



## PURPOSE

The purpose of the Centre County Active Transportation Plan (ATP) is to improve mobility for bicyclists, pedestrians, as well as other traditional and emerging mobility devices in Centre County. These forms of mobility will be referred to in this as active transportation modes. This plan will build upon current and historic bicycle and pedestrian plans, and where available information for other mobility devices and to expand the area of review and analysis beyond the Centre Region for a facility inventory and analysis to one or more planning regions in Centre County.

The plan will evaluate current and future needs, deficiencies, and safety hazards for active transportation modes. The plan will review current and past efforts at education and promotion of these modes and evaluate strategies to extend these efforts into outlying areas of the county. The plan will complete analysis and produce an action strategy with implementation schedule for future grant application opportunities and planning and programming efforts. Programming has included in-person and virtual classes, tabling events to distribute information, bike anywhere days, community and group rides, national bike events and Bike Month. Below are past examples for education and promotion in Figures 1 and 2.



Figure 1 - Bicycle Promotion and Education



Figure 2 - CATA Bus Advertisement

The Centre County Metropolitan Planning Organization (CCCMPO) staff will work with a consultant team to review and prioritize the desired plan outcomes and develop an implementation schedule with short, mid and long term elements.

## COUNTY OVERVIEW

The county has a population of 158,172 based on the 2020 Census. The county is divided into seven planning regions. There are also seven school districts, and some have different boundaries than planning regions. CCMPO believes there are opportunities to use school locations that allow walking and bicycling to assist with planning regions ATP plan development.

From 2016-2020, the county recorded 242 vulnerable road users (181 pedestrians and 61 cyclists) involved in crashes. Of these crashes there were 8 fatalities for the same time period. In addition to safety there are people who rely on these modes to travel to work. Based on the 2020 Census data there are roughly 4,000 people that do not have access to a vehicle (2020 5-year ACS data.) From the same ACS data, it is estimated that 1,181 bicycle to work and 5,340 walk to work. It is important to Centre County to reduce fatalities and improve and encourage active transportation.

Centre Region municipalities have developed plans, programs and infrastructure for walking and cycling. While a handful of municipalities outside the Centre Region have facilities, there are limited planning programming efforts for implementation. As a county there are communities inside and outside the Centre Region that are attracting new businesses and residential development and, as a result, are growing with an anticipated demand to accommodate active transportation. Through development of the plan, stakeholders in these areas will have an opportunity to assess needs and gaps, and develop implementation steps to improve planning, project development and education efforts.

Figure 3 shows the Planning Areas for Centre County with the known school locations. It is believed most boroughs in Centre County do have sidewalk facilities, but few have separate bicycle facilities.

