

Sugarcreek/Franklin
**COMPLETE STREETS
STUDY ROUTE 8**

www.sugarcreekfranklincompletestreets.com



SUMMARY REPORT

Prepared by:

**McCormick
Engineers & Planners
Since 1946 Taylor**

FINAL | August 2012

TABLE OF CONTENTS

EXECUTIVE SUMMARY	
Section 1 - INTRODUCTION	Page 3
Purpose of the Plan	
Setting	
Process to Develop the Plan	
Stakeholder Engagement	
Section 2 - CHARACTERISTICS OF THE STUDY CORRIDOR	Page 11
Existing Land Use	
Community Features	
Historic Resources	
Environmental Features	
Engineering and Safety Features	
Existing Transit Service	
Stakeholder Interviews & Outreach	
Section 3 - CONCEPTUAL IMPROVEMENT ALTERNATIVES	Page 24
Visioning Process	
Alternative Corridor Theme Development	
Blended Theme	
Refined Alternatives	
Section 4 - PRIORITIZATION	Page 47
Identification	
Refinement	
Results	
Section 5 - IMPLEMENTATION STRATEGIES	Page 49
Top Twenty Conceptual Improvements	
Major Plan Elements and Benefits	

FIGURES

FIGURES	
Figure 1:	Study Area Map
Figure 2:	Work Plan
Figure 3:	Project Website Screen Shot
Figure 4:	Existing Land Use Map
Figure 5:	Community Features Map
Figure 6:	Environmental Features Map
Figure 7:	Historic Features Map
Figure 8:	Engineering and Safety Features Map
Figure 9:	Transit Area Map
Figure 10:	Strengths, Weaknesses, Opportunities & Threats (SWOT) Results
Figure 11:	Visioning Workshop Goals and Objectives Map (Found in Appendix H)
Figure 12:	Exploration of Alternative Corridor Concepts
Figure 13:	Centers of Place Map
Figure 14:	Trails and Mini Nodes Map
Figure 15:	Street Life Map
Figure 16:	Blended Corridor Alternative Map
Figure 17:	Eighth Street, Liberty Street and Allegheny Boulevard
Figure 18:	Wayfinding Sign Options
Figure 19:	Allegheny Boulevard
Figure 20:	Allegheny Boulevard & Front Street
Figure 21:	New Access Road & Allegheny Boulevard
Figure 22:	Future Route 8 Corridor Typical Section
Figure 23:	Front Street
Figure 24:	Front Street and Rocky Grove Avenue
Figure 25:	Conceptual Recreational Trail Typical Section
Figure 26:	Future Front Street Typical Section, Route 8 to Rocca Way
Figure 27:	Front Street Autoturn Templates

TABLES

TABLES	
Table 1:	Roadway Typologies for Project Area by Section
Table 2:	Blended Theme Concepts
Table 2.1:	Top Twenty Conceptual Improvement Option Comparison
Table 3:	Prioritization – Top Project Priorities Summary
Table 4:	Conceptual Improvement Implementation Matrix
Table 5:	Super Bottom Line Benefits Summary

With this plan as a the framework and vision — local governments, stakeholders, and the public — have the tools to continue working together to advance projects and achieve tangible results in the corridor that will be inclusive and provide opportunities for all transportation users.

EXECUTIVE SUMMARY

The Sugarcreek/ Franklin Route 8 Complete Streets Study represents a collaborative and focused evaluation of pedestrian, bicyclist, motorist, and transit access through the Route 8 Study Corridor. This study critically evaluates access to existing and future land use within the study area and provides proposed transportation facilities to support this land use. The study process defined in **Figure 1** was driven by stakeholder and public input throughout the development of the study and built upon input at each development stage gained from defining project constraints and improvement options, critical stakeholder reviews, and appropriate refinements. This input was critical to define the:

- Challenges and opportunities that exist within the study area;
- Improvement options to enhance the transportation access for all users and modes to support and enhance business and recreational opportunities; and,
- Priorities and implementation plan for the improvements given the current climate and potential funding sources.

As a result, the improvement options provide specific methods to redefine access and increase safety to all modes of transportation throughout the study corridor.

The improvement options developed are provided as a Top Twenty List of improvement options provided in **Table 2**. The Top Five improvements as prioritized by the public and Project Steering Committee are listed below. The overall goal of the study was focused on safely and efficiently connecting all modes of transportation through the study area. Due to the changes in roadway characteristics and land uses from the City of Franklin through Sugarcreek Borough within the study area, the study improvement options were organized into three segments: City of Franklin from the Justus Trail to Washington Crossing; Sugarcreek Borough along Route 8 from Washington Crossing to Two Mile Run Road; and in Sugarcreek Borough along Front Street from Route 8 to Rocky Grove Avenue. Improvements within the City of Franklin focused on using the existing established infrastructure to better accommodate transportation modes and connections by upgrading existing pedestrian and bicycle connections, better identification of features and trails within the city, increasing access and operational efficiency of transit, and modernizing traffic signals. In contrast, Sugarcreek Borough’s current infrastructure lacks pedestrian, bicyclist, and transit accommodations, therefore improvements within Sugarcreek Borough focused on providing new pedestrian walkways, establishing new bicycle connections, and providing enhanced access to transit.

Top Five Prioritized Corridor Improvements

1. Construct sidewalk a long western side of Route 8 for existing bridge sidewalk at Washington Crossing to Front Street.
2. Construct sidewalk on northern side of Front Street from Route 8 to Rocca Way.
3. Widen turning radius from Route 8 onto Front Street.
4. Addition of pedestrian crosswalks, ADA Ramps and Signal upgrades (4 locations) in Sugarcreeek.
5. Construct multi-use trail north of Washington Crossing to Gibb Street.

Finally, this study includes an Implementation Plan to assist in guiding the next phase of work for each project by providing an outline of relative costs, next steps to be taken, potential funding opportunities, and responsible agencies or partners to move these improvements forward. These actions are provided in **Table 4** as implementation strategies and guidelines to advance these improvements into design and construction projects. The future success of the access and safety improvements within the corridor rests with the stakeholders working collectively as a group to pursue, apply, and advance the improvements to the next step as the corridor develops. With this plan as a the framework and vision — local governments, stakeholders, and the public — have the tools to continue working together to advance projects and achieve tangible results in the corridor that will be inclusive and provide opportunities for all transportation users.

