGrnAcLn	61	136	197
Radnor Rd at Regent Ct	Radnor_Regent	126	56	182
383 Rolling Ridge Dr	383_RollingRdg	8	174	182
Park Ave at Orchard Rd - Eastbound	Orchard Rd EB	157	24	181
Elmwood St at Hillview Ave	Elmwood_Hllview	10	170	180
Opposite 270 Walker Dr Rear Entrance (PFG Building)	op 270 Walkr Rr	169	4	173
Creekside Dr at Fairlawn Ave - Outbound	Crksde_Frlwn_OB	166	3	169
Creekside Dr at Fairlawn Ave - Inbound	Crksde_Frlwn_IB	1	164	165
Pike St at Hickory Ln - Outbound	Pike_Hickory_OB	146	11	157
S Atherton St at Kennard Rd	S Ath_Kennard	146	4	150
1233 Houserville Rd	1233 Houservlle	1	147	148
501 Rolling Ridge Dr	501_RollingRdg	12	133	145
E College Ave at Woskob Industrial Park	Woskob Ind Park	121	13	134
S Atherton St at Rolling Ridge Dr - Outbound	S Ath_RlgRdg_OB	88	41	129
Trout Road at Pleasant Pointe	PleasantPointe	28	99	127
3400 E College Ave	3400 E College	63	45	108
October Dr at Creekside Dr - Inbound	Octbr_Crksde_IB	2	103	105
Gerald St Entrance to Lower Penn Hills	Gerald_PennHlls	46	59	105
Opposite 1317 Benner Pk	op 1317 Bnnr Pk	56	45	101
1015 Benner Pk	1015 Benner Pk	90	7	97
3315 E College Ave	3315 E College	94	1	95
Dreibelbis St at Shiloh Rd	Drblbis_Shiloh	57	36	93
1317 Benner Pk	1317 Benner Pk	56	25	81
S Atherton St at Scenery Dr - Inbound	S Ath_Scenry_IB	15	63	78
1026 Benner Pk	1026 Benner Pk	28	36	64
October Dr at Creekside Dr - Outbound	Octbr_Crksde_OB	48	3	51
Mountain Laurel Rd at Trout Rd - Outbound	MtnLrl_Trout_OB	44	5	49
278 Gerald St (Kids Court Child Care)	278 Gerald St	20	17	37
Walker Dr at Hawthorne Dr - Outbound	Wlkr_Hwthrne_OB	33	3	36
221 Fairlawn Ave	221 Fairlawn Av	2	33	35
Nittany Mall (Sears Auto)	Sears Auto	34	1	35
Fairlawn Ave at Kuhns Ln	Fairlawn_Kuhns	33	0	33
Dreibelbis St opposite Independence Pl	op Indpndnce Pl	21	10	31
1232 Houserville Rd	1232 Houservlle	22	3	25
Fox Hollow Rd at Big Hollow Rd	FoxHol_BigHoll	11	14	25
Gerald St at Matthew Cir - Outbound	Gerld_Matthw_OB	16	8	24
Puddintown Rd at Spring Creek Ln - Inbound	Pdntwn_SpgCr_IB	0	22	22
East College Ave at Summit Park	E_Col_at_Sumit_	19	3	22
366 Walker Dr Far Back Lot (Omega)	366 Walker lot	2	19	21
Mountain Laurel Rd at Trout Rd - Inbound	MtnLrl_Trout_IB	0	19	19
Opposite 366 Walker Dr Far Back Lot (Omega)	op 366 Wlkr lot	14	0	14
E College Ave at Transfer Rd - Inbound	ECollg_Trnsfr_I	7	5	12
2390 S Atherton St (Meyer Dairy)	2390SAthMeyDair	8	1	9
Opposite 620 Trout Rd	op 620 Trout Rd	1	8	9
Full Stop Name	**Abbreviation**	**Alighting**	**Boarding**	**TOTAL**

E College Ave at Transfer Rd - Outbound	ECollg_Trnsfr_O	7	1	8
Creekside Dr at Mitch Ave - Inbound	Crksde_Mitch_IB	1	5	6
Creekside Dr at Mitch Ave - Outbound	Crksde_Mitch_OB	6	0	6
Puddintown Rd at Spring Creek Park	Pdntwn_SpgCrPk	4	0	4
620 Trout Rd	620 Trout Rd	1	3	4
Shiloh Rd at Nittany Mall (Sears)	Mall Sears Ent	4	0	4
192 Creekside Dr	192 Creekside	3	0	3
Hills Plaza	Hills Plaza	1	2	3
191 Creekside Dr	191 Creekside	0	2	2
Fox Hollow Rd opposite Big Hollow Rd	FoxHol_oppBigHo	2	0	2
Mossey Glen Rd at Fernleaf Ct - Inbound	MsyGln_Frnlf_IB	0	0	0
Mossey Glen Rd at Fernleaf Ct - Outbound	MsyGln_Frnlf_OB	0	0	0
TOTALS		**610,905**	**620,291**	**1,231,196**

APPENDIX E
Public Input Period Results

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
28	East College Avenue - Squirrel Dr to State College Borough	New Multi-Use Path	Consider as part of plan	Conceptual
31	Matilda Avenue - Bush Ave to Rhodes Ln	New Sidewalk	Future - upon development	Future Plan
32	Bush Avenue - 1st Ave to Matilda Ave	New Sidewalk	Future - upon development of Mt. Nittany Terrace	Future Plan
33	E College along the Nittany Mall property	New Sidewalk		Future Plan
34	Connecting cul-de-sac on Commercial Blvd to Farmhill Dr	New Sidewalk		Conceptual
35	Houserville Rd - College Ave to Spring Creek Park	New Multi-Use Path		Conceptual
36	Spring Creek Park entrance to Aberdeen Ln	New Multi-Use Path		Conceptual
37	Thompson Woods Preserve - connecting Aspen Heights parcel to Walnut Springs/State College Borough	New Multi-Use Path		Conceptual
38	Connecting Claremont Ave to Dalevue Park over Mt. Nittany Expressway	New Multi-Use Path	We have previously studied this. There is an engineering report on this somewhere.	Conceptual
39	East Branch Rd - South Atherton St to Hunter Ave	New Sidewalk		Conceptual
40	Cottonwood Ave to East Branch Rd	Addition to Existing Multi-Use Path	improved easement with bridge	Conceptual
41	Villa Crest Dr to Panorama Dr to South Atherton through open space	New On-Road Bike Path		Conceptual
42	Porter Rd from East College Ave to existing sidewalk	Addition to Existing Sidewalk	Extend existing sidewalk/path on Porter Road to connect to proposed College Ave path	Conceptual
43	Shiloh Rd - Dreibelbis St to Trout Rd	Addition to Existing Multi-Use Path	Connect multi-use paths on Trout and Drebelbis, continues extension along Shiloh Road	Conceptual
44	Boalsburg Rd - Lemont to Oak Hall	New Multi-Use Path	Complete Lemont to Oak Hall path	
45	Fox Hollow Rd into lands of Penn State	New Multi-Use Path	connecting these proposed paths through PSU land to increase biking/jogging opportunities and connectivity	Conceptual

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
51	Scenery Dr to Villa Crest and Boalsburg Pike	New Multi-Use Path	Extend the path along 322 and connect it with the boalsburg pike path to increase connectivity and access to boalsburg and oak hall park by path. Also connect to Mt Nittany Middle school.	Conceptual
54	West Branch Road	New Multi-Use Path	A multiuse path here would connect to Hess Fields and Shingletown. there is currently no sidewalk.	Conceptual
55	Commericial Bivd to Gerald St	New On-Road Bike Path	Connect businesses along Commercial Blvd	
56	Big Hollow Rd to Farm Services Rd	Addition to Existing Multi-Use Path	I use this connector weekly. its quicker than going all the way out to orchard, then fox hollow, to get to big hollow. it is rough, but many use it, just needs tlc. the old alternative path (suggested on current map) was great, but is now fenced off.	Open
57	East College Avenue - Expressway to Campus	New Multi-Use Path	It would be great to see a connection between the 322 multi-use path and the east end of campus, particularly with the off-campus housing development going in off of Squirrel Dr.	Conceptual
58	Big Hollow Rd	New Multi-Use Path	In conjuction with a proposed path along the edge of PSU airport property, this would provide a safe means of avoiding Rock Road in a connection to Spring Creek Canyon.	Conceptual
59	Bush Ave to Boalsburg Pike	New Multi-Use Path	Conversion of abandoned rail line from Lemont to Lezzer Lumber, with connection to Bush Ave, in order to provide safe route that parallels Rt 26.	Conceptual
60	Air Quality Ln/Rocky Top Ln	Addition to Existing Multi-Use Path	Formalize the existing user-made connection. Drawn location may not be exact, but there is a good crowd-sourced path in the vicinity. This would provide a safe access to the ag areas of PSU from student housing areas.	Conceptual
61	Elmwood Street	New Sidewalk	Improve the safety of Lemont residents walking to the restaurants and businesses located on Elmwood (Maine and Berry, Voodoo, Happy Valley Brewery).	
62	Boalsburg Pike	Addition to Existing Multi-Use Path	There is a walking trail part of this way but not for all of it and it's impossible to get all the way around to Baldwin	
63	Mt Nittany Expressway overpass between Boalsburg and Oak Hall Park	New Multi-Use Path	Bike-Pedestrian Overpass and path to connect Boalsburg to Oak Hall Park and the Kaywood area. This would provide direct access from Boalsburg to the Oak Hall Park, and provide safe routes to the schools.	Conceptual
64	Fox Hollow Road to airport	Addition to Existing Multi-Use Path	There should be a safe way to walk and bike from campus to the airport.	Future Plan
67	Big Hollow Rd to Farm Services Rd	Addition to Existing Multi-Use Path	this is on the map. marked as pedestrian. however, it is fenced off and not accessible	Closed
68	Path at Fogleman Field	Addition to Existing Multi-Use Path	All of Fogleman Field is paved except for this stretch. It is getting worn and can be an issue for children riding bikes.	
69	W Nittany Road	New Multi-Use Path		
70	Elmwood Street	New Multi-Use Path	Walk from Lemont to Voodoo / Millbrook	Conceptual

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
72	Trout Road to Gerald St	New Sidewalk	Many in Penn Hills and the Villas and dog-walkers at Paws walk this route, which does not have a sidewalk at this junction.	
73	Dreibelbis St to Gerald St	New Sidewalk	Dreibelbis has a fair amount of traffic and the shoulders here aren't as big as on Gerald. Connecting would greatly help.	
74	Dreibelbis St	New Sidewalk		
75	Boalsburg Pike		LOVE LOVE LOVE this proposal! Boalsburg Road is dangerous for bikes but is a pathway to some good riding	
76	Mountainside Park to Stoney Batter Natural Area	New Multi-Use Path	Not sure I drew it right. I'd love to have a path from Mountainside Park to the power cut.	Conceptual
77	Dale Street to Mt Nittany Trailhead	New Multi-Use Path	For the many of us Lemontians who love to walk, how awesome to be able to go from Dale Street (or mtn side park) the the Mt Nittany trailhead!	
78	Baldwin St to W Mt. Nittany Rd	New Multi-Use Path	It would be great if there's a way to connect these roads	
79	Thompson St to Dale St	New Multi-Use Path	Any chance of getting a walking path here?	
80	Mt. Nittany Rd	Addition to Existing Sidewalk	Cars go flying up and down Mt Nittany Road, and tons of people walk on the road to go hiking. There's a danger to pedestrians	
81	1st Ave and Matilda Ave - Nixon Dr to Rhodes Ln	New Sidewalk	The proposed sidewalk is for 1st Ave and Matilda,very popular walking routes. THere was a fatal accident here about 20 years ago	
82	Puddintown Rd to Innovation Park	Addition to Existing Multi-Use Path		
85	Porter Rd to Orchard Rd	New Multi-Use Path	It is very important to connect PSU to more neighborhoods of College Township. This path is important so that bikers and pedestrians do not need to cross Park Ave at the top of Orchard Rd.	Conceptual
86	Park Ave - Porter Rd to Orchard Rd	New Multi-Use Path	Traffic moves fast on Park Ave and some bikers, joggers and pedestrians I believe would feel more comfortable travelling farther from traffic. This path connects the large path near Beaver stadium with Orchard Rd.	Conceptual
87	Porter Rd at Dauer Dr. to Orchard Rd	New Multi-Use Path	I think it's very important to connect Orchard Road's path to Penn State at Porter Rd. as soon as possible. Perhaps consider an outlet near Dauer Dr. or even at Curtin Rd.	Conceptual
88	Old Houserville Rd to Innovation Park	New Multi-Use Path	It would be great to connect Houserville Rd with Innovation Blvd so folks have better access to the University facilities - including walking/biking access to buildings in Innovation Park for employment	Conceptual
89	1st Ave - Nixon Dr to Rhodes Ln			