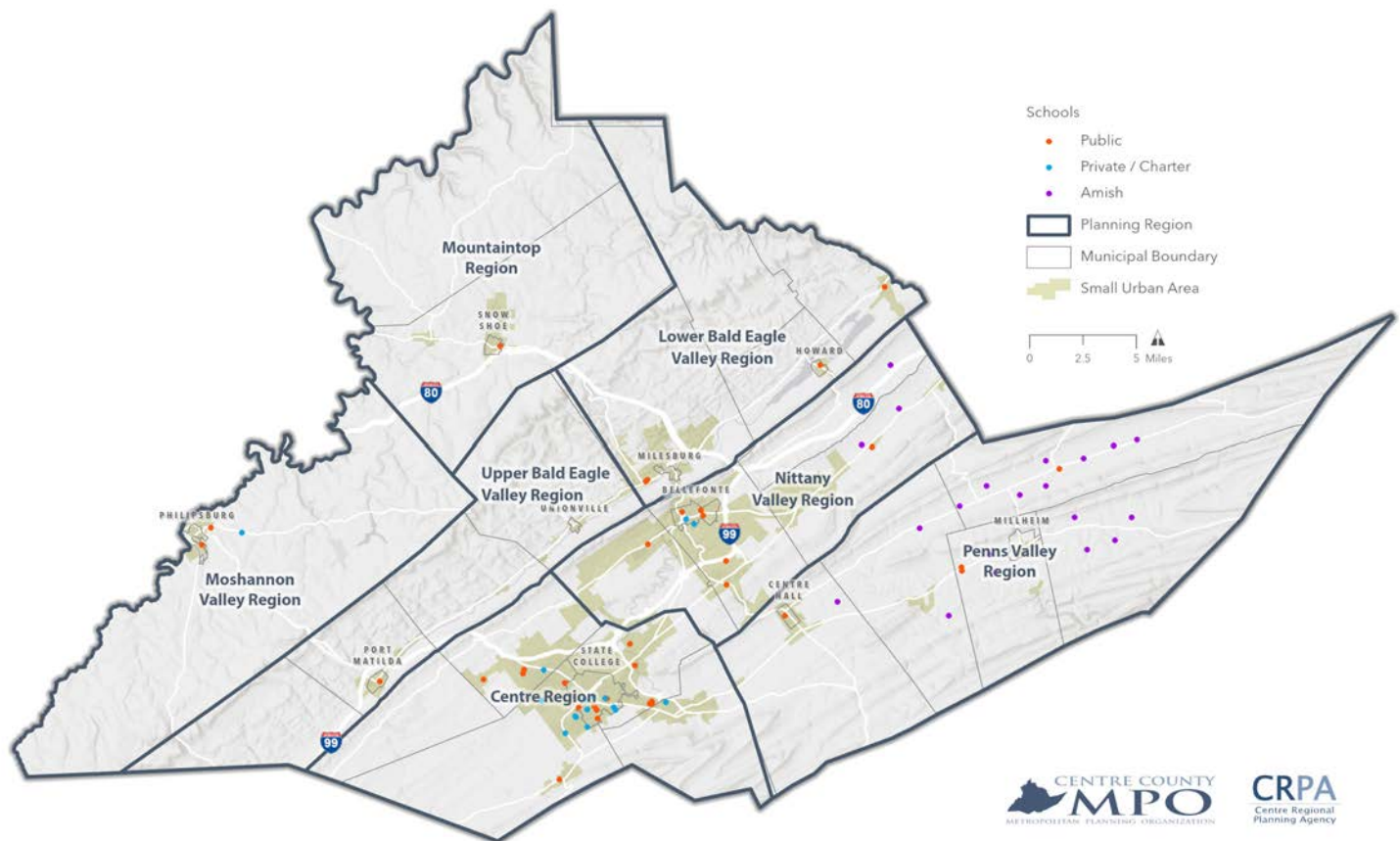


Figure 3 - Centre County at a Glance

## STUDY NEED AND SUPPORT FOR THE PLANNING FUNDS

Like residents across Pennsylvania, people living in Centre County use active transportation modes for many reasons including every day out of choice and necessity but find their ability to do so challenged by the limited infrastructure available.

Active transportation planning has been a successful collaboration with municipalities and other stakeholders in the Centre Region that resulted in the designation of the Centre Region as a bicycle friendly community since 2012, development of the CCMPO Bicycle plan in 2016, and elevation of the Centre Region bicycle friendly community designation to the silver level in 2020. While efforts in the other areas of the county have resulted in some successful studies and isolated construction projects for active transportation, success in expanding the overall active transportation network has been limited. This plan will build on the work that has already been completed with a plan to implement future improvements for all of Centre County.

The County wide plan will include elements that are not currently addressed in planning documents, to expand the known information, develop a needs analysis, a listing of infrastructure projects under development, development of future planning efforts, recommendations for SS4A grant submissions, model ordinance development (complete Streets and parking) Vision Zero goal setting, expanded education efforts directed to rural areas of the county and confirm changes to the current active transportation needs due to legislation or other municipal actions.

The plan will need to highlight what is feasible within the existing financial constraints at the local, state and federal levels and alternative funding options. The plan will need to identify short-(5 years), mid-, and long-term improvements and initiatives due to funding options and to develop a priority list of possible programs that can be pursued during the 5 years after the adoption of the plan. It is anticipated the plan will need to be revised roughly every 5 years as projects are completed and funds become available. The prioritization is intended to assist the CCMPO and municipalities to program improvements that can go the next step for detailed engineering and design analysis. Those that cannot be prioritized in the short term will be part of the mid- and long-term improvements and include a description of why they could not be considered earlier.

Centre Regional municipalities have worked for several years to improve cycling with periodic updates of the Centre Region Bike Plan. The plan does not address pedestrians or other mobility devices, and a limited number of these same municipalities have been working individually to develop

plans as resources allow. The county-wide plan will serve as a platform to share the most effective techniques from the local plans and expand their use to other parts of the county.