Acknowledgements

The Sugarcreek/ Franklin Route 8 Complete Streets Study was able to be successfully completed following the study work program due to the first hand insight, assistance, and hard work of the Steering Committee who live and work within the region. The Northwest Commission would like to thank the following for sharing their knowledge of potential Complete Street challenges and opportunities within the study area and for the use of their valuable time:

Mr. Joe Sporer

Sugarcreek Borough
Borough Manager

Ms. Susan Smith

Northwest Pennsylvania Regional Planning Commission
Manager

Ms. Debra Frawley

Council on Greenways and Trails
Coordinator

The Honorable Doug Baker

City of Franklin
Mayor

Ms. Judy Barrett

Venango County Planning Commission
Executive Director

Ms. Sally Mays

Venango County Transit Office
Director

Mr. Randy Brink

Pennsylvania Department of Transportation, District 1-0
Traffic Engineer

Ms. Erin Wiley Moyers

Pennsylvania Department of Transportation, District 1-0
Transportation Planning Specialist

Mr. John Phillips

Oil Region Alliance
Executive Vice President

Chief Matthew Carlson

Sugarcreek Borough Police Chief
Chief of Police

Mr. William Gabrys

City of Franklin
City Manager

Ms. Lynn Cochran

Franklin Area Chamber of Commerce
Executive Director

Ms. Tracy Jamieson

City of Franklin
Director of Community Development

Mr. John McClelland

Sugarcreek Borough
Planning Commission

Mr. Joe Fadden

Congressman Glenn Thompson’s Office

Ms. Sara Boocks

Blair Service Center

Ms. Cynthia Dziendziel

Blair Service Center
Vice President Customer Care Operations

Mr. John Petulla

McCormick Taylor, Inc.
Project Manager

Ms. Leanne Doran

McCormick Taylor, Inc.
Committee Facilitator

Section 1

INTRODUCTION



Purpose of the Plan

In July 2011, the Pennsylvania Department of Transportation (PennDOT) and Venango County initiated a 12-month-long study of the Route 8 Corridor in cooperation with the Northwest Pennsylvania Regional Planning and Development Commission (Northwest Commission) and a Steering Committee. The Steering Committee includes representatives from Sugarcreek Borough, City of Franklin, Pennsylvania Department of Transportation, Oil Region Alliance, Council on Greenways and Trails, the Franklin Area Chamber of Commerce and Blair Service Center. The project, referred to as the Sugarcreek/Franklin Complete Streets Study, focuses on Route 8 from Two Mile Run Creek in Sugarcreek Borough, west to the Justus Trail in the City of Franklin. The Study also considers key connections to Route 8 including Front Street to Rocky Grove Avenue in Sugarcreek Borough and Liberty Street south to the 8th Street crossing over the Allegheny River in the City of Franklin. The funding for the Study was awarded to Venango County in January 2011 through the Pennsylvania Community Transportation Initiative (PCTI).

The focus of the Sugarcreek/Franklin Complete Streets Study was to examine access to businesses, recreation resources and communities throughout the study area from the perspective of pedestrians, bicyclists, transit users and motorists. The goal was to provide a complete streets transportation plan that improves public safety, encourages economic development and enhances the quality of life for all users. To do so, the project team implemented a community-driven work plan based on the following key objectives:

- Improve safety and access for motorists, pedestrians, bicyclists, transit users and people with disabilities.
- Provide a walkable corridor with connectivity among businesses and recreation centers in Franklin and Sugarcreek.
- Provide “Complete Streets” options that will compliment the context of the community.
- Identify and capitalize upon recreational opportunities in the corridor.
- Create an environment that encourages targeted economic development in the corridor that compliments the unique characteristics of the community.

Complete Streets refers to roads constructed or upgraded so that they serve the needs of all users, not just motorists, making it easier than before to walk, bike, or use transit. Nationally and statewide, Complete Streets have received widespread endorsement from policymakers. Locally, Complete Streets have been important as well: the City of Franklin was one of the first jurisdictions in the country to adopt a Complete Streets policy. There are many reasons why Complete Streets should be pursued for the Route 8 Sugarcreek area, including economic, environmental, health, safety, and quality-of-life benefits. Complete Streets almost always include the following elements:

- Sidewalks
- Crosswalks
- Bus Stops

- Lighting
- Landscaping

Complete Streets may also include the following elements:

- Medians
- Sidewalk bump-outs
- Bike lanes
- On-street parking

This study was developed in a manner consistent with identifying appropriate Complete Street elements to be implemented throughout the corridor to promote long-term benefit to the project area and the region.



S.R. 322, Liberty Street



Front Street looking towards Route 8

Setting

Route 8 in its present form evolved from the roadway that historically connected the two major local centers of population and employment, the cities of Franklin and Oil City. Beginning in the late 1950s, the two-lane highway was widened to four lanes to provide for easier and faster travel between the two centers, each of which had populations that were much higher than today. In contrast, the area between the two cities was sparsely populated and the roadway passed through territory that contained primarily industrial businesses, but otherwise had little development.

Over the ensuing decades, the greater mobility that the widened Route 8 provided and the availability of land for development alongside led to the construction of businesses to cater to residents of Franklin, Oil City, and their environs. These were auto-oriented (or “highway-oriented”) businesses, meaning that patrons were expected to arrive by car at a particular establishment, conduct a business transaction, and then depart by car, getting back on the highway. The resulting businesses that emerged were predominantly retail stores with large, single-level floor areas (known today as “big box” retail) and fast-food restaurants. Their success, reflecting a national trend away from traditional downtown shopping, contributed in part locally to the decline of the strength of the commercial centers of both Franklin and Oil City.

By the 1980s, a concentration of highway-oriented businesses occurred along Route 8 in the vicinity of Front Street. This location was well-suited to development owing to its accessibility from both Franklin and Oil City and its relatively flat terrain along the Allegheny

Over the ensuing decades, the greater mobility that the widened Route 8 provided and the availability of land for development alongside led to the construction of businesses to cater to residents of Franklin, Oil City, and their environs.

River, with many sites available for construction. An additional factor for accessibility was the intersecting road, Front Street, which provides a connection to the established arterial roadways of State Route 417 and 322 that provide access to a number of residents and businesses in the northwest to the Route 8 Corridor. This important intersection became a focus for additional retail development, such as the Kmart (“Sugarcreek Towne Center”), medical and retail services office development (Pennwood Center and Armed Forces Recruiting Center) and office employment (Blair Service Center). See Study Area Map (Figure 1).

The concentration of businesses and activities on Route 8 near Front Street established a commercial center in Sugarcreek Borough with similar services to those found in Franklin and Oil City, but, unlike those two centers, Sugarcreek contains infrastructure just for vehicular traffic. Without infrastructure for walking, bicycling, and transit, travelling through the corridor without the use of a car is difficult and by many accounts unsafe as well. The area has the following challenges that prevent efficient and safe use by multiple modes of transportation:

- The presence of shops and restaurants and offices in close proximity has attracted patrons and employees who desire to walk or ride a bike from business to business along the corridor and to cross the street to reach local destinations, but there are no sidewalks or bike access and limited crosswalks along the corridor;

- Route 8 is five lanes wide at and near the Front Street intersection and the width itself, with no median, can be an impediment for pedestrians trying to cross the road;
- The proximity of the Rocky Grove neighborhood to the Sugarcreek commercial center has drawn pedestrians down Front Street, but there are no pedestrian accommodations to access the Route 8 Corridor and pedestrians often end up walking in the Front Street cartway;
- Transit service to a location near Kmart brings people that must become pedestrians to connect from a bus stop to a business’s front door, but there are limited pedestrian accommodation to support connections from the bus to the businesses;
- The nearby Allegheny River is a potential open space amenity for residents, employees, and visitors to this area, but there is currently no way to walk or bike adjacent to the river along Route 8.