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
90	Puddintown Rd	New Sidewalk		
91	Puddintown Rd to Scholl St	New Sidewalk	This is the walking route for many young children to Spring Creek Elementary School.	
92	Pike Street along railbed to Boalsburg Pike	Addition to Existing Multi-Use Path	Convert Dead end of RR to Rail to Trail.	Open
93	Boller Alley to 1st Ave	Addition to Existing Multi-Use Path	This is the actual route cyclists use in Lemont. We are one of them. Paving the path through the village green, and putting some safety signage at the corner of Nixon and 1st Ave (Cars FLY around that corner and the hill on Mulberry without looking) would improve it. The real solution is converting the old RR line into a Bike Trail.	Open
95	East College Ave - Dale Summit to State College Borough	New Sidewalk	We desperately need a sidewalk along at least one side of East College Avenue from Dale Summit into State College.	Open
96	1st Ave to E College Ave	New Multi-Use Path	Would like to see this maintained as an official walkway, currently trimmed by local residents for access.	Conceptual
97	Bush Ave to Boalsburg Pike	New Multi-Use Path	Convert Old RR Bed to Multi-use path	Closed
98	Pike Street to Mountainside Park	New Sidewalk	Provide access from Lemont to Mountainside Park and to the trails that exist within the park.	
99	Path through Millbrook Marsh and along E. College Ave to Campus	New Multi-Use Path	Connect existing path network to University Park - including elevated path over Puddintown Rd. and scenic elevated route near Millbrook Marsh	Conceptual
100	Puddintown Rd	New On-Road Bike Path	We need a bike path along this road.	
101	Elmwood Street	New On-Road Bike Path	A bike path would address some of the issues related to safety but not the speeding issues.	
102	Branch Rd bridge	New On-Road Bike Path	We need a designated bike path on this bridge.	
103	Pike Street to E College Ave	New On-Road Bike Path	We need a bike path on this road.	
104	East Branch Rd - South Atherton St to E. College Ave	New On-Road Bike Path	This is a heavily used road by bikes. People/cars speed on this road and it is not safe. We need a bike path on this road.	
105	East College Ave to Porter Road	New On-Road Bike Path		
106	Elmwood Street	New Sidewalk	Sidewalk to connect Lemont to college ave/26 and easier use of the bike path	Conceptual

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
107	Whitehill St to W. Mt. Nittany Rd	New Multi-Use Path		
108	East Branch Rd - Lemont to Multi-Use Path	New Sidewalk	New sidewalk to connect Lemont to the multi use path along 322	
109	Houserville Road to Innovation Park	New Multi-Use Path	Houserville-Penn Stater Connection (Option 1) that allows flow through/under 99 without the need to go all the way around Rock Rd. or up through Orchard. Would be great if it went along the creek (slab cabin path continuation) and then up but guessing that might not be feasible.	Conceptual
110	Puddintown Rd to Innovation Park	New Multi-Use Path	Houserville-Penn Stater Connection Slab Cabin Path continuation to utilize more of the greenway/creek for a route under 99 and to the Penn Stater	Conceptual
113	Oakhurst Ln to Waupelani Dr	New Multi-Use Path	It would be great to have a cut beteen whitehall/oakhurst to waupelani so people on university or shopping closer to boalsburg could get to their apartments more efficiently.	Conceptual
114	Oak Ridge Ave to Walnut Springs Ln	New Multi-Use Path		
115	Walnut Springs Ln through Thompson Woods Preserve to Lemont	Addition to Existing Multi-Use Path	Currently the walnut springs area is tough to walk or ride on and connecting it to Lemont would be great	
116	Thompson Woods Preserve - connector to Woods Rd	New Multi-Use Path	Connector from TWP toward Millbrook Marsh; potential to cross at/near Puddintown Rd.	Closed
117	East College Ave	New Multi-Use Path	Bike and pedestrian path adjacent to College Ave from College Twp office to PSU campus and downtown	Conceptual
118	Mulberry Ln to Boalsburg Pike	New Sidewalk	Better connect Lemont to new to proposed trail.	Conceptual
119	Mt Nittany Rd to Boalsburg Pike	New Multi-Use Path	Connect Nittany Orchard with Boalsburg Rd. trail, and middle school, and Mt. Nittany trailhead.	Conceptual
120	Mt Nittany Rd to Boalsburg Pike	New Multi-Use Path	Connect Nittany Orchard and Boalsburg trails system with Mt. Nittany trailhead.	Conceptual
121	Pike Street/Elmwood St/E. College Ave/Porter Rd	New Multi-Use Path	Please connect Lemont with Campus! Biking down College Ave. is very dangerous.	Conceptual
122	Hunter Ave to Boalsburg Pike	New Multi-Use Path	More access from Lemont to South Atherton and downtown.	
123	Whitehill St to Jay Ln	New Multi-Use Path		

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
124	East Branch Rd - S. Atherton St to E. College Ave	New Multi-Use Path	I think that there is an urgent need for a pedestrian walkway all along Branch Rd. between College Ave. and South Atherton (through Lemont, connecting to the Giant plaza). People often walk along this route (sometimes with strollers!) and yet there is so much traffic and no safe place for people to walk. I would personally really love to be able to walk on this road in order to do shopping but it is NOT safe enough for me to do that pushing toddlers in a stroller and not safe enough with my pres	Conceptual
125	Country Club Road - Branch to Oak Ridge	New Sidewalk	I would also like to add a pedestrian path to Country Club Road between the watertower on Oak Ridge Ave. and Branch Road. Again, cars go quickly on this path and there are hills and shifts in the road that make it hard for cars to see pedestrians and vice versa. It would also be safer for the employees and customers at Centre Hills Country Club.	Conceptual
126	Oak Ridge Ave and Shamrock Ave.	New Sidewalk	I would like there to be a pedestrian path throughout Centre Hills Village (Oak Ridge Ave., and Shamrock Ave.). There is currently a traffic study taking place here so we'll hopefully improve the traffic conditions on the street. It would be ideal if there were also safe places for pedestrians to walk or jog. We avoid walking around our own neighborhood because there are no sidewalks and we're concerned about the safety of our little kids.	Conceptual
127	Porter Ave to Orchard Rd	New Multi-Use Path		Future Plan
131	E. College Ave to Linden Hall	New Multi-Use Path	a way to ride over nittany mountain from the houserville area to linden hall area would be extremely useful	Conceptual
132	Big Hollow Rd	New Multi-Use Path	a path that parallels big hollow rd could be very useful	
133	Big Hollow Rd	New Multi-Use Path	a more obvious way to connect big hollow rd would be helpful	
134	Houserville Rd to Innovation Park	New Multi-Use Path	a connection from innovation park to houserville rd would be great	
135	Porter Ave to Orchard Rd	Addition to Existing Multi-Use Path		
136	Puddintown Rd to Hospital	New Multi-Use Path		
137	East Branch Rd bridge	New Multi-Use Path	Dangerous to cross the Lemont bridge over the interstate (especially on a bike since you are sitting above the barrier)	
138	Mt. Nittany Rd	New Multi-Use Path	Ease traffic to Mt. Nittany and encourage walking/biking	
139	Park Ave - Porter Rd to Orchard Rd	New Multi-Use Path	This would help bikers and pedestrians avoid the Orchard Rd / Park Ave intersection which is very busy to cross.	Conceptual
140	Porter Ave to Orchard Rd	New Multi-Use Path	This would connect College Township to Porter Rd and Curtin Rd.	Conceptual
141	Houserville Rd to Innovation Park	New Multi-Use Path	Connect Innovation Park to Houserville	Conceptual

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
142	Park Ave - Porter Rd to Orchard Rd	New Sidewalk	The grassy area used for pedestrians is not maintained and filled with holes, bumps and high grass. There needs to be a real walking path or sidewalk here.	
143	Walnut Springs Ln entrance to Thompson Woods Preserve	New Multi-Use Path	Bicyclists currently have to dismount on this 100 yard section. It would be nice for it to be approved for bikes.	Open
144	Oak Ridge Ave to proposed Thompson Woods Preserve connector	New Multi-Use Path	With the future connector from Walnut Springs to Puddintown Road, it would be nice to have a bike able section between Oak Ridge and said connector. Maybe choose one of the two existing paths and make it bike friendly.	Open
145	Spring Creek Park path	New Multi-Use Path	Extend current gravel path to bridge with ramp on east end entrance to Spring Creek Park. Change it to multi-use path, including bicycles.	Conceptual
146	Old Houserville Rd to Innovation Park	New Multi-Use Path	Connect Houserville to Innovation Park (and other current and future bike paths in both places) with multi-use path.	Conceptual
148	East College Ave	New Multi-Use Path	Having a separated bike path would be the safest and most welcoming travel option. Riding in the gutter is not a safe bicycle path especially if there are trees overhead or other sources of debris nearby.	
149	East College Ave - sidewalk to Puddintown Rd	New Sidewalk		Conceptual
150	East College Ave - complete missing sidewalk	New Sidewalk		Conceptual
151	Puddintown Rd - College Ave to Millbrook Marsh	Addition to Existing Bike Lane	sidewalk or bike aisle from college ave to millbrook marsh	Conceptual
152	East College Ave	New Multi-Use Path	With the new development of student housing on Squirrel Drive, it will be key for students to have a safe way to walk/bike to campus.	
153	East College Ave	New Multi-Use Path	Let's make this happen! :)	Conceptual
154	Elmwood St to Slab Cabin/Existing Path	Addition to Existing Multi-Use Path	I still believe creating some type of access across Slab Cabin here would be great for economic development along this corridor and just really nice for residents wishing to be connected to this commercial area.	
155	East Branch Rd - S Atherton St to Pike Street	New On-Road Bike Path	I know this is a tough space, but I find it crazy that none of the residential areas along Branch Rd have CATA access or a safe route along Branch Rd.	
156	Merry Hill Rd to Glenn Park	New Sidewalk	Glenn Park should connect nicely to each of these streets. As I understand it, some land owners have blocked the paths.	
157	Buchenhorst Rd to Meadowsweet Dr	New Multi-Use Path	I'm disappointed that this path isn't moving forward without the development of Windfield Heights. Penn Hills has been the picture of patience, but I think they're starting to lose their cool.	
158	Connecting cul-de-sac on Commercial Blvd to Farmhill Dr	New Multi-Use Path	You know how I feel about this. I can't believe we approved this plan without working out a way for this large residential area to access the nearest commercial area without a car.	