This plan will also serve as a foundation plan to provide:

- a consistent inventory of facilities on a county-wide basis,
- provide an opportunity to apply safety and level of stress analyses at a high level across the county,
- work toward Vision Zero with goal development
- helping sponsors to address data requirements of Safe Streets 4 All (SS4A) for Centre County,
- data requirements for renewing the Centre Region's status as a Bicycle Friendly Community (BFC),
- providing supporting data for other state and federal grant applications,
- provide model ordinances for Complete Streets and active transportation parking, and
- other topics of interest to active transportation sponsors working with municipalities and boroughs inside and outside of the Centre Region.

## Deliverables

The completed study will be documented in a report that summarizes the following deliverables in a concise format that can be digital and paper formats. All deliverables will be prepared in coordination with CCMPO, and all native files will be provided to CCMPO.

**1. County overview** - List and map active transportation facilities that can be used by stakeholders for future planning, supplemented by demographic and equity data, plus any data that cannot be collected by CCMPO staff and will need to be collected by the consultant. This county overview will serve to assist future PennDOT Connects efforts.

**2. Analysis** - Review crash data/safety records and growth patterns; identify of gaps in the network and critical safety areas; and perform county level Bicycle and Pedestrian Level of Stress analysis. This will be used to determine what planning areas should have further analysis as part of this plan and what should be part of future analysis in the implementation section.

**3. County wide engagement** – Work with CCMPO staff for stakeholder and municipal engagement that will result in county wide listing of issues for PennDOT Connects process, updates on the status of existing projects, and input on issues that may be prevalent in the rural areas, but not the Centre Region and vis versa. Engagement will include in person and online options.



Engagement will also include development of a storymap that will convey the current facility inventory, demographic information, and will highlight the gaps and needs identified through outreach. CCMPO will also work through engagement to expand partnerships to assist with the ATP implementation efforts.

**4. Issue Identification and Project listing** - List of known safety issues and active transportation needs, and a list of hardscape projects under development. Include a list of supporting policy issues including establishment of a Vision Zero goal, adoption of complete streets, development of model ordinances and other policy/education implementation steps to be pursued by CCMPO and identified stakeholders. Development of a project and need listing to inform future PennDOT Connects development processes and grant submissions.

**5. Implementation Strategies and ATP Recommendations** – Intended to be the foundation for future planning efforts. List policies to be adopted, designations to be sought and future studies and planning efforts such as Vision Zero next steps, SS4A grant applications, walkability plans, feasibility, and design efforts. The list will become the base document for future updates. Consideration will be given to developing performance measures for post implementation actions to determine whether policies and actions are making change in Centre County. This item will also include the development of guidance and training material for future staff efforts on techniques and tools developed through the ATP, such as the bicycle level of stress review and online engagement tools.

## Additional Detail of Deliverables

**1. County Overview:** The Centre County overview will need to include existing inventory of bicycle and pedestrian facilities based on the efforts of municipalities, the county and CCMPO. A summary of mapped facilities can be provided to the consultant team. A summary of promotional and education activities will also be provided along with a list of relevant municipal ordinances and policies that promote construction of active transportation facilities.

**2. Analysis:** As part of the analysis gap identification will be needed after the inventory has occurred to determine future opportunities for connections and that may reduce the travel stress associated with active transportation needs.

Since the ATP will serve primarily as a planning document. The plan will provide a sufficient level of analysis to evaluate existing conditions using existing data and identify up to 15 locations for count data to support the data collection completed by State College Borough (The Next Generation Connectivity and Mobility Plan) and The Pennsylvania State University (Bicycle Master Plan) with their respective ATP studies. These studies focus on their municipal and property boundaries to plan and implement change for active transportation needs. It is anticipated these plans will be completed in 2023.

Stakeholder meetings will be needed to provide feedback where there is limited data, this will occur in the form of county wide engagement, online survey and mapping. CCMPO staff will work to reach rural municipalities related to these efforts to assist in obtaining as much feedback as possible.

Sidewalk inventory and gaps will be inventoried and ranked based on stakeholder input, crash data, growth patterns, vulnerable road user information and level of stress.

In addition to gaps an analysis of environmental justice will be needed to assist in the development of the implementation plan. Figures 4 and 5 provide a snapshot of previous analysis for Centre County.

**Figure 4 - Sample gap locations**



**Figure 5 - Examples of 2023-2026 Centre County Transportation Improvement Program (TIP) Environmental Justice Analysis**



**3. County-wide engagement:** Stakeholder participation and buy in is needed for this plan to be successfully developed. Engagement is critical to determine areas of need. CCMPO has a history of collaborating with stakeholders that include bicycle clubs, advocacy groups, The Pennsylvania State University, municipalities, Centre County, CATA and from time to time the county planning regions. There is a need to expand the network of stakeholders to work with for this plan with two different subcommittees.