Route 8 bicyclist east of Washington Crossing Bridge



PROJECT OBJECTIVES

- Improve safety and access for motorists, pedestrians, bicyclists, transit users and people with disabilities.
- Provide a walkable corridor with connectivity among businesses and recreation centers in Franklin & Sugarcreek.
- Provide "Complete Streets" options that will complement the context of the community.
- Identify and capitalize upon recreational opportunities in the corridor.
- Create an environment that encourages targeted economic development in the corridor that complements the unique characteristics of the community.

Legend

	Point of Interest
Proposed Project Study Area	Potentially Historic
Traffic Signal	Industrial
Justus Trail	Low Income Residential
In-Town Bike Trail	Office
Active Rail Line	Other
Inactive Rail Line	Residential
NWI Wetland	Restaurant
FEMA 100yr Floodplain	Retail
Municipal Boundary	Vacant

Source: PAMAP 2006, PASDA, Venango County, 2011.



Section 1 - INTRODUCTION

Process to Develop the Plan

The Sugarcreek/Franklin Complete Streets Study followed a 12-month work plan, which included three phases: Understanding the Context and Character, Visioning, and Making it Happen. Each phase of the Work Plan included technical studies and supplemental public involvement activities (**Figure 2**).

Phase 1 - Understanding the Context and Character

To understand the context and character of the study area, this phase of the work plan focused on gathering existing data as it relates to local planning efforts, environmental features, traffic details, highway conditions and transit facilities. To do so, stakeholder interviews were conducted, meetings were held with the Steering Committee and Public Officials, and opportunities for public participation were provided. The goal of this phase was to establish a contextual baseline and identify the study goals and objectives.

Phase 2 - Visioning

The Visioning Phase included an analysis of the study area as it is today compared to possible future visions developed through coordination, meetings and a visioning workshop with public officials, the Steering Committee and the public. The goal was to reach consensus on a future vision for the study area and identify Alternative Themes for consideration.

Phase 3 - Making it Happen

With the results of the first two phases, a blended alternative was developed and conceptual improvement alternatives were identified and refined with input from the Steering Committee, public officials and the general public. This report summarizes the results of the

Complete Streets process, identifies needed improvements, and offers critical next steps to move improvements forward through funding and implementation.

Stakeholder Engagement

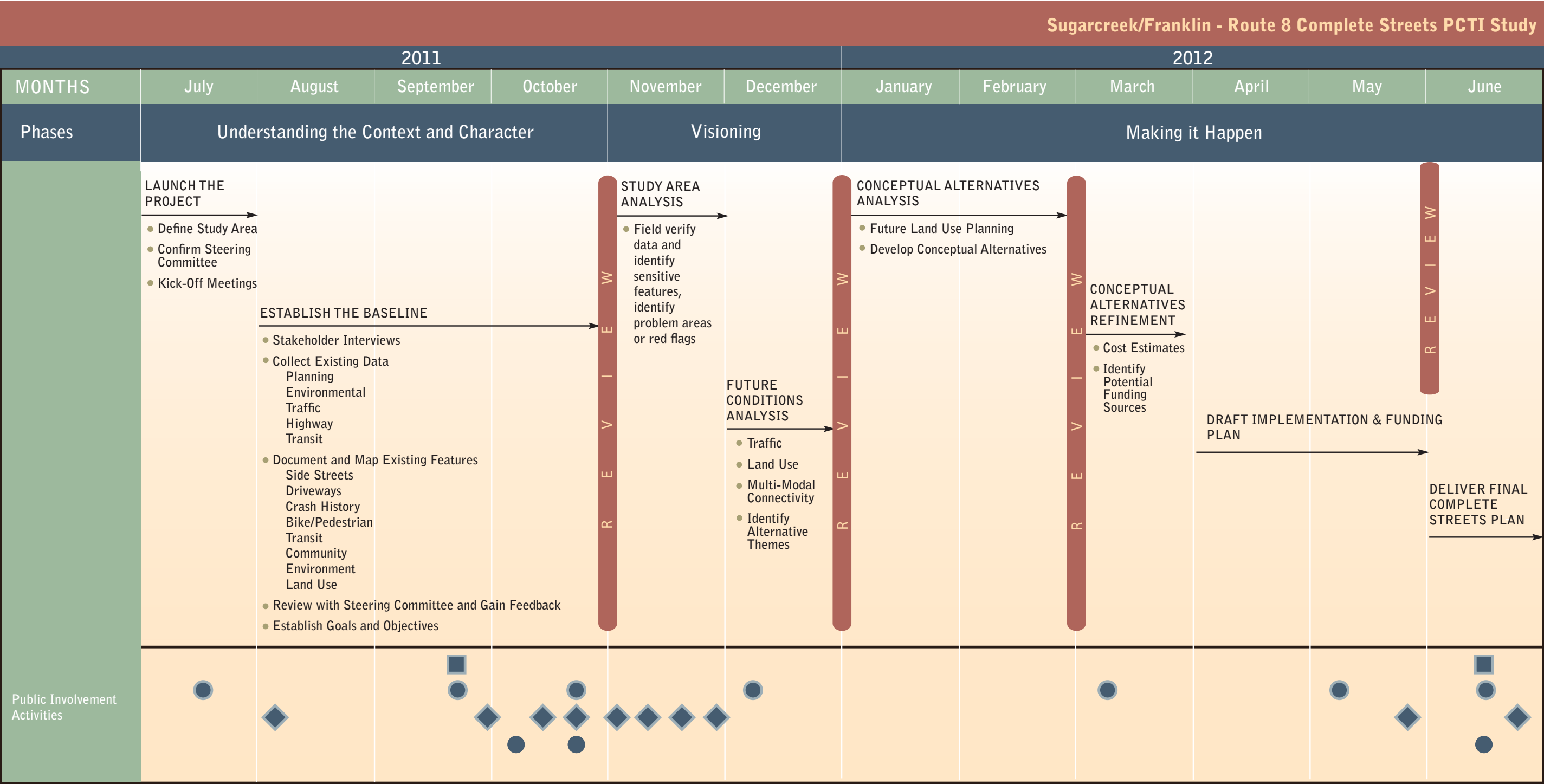
Stakeholder involvement was an integral part of each phase of the Sugarcreek/Franklin Complete Streets Study. As a result, a variety of methods were utilized to reach-out and engage key stakeholders and residents in the planning process. The information and results of these communication methods are further identified later within this plan.