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
159	Houserville Rd - E College Ave to Scholl St	New Multi-Use Path	For a bit I thought the development nearby would mitigate the need for this sidewalk but with CATA fading away, I'm afraid this is the ONLY way for any of these people to get to a bus :(	
160	Scholl St	New Sidewalk	Spring Creek Elem Students are unable to walk safely out of this end of the school. A sidewalk along Scholl street would solve that. The major issue is the street is narrow with crappy shoulders and the traffic is very busy and fills the road. Houserville Rd and Fairlawn Ave are safer than School during peak AM and PM.	
161	East College Ave	Addition to Existing Multi-Use Path	New and Existing. Seems like this has been "proposed" but it doesn't seem to be noted on this Map yet.	
162	Porter Rd	Addition to Existing Sidewalk	to be added to PSU sidewalk along Porter Road. Connect to sidewalk along north-side of East College Ave	
163	Whitehill St to Post Office	New Multi-Use Path	People walk to the Post Office this way. The township can legitimize this path.	Conceptual
164	Trout Rd	New Sidewalk	Please add a sidewalk in the location specified that will connect to the existing walkway present along Trout Road.	
165	Dreibelbis St to Gerald St	New Sidewalk	Please add a new sidewalk to the remaining section of Dreibelbis Street that extends from the existing walkway to the intersection at Gerald Street.	
166	East College Ave	New Multi-Use Path	Multi-use path needed along E College Avenue to connect with future bike path going through Thompson Woods. Otherwise, there isn't a safe place to go once you're through the woods.	Future Plan
167	Porter Rd	New Multi-Use Path	Path needed up porter road to allow for pedestrian/cyclist easy/safe access to PSU athletic events.	Future Plan
168	Struble Rd to Mt Nittany	New Multi-Use Path	It would be beneficial to the neighborhoods off Struble Rd. if there was a public trail head that allowed access to the public lands on Nittany Mountain. I'm not imagining a parking facility. Residents of these neighborhoods would be better served with walking access to Nittany Mountain instead of passing through Lemont to access the existing trailhead on Mt Nittany Rd.	
169	Puddintown Rd	New Sidewalk		Conceptual
170	East Branch Rd	New On-Road Bike Path		Open
171	East Branch Rd (bridge) to Villandry Blvd	New Sidewalk		Open
172	East Branch Rd to Country Club Rd	New On-Road Bike Path	The berm from Hills Plaza to the road going up to Centre Hills needs to be made wider. When they took out that section of roadway to put in a new bridge that should have taken place. Any road resurfacing or improvement should at least, consider widening the road to provide a bike/walking path.	Conceptual
173	Brush Valley Rd/Linden Hall Rd	New On-Road Bike Path	One of the most popular biking trails is the Linden Hall loop which starts at Warner Boulevard, loops around and comes back out at the same place. There is barely a berm for that 7 mile to 9 mile jaunt	
175	Spring Creek Park to Spring Lea Dr	New Sidewalk	Crossing Houserville from park to neighborhood is dangerous	

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
176	Spring Lea Dr.	Addition to Existing Sidewalk	Existing sidewalks but dead-end at intersections	
177	Willow Ave	Addition to Existing Sidewalk	Existing sidewalks but dead-end at intersections	
178	Houserville Rd/Puddintown Rd	New Sidewalk	People, even mothers with strollers, use this corridor, plus it's a school zone.Connections here would allow people to more safely get from one side street to another. Traffic calming would be helpful.	
179	Thompson Woods Preserve to E. College Ave to Puddintown Rd.	Addition to Existing Multi-Use Path		
180	East College Ave to State College Borough/Thomspon Woods Preserve Loop	New Multi-Use Path	This is frequently used and would be much more popular for biking and walking if it weren't so dangerous and ugly.	
181	Spring Creek Pathway to Spring Creek Canyon	New Multi-Use Path	What a dream it would be to have a pathway system along Spring Creek or connecting from Spring Creek Park to Spring Creek Canyon trailheads! Even a loop from the park to	
182	Campus to Mt Nittany	Addition to Existing Multi-Use Path	How does a Penn State student walk or bike from Old Main to Mt. Nittany safely? This is a historically significant traverse and we should identify, enhance, and promote the safest and most direct route.	
183	East Branch Rd - S Atherton St to E. College Ave	New On-Road Bike Path	Bicycle lane along Branch Road from S. Atherton to Lemont. This is a heavily used route by cyclists, and currently, is quite dangerous due to narrow road shoulders. Even tho the mixed use path along Warner Blvd. does not meet ASHTO standards, (I gave a lot of input on that project), it has been quite successful. A widened shoulder marked as a bike lane would be great, and a designated path, like we currently have on Warner from S. Atherton to Oak Hall would be superb.	Conceptual
184	Atherton Street	New Multi-Use Path	We have wonderful bike paths in Centre County, but a glaring deficiency is that there is no path along the entire stretch of Atherton. College Township, along with COG needs to develop a plan to allow cyclists safe passage along Atherton. Every day I cringe when I see cyclists out in the street, mixing it up with traffic. Fatalities will happen without improvements. Just like the mixed use (bike path / sidewalk) from Hills Plaza to Boalsburg. That theme should be carried all the way up to Valley	Closed
185	East College Ave	New Multi-Use Path	It's vitally important to create pedestrian and bike lanes along College Ave, especially with a new apartment complex on Squirrel Dr being developed. We need safe and efficient routes for foot and bike traffic to campus.	
186	East Branch Rd - S Atherton St to Pike Street	New Multi-Use Path	Improve branch road between S Atherton and Lemont by adding a shoulder or a multiuse lane or path Ito be used by bikers and pedestrians	Conceptual
187	Atherton Street	New Multi-Use Path	Put a multiuse path along Atherton from Boalsburg to Home Depot.	Conceptual
188	Trout Rd/Gearld St/Dreibilbis St/Shiloh Rd	New Sidewalk		
189	W. Whitehall Rd	New Sidewalk	Sidewalk needs improved or a mirror placed at blind curves	Conceptual
190	Elmwood Street	Addition to Existing Sidewalk		Conceptual

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
191	Puddintown Rd to Scholl St	New Multi-Use Path		Conceptual
192	Houserville Rd to Spring Creek Park	New Multi-Use Path		Conceptual
193	East College Ave - Pike Street/Elmwood St	New Multi-Use Path	A wider berm with signs is needed in both directions and is vital to linking Lemont with greater State College and campus by foot,bike,electric bike,and more.Downtown Lemont needs to link up.A majority of Citizens can not comfortably walk from town to either point of the system.Link,link,link!	Conceptual
194	East Branch Rd - S. Atherton St to E. College Ave	New Multi-Use Path	Lots of pedestrians in this area and cars fly. I travel this in the morning but stopped traveling this way in the afternoon because of all of the traffic issues.	
195	East College Ave	New Sidewalk	There are so many businesses in this area and I frequently see people walking on the side of the road to get to work. There needs to be a connection of sidewalk down East College Avenue to wards downtown SCB.	
196	Barnbridge to Spring Creek Park	New Multi-Use Path	Would like to see the existing boardwalk in Barnbridge continue along the creek to Spring Creek Park..	
197	Sidewalks in Lemont and along Branch Rd and Elmwood St	New Sidewalk	We need sidewalks & multi-use paths for Lemont residents and surrounding neighborhoods to connect to existing bike paths. We have terrific local businesses and parks close by but we do not have a safe way to access them. The Barnbridge boardwalk is a treasure though it leads to nowhere. If it were possible to continue alone the creek to Spring Creek park. Safe sidewalks along Elmwood and Branch Rd that connect to these paths would be ideal as well. .	
198	Bathgate Dr to a Porter Rd/Orchard Rd connection	New Multi-Use Path		
199	East College Ave	New Multi-Use Path	Connecting to Downtown State College in a safe way via a multi-use bike and pedestrian path would also help with football pedestrian traffic to keep everyone sage	Conceptual
200	Walker Rd to Balmoral Way (Existing)	Addition to Existing Sidewalk	This already exists but isn't showing on your map, I think.	Open
201	East College Ave - Squirrel Dr. to Campus	New Multi-Use Path	This proposal is a great idea and low-hanging fruit. The highest priority along this stretch is the part between Puddintown Road and the Hampton Inn.	Open
202	Shiloh Rd to Spring Creek Canyon	New Multi-Use Path	Someday, let's please connect to Spring Creek Canyon!	Open
204	Fogleman Field Path	Addition to Existing Multi-Use Path	Currently loose stone, but puddles when wet. Used often by children bicycling / walking to school	Open
205	Grandview Rd to Hillcrest Ave			
206	Spring Creek Park to Spring Lea Dr	Addition to Existing Multi-Use Path	This intersection is a frequently used pedestrian crossing into Spring Creek park from bordering neighborhoods. There are currently no signs or crosswalk markings to indicate caution to vehicles traveling on Houserville Road (many of which are over the speed limit).	Open

COLLEGE TOWNSHIP FACILITIES - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
207	Houserville Rd to Scholl St			
210	Outside of College Twp	New Multi-Use Path	Gap in the current and proposed multiuser path system	Future Plan
211	Trout Rd - Shiloh Rd to Houserville Rd	New On-Road Bike Path		
212	Rock Rd	New On-Road Bike Path		
214	University Rd/Curtin Rd intersection		The intersection of University Dr and Curtin Rd is a heavily used crossing and unsafe particularly when cars are turning. Could be improved for pedestrians with a no turn on red sign or have traffic stop in both directions to allow time for pedestrians to cross.	
215	Porter Rd to Orchard Rd	Addition to Existing Multi-Use Path	We need safe connectivity to campus. The gated pastures owned by Penn State are only consistently open during football season. When they're closed, it's College Ave or Park Ave, and neither feel particularly safe as a walker/cyclist. This is especially urgent given CATA's decision to abandon Houserville from its service.	
216	Brush Valley Rd	New On-Road Bike Path	I find Brush Valley Road better than Linden Hall Rd. Better visibility and less traffic.	Open
217	Shiloh Rd - Dreibelbis St to Trout Rd	Addition to Existing Multi-Use Path	No sidewalk exists here, but there is a "desire path" beaten down	
218	Shiloh Rd to Spring Creek Canyon	New Multi-Use Path		
219	Trout Rd to Mountain Laurel Dr	New Multi-Use Path	This multi path from Trout to Streans Crossing would be a wonderful social connection to other neighborhoods and allow kids to visit their friends that they go to school with at Sprng Creek	Conceptual
220	Hartman Farm Ln to Meadowsweet Dr	New Multi-Use Path		
221	Houserville Rd	New Sidewalk	Now that Houserville does not have CATA bus service, it would be nice if residents could walk on a sidewalk to catch the M route at the intersection of College Ave and Houserville Road.	
222	Scholl St	New Sidewalk	Kids walking to Spring Creek Elementary need a sidewalk on Scholl Street!!!	
223	Elmwood St	Addition to Existing Sidewalk	Improved sidewalk along Elmwood between downtown Lemont and businesses near Elmwood and College (e.g. Happy Valley Brewing, Voodoo, Maine Bay and Berry, Slab Cabin Park). Currently you are just walking on the shoulder of the road. Also it would be nice if there were some fencing put up along the guardrails of the bridge to prevent accidental falls. And perhaps a raised sidewalk on the bridge as opposed to just the shoulder of the road to walk on.	

COLLEGE TOWNSHIP CONCERNS - PUBLIC INPUT RESULTS

10/1/2021

OBJECTID *	Concern or Issue	Location	Comment	If Other Explain
4	Saftey Issue	E. College Ave/Porter Rd intersection	No amenities	<Null>
6	Safety Issue	Commercial Blvd	Commercial Blvd should have a pedestrian link to Penn Hills and Winfield. Walkers should not be expected to walk on Gerald street.	<Null>
7	Safety Issue	S. Atherton Street at Hubler Rd	unable to safely cross to bike path	<Null>
8	Maintenance Issue	Path along University Drive Ext.	Winter maintenance issue	<Null>
9	Safety Issue	Path under College Ave	<Null>	Better lighting in bike path tunnel beneath College Ave.
10	Other	Porter Rd to Orchard Rd	Better ped/bike path to campus. Less traffic than Park Ave.	Easier than going up Orchard Rd.
14	Safety Issue	University Drive Ext & W Whitehall Rd	Better tree maintenance needed at this corner. High speed traffic on University Dr makes turns down W Whitehall Rd with very little pedestrian visibility while crossing.	<Null>
15	Safety Issue	W. Whitehall Rd	There is no pedestrian walkway here despite what is reported on the map. A pedestrian walkway is needed as there are many folks who walk this street currently. There is very little shoulder and a dangerous hill/bend for pedestrians. You can clearly see from the aerial photos that there is no walkway present as indicated on the map.	<Null>
16	Safety Issue	E. Branch Rd	The crossing at Branch Rd here is very dangerous. Cars are often speeding and seldom slow down for people crossing. It would be better if this crossing just went under the bridge, but if that's impossible maybe a traffic light or raised crosswalk could help. Making this crossing safe would get more kids riding this trail and also make it more viable for commuting..	<Null>
17	Maintenance Issue	Path near E. Branch Rd	There is no winter maintenance on the bike/ped trail along 322. I talked with a teacher at Mt Nittany who lived in Klinger Heights that wanted to be able to bike/walk to work. This trail should make that easy, but since it is not plowed in the winter people cannot rely on it for transportation. If this trail was actually maintained in the winter it could become part of a year round commuting plan and not simply a fun diversion in good weather.	<Null>
18	Other	Scholl Street to Dreibelbis Rd	A bike/ped path from Spring Creek School to the mall would be very useful. It would allow kids who live behind the Mall to actually walk/bike to school safely and allow people who live by the school to safely get to the mall without a car.	Need new facilities
19	Other	E. College Ave	A bike/ped path along E College Ave to Penn State would be very useful, particularly with the new student housing being built up Squirrel Dr. Ideally it would also include some sort of storm water management infrastructure as this area is prone to flooding (I consistently wonder how many cars must be damaged by flooding before the dealership located next to College here decides to move). A safe way for peds to cross College here is important as well.	New path needed
20	Other	Slab Cabin Park	A paved trail from the bottom to the top of Slab Cabin park would be a great addition. In winter it could be cleared and make the walking path up the sledding hill even clearer. It would also allow cyclists and walkers on the path by 322 to more easily reach the top of Slab Cabin and connect to the Thompson Woods trails and eventually downtown State College	New Trail Needed
21	Safety Issue	S. Atherton St	There's no safe way to bike/walk to Meyer Dairy. A number of people simply walk along the ditch by Atherton, or up on the hill above it, but this isn't very safe. Building a real sidewalk or path here would increase safety and access to this important store.	<Null>
22	Safety Issue	E. Branch Rd	<Null>	Sidewalk is needed to allow people along Branch Road to access the nearest transit service, which is in Lemont.
23	Safety Issue	Path under College Ave	I'm very happy the lights are on 24/7 now. I just don't feel they do a great job of illuminating the tunnel. With Solar being a thing now, I'd love to see more lights added. They could be cleaned too	<Null>
24	Maintenance Issue	Path under College Ave	After most heavy rainfalls this area become wet, muddy, and gravelly. I know there is much you can do with mother nature, but often times I wish there was a push broom mounted somewhere, and could be swept voluntarily, I'd do it myself, but they are difficult to transport. I realize theft of a broom would be an issue.	<Null>