First a study management team will be formed to oversee the plan and guide the consultant’s work. The management team will consist of staff from CCMPO, Centre County, PennDOT District 2-0 and if possible, the PennDOT Program Center. The management team will meet at least monthly over the course of the plan development.

Examples of promotion and education of active transportation in Centre County are pictured in Figures 6 and 7 below.

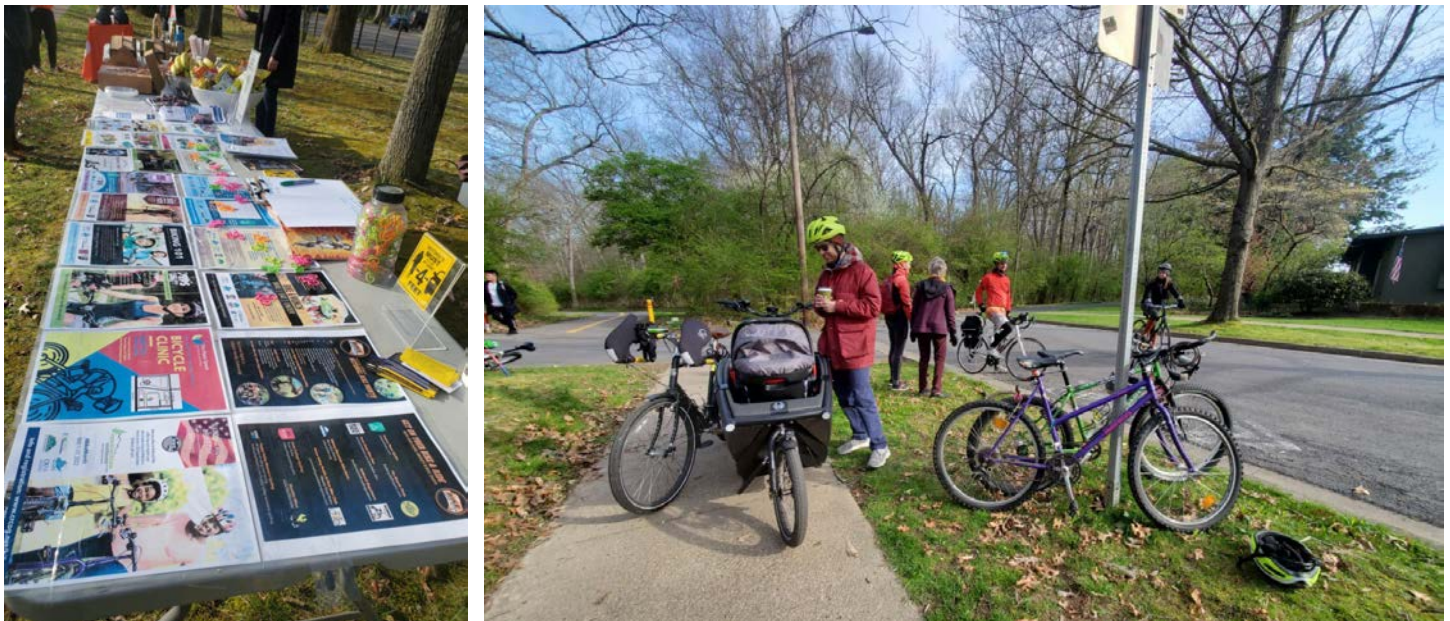


Figure 6 - In person promotion of bicycling

Programs						
Category: Adult Instructional Classes						
Bike Commuting 101 - Live Online						Adult Instructional Classes +
Date(s)	Day(s)	Age(s)	Grade(s)	Openings	Remaining	Register Now
1/17/2023	Tue	16	-	25	15	
Bike Commuting 101 - Live Online						Adult Instructional Classes +
Date(s)	Day(s)	Age(s)	Grade(s)	Openings	Remaining	Register Now
5/16/2023	Tue	16	-	25	25	
Biking After 50 - Live Online						Adult Instructional Classes +
Date(s)	Day(s)	Age(s)	Grade(s)	Openings	Remaining	Register Now
3/22/2023	Wed	18	-	25	10	
Biking in the Centre Region 101 - Live Online						Adult Instructional Classes +

Figure 7 - Partner with Centre Region Parks for virtual promotion of bicycling

In addition to the project management team Active Transportation Plan Subcommittee will be formed that will include members of the CCMPO Technical and Coordinating Committees and a limited number of stakeholders that can support plan development. This subcommittee will need to meet no less than six times over the course of the two-part study. These regular meetings should be scheduled at the start of the effort and can be virtual.