Steering Committee

The Study process was primarily guided by a Steering Committee, consisting of representatives from the Northwest Commission, Venango County, Sugarcreek Borough, City of Franklin, Pennsylvania Department of Transportation, Oil Region Alliance, Council on Greenways and Trails, the Franklin Area Chamber of Commerce, Congressman Thompson’s Office and Blair Service Center. The Steering Committee provided valuable feedback and guidance to the Project Team, as they met regularly throughout the development of the Plan:

- **July 21, 2011:** Introductory meeting with the consultant team to discuss study expectations, determine operating procedures, the proposed work plan and public outreach plan. The committee also identified study area limits and also potential new committee members.

- **September 22, 2011:** Steering Committee members were provided a study update and a review of the results of stakeholder interviews. Base maps illustrating existing conditions of the study area were presented and committee members provided their local knowledge.
- **October 24 and 25, 2011:** Steering Committee members participated in a two-day public Design Workshop. Participants identified strengths, weaknesses, opportunities and threats within the study area; established guiding principles for visioning; identified and prioritized project goals; and developed project objectives through the visioning process to achieve project goals.
- **December 14, 2011:** Steering Committee members reviewed the results and materials from the Design Workshop and the draft study goals and objectives. Three alternative themes were also presented and discussed with the Steering Committee.
- **March 9, 2012:** Steering Committee members helped finalize the goals and objectives and provided comments on the blended alternative concept. The Steering Committee also provided updates on potential economic development opportunities in the area.
- **May 3, 2012:** Steering Committee members were presented a list of detailed conceptual corridor improvements. The Steering Committee was asked to participate in an activity to prioritize the list of conceptual corridor improvements.



- Public Officials Briefing
- Steering Committee Coordination
- Web Page / Flyer Update
- Public Outreach Event

August 2012

Section 1 - INTRODUCTION

Stakeholder Interviews

Working with Steering Committee members, a cross-section of stakeholders were identified and interviewed to learn more about the study area and the expectations for the corridor from various perspectives such as multi-modal transportation, the environment, recreation and economic development. Feedback provided helped the study team to understand the existing conditions and where stakeholders envision opportunities for the future.

Twenty-two interviews were conducted with various interests including: trails and greenways; state and local environmental agencies and organizations; transit agencies and users; historic resource advocates; local police and emergency service providers; municipal officials; business owners; economic development organizations; local developers; and, local residents and pedestrians. The responses generally indicated a lack of safe pedestrian and bicycle facilities within the study area, and traveling the study area with an automobile was the only mode that was accommodated. A complete listing of the stakeholders interviewed can be found in **Appendix A**.

Business Outreach

In October 2011, public feedback forms were distributed to the Blair Service Center, a key business, located centrally within the study area along Route 8. The purpose of the effort was to gauge how employees travel within the project study area and gather their comments and concerns. Several employees working within the study area indicated they would like to have an opportunity to walk or bike to work, though would not feel safe travelling in the corridor as a pedestrian or bicyclist with its current configuration. Additionally,

employees indicated they do not feel safe walking from business to business or crossing the street along the corridor during lunch breaks or before or after work due to the lack of pedestrian accommodations along the corridor. Forty-seven Public Feedback Forms were completed and returned to the study team. Complete surveys can be found in **Appendix B**.

Public Outreach Events

- **Public Officials Briefing**

Officials representing the United States and Pennsylvania House of Representatives, United States and Pennsylvania Senate, Venango County, Sugarcreek Borough, the City of Franklin, state and local emergency service providers and local school districts were invited to attend a study briefing on September 22, 2011. The purpose of the meeting was to introduce the project and study team, review progress completed to date, identify upcoming activities and gather input from public officials. Public Officials were also informed and invited to attend all Public Outreach Events.

- **Applefest**

With assistance from the Mayor of Franklin and the Franklin Chamber of Commerce, the Sugarcreek/Franklin Complete Streets Study Team and Steering Committee set up a booth at Franklin's Applefest festival. It was located on the 12th Street Island on Friday, October 7th and Saturday, October 8th, 2011, from 10:00 a.m. to 6:00 p.m. Each year during the first weekend in October this festival brings thousands and thousands of attendees to downtown Franklin for food, activities, shopping



Public Design Workshop

and entertainment. It is a local tradition for residents from both Sugarcreek and Franklin to attend. Existing conditions mapping and feedback gathered to date were displayed and team members discussed the project with more than 120 interested attendees. To educate future users of the corridor, a complete streets game was designed using the theme of the festival to teach participants how to create complete streets and make safe choices. The interactive game challenged travelers of all ages to create a safe route for Johnny Appleseed to get to Applefest. In addition to the traditional meeting promotion activities, the study team offered all event visitors a chance to win a \$50 gift certificate to a local restaurant. In turn, the Study Team gathered valuable insights regarding existing conditions along Route 8 and gained an understanding of the multi-modal transportation challenges and barriers that may exist.

- **Public Design Workshop**

An interactive two-day Design Workshop was held on October 24, and October 25, 2011. The purpose of the Design Workshop was to work with local stakeholders to identify strengths, weaknesses, opportunities and threats (SWOT); establish guiding principles for visioning; identify and prioritize project goals; and develop project objectives through the visioning process to achieve project goals. During the event, attendees participated in a Complete Streets Image Survey to identify pictures of preferred improvement concepts. Participants were divided into groups to draw improvements on corridor mapping.

Section 1 - INTRODUCTION

- Student Workshop - Rocky Grove High School**
A student workshop was held at Rocky Grove High School on February 15, 2012 with a group of eight high school students and a faculty member. The purpose of the workshop was to discuss the project area and gain students’ perspective on the transportation facilities within the corridor and their thoughts related to potential improvements. Students were given an overview of the Complete Streets concept and then participated in an open discussion of existing challenges facing the study area and opportunities to make improvements to the study area. Students offered first hand knowledge of safety concerns of personally walking or biking through the study area and identified concerns for family members who walk to work along the corridor and fear for their safety.
- Public Meeting**
A Public Meeting was held on June 13, 2012. Twenty-eight (28) people registered at the Public Meeting including residents, public officials and business owners. The purpose of the meeting was to present the conceptual master plan of improvements and gather feedback from the public on community priorities. The meeting included a brief presentation and a prioritization activity for which attendees were given money stickers and were asked to identify five (5) of their top priority improvement options. The results of this activity influenced the final outcome of the study and can be found in Table 3.

- Project Website**
For the duration of the project the study team provided project information as the project was developed primarily through a project website (Figure 3), www.sugarcreek/franklincompletestreets.com. The website was used to announce upcoming public events, report the results of recent studies and public events, and encourage on-line comments and participation in the study. Complete website updates/ posts can be found in the **Appendix C** of this report.



Public Meeting

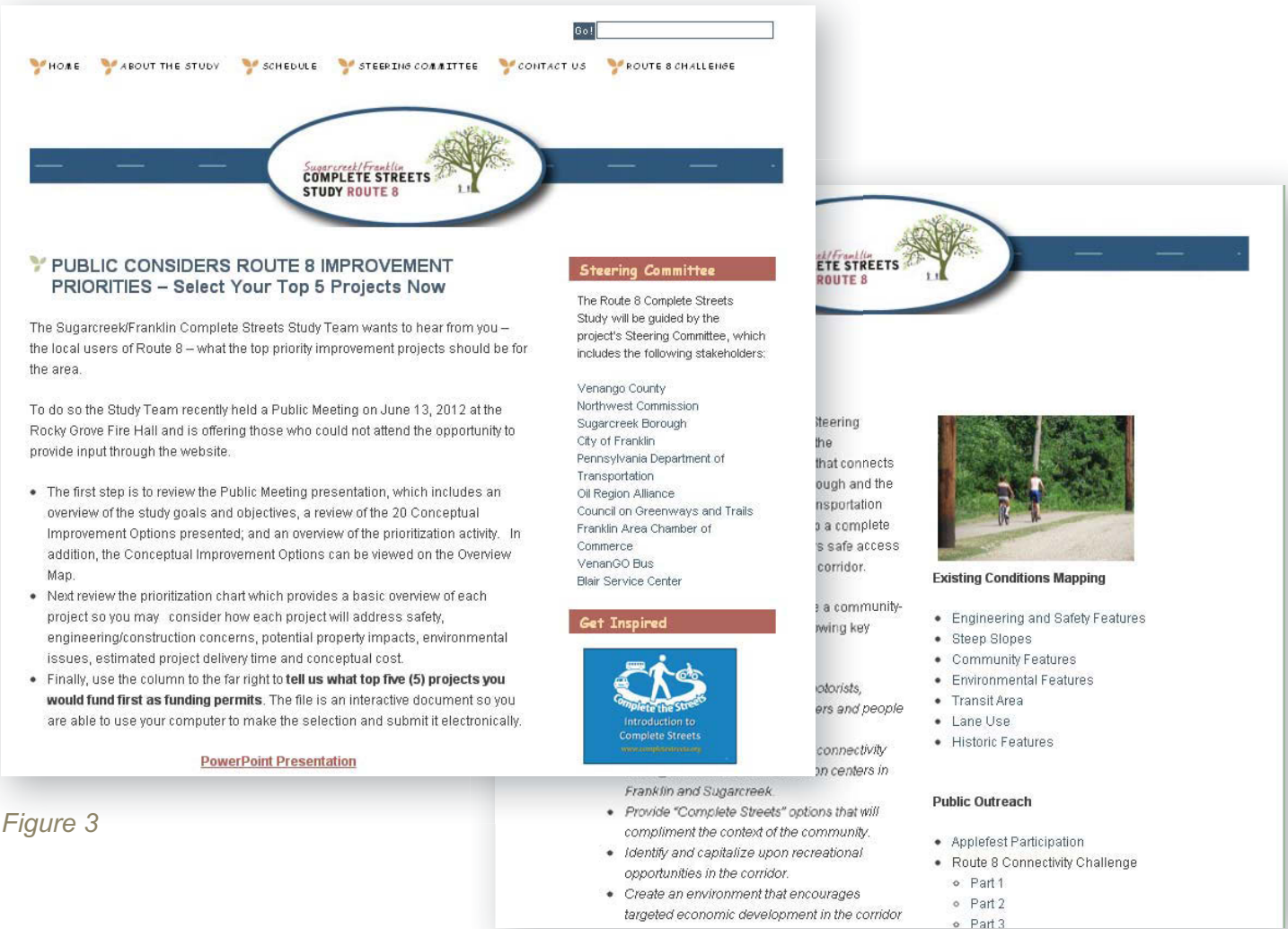


Figure 3

Section 1 - INTRODUCTION



Western NY & PA Railroad

Focus Group Meetings

Railroad Coordination

A coordination meeting was held with the Western New York & Pennsylvania Railroad and representatives from the Oil

Region Alliance on March 22, 2012. The purpose of the meeting was to discuss potential opportunities and challenges the study team should consider as improvement concepts are identified and prioritized. Additionally, the abandoned railroad line adjacent to the Allegheny River, potential access points, and bridge over French Creek were discussed.

It was determined that an option discussed to access the river via a proposed Gibb Street Extension and at grade crossing was not a viable option. This was due to the potential challenges of obtaining approval of the new at-grade crossing and concerns about the use of this location as a viable access point to the river. A trail access point provided for pedestrian and bicycle use adjacent to railroad right-of-way along the river was deemed to be viable. If the trail could be located outside or with minimal use of railroad right-of-way, the process to construct the trail would be less challenging and the railroad would likely be more agreeable to consider a minimal use of their property. It was determined the ownership of the abandoned railroad bridge over French Creek should be investigated. Removal of the bridge over a protected waterway for the value of the material would likely be a cost deterrent to the current property owner. There may be an opportunity to contact the property owner regarding the

The primary focus of the discussion was the improvements related to sidewalks and/or trails, access, transit, and future landscaping or decorative signing adjacent to the roadway.

feasibility of obtaining the bridge for use of a pedestrian/ bicycle connection over French Creek.

Sugarcreek Future Improvements and Maintenance Meeting

A meeting was conducted with representatives from Sugarcreek Borough to discuss long-term maintenance requirements and responsibilities associated with proposed improvement options on March 22, 2012. The project goals and objectives, feedback from the public and potential improvement options were discussed. Improvement options and potential future maintenance considerations for the borough were evaluated at this meeting.

The primary focus of the discussion was the improvements related to sidewalks and/ or trails, access, transit, and future landscaping or decorative signing adjacent to the roadway. The primary maintenance discussion was regarding the planted medians and future sidewalks.

The planted medians were considered a good tool to increase safety and provide better pedestrian access or a safe haven midway across Route 8. It was discussed that medians, if not properly placed, could be limiting to left turns into businesses, require additional right-of-way to construct, and maintaining plantings may be difficult. It was determined that medians should be considered at select locations to minimize right-of-way, turning restrictions into businesses, and designed with consideration of minimal maintenance of plantings. It was suggested planting may be not required to achieve increased safety through use of the medians.

The proposed sidewalks and maintenance considerations were discussed by the group. Sugarcreek indicated that an 8-ft wide sidewalk would allow the borough to plow snow from the sidewalk using less time and labor with a pickup truck with a snow plowing attachment. A reduced sidewalk width would cause this operation to be less efficient and more labor intensive to remove the snow. It was added that an increased sidewalk width would have additional value in terms of an increased offset from cars and trucks traveling along Route 8 and greater room for pedestrian passing within the framework of the existing sidewalk. This width will be strongly considered by the project team during the refinements of the conceptual alternatives.

Additional tools considered for future planning purposes included the following:

- **Sidewalk Ordinance** – adopted by the borough to clearly identify maintenance responsibilities.
- **Official Map** – identify requirements for future use and/ or redevelopment of the project area and areas of interest throughout the borough.

A complete summary of this meeting is provided in **Appendix D**.

Section 2

CHARACTERISTICS OF STUDY CORRIDOR

During Phase I, Understanding the Context and Character, of the Route 8 Sugarcreek/ Franklin Complete Streets Project, existing functional and physical conditions of the corridor were evaluated. Previous studies were reviewed; data was collected from a number of sources; stakeholder and businesses were interviewed to obtain their first hand knowledge of the corridor; and field investigations were conducted in order to document the conditions of the corridor. These conditions are documented in the form of mapping, photos, and a narrative description of the corridor conditions that is summarized in this section of the summary report.

Existing Land Use

The Existing Land Use map (**Figure 4**) illustrates how the land is currently used in the study area. The predominant land uses in the study area are a mix of residential, commercial, and industrial land uses. Mixed uses, institutional, and vacant land uses occur intermittently throughout the project area. The City of Franklin primarily consists of residential land uses with a blend of commercial and institutional land uses within the study area. Sugarcreek Borough has more diverse land uses throughout the study area with commercial, vacant land, and industrial land uses along Route 8 and primarily residential land uses along Front Street to the northern limit of the project area.

Types of businesses located along Route 8 within the study area include retail, grocery store, drug store, restaurants, auto repair, car dealership, gas station, convenience store, fast food, construction contractors, and customer service centers. This differs from the

businesses located along Liberty Street in Franklin and Front Street in Sugarcreek with a low concentration of businesses consisting primarily of smaller independently owned local retailers and service providers.

A cluster of industrial business activity is located primarily to the east of the study area bounded by Two Mile Run Road. Business activity is generally located to the north of an active Western New York & Pennsylvania Railroad line that follows the Allegheny River located to the south of Route 8.

Currently, outside of the City of Franklin, the land use lacks pedestrian or bicycle connections throughout the study area. Additionally, there are a number of businesses along Route 8 that are set back such as Sugarcreek Towne Center for which pedestrian and bicycle connections or accommodations do not exist.

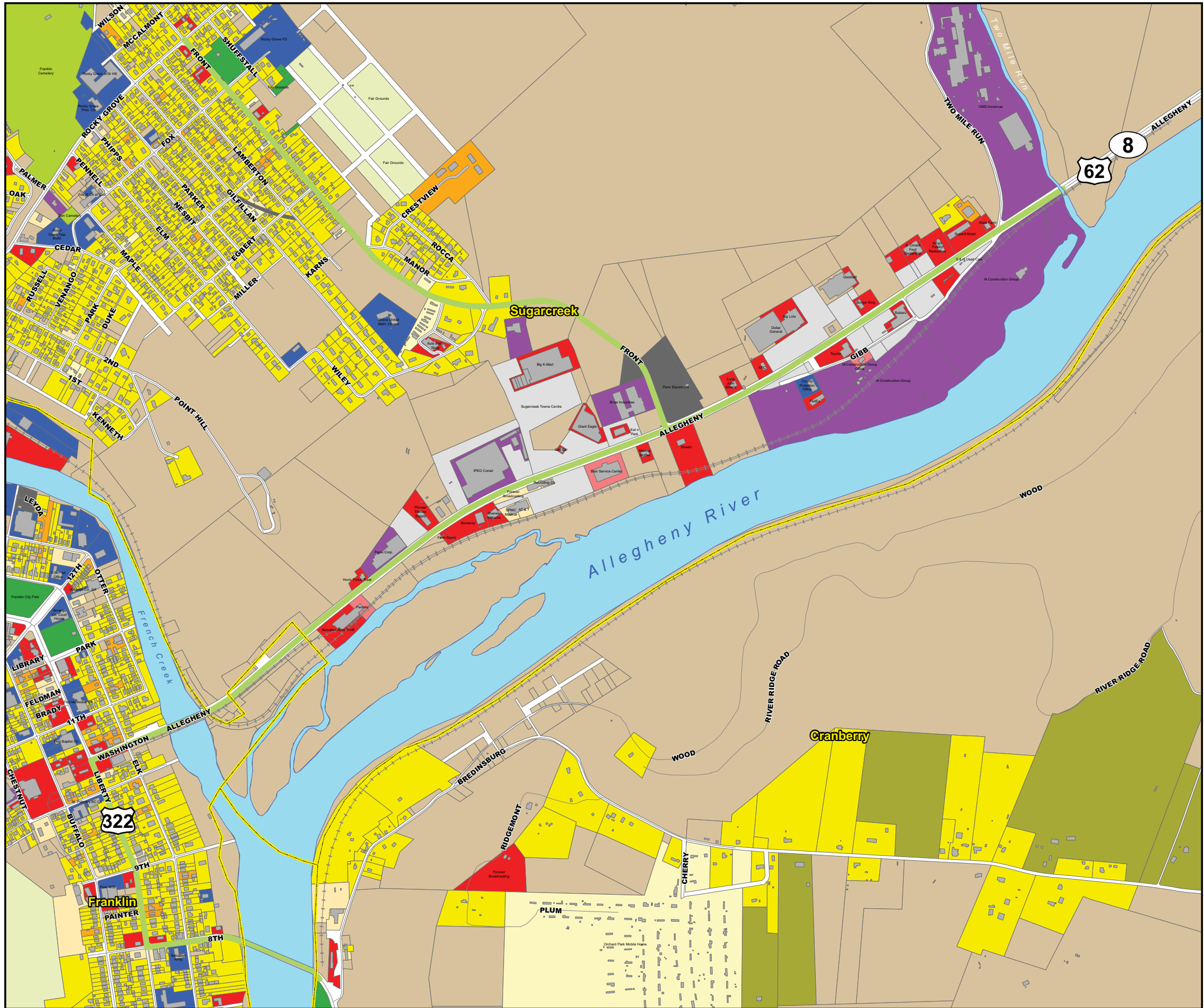
The following land use categories have been identified from information provided by Venango County and verification of the use in the field. This data was used to map the land uses for the parcels within the project area as follows:

- Agricultural
- Cemetery
- Residential
- Commercial
- Industrial
- Institutional
- Mixed Use

- Recreational
- Residential
- Residential mobile home
- Residential multi-family attached
- Utility
- Vacant



Route 8 - Sugarcreek Towne Center Entrance

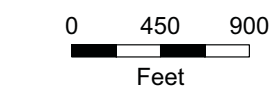


EXISTING LAND USE

Legend

- Proposed Project Study Area
- Municipal Boundary
- Existing Land Use**
 - Agricultural
 - Cemetery
 - Commercial
 - Industrial
 - Institutional
 - Mixed Use
 - Office
 - Open Space
 - Parking
 - Recreational
 - Residential
 - Residential Mobile Home
 - Residential Multi-Family Attached
 - Utility
 - Vacant

Source: County of Venango & Field Survey, 2011.



Section 2 - CHARACTERISTICS OF STUDY CORRIDOR

During future development of proposed improvements, coordination with the appropriate resource agencies must be conducted to properly evaluate the potential presence of threatened and endangered species, and to develop measures to avoid or reduce impact to these species.

Community Features

Community Features (**Figure 5**) within the project area generally consist of public services or resources open to the community. Community features defined in the project area consist of bike trails, churches, community facilities, county buildings, municipal buildings, post offices, schools, cemeteries, recreation facilities and rail lines. As mentioned in the land use discussion, pedestrian and other non-motorized travel, such as bicycle, accommodations are fairly non-existent between project area Community Features.

Environmental Features

The environmental features map (**Figure 6**) provides a general understanding of the locations of sensitive or protected environmental features contained within the project area. Features provided on this map were obtained through previously developed mapping provided from Pennsylvania Spatial Data Access (PASDA) and Venango County. This information was generally field verified to determine the approximate locations of the environmental features. The purpose of mapping environmental features in the study area was to assist with the analysis of opportunities to improve recreational offerings within the study area.

River/ Creek

The study area includes Two Mile Run Creek, French Creek, and an Unnamed Tributary to the Allegheny River. Based on review of the Pennsylvania Department of Environmental Protection (PADEP), Pennsylvania Code Title 25, Chapter 93 – Two Mile Run and Unnamed Tributary to the Allegheny River are designated Cold Water Fisheries (CWF). French Creek is designated a Warm Water Fishery (WWF). Two Mile Run is an Approved Trout Water (ATW) and a stream with naturally reproducing trout. Two Mile Run Unnamed Tributary, and the Allegheny River are all located on a statewide floodplain. The Allegheny River also parallels Route 8 just to the south of the study area. Each of these water resources provides excellent recreational opportunities; however, limited or no access to these resources currently exist in the study area.

Wetlands

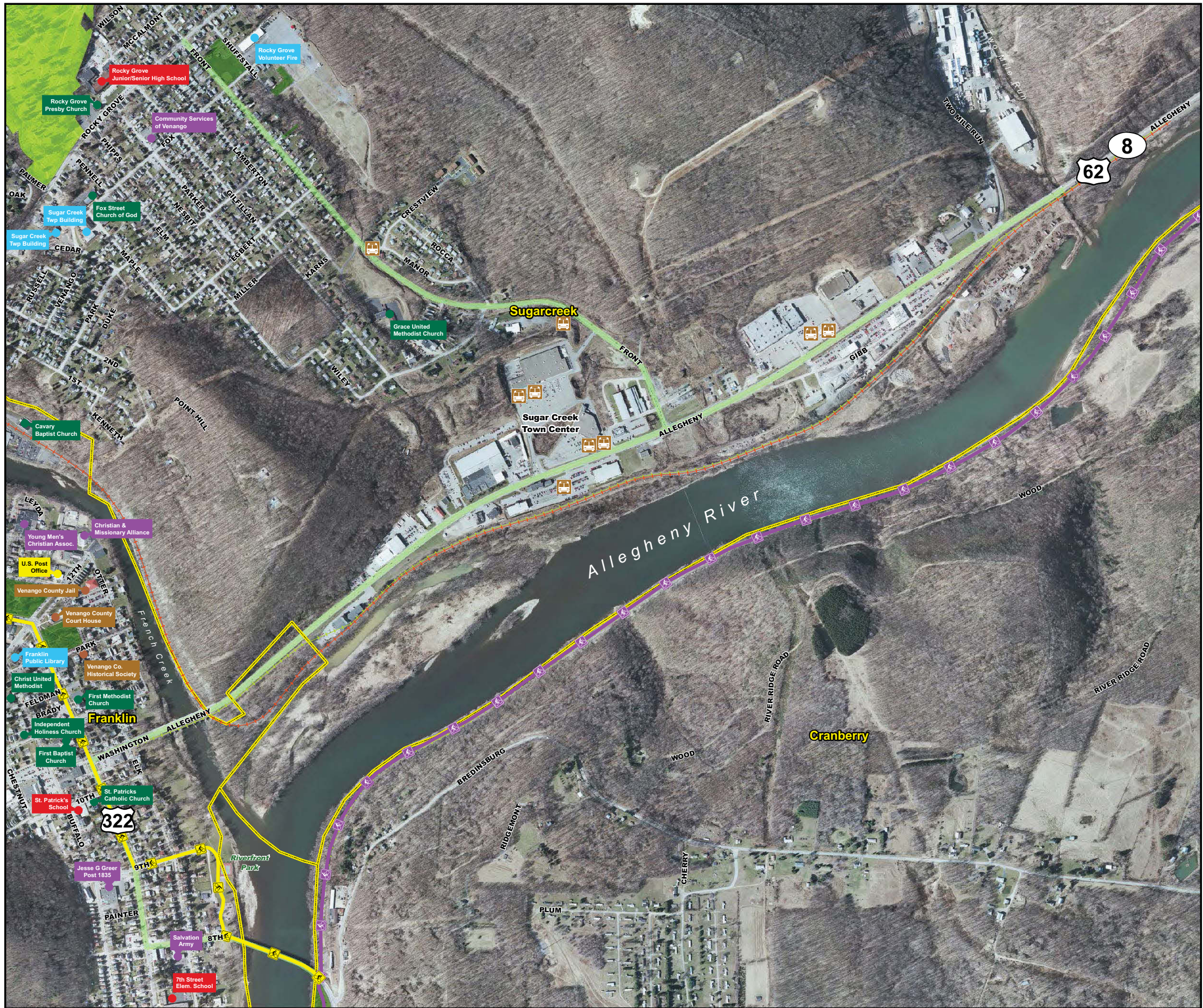
The US Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) identified three wetlands near the project area. Two are located approximately 260 feet and 580 feet east of Front Street. The third is approximately 475 feet south of Route 8. They are all classified as PUBH Wetlands. Wetlands are identified in order to plan proposed improvement options in ways that avoid or minimize impacts to wetland areas.

Threatened and Endangered Species

A Pennsylvania Natural Diversity Inventory (PNDI) search returned a potential impact from the PA Fish and Boat Commission, Department of Conservation and Natural Resources, PA Game Commission, and the U.S. Fish and Wildlife Service to threatened and endangered species and/or special concern species and resources. During future development of proposed improvements, coordination with the appropriate resource agencies must be conducted to properly evaluate the potential presence of threatened and endangered species, and to develop measures to avoid or reduce impact to these species.



Potential Wetlands near Front Street



COMMUNITY FEATURES

Legend

- Proposed Project Study Area
- Municipal Boundary
- Bus Stop
- Erie to Pittsburgh Trail
- In-Town Bike Trail
- Church
- Community
- County
- Municipal
- Post Office
- School
- Cemetery
- Recreational
- Active Rail Line
- Inactive Rail Line

Source: PAMAP 2006, McCormick Taylor, Inc., Venango County, 2011.



Section 2 - CHARACTERISTICS OF STUDY CORRIDOR

During development of proposed improvements, potential impacts to sites that may contain hazardous waste or contamination should be carefully evaluated.

Hazardous Waste Issues

Based on review of PADEP’s eMapPA the following sites exist that have the potential for impacts related to hazardous waste contamination. During development of proposed improvements, potential impacts to sites that may contain hazardous waste or contamination should be carefully evaluated. Especially if any property will be acquired from these sites. The acquiring agency could be liable for clean-up on contaminated sites should any exist. Also, during construction of any proposed improvements, the contractor must be made aware of potential/known contamination areas and what measures are required to protect the health and safety of workers.

- Air Emission Plant - Specialty Fabrication and Powder Coating located within 200 feet north of Route 8.
- EPA Toxic Release Inventory - Conair Group Inc. located within 200 feet north of Route 8.
- Water Pollution Control Facility - IPEG Inc. located within 200 feet north of Route 8.
- Treatment Plant - Danco Sugarcreek Borough Treatment Facility is located within 200 feet north of Route 8. It is inactive.
- Air Emission Plant - IA Const Corp Hot Mix Batch Plt located within 200 feet north of Route 8.
- Water Pollution Control Facility - IA Const Corp - Located 200 feet south of Route 8.
- Surface Water Withdrawal Facility - IA Const Corp – Located 200 feet south of Route 8.

Historic Resources

Historic Features mapping (**Figure 7**) lists all projects on the National Register of Historic Places and potential archaeology sites based upon previously completed archaeology surveys and discussions with resident’s knowledge of the history of the project area. The historic places are predominantly located in the City of Franklin with few eligible or undetermined sites located northeast of the Washington Crossing Bridge. These resources are identified as first, potential recreational/cultural opportunities within the corridor and second, as resources that should be avoided by any proposed improvements.

Engineering and Safety Features

Engineering and safety features mapping (**Figure 8**) provides the existing data related to the volume of vehicular traffic travelling through the study area; crashes occurring involving vehicles and pedestrians; and a relative measure of congestion. This information is useful in properly designing proposed improvements.

Safety

An evaluation of historical crash data can assist in determining trends for crashes or identify root causes or environmental factors contributing to a crash that may be able to be corrected. The crash data was analyzed using PennDOT’s Crash Data Analysis Retrieval Tool (CDART) crash reporting software. The crashes reported through CDART include crashes reported by the Pennsylvania State Police and/ or crashes involving one or more vehicles being towed. The overall crashes occurring in the corridor were evaluated in terms

of overall crashes over a five year history from data available from January 1, 2006 to December 31, 2010, as defined below:

Route 8 (Franklin/ Sugarcreek)

- Total of 111 crashes
- Most frequent collision types were angle collisions, rear end collisions, and vehicles hitting fixed objects located along the roadway.
- Crashes involving pedestrians were 5 percent of the total

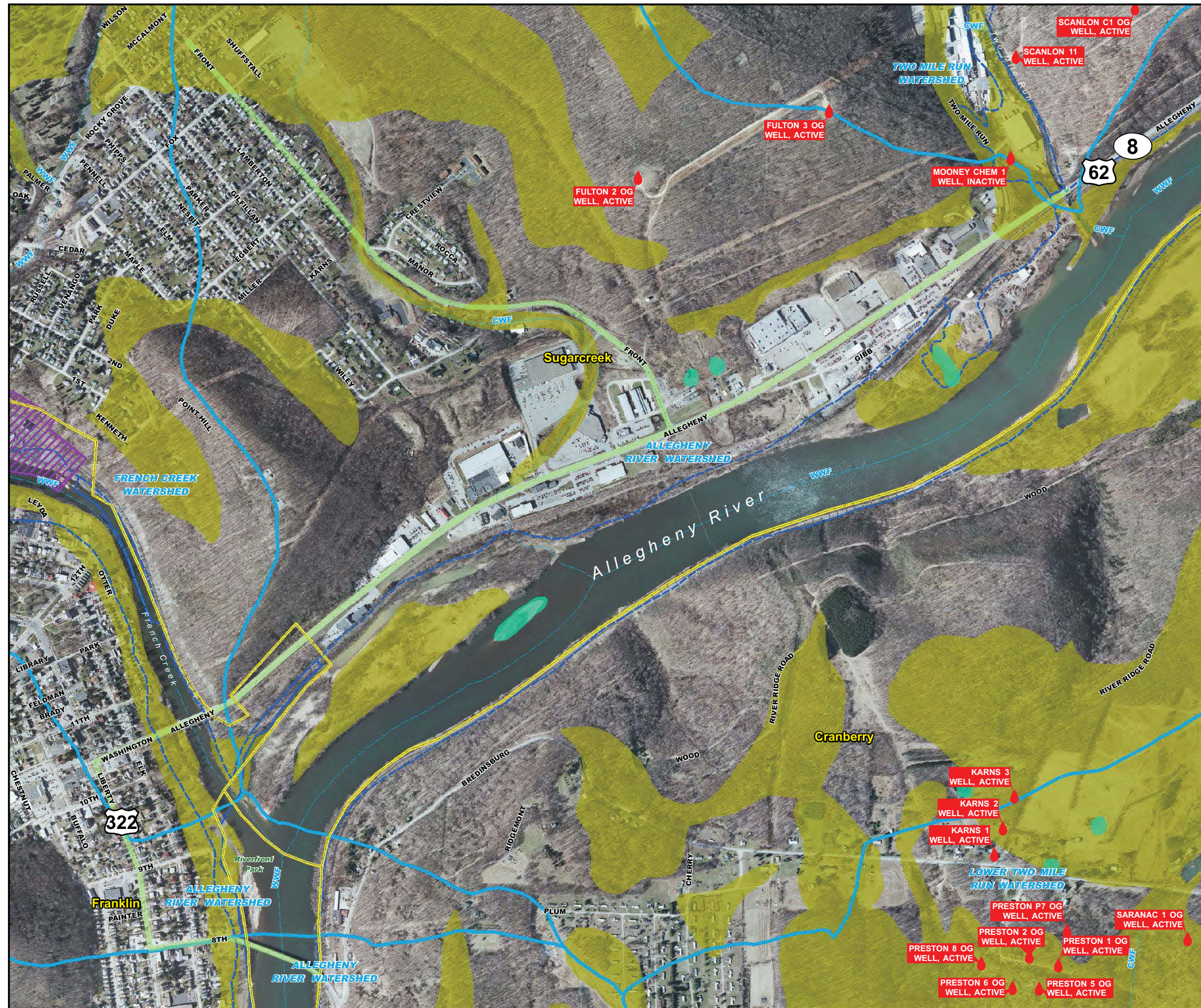
Liberty Street

- Total of 39 crashes
- Most frequent collision types were angle collisions, rear end collisions, and vehicles hitting fixed objects located along the roadway.
- Crashes involving pedestrians were 10 percent of the total

Front Street

- Total of 31 crashes
- Most frequent collision types were angle collisions, rear end collisions, and vehicles hitting fixed objects located