COLLEGE TOWNSHIP CONCERNS - PUBLIC INPUT RESULTS

10/1/2021

OBJECTID *	Concern or Issue	Location	Comment	If Other Explain
25	Safety Issue	Thompson Woods Preserve Access by Blaise Alexander	The bridge is okay (bottom step needs fixed).. In the future when aspen heights happens, could we changed this to some sort of include and negate the step. Could you make the entrance itself more ADA accessible?	<Null>
26	Maintenance Issue	E Branch Rd	This area is an annual annoyance. Right where the guard rail starts, is a line of bushes, that constantly overgrow, which forces you out in the road in this section. While I am all about preserving nature, I'd much rather see this section of bushes removed, or clipped more frequently. Branch road is not the greatest for having to force yourself out on the road to avoid, especially in high traffic.	<Null>
27	Condition Issue	Spring Creek Park	could the bumps be grinded down?	<Null>
28	Condition Issue	Spring Creek Park	could the bumps be grinded down?	<Null>
30	Safety Issue	Near Township Building	Small footbridge across Slab Cabin to the Slab Cabin trail from Township building would make foot traffic safer to avoid E College crossing	Road crossing can be dangerous with heavy traffic
31	Safety Issue	Dreibelbis Rd	Because there are no sidewalks on the N side of Dreibelbis, the sight lines when driving/turning out of this Walmart exist are terrible. Improve safety for motorists and pedestrians and improve pedestrian access by completing sidewalks in this area.	<Null>
32	Safety Issue	Trout Rd	Connect the walking path on Trout road to where it meets Gerald Street. There is not enough burm on the road to walk safely	<Null>
33	Safety Issue	Dreibelbis Rd to Trout Rd	There is not a sidewalk to connect the Dreibelbis road walking path to Trout Road walking path.	<Null>
34	Maintenance Issue	Orchard Connector	During foodball season, there are barriers put at both ends of the orchard connector. Please widen the space this year, (wide) recumbents can't get through	<Null>
35	Safety Issue	Near Shamrock Ave	Would be great to connect acces from Thompson Woods to Slab Cabin	<Null>
36	<Null>	W. Mt. Nittany Rd	It's unclear if there is public access to this road, but it's on your map, so perhaps there is.	<Null>
37	Other	Nittany Orchard Park near Warrick St/Jonathan St intersection	<Null>	Information issue - I know there's a park entrance here but the map doesn't indicate it. I would love to see a map that shows all public access paths in popular walking areas.
38	Safety Issue	E. Branch Rd	It's dangerous for bikes & pedestrians to have to cross Branch Road. There should have been an underpass here from the start.	<Null>
39	Safety Issue	Elmwood St	I forget exactly where along Elmwood, but the paved shoulder narrows out and is dangerous for bikes. Years back there was a good shoulder all along here, but when the Township paved it (maybe 10 years ago), that nice biking shoulder was taken away.	<Null>
40	Safety Issue	Park Ave	Traffic moves fast on Park Ave and makes it challenging for bikers to safely cross traffic - especially after biking up Orchard Rd and waiting to turn left onto Park Ave.	<Null>
41	Safety Issue	Puddintown Rd/E. College Ave intersection	I think the Puddintown Rd & College Ave intersection could be improved so that bikers and pedestrians would have safer access across College Ave. It would be great to safely connect Thompson Woods Preserve with the north side of College Ave (Puddintown, Millbrook Marsh)	<Null>
42	Safety Issue	Elmwood St/Pike St Intersection	<Null>	<Null>
43	Other	E. Branch Rd	On the SE Side of E Branch Bridge is a sidewalk which is maintained by SCB but only until the END of the Bridge. On the NW side (marked on the map) there is no sidewalk other than on the bridge for apx. 50' and SCB never shovels it in winter.	Map is not accurate.

COLLEGE TOWNSHIP CONCERNS - PUBLIC INPUT RESULTS

10/1/2021

OBJECTID *	Concern or Issue	Location	Comment	If Other Explain
44	Safety Issue	Elmwood St/E. Branch Rd	It is incorrect to indicate "green" from Shady to Elmwood/Pike Street intersection. It is very unsafe to walk any stretch of Branch Rd, and in particular this area where there is no sidewalk and cars consistently drive over the speed limit. I walk this stretch every day to work, and it's shockingly unsafe. Additionally, there is no clear marked crosswalk anywhere except at the light. If crossing closer to the creek, one has to be quick and very aware of traffic. Ideally, a marked walk could be a	<Null>
45	Condition Issue	Puddintown Rd Path near Balmoral Way	was using the road path, but there was a game going on, while transitioning from road to bike path, i discovered this cement pillar in the ground. it is big, not sure the use, but its not always visible with high grass. that was one of my few crashes. Can't this be removed? is there a use for it? Perhaps it was to support an telephone pole at somepoint.	<Null>
46	Safety Issue	E College Ave	The CATA bus stops along East College Avenue require waiting passengers to walk and/or stand very close to the cartway.	<Null>
47	Other	Boalsburg to Lemont	I think connecting Boalsburg and Lemont safely should be a top priority. Boalsburg Rd is not safe for biking or walking. Getting in and out of Lemont on bike/foot is not safe until the Mt Nittany Expy crossing at Branch, and Branch is not safe for biking or walking either. I think this could be a HIGHLY used asset to our community. Once hitting Boalsburg Pike, if connecting to the old rail bed is possible, it could safely take people further into Lemont without having to deal with intersection.	Should be a high priority
48	<Null>	Elmwood St/Pike St Intersection	<Null>	<Null>
49	Safety Issue	Norle Street	There are no sidewalks on Norle street. The drivers speed up and especially down the hill. It is dangerous to walk there. Many animals, pets, wildlife, etc are killed every year. A four way stop should be placed at Yardal and Norle in order to increase safety of the individuals using this for walking, biking, and for getting out of our driveways safely.	<Null>
50	Safety Issue	E. Branch Rd bridge	It is dangerous to cross over this bridge. Individuals walk, bike, or run along here to get to the bike path. Cars speed on this road and there is not enough room to get out of the way.	<Null>
51	Safety Issue	E. Branch Rd	Many people use Branch road for biking, walking, jogging. It is dangerous. People speed on this road and there is no safe area for pedestrians or bikers.	<Null>
52	Safety Issue	Elmwood St	This road is used by cyclists, runners, walkers, etc. People speed on this road and it can be unsafe.	<Null>
53	Safety Issue	Elmwood St	People drive too fast on this curve. It is dangerous for cars, pedestrians etc. They cannot see people coming out of their driveways or around the corner .	<Null>
54	Safety Issue	Pike St/Mary St intersection	It is difficult and can be dangerous pulling out of this street. Cars speed on this road.	<Null>
56	Safety Issue	S.Atherton St Path	There are far too many stop signs for multi-use pathway users here, which can present a safety issue - better visibility or levelling out the MUP so that it is raised throughout each intersection crossing would make this trail feel substantially safer.	<Null>
57	Safety Issue	Township-wide	One of the main concerns I have walking, cycling, and driving in centre county is that so many of the multi use paths and sidewalks have cutouts at every street and at every driveway. A continuous, raised crossing could be much safer and make the experience easier for those with assisted mobility devices and strollers since they don't have to continuously lower and raise their wheels and feel bumps. An example here: https://azmag.gov/Programs/Transportation/Active-Transportation/Active-Transport	<Null>
58	Safety Issue	Walnut Springs Park/Thompson Woods Preserve	Approved bicycle path through TWP+WSP is poorly marked; bicycle are seen on dirt trails with blind turn, posing a danger to pedestrians and ruining the trails when wet.	<Null>
59	Maintenance Issue	Walnut Springs Park/Thompson Woods Preserve	Pedestrian trails in TWP+WSP should be shown on the map	<Null>
60	Safety Issue	Puddintown Rd/E. College Ave intersection	There should be a pedestrian connector from TWP to Millbrook Marsh. At present, requires walking on shoulder of College Ave, and crossing College Ave without a protective traffic light.	<Null>
61	Maintenance Issue	Slab Cabin Park	Map is missing connector to bike path here	<Null>

COLLEGE TOWNSHIP CONCERNS - PUBLIC INPUT RESULTS

10/1/2021

OBJECTID *	Concern or Issue	Location	Comment	If Other Explain
62	Maintenance Issue	Connector from Township Building Parking Lot	Map should show connector to bike path here	<Null>
63	Safety Issue	E. Branch Rd	Biking or walking down E Branch Rd is very dangerous with lack of sidewalks or shoulders. It's also not possible to get across to University Av and to campus.	<Null>
64	Safety Issue	Atherton St	Atherton should have a sidewalk on both sides from Sheetz to Meyers Dairy because crossing Atherton to access businesses is impractical at most locations.	<Null>
66	Other	Railline to Boalsburg Pike	it would enable wonderful new path	really needed path
68	Safety Issue	Pike St/Limerock Terrace intersection	<Null>	<Null>
69	Safety Issue	Elmwood St	Dangerous for walkers and bikers to cross.	<Null>
70	Safety Issue	E College Ave/Walker Dr intersection	<Null>	<Null>
71	Safety Issue	Porter Rd to Orchard Rd	This path has been proposed forever. It would make a convenient connection between Houserville Area/Millbrook Marsh bike path. It would avoid the killer Orchard Rd hill and crossing back and forth on Park Ave. Since bus service to Houserville was cancelled, this route is even more urgent. I would recommend a gentle sloping grade and crossing measures at Porter Rd.	<Null>
72	Safety Issue	Old College Ave on PSU Property	This would allow bikes and pedestrians to avoid travel on College Ave and is an unused, overgrown area that could easily be used for a multi-use path.	<Null>
73	Safety Issue	University Drive near Dauer Dr	There is a need to facilitate crossing University Drive at this point. Traffic is very fast and the road is wide.	<Null>
74	Safety Issue	Elmwood St	Many, many pedestrians and bikers go over this bridge, just along the shoulder, and lots of traffic, too. In fact, all of Elmwood could use a way for those not in cars to go along it safely, but especially that bridge (and I know much of the rest of the road is in Lemont)	<Null>
75	Safety Issue	Puddintown Rd	We need a sidewalk from the Marsh all the way to College Avenue. It is unsafe to walk along this road to get to the bus stop and other sidewalks	<Null>
76	Safety Issue	E. Branch Rd	<Null>	<Null>
77	Safety Issue	Boalsburg Pike	people go faster than the speed limit on this narrow Boalsburg road	<Null>
78	Safety Issue	Trout Road	could the edges of the road be paved as they did in Bellefonte on Valley View road?	<Null>
79	<Null>	E Branch Rd	<Null>	<Null>
80	Safety Issue	Puddintown Rd/E. College Ave intersection	pedestrian cross walk	<Null>
81	Other	Puddintown Rd/E. College Ave intersection	love the idea of trail head here, please note sometime during heavy storm event this area floods	flooding
82	Other	Puddintown Rd/E.College Ave	Hot water from the highway pours into spring creak off the hightway at this area. the water is very hot especially in summer months, concerned that this could create disruption of thomspon run high quality cold water fishery status	Storm water issue
83	Safety Issue	Puddintown Rd/E.College Ave	Last storm event i noticed the water level of the thompson run was above the highwater marker at this bridge. There was also significant flooding down stream above the marsh. Is there any way to alleviated this or reduce the storm surcharge into thompson run?	Storm water

COLLEGE TOWNSHIP CONCERNS - PUBLIC INPUT RESULTS

10/1/2021

OBJECTID *	Concern or Issue	Location	Comment	If Other Explain
84	Safety Issue	Elmwood St	Crossing this bridge by foot or bicycle is scary and dangerous. While there is great visibility, if there were to be an out of control vehicle, the sidewall is so low it would be easy to tip or fall over the wall into the highway. I would love to see some type of railing along the wall.	<Null>
85	Safety Issue	Whitehill St	The map is incorrect. Perry Alley intersects Whitehill Street, and is platted for only 9 feet. It does extend to Berry Street , which is wider. The 9' wide part would make a perfect bike path/ walkway and could extend the proposed path using the former railroad bed. The narrowness of the alley makes it unsafe for pedestrians & bikes. The alley is currently 2 ways. Cars pull up on lawns to pass each other. Residents have difficulty accessing their properties.	<Null>
86	Other	Thompson Woods Preserve/Walnut Springs Park	I like this Proposed path (Centre Hills Path)	<Null>
88	Safety Issue	Branch Road at path intersection	There needs to be warning signs on branch Road where the bike path intersects Branch. Traffic travels pretty fast on branch Road and there should be signs or flashing lights to alert drivers of the bike path ahead.	<Null>
90	Other	Township-wide	Last, but not least, there should be more drinking fountains at the State College parks. There should be an outside water fountain at the Millbrook Marsh Building.	Facilities for users
91	Safety Issue	East Branch Rd	Safer bike/walking access is critical on Branch road from the 322 overpass to S. Atherton . Bike traffic seems to constantly be increasing while traffic is also very heavy. Whatever can be done to separate motorized and Non motorized would be great. Perhaps a starting point would be a connector path through the Kissinger Meadow to University Drive along with using some of the setback on Branch road to make a dedicated bike/pedestrian path on either side of the new bridges in that area.	<Null>
92	Maintenance Issue	Township-wide	College Township has been good to winter clear what is truly a sidewalk, but called a bike path along S. Atherton. That effort is appreciated and should continue , along with the efforts by Harris Twnshp.	<Null>
93	Other	Path between Branch Road and Scenery Dr	Engineers should bike the path between Branch Road and Scenery (near Ctr . Hills cc). I think most would agree that the hill is too much for most bicyclists. I have some ideas as to how to decrease that climb, but I am sure another engineer could do the same. That would increase use of that portion significantly.	Grade
95	Other	S. Atherton St	Bicycle racks at Giant (better than current ones) would encourage fewer cars.	Bike Facility
96	Other	Township-wide	I am not an E-biker, but they will soon become a major means of transportation. Planning for maximum speeds on bike paths, and commuting for shopping with ebikes needs advanced planning.	Future Conditions
97	Other	Spring Creek Park	Keep the pathways through the parks open in the evening after the parks close	Evening access
98	Other	Walnut Springs Park/Thompson Woods Preserve	Keep the paths open in the parks even after the park closes for the night	Evening Access
99	Other	Lemont	Lemont is in need of connectivity. It is very dangerous to access the walking/bike trail at Slab Cabin or Branch road for most residents.	Connectivity
100	Other	Township-wide	Linking Boalsburg,Lemont,Millbrook-Spring Creek Park,State College,PSU Campus and places in between and eventually the Spring Creek canyon and Bellefonte is a pleasant future reality. The downtown Lemont link is ripe on the vine IMO.	Connectivity
101	Other	Township-wide	The national trend to link communities is well underway. Healthy lifestyles,less greenhouse emissions,more seniors,tourism,increased property values,business development are just a few reasons to move on this.Research and examples are everywhere.See Pine Creek,Great Allegheny Passage,Lower trail,Buffalo Valley trail all relatively close.	Connectivity
102	Safety Issue	E. College Ave intersection with Bush Ave	<Null>	<Null>
103	Condition Issue	Elmwood St	Snow plows plowing snow onto existing narrow asphalt path with little to no curb makes snow removal difficult for homeowners to maintain from Pike/Elmwood to Granite Alley. Suggesting to add a curb and actual sidewalk along Elmwood from Pike to Happy Valley Brewery.	<Null>
104	Safety Issue	Elmwood St	Create safe wider walled path to cross the expressway. Several Lemont residents walk to Happy Valley Brewery & Voodoo & Slab Cabin Park. We need a safe sidewalk for pedestrians to enjoy local parks, existing paths and local businesses.	<Null>
105	Safety Issue	Elmwood St	The current walls here are too low for pedestrians and bikers. Any improvements here should include higher walls.	<Null>

COLLEGE TOWNSHIP CONCERNS - PUBLIC INPUT RESULTS

10/1/2021

OBJECTID *	Concern or Issue	Location	Comment	If Other Explain
106	Safety Issue	E. College Ave	The people who live Green Acres, Spring Hill, and Grandview are on a cars-only island. I myself would never buy a house there because of its unwalkable, unbikeable location.	<Null>
107	Other	Puddintown Rd - Lenoir Dr to College Ave	The parking lot and sward on the south side of the nature center largely obviate the need for more pedestrian infrastructure from Orchard Road to roughly Lenoir Drive. It's the stretch from Lenoir Drive to College Avenue you'll want to focus on here.	Not a high priority
108	Safety Issue	Houserville Rd	After you finish the Lemont streetscape and the College Avenue multi-use path, Houserville Road must be the next priority. No one walks or bikes to school at Spring Creek Elementary from the western portions of Houserville because there are no paths or sidewalks and the shoulder is barely there. Given the new connection between the Fogelman paths and Penn Hills via Winfield Heights, no need to worry for now about the part of Houserville Road stretching from Spring Lea Drive to College Avenue.	<Null>
109	Safety Issue	Puddintown Rd/Houserville Rd	Puddintown Road and Houserville Roads should have either sidewalks on an on-road bike path along them	<Null>
110	Safety Issue	Puddintown Rd	Too many cars parking along street here prohibit safe maneuvering this curve	<Null>
111	Safety Issue	S. Atherton Street	There should be a way for people on bike path to cross Atherton to get to Meyer Dairy. Currently, you have to go down to Rolling Ridge, cross with traffic (which also feels unsafe) and then be in the grass for a while. OR you can jump the guardrail and make a run for it, which is difficult on a bike.	<Null>
112	<Null>	Orchard Rd	<Null>	<Null>
113	Safety Issue	Pike Street	Cyclists frequently use Pike st from College Ave to Elmwood. This is unsafe for cyclists and motorists with blind curves, heavy traffic, and little to no shoulder. The traffic calming project will only make conditions for cyclists worse. As there's no room for a bike path - anything to discourage biking on this stretch or road is encouraged	<Null>
114	Safety Issue	Dreibelbis St	Multi use path ub	<Null>
115	Safety Issue	Trout Rd	Another abrupt end to the multiuser path here. No connectivity to any services or destinations.	<Null>
116	<Null>	Boalsburg to Lemont - rail line	This rail connection from Oak Hall would be welcomed and provide connections to Lemont, Boalsburg, and Rothrock State Forest. Very good idea!	Rail trail
117	Safety Issue	E College Ave near Blaise Alexander	<Null>	<Null>
118	Safety Issue	Puddintown Rd near Millbrook Marsh	<Null>	<Null>
119	Safety Issue	Elmwood St	<Null>	<Null>
120	Safety Issue	Fogleman Fields Path	Please provide winter maintence on this section of path so that children can walk to Spring Creek school in the winter	<Null>
121	<Null>	Porter Rd to Orchard Rd	<Null>	<Null>
122	Safety Issue	Park Ave	Park Road between Porter/FoxHollow and Bigler Road is very unsafe for biking due to the lack of a shoulder and the storm drain grates that must be ridden over. While I would prefer to take the bike lanes on Curtin, it is difficult to turn left onto Porter at the intersection of Park and Porter, because you have to move from the bike lane on the shoulder across a lane of fast moving traffic to get into the left turn lane. The proposed trail connecting Orchard to Porter will help this alot.	<Null>
123	Other	Porter Rd to Orchard Rd	Upvoting the priority of this connector between Orchard and Porter. It will be a much safer way to get to the Penn State campus than having to go all the way to the top of Orchard, turn left onto Park, then left again across traffic to get off Park into campus.	<Null>

COLLEGE TOWNSHIP CONCERNS - PUBLIC INPUT RESULTS

10/1/2021

OBJECTID *	Concern or Issue	Location	Comment	If Other Explain
124	Safety Issue	Scholl St	There are no sidewalks along Scholl street for students who are walking to Spring Creek Elementary. Scholl street takes the brunt of all the traffic coming and going from the school and it is dangerous for children who have to walk alongside this traffic to get to and from school.	<Null>

FACLITIES OUTSIDE OF COLLEGE TWP - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
46	Outside of College Township	Addition to Existing Multi-Use Path	the map has a purple line going adjacent to the overlook heights neighborhood. but that might be objectionable to the homeownerns there and there is already a trail diagonally up the hill ther elinking up with a psu farm gravel road. rather than a new trail near the houses, i think improvement of existing trails/gravel farm roads would be better.	Open
47	Outside of College Township	New Sidewalk	The children and parents need a sidewalk on the south side of Cherry between 322 and Radio Park. Preferably with an overpass over 322 at Cherry Lane.	Future Plan
48	Outside of College Township	New Multi-Use Path	Connect Torrey Lane with Harvest Fields to increase pedestrian access to this new park and get cyclists off 322	Conceptual
49	Outside of College Township	New Multi-Use Path	Connect Harvest Fields with Bear Meadows road to give pedestians access to Rothrock trials and get cyclists off 322.	Conceptual
50	Outside of College Township	New Sidewalk	I have always wondered why Bear Meadow Village and Laurel Hills were developed without sidewalks. Residents from these neighborhoods are always walking up adn down bear meadows road on the side of the road often with dogs and the road is narrow. A sidewalk or better yet a multi use path would get pedestrians and cyclists off this road that has no shoulder.	Conceptual
52	Outside of College Township	New Sidewalk	There is a small section of 322 here that doesn't have a sidewalk on the south side. if a sidewalk was added then people from these neighborhoods could walk to boalsburg more safely by having a sidewalk on 322. The sidewalk could jump over to Torrey lane and be connected to Loop Road where there is already a multi use path.	Open
53	Outside of College Township	New Sidewalk	Why is there no sidewalk here? this is a dangerous place to walk with all of the traffic merging	Conceptual
65	Outside of College Township	Addition to Existing Multi-Use Path	There should be a re-opening of the old bridge so cyclists and pedestrians can travel from Houserville area to the Spring Creek mixed use path.	
66	Outside of College Township	Addition to Existing Multi-Use Path	Make a protected lane for cyclists and pedestrians wishing to travel along 322 to Colyer Lake area/ Rothrock State Forest secondary roads.	
71	No Description			
83	Outside of College Township			
84	Outside of College Township	New Multi-Use Path	Would be amazing to have a bike path or bike lanes connecting overlook heights/bellefonte central/Clinton-McKee paths to the Blue Course bike paths. Currently it is quite difficult without biking on unwieldy sidewalks or risky usage of roadway.	Conceptual
94	Outside of College Township	New On-Road Bike Path		
111	Outside of College Township	New Sidewalk	Would allow people to get from Weis to their homes more quickly and avoid traffic.	Conceptual
112	Outside of College Township	Addition to Existing Sidewalk	Could be a bit safer cycling/walking on Allen near Calder. Lots of trucks/delivery vehicles blocking visibility making it hard to see vehicles on Calder crossing Allen.	

FACLITIES OUTSIDE OF COLLEGE TWP - PUBLIC INPUT

10/1/2021

OBJECTID	Project Location	Type	Comment	Current Status
128	Outside of College Twp	New Multi-Use Path	a connector to get to spring creek canyon from the big hollow area without using so much of Rock Rd would be excellent	Conceptual
129	Outside of College Twp	Addition to Existing Multi-Use Path	rockview rd, to get from spring creek canyon to barns Ln, needs to be open to bicycles officially. This is a very useful and fun climb on a bicycle	Open
130	Outside of College Twp	New Multi-Use Path	it would be very useful to be able to get from benner pike to the pleasant gap area across the fields. this would allow further ways to access spring creek canyon on foot and bicycle	Conceptual
147	Outside of College Twp	New Multi-Use Path	A connector from Boalsburg and Harvest Fields trails to Rothrock gravel biking and mountain biking. Good for keeping bicycle traffic off of Boal Ave. and away from semi trucks traveling (and always speeding) on that section of the road.	Conceptual
174	Outside of College Twp	Addition to Existing Multi-Use Path	The most hazardous roadway which has very unsafe walking/biking paths is the section of University Drive that goes over E. College Ave. You are not comfortable on a bike going on that section and with all the pedestrian foot traffic on a football weekend, it is just an accident waiting to happen. Somehow, there needs to be a safe walkway on the overpass.	Conceptual
203	Outside of College Twp	New On-Road Bike Path	This path is an excellent way to avoid having to cross Atherton at Blue course by bicycle, however it is extremely bumpy. A modest improvement in the path surface would allow much safer bicycle access from overlook heights/college heights/ toftrees to Radio Park Elementary as well as the multitude of bike paths on the west side of atherton.	Open
208	Outside of College Twp	New Multi-Use Path		
209	Outside of College Twp	Addition to Existing Multi-Use Path	Unsafe and confusing intersection	Open
210	Outside of College Twp	New Multi-Use Path	Gap in the current and proposed multiuser path system	Future Plan
213	Outside of College Twp	New Multi-Use Path	There are two multi-use paths with a gap in between, failing to connect Scotia Road with Grays Woods Boulevard. With the new development at Grays Pointe, there is a substantial amount of foot traffic on Meeks with no shoulder to walk or run on. This has become a hazard for both pedestrians and the drivers who need to swerve to avoid people.	Future Plan

OUTSIDE OF COLLEGE TWP CONCERNS - PUBLIC INPUT RESULTS

10/1/2021

OBJECTID	Location	Concern or Issue	Comment	If Other Explain
12	Outside of College Twp	Safety Issue	The Krumrine station area really needs a better crossing of 322. An elevated path or underpass would be ideal. children from Krumrine and College Heights need to be able to cross the street to go to Radio Park, and other folks need better connectivity to the Blue Course trails. Crossing at Cherry or Oak would be good. Crossing at Oak and connecting to that abandoned paved trail would be one option.	<Null>
13	Outside of College Twp	Safety Issue	It would be much safer to have a zebra crossing here. right now cars just role through and pedestrians trying to cross on the rail/trail are at risk	<Null>
29	Outside of College Twp	Safety Issue	Not enough of a bike lane. The entirety of Fox Hill Rd is very dangerous for both pedestrians and cyclists.	<Null>
55	Outside of College Twp	Other	There is a de facto trail that starts about here and runs west along the high school/field that many people use to access the apartment buildings on Waupelani between O'Bryant and Southgate. Legitimizing this right of way would allow people to go from Weis and other stores to their homes on foot much more quickly, avoiding the slope on Waupelani.	Access issue
67	Outside of College Twp	Safety Issue	<Null>	<Null>
87	Outside of College Twp	Safety Issue	With a proposed bike/pedestrian path following Spring creek from the 45/322 intersection to Elks Club Road, I would anticipate that cyclists and pedestrians would cross Boal Ave to access Tussey and Rothrock. Boal Ave. is super dangerous to cross at this location. It is even super difficult to turn left off of Bear Meadows Rd onto Boal Ave. So a traffic light will be needed here.	<Null>
89	Outside of College Twp	Safety Issue	My last biking gripe, is probably a Patton Township issue. If you are riding on the Arboretum trail, it crosses the main access road into Toftrees. When you are crossing the trail on a bike, it can be pretty dangerous, especially when approaching from the arboretum side as you are heading towards Cedar Cliff development. There needs to be signs/or flashing lights to alert drivers.	<Null>
94	Outside of College Twp	Other	Bicycle racks at Wegmans (better than current ones) would encourage fewer cars.	Bike Facility

PUBLIC INPUT PERIOD #2 - RESPONSES (Condensed) **11/28/2022**

ADA Accessibility Concerns Please explain:	Lack of connectivity to destinations. Please explain:	Conditions of facilities. Please explain:	Safety Concerns. Please explain:	Maintenance of facilities concerns. Please explain:	If yes, please describe or list the destinations you would like to see improved access to:	As College Township considers future developments, should ordinances be in place requiring any of the following:	Do you agree that the Investment Corridors (Primary & Secondary) identified in the plan?	If no, please explain:	a.Bedestrian Facility Fee-in-Lieu	If no, please explain:	Policy revisions requested. Please explain:	Is there anything further that you would like to share with College Township related to the Pedestrian Facilities Master Plan or the overall pedestrian and bicycle system in College Township?
	Connection to other planning regions in the County, e.g. Spring Township		No shoulders			Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes			
	There should be a sidewalk on Scholl Street to the elementary school.	The bridge over Thompson Run is broken. Also, the Elmwood St. overpass does not have adequate wall height for safe ped and bike use.	Reflectors along white lines on the bridge would help create a visual for peds and bikes to feel safer.	Millbrook Marsh boardwalk	Spring Creek Elementary School. Lemont via Elmwood. There should be a bridge from the bikepath to Happy Valley or Maine Bay & Berry. Of course, I'm excited about the path to campus along East College.	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes			Yay
					Lemont sidewalk access	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes			
						No required pedestrian facilities						
	A sidewalk on Houserville Road is necessary.		No sidewalk on Houserville creates safety concerns.		Houserville Road	Pedestrian facilities on one side of the street in all locations	Yes					
							Yes					
	busy roadways		busy roadways		downtown Lemont to Maine bay and berry	Pedestrian facilities on both side of the street in all locations	Yes					
			Carolean Industrial drive is UNSAFE to walk or bike on. Sidewalk needs completed. The interection of Struble and Carolean needs the brush removed to improve site distance. I would rather look at the truck trailers and live.	NONE OF THE BUSINESSES CLEAR THEIR SIDEWALK CARLOLEAN DRIVE. YOU SHOLD KNOW THIS YOUR WORKERS DRIVE PAST THE SIDEWALK IN THE WINTER.	Carolean Industrial Road, sidewalk needs completed out to Struble. Workers like to walk on their lunch breaks and it is not safe. The intersection of Carolean and Struble needs the "screening" removed. Blocking site distance. I have spoken to the Zoning Officer nothing has been done. Your township employees struggle to pull out of the intersection. The stop seems to be optional as well. I would rather look at the truck trailers and be able to see clearly to pull out. As it is now you must pull halfway into the road to make a left turn, which means you run the risk of being hit. And enforce winter maintainence.	Pedestrian facilities on one side of the street in all locations	No	Fix up your industrial park to encourage businesses back to College Township. Why must you alway cater to the college students.	No	Fix Struble Road Carolean Industrial Drive intersection before someone is hurt.		Fix Struble Road Carolean Industrial Drive intersection before someone is hurt. When a complaint is made to the Zoning officer and nothing is done what is the point of his job?
						Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		No			
	I live on E Branch Road and would love to take my dogs and children for walks on the bike paths that are off of E Branch road, however, with traffic, it is too dangerous, especially with my children, to walk or bike to these paths.		There is a lot of traffic on E Branch road and no sidewalks to access the bike paths. I would love to see side walks that would provide a safer route for my children and myself to access the bike paths.		East Branch Road needs sidewalks. Traffic is too fast and the roads are too narrow to safely access bike paths.	Pedestrian facilities on one side of the street in all locations	Yes		Yes			No
Roadways with no shoulder or too fast, busy to feel safe	Roadways with no shoulder or too fast, busy to feel safe. Lack of bike dedicated paths.		Busy fast roads			Pedestrian facilities on one side of the street in all locations	Yes					
	Not continuous		Have to use the shoulder		Getting to and from PSU	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		No			
	Narrow, unsafe road shoulders with vehicles at high speeds.	Multi-use paths not cleared of snow/ice and road shoulders with loose gravel, broken asphalt, erosion, pavement drop-offs, and overhanging vegetation.	Unsafe road shoulders as mentioned above.	See above.	Downtown State College and central campus primarily, including redesign of University Drive and College Ave to create an at-grade intersection with signalized crossings. Also, a shared-use path along the entire length of Spring Creek.	Pedestrian facilities on both side of the street in all locations	Yes		Yes			Thanks for doing this. Another goal should be to get cars off the road and encourage alternative transportation to reach GHG emission reduction goals.
						Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes			

PUBLIC INPUT PERIOD #2 - RESPONSES (Condensed) **11/28/2022**

ADA Accessibility Concerns Please explain:	Lack of connectivity to destinations. Please explain:	Conditions of facilities. Please explain:	Safety Concerns. Please explain:	Maintenance of facilities concerns. Please explain:	If yes, please describe or list the destinations you would like to see improved access to:	As College Township considers future developments, should ordinances be in place requiring any of the following:	Do you agree that the Investment Corridors (Primary & Secondary) identified in the plan?	If no, please explain:	a.Bedestrian Facility Fee-In-Lieu	If no, please explain:	Policy revisions requested. Please explain:	Is there anything further that you would like to share with College Township related to the Pedestrian Facilities Master Plan or the overall pedestrian and bicycle system in College Township?
Bike paths are often negatively impacted by heave/shift in the macadam due to tree roots. Additionally, there are often many "breaks" in the pathway that are jarring and make using them unpleasant.	There is no simple route from the bike path at the township building that goes directly toward campus. This forces people to use College Avenue. There is also a need for a light for crossing College Avenue at Puddingtown Road.	significant stretches of the bike path are heaved due to tree routes and there are many breaks in the surface that make biking on them very difficult.	Any crossing of College Avenue is a problem. Due to poor bike path conditions on the path to Lemont, I am forced to use College Ave and crossing that isn't simple or convenient.	Ongoing maintenance appears to be good, but as noted elsewhere, the condition of the actual macadam needs to be fixed/improved.	It would be helpful for any access across South Atherton Street. Particularly at a spot near Scenery Drive that could take pedestrians/bikers across/under/over the street to access Harris Acres in order to get to Route 45 for biking. Presently, travel on West Branch Road on a bike is VERY dangerous and that road can't be improved enough to accommodate both cars/bikes.	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes		As a cyclist, I would support a reasonable, annual license fee for bikes to assist with the creation/maintenance of these facilities.	
					Mountain bike trails	Pedestrian facilities on both side of the street in all locations	Yes		No	Piss off with the taxes		
			When biking, sometimes I do not want to use sidewalks due to heavy pedestrian traffic, but the road shoulder is narrow			Pedestrian facilities on one side of the street in all locations	Yes					
	There are no sidewalks in my neighborhood. You have to walk on the streets in many areas to get to any kind of sidewalks. I drive my kids to Spring Creek part even though it's walkable because its not safe to walk on Houserville Rd.		No shoulder on Houserville Rd!		Spring Creek Park, Spring Creek Elementary; connecting Houserville neighborhood to bikepaths along Puddintown that lead to campus and downtown. Ideally, it would be great to walk or bike to Mount Nittany Medical Center or Walmart from Houserville!	Pedestrian facilities on both side of the street in all locations	Yes		No	If they have money to build, they can build side walks. No buy outs!	This may already be the case, but proper lighting and also putting utilities underground. This page talked about creative ways for funding; can these sections be sponsored by companies?	People driving less is also good for wear and tear on the roads and on the environment, so other selling points for this for saving tax money ("fiscally conservative") and being green ("liberals"). I think the bike paths along Puddintown between the Marsh and Spring Creek park are a great model of what this can look like. I'm happy to see this emphasis on walkability which leads to better community connections, safety, happiness, and property values (hooray for shifting mindsets away from 1950s no sidewalks, car centric building!). Ideally this can lead to better utilization of that ugly stretch on College Ave between University Drive and 322 too. Overall, I'm very impressed with all the work and this is a nice showing from municipal government. This is difficult and thankless work - overall, great job!
	If it were easier to get to campus from the Millbrook Marsh area (or to get across the bridge on Elmwood across the highway), I would likely use the paths to		Using road shoulders is not safe		Campus, slab cabin park	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes			
						Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes		Anything that provides a safe rideable path.	I'm a biker from Patton Township that commutes through College Township on a lot of my rides. I also commute to a part time job within College Township several times a week.
						No required pedestrian faciliti	Yes		No			
	Access to Boalsburg and Lemont from Center Hills either requires a lengthy section on busy East Branch road or down the unpaved and steep portion of Slab Cabin Park to the bike path. Both unsafe options.	Downtown Boalsburg includes almost no bike parking on Main Street	Bicycle access to Tussey requires hazardous roads.		Tussey Mountain/Gailbraith Gap	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	No	East Branch Road Coonidor is a much more hazardous access point to an important part of town. You will have immediate dividends if you extend the work past armau village to connect to the existing atherton street bike path. First ave is identified as a secondary priority but I don't believe should be a priority as it is a 25 mph listed residential neighborhood.	Yes			

PUBLIC INPUT PERIOD #2 - RESPONSES (Condensed) **11/28/2022**

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	Indirect routes that require lots of back and forth to get to my destination.	Lack of paths for my route.	Required to use road shoulder and feel unsafe doing so.		I would like the ability to travel from the State College Borough to Lemont quickly and safely by bike. All current options require use of a roadway shoulder and feel unsafe.	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	No	I don't disagree with the current proposals, but I think another great solution to connect College Township(specifically Lemont) with the State College Borough would be to designate a multi-use path/corridor from Walnut Spring Lane to Lemont. This could be accomplished by doing the following: 1. Upgrade the Thompson Woods Access Trail between Walnut Spring Lane and Oak Ridge Ave to a multi-use path. 2. Establishing a bike path or bike lane on Oak Ridge Ave, Squirrel Dr. between Oak Ridge Ave and Shamrock Ave, and on the Shamrock Ave cul-de-sac. 3. Constructing a multi-use path through Slab Cabin Park from the Shamrock Ave cul-de-sac to the lower Slab Cabin Park parking lot. 4. Establish a bike lane on Elmwood St to E Branch Rd. Doing the above would be a relatively simple solution to provide an efficient and relatively safe route between Lemont and the State College borough. This is the route I already take, but it requires going "off-road" through Slab Cabin Park.				
	I commute year-round almost every day from Clover Highlands to work at Penn State by bike. There should be a bike path from Orchard to Porter so families and commuters can safety get from Houserville to Penn State.		The intersection at Orchard & Park Ave is uncontrolled and difficult for bikers. A bike path from Orchard to Porter near Medlar Field would be great!		The intersection at Orchard & Park Ave is uncontrolled and difficult for bikers. A bike path from Orchard to Porter near Medlar Field would be great!	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	No	I agree that existing facilities should connect to Penn State, but in two places: 1) extend the existing bike path at Orchard Road over the hill to connect to Porter near Medlar Field. That would provide great central access to the University at Curtin Road - a main corridor at Penn State. 2) extend the existing bike path along College Ave. That would give good southern access to Penn State. Both of these should be maintained year-round (snow plow /	Yes			
Love the new Thompson Run bridge, and thankful for it being replaced quickly. Just wish the steps could have been eliminated. But too late, but did ask last public input for this.						Pedestrian facilities on one side of the street in all locations	Yes		Yes		see below	Really need to push CRPR to updated the rules (Aug 2011) to allow to use paths through parks at night (which I thought was agreed on in December). I'm approaching my 1 year anniversary of 'going around', and I check rules and ordinances daily/weekly and see no change.. My research can be found here https://docs.google.com/document/d/1bdgzTRq3AY9XzZKwIvYM3jKYp7wf_9uYEYf3wywDF4c/edit They were to start working on this early January. in short something in the rules/ordinances with wording such as when pertaining to park hours etc. 'This restriction shall not affect the right of the public to use the pathways and roadways in and through public parks, playgrounds or other public grounds for the purpose of travel. '
			Not enough Bike paths separated from roads	Snow removal needs to be more consistent	North Atherton and south Atherton shopping	Pedestrian facilities on one side of the street in all locations	Yes		Yes			
					Getting from Lemont into State College Borough	Pedestrian facilities on both side of the street in all locations	Yes		Yes			

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	Most of campus is hard and indirect to get to unless you brave the shoulder of PA-26.		Crossing PA-26 is almost never completely safe anywhere in College Township. That road is too wide. The best crossing is from the township building to Elmwood Street.		University Park and downtown (number 1 by far), a safe way to cross PA-26 to get to the Thompson Woods; a connection to Innovation Park	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes			Realizing it's properly lower priority, I'd nevertheless like to recommend that eventually, that imagined greenway up the I-99 berm connecting Houserville to Innovation Park become a reality. It'd connect a place where a whole bunch of people live to a place where a whole bunch of people work. Restaurant business at the Penn Stater would probably grow. The missing piece is only 1000 feet long. As it is, getting to Innovation Park —not even a mile away as the crow flies—is a three-mile trip!
	Would like College Ave to have a safe bike path directly into town for families and children.		Need safe adjacent sidewalk on College Ave into town		Safe East College Road adjacent sidewalks into town.							
			Crosswalks on BUSY streets with no stop signs or street lights		Grocery stores	Pedestrian facilities on both side of the street in all locations	Yes		No			
	unsafe roadways, lack of sidewalk or bus stops between areas	closed bus stops	wild traffic, no bike paths/bike lanes		Improved access from Westerly High School to downtown. Pathways to campus and north atherton. CATA posts everywhere - none of them are open!	Pedestrian facilities on both side of the street in all locations	Yes		Yes			
	Lack of bicycle lanes that are protected from cars		Most Critical - lack of protected bike lanes			Pedestrian facilities on both side of the street in all locations	Yes					
	Sharing the road with cars isn't safe. Having a multi-use path from University Park to the mall would increase my interest in buying a home in College Township		I find the bike lanes that share the road with cars, unsafe. Perhaps expanding the width would increase safety and keep cars at a safer distance		The proposed (red lines) road to prioritize -- I agree with. I'm looking for access from housing developments to University Park.	Pedestrian facilities on one side of the street in all locations	Yes		Yes			
	Avenues with lots of traffic and speeding; cars do not give chance to pedestrians to cross the avenue on walking zebra.		See above: speeding cars and no chance to cross on designated points due to cars not allowing it.		University Avenue and College Avenue	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes			
	Sidewalks sometimes have gaps and the cars drive very fast.		Many of our road are either high speed limit or people drive too fast. Makes it hard to walk safely.		I don't bike but many people do and putting a narrow bike lane next to the road is dangerous for the rider and for the driver. Bike paths need to be wide and away from traffic.	Pedestrian facilities on both s	Yes		No	Developers will always try and pay their way out of doing the right thing. Right now, we need action more than money. Make they comply no matter what it costs. If they can't do it, don't build	What are we doing about preserving open spaces and ag. land?	No, thanks for asking.
	very small shoulders and often speeding vehicles along Hourserville Rd. Unsafe connection from much of Hourseville to Spring Creek Park & bike path.		traveling along and crossing Houserville Rd, especially with kids		Connection of areas west of Houserville Rd to Spring Creek Park & bike path. Spring Lea Dr generally feels like the only safe place to cross without having to walk/bike along Houserville Rd. Houserville Rd is so narrow & winding with small shoulders. Vehicles frequently speed.	Pedestrian facilities on one side of the street in all locations						
						Pedestrian facilities on both side of the street in all locations						
	It is a fragmented system: it goes from safe paths across busy, dangerous roads multiple times.		Are you kidding* Let's just talk about the number of walkers and bikers that have died going across an intersection that breaks up a "safe" path. And there are no shoulders to safely bike with cars. And no enforcement or cultural support .		Everyone who lives in 3 miles of Penn State should be able to get there on a safe path that is not shared by or crossed by cars. Every child who lives within a mile of a public school should be able to get there via a path that is not crossed by a car. And those paths should be shoveled out on snow days.	Pedestrian facilities on both side of the street in all locations	No					
	cannot get to downtown on trails, road berms are not wide enough to stay out of traffic		road berms are not wide enough, trails don't connect to many places	trim bushes off paths, please	Ability to get directly to downtown for myself. For others, I always feel bad for people walking/biking along the stretch of 26 between Hourseville Road & McDonald's	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)			Yes			

PUBLIC INPUT PERIOD #2 - RESPONSES (Condensed) **11/28/2022**

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Oblivious/dangerous drivers who get away with so much because nothing seems enforced; bike lanes not protected from drivers. This is not a very pedestrian friendly town (e.g. can't cross College Ave at a crosswalk because cars rarely stop).						Pedestrian facilities on both s	Yes		Yes			
						Pedestrian facilities on one side of the street in all locations	Yes					
												College Township needs to evaluate the following pedestrian crossing infrastructure and safety: •Bouserville Road at Puddintown Road (for school foot traffic once other sidewalks are in) •Bouserville Road at Scholl Street (for school foot traffic once other sidewalks are in) •College Avenue at Houserville Road and Pike Street (connecting Houserville to Lemont once other sidewalks are in) •College Avenue at Puddintown Road (connecting Puddintown to the south side of College Avenue and Thompson Run bridge) •College Avenue at the entrance to Country Inn & Suites (connecting the hotel, etc. to Love It, etc.) •College Avenue at Struble Road's north side •College Avenue at the mall McDonald's •College Avenue at Old Evergreen Lane and Thompson Lane (connecting the Hampton Inn to Adam Cole Salon Also, who owns the open land in between Ki'netik Fitness and Tubbies? I ask because it would be nice to connect
												Connection between Houserville and Innovation Park is needed.
	Need walking path from light at NW Bank to Harris Acres on Meyer's Dairy side of S. Atherton.		Unsafe to cross S. Atherton at Harris Acres entrance, in order to get to bike/walking path on other side of road. Need walk/bike path in stretch from Harris Acres entrance to light at NW Bank.		—Meyer Dairy from Harris Acres without jay-walking across S. Atherton to get over to current bike path. —NW Bank from Harris Acres without jay-walking across S. Atherton to get over to current bike path. —Getting from Harris Acres to Hills Plaza via light at NW Bank without jay-walking across S. Atherton to get over to current bike path.	Pedestrian facilities on both side of the street in all locations	Yes		Yes			Please find a way to make it safer to get from Harris Acres entrance to Meyer Dairy, NW Bank, Hills Plaza area without having to run across S. Atherton to get over to the current walk/bike path.

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												We often walk or ride bikes on Elmwood over to Slab Cabin park . A sidewalk/walking path from downtown Lemont to that area of the township would enhance safety and probably home values in the area. I also wish that the bridges over 322 on Elmwood and Branch had fences along the top. I feel safer on my bike (except when on the bridge where I have a higher center of gravity. I pretty much ride in the driving lane on the bridges). People will actually typically go around and give us the 4 foot wide berth. Although there is room to walk on both sides of the road, some of the shoulder has run off trails that have to be avoided that are 2 or three inches wide and deep. It would be easy to turn an ankle, and cars don't give an inch to walkers. I think a good option would be to pave all of the shoulders and paint a bike lane symbol on them, and then put those fences up on the two bridges
						Pedestrian facilities on both side of the street in all locations	Yes		Yes			Hard copy survey that was entered by Mike Bloom
	Would be better system if there were more connections			Should be maintained for snow removal, potholes, etc.		Pedestrian facilities on both side of the street in all locations	Yes					Hard copy survey entered by Mike Bloom
sidewalks end or are not available	gaps between off road bike/ped paths send people to the road or stop the journey		When no clear bik/ped path is available it can be quite dangerous		College Ave north from downtown NEEDS bike/ped lanes or sidewalks People walking or biking across College, particularly from the township offices towards brew pubs would be better served if there was a bridge to the pubs vs having to cross the road.	Pedestrian facilities on both side of the street in all locations			No	Put in ped access	Prioritize bike and ped friendly entrances and parking with facilities and signage and education/outreach.	I did not answer the yes/no question "Do you agree that the Investment Corridors (Primary & Secondary) identified in the plan should be College Township's highest priority locations for improvements to the pedestrian and bicycle system in College Township?" because I am not familiar with what these corridors mean. However - Equitable access to bike/ped facilities should be a priority vs prioritizing only economically developed areas (although many need improvement).
Only sidewalks/multiuse paths have ADA access, there's little to none ADA access when it comes to connectivity between areas or lack of connections	Bad connectivity at very busy intersections especially on Atherton and not a good connection between University/Atherton and Lemont	Some are wide and well maintained, but many are still small sidewalks with bushes/shrubs overgrown in late summer	Crossing is horrible at major intersections (other places I've lived have had where everyone has a red light and only pedestrians/bikes can cross for 60 seconds in all directions before traffic resumes)	Not all are treated equal with upkeep especially resurfacing	Better multiuse paths and better connections between college township and neighboring townships/municipalities. They're all very disconnected in an unsafe way, those need to be worked on before expanding towards Harris township/Boalsburg (Bear Meadows, Shingletown Gap, etc)	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	No	Although good areas that need improvement, they all seem to be areas to connect newer developments with higher income level houses.	Yes			
	Bike path ends. Also no winter clearing	Tree roots lifting areas ofbb can path	Electric bikes flying by pedestrians	No winter maintenance	Better access to my neighborhood other than branch road coming from atherton	No required pedestrian facilities						
				Road shoulders are poorly maintained. 1) brush and branch encroachment; 2) surface littered with loose material; 3) lack of communication between local and state PW departments, thereby dumping communication job on citizenry.	all of college avenue itself; but especially toward mall.	Pedestrian facilities on both side of the street in all locations			No	it makes it way too easy for a developer to buy their way out of doing what should be done.		The denser the population, or the more heavily used the area, the more necessary are wide, usable, pedestrian and bicycle facilities. The "workforce housing" and commercial/industrial exemptions from park and sidewalk facilities are a HUGE mistake. Those are the people and places that would benefit most from public spaces, whether sidewalks or
Sidewalks not connected	Need to travel along busy roads		Heavy traffic along College Ave			Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	Yes		Yes			

PUBLIC INPUT PERIOD #2 - RESPONSES (Condensed)

11/28/2022

ADA Accessibility Concerns Please explain:	Lack of connectivity to destinations. Please explain:	Conditions of facilities. Please explain:	Safety Concerns. Please explain:	Maintenance of facilities concerns. Please explain:	If yes, please describe or list the destinations you would like to see improved access to:	As College Township considers future developments, should ordinances be in place requiring any of the following:	Do you agree that the Investment Corridors (Primary & Secondary) identified in the plan?	If no, please explain:	e.Bedestrian Facility Fee-In-Lieu	If no, please explain:	Policy revisions requested. Please explain:	Is there anything further that you would like to share with College Township related to the Pedestrian Facilities Master Plan or the overall pedestrian and bicycle system in College Township?
Car friendly roads	No public transport from south to east, for example	Car friendly roads	Car friendly roads	Barely any trees in the streets	Goodwill area. It is VERY hard to bike there, unless you take a lot of different paths to avoid highways.	Pedestrian facilities on both side of the street in all locations	Yes		Yes			This town is designed for cars. Sidewalks end abruptly. There are roads were pedestrians are prohibited! Public transport has gotten better but it still does not connect the whole town.
			Narrow shoulders on E. Branch and little separation from traffic (by the bend coming into Lemont from the South, and by the country club) which make me feel unsafe esp. when trying to go for a walk with my son.		Along E. Branch Road.	Pedestrian facilities on both sides of the street only in higher traffic volume locations (one side of the street in low volume locations)	No	I bike on Houserville frequently, and to me it feels less in need of improvements than the southern portion of E. Branch. I would prioritize the Southern half of E. Branch over Houserville (but keep puddintown as a priority). I would also prefer the "Future" Secondary Scholl/Houserville path to connect the elementary school be prioritized over the current investment corridor section of Houserville. (Don't take this as a complaint, just a preference, overall this seems very well				I love the idea of my tax dollars going towards making the area more walkable/bikeable. I much prefer prioritization that over more car infrastructure.
					Connection from School and Spring Creek to WalMart Area Safety concerns for cyclists and joggers on Houserville Road from Spring Lea to Bottorf		No	Houserville Road from Spring Lea to Bottorf - no sidewalk needed, use the Spring Creek Park system instead	No		Traffic control of existing speed limits	Direct pedestrians into the Spring Creek Park as part of the Park Master Plan

APPENDIX F
DRAFT Ordinance Changes

COLLEGE TOWNSHIP
CENTRE COUNTY, PENNSYLVANIA

ORDINANCE NO. O-22-04

PROPOSED ORDINANCE TO IMPLEMENT THE RECOMMENDATIONS SET FORTH IN THE PEDESTRIAN FACILITIES MASTER PLAN BY AMENDING CHAPTER 180 – SUBDIVISION AND LAND DEVELOPMENT TO UPDATE: 1) SECTION 180-16.F. SPECIAL STREETS TO INCLUDE CUL-DE-SAC CONNECTIONS; 2) SECTION 180.16.1. SIDEWALKS REGULATIONS PERTAINING TO WAIVERS, DEFERRALS, AND FEE-IN-LIEU OF PEDESTRIAN FACILITIES; AND 3) CHAPTER A203 SCHEDULE OF FEES TO ESTABLISH APPROPRIATE FEES AS A PAYMENT IN LIEU OF PEDESTRIAN FACILITIES.

Bold Italics = addition

BE IT RESOLVED AND ORDAINED, by the College Township Council, Centre County, Pennsylvania and the authority of the same, does hereby adopt, made this 17th day of November, 2022, by amending the Code of the Township of College, Pennsylvania with the amendment of Chapter 180 Subdivision and Land Development as follows:

SECTION 1 – SPECIAL STREETS

Amend §180-16.F.(2) to include:

(f) Cul-de-sac connections that link to a park, school, adjacent neighborhood, pedestrian or bicycle facility, shall be a priority for future connection in the Township, therefore, when a cul-de-sac is proposed as part of a subdivision of land development plan, said cul-de-sac shall have a right-of-way, linkage, and/or cut-through easement at the terminus of the cul-de-sac.

SECTION 2 – SIDEWALKS

Repeal and replace section 180.16.1 with the following:

§180.16.1 Sidewalks:

It is the intent of College Township to provide an interconnected, continuous, and well-maintained network of sidewalks, shared-use paths, and other related facilities that provide all users, regardless of age and ability, with safe and efficient access to numerous key destinations throughout College Township and the Centre Region.

A. General. Sidewalks shall be required to be included in a subdivision or land development plan as follows:

(1) All new streets proposed in a land development or subdivision plan shall include sidewalks along both sides of the streets.

(2) All new subdivisions or land developments located adjacent to an existing street(s). A sidewalk shall be required along the side(s) of the street(s) which the proposed subdivision or land development abuts where there currently is no sidewalk(s).

(3) All nonresidential, townhome and multifamily residential uses shall provide a separate system of sidewalks connecting the primary building entrance(s) to other primary buildings' entrance(s) and to the nearest public sidewalk abutting the development.

B. Exemptions. The following shall be exempt from the provisions of § 180-16.1A:

(1) Development reviewed pursuant to § 200-50, Residential site plan review, shall be exempt from the requirements contained herein unless required as part of a subdivision or land development approved pursuant to Chapter 180, Subdivision of Land, prior to the adoption of this section.

(2) Development within the Village Center District shall provide sidewalks pursuant to § 200-40E, Sidewalks and parking lot requirements for Village Center District.

(3) Development reviewed pursuant to § 200-28.4.B.f is eligible for a reduction of sidewalks as an incentive for development of workforce housing.

C. Alternatives. Where a land development or subdivision plan is requesting a waiver from the requirements contained within this section, alternatives shall be considered, such as alternate pedestrian routes, different widths or building material before Council can grant a waiver pursuant to above.

D. Fee-in-lieu of Pedestrian Facilities. In instances where pedestrian facilities are not proposed, but are required by the Ordinance, a pedestrian facility fee-in-lieu is an option if a facility meets the following criteria:

(1) The construction of pedestrian facilities is proven to be a hardship on the developer, and;

(2) All reasonable alternatives for inclusion of the required pedestrian facilities are exhausted, and;

(3) The Township Engineer has determined that the project is cost prohibitive.

(4) The following criteria shall be submitted for review:

(a) Engineered drawing(s);

(b) Estimated pedestrian facility construction costs and;

(c) A map indicating the distance to nearest existing/planned facility.

E. Deferral: A deferral offers an option to delay construction of a required pedestrian facility for a set amount of time, or until some other factor triggers the need for construction. In order to request a deferral of a pedestrian facility, the following four (4) shall apply:

(1) Sidewalks are required under the SALDO;

(2) Justification is provided as to why the installation of pedestrian facilities may be a hardship;

(3) No alternatives are acceptable;

(4) Cost prohibitive formula is applied, but the project is deemed not cost prohibitive;

In the case a deferral is warranted, recommended by the Planning Commission and approved by Council, the following three (3) shall apply:

(5) Unless otherwise recommended, a deferral shall not be more than two (2) years;

(6) Final conditions of deferral are determined by staff, recommended by the Planning a Commission and approved by Council;

(7) Notes outlining the final deferral conditions are added to the proposed land development/subdivision plan and recorded upon approval.

F. Waiver: Council may waive the requirements for sidewalks contained above if it determines in the following circumstances that the amount of pedestrian traffic will be minimal, the provisions of sidewalks will create an undue hardship and/or the provisions of sidewalks will change the rural character of the area proposed for development:

(1) A subdivision or land development is outside of the Regional Growth Boundary as shown in the 2000 Centre Region Comprehensive Plan as subsequently amended.

(2) The subdivision or land development is within a single-family residential neighborhood where no other sidewalks exist.

(3) The subdivision or land development has topographic, environmentally sensitive features, such as existing vegetation, wetlands, or floodplains and/or man-made limitations.

(4) Waivers shall only be considered if fee-in-lieu and deferral options exhausted. At least one of the following factors shall apply:

(a) The College Township Engineer concurs that the construction of the proposed facility is technically infeasible and all alternate alignment options have been exhausted. Submit a Technically Infeasible Waiver Request to the Township for consideration; conditions considered include adverse topology, overhead utilities, street lighting, traffic signal poles, underground utilities, conflicting structures,

bodies of water and storm water facilities. Requirements of the Technically Infeasible Waiver Request (TIWR) shall include:

(i) Cover letter addressed to Township Council;

(ii) Waiver request justification report signed and sealed by a Professional Engineer or Architect;

(iii) Cost estimate of modifications required to construct the facility per ordinance requirements;

(iv) Hardship justification pursuant to Section 180-15.

(b) The proposed facility scores seven (7) or less on the Project Prioritization Matrix.

(c) The proposed facility is on a parcel located outside of the Regional Growth Boundary/Sewer Service Area (RGB/SSA) and provides no or redundant connectivity to the existing or proposed network within the RGB/SSA.

SECTION 3 - FEES AND PENALTIES

Amend Chapter A203 Fees and Penalties to include:

§A203-26: Pursuant to §180.16.1.A the consideration of a fee-in-lieu of pedestrian facilities must represent a reasonable return that would cover the true costs for the Township to develop a comparable facility. The fee schedule, set forth by resolution may be reviewed and revised periodically. The following fees shall be applied when calculating costs:

A. $80 per square yard – facility construction

B. $10 per square yard – incidentals (drainage, tree root guards)

C. $1,000 per ADA ramp, in addition to the square yard cost

SECTION 4 – REFERENCES

Add the following references to Chapter 200 Zoning and 200–38.4.B.f. Workforce Housing:
Chapter 180 – Subdivision and Land Development (Reference to 180-16.F.(2), 180.16, 180.16.1)

SECTION 5 – SEVERABILITY

If any sentence or clause, section, or part of this ordinance is found to be unconstitutional, illegal or invalid, such findings shall not affect or impair any of the remaining parts of this ordinance. It is hereby declared to be the intent that this ordinance would have been adopted had such part not been included.

SECTION 6 – EFFECTIVE DATE

This ordinance shall take effect five (5) days after enactment.

ENACTED AND ORDAINED, this 17th day of November, 2022, by the College Township Council, Centre County, Pennsylvania.

ATTEST: **COLLEGE TOWNSHIP COUNCIL:**

_____

D. Richard Francke, Council Chair

_____

Adam T. Brumbaugh, Manager/Secretary