Other stakeholders on this ATP Subcommittee one representative from Technical Committee, Coordinating Committee, Downtown Improvements District, Park and Recreation Committee, Visitor Bureau, 1 Chamber of Commerce, 1 citizen walker/advocate, 1 citizen biker/advocate, 1 School District and health/social service-related representative YMCA/ United Way/Mt Nittany Hospital representative. Every effort will be made to have these people from different parts of the county. It is anticipated these people will be part of 3 workshops (kick off, existing conditions report and final draft plan prior to public comment.) The kickoff workshop will need to be in person while the remaining will be considered for hybrid or virtual meetings.

In addition to these groups additional stakeholder engagement is needed to assist with input on the plan. In order to jump start the effort CCMPO staff has started to engage municipal stakeholders that their regularly scheduled meetings and when the opportunity presents itself at other municipal meetings (municipal level meetings, local committee and work with one or more planning areas.) It is anticipated these will need to be two in person public workshops facilitated by the consultant and CCMPO staff. In addition to this engagement the use of online engagement will also need to be posted online and include an engagement page and ArcGIS Survey 123. Other forms of engagement are encouraged such as single day county tour, popup/tactical urbanism events of the county where additional discussion and input is needed.

Both the Technical and Coordinating Committee will need to have periodic updates. It is anticipated at least three will be needed for each committee during plan development. The consultant should be present for two of the three meetings.

**4. Issue Identification and Project Listing:** Beginning with existing plans and data review. Available data should develop an existing facility network review of available data including Census data, activity center data, CATA routes and stops, municipal, county and regional plans, Mount Nittany Health CHNA, LRTP 2050, available GIS data, traffic volumes, level of service, crash data, level of stress, vulnerable road user locations, 12 year plan survey comments and if applicable regional and local traffic studies The existing conditions summary will develop a list of locations facing connectivity,

safety and operational deficiencies for active transportation needs.

Analysis of high level of growth versus little to no growth areas will be reviewed to assist with development of the project list. The consultant team will collaborate with local stakeholders to characterize future land use and multimodal mobility needs based on municipal zoning, recent and pending development plans, historic growth patterns, planned transportation improvements, and requested active transportation projects. The anticipated future conditions year will be 2055. These locations will then be ranked to identify high priority locations and constructability to improve connectivity, safety and operational deficiencies. Existing funding sources will be part of the criteria review to evaluate the feasibility of available funding with the project list. As needed, the consultant or CCMPO will work to acquire additional data to inform the analysis.

In addition to infrastructure, evaluation of current planning, programming and PA legislation related to mobility for active transportation users will occur to determine where growth and improvement can occur for non-construction related efforts. A review of local Complete Streets policies will be part of this analysis to provide a draft policy or model ordinance for further development by CCMPO staff. An analysis for steps to take to develop a Vision Zero Goal will also be developed for future development by the CCMPO staff. Review of new data requirements for Bicycle Friendly designation will occur with CCMPO staff and the consultant.

#### **5. Implementation Strategies and ATP Recommendations:**

Recommended include infrastructure and planning projects to be considered for discretionary funding sources, strategies, development of model complete street recommendations for consideration and adoption by municipalities, prioritized areas for infrastructure improvements (sidewalks, crosswalks, signage, signals, bike lanes, etc.), vision zero goal, Bicycle Friendly Community assessment, active transportation land use modifications (land development and zoning recommendations list for broader consideration) and supporting encouragement and educational programming.

The goal is for CCMPO to advance as many of these recommendations as possible and have a working draft for vision zero goal to further the ability for CCMPO to apply for grant funding as well as Centre County municipalities.

As part of the recommendation listing a case study should be developed to illustrate how to implement one short-, mid- and long-term project for a total of three case studies. One of these case studies should be tied to planning and programming.



**Anticipated budget breakdown**

Centre County ATP	Total Budget	Fed. PL	State MLF	CRCOG and Centre County Funds
FY 2022-23	\$50,000	\$45,000	-	\$5,000
FY 2023-24	\$150,000	\$135,000	-	\$15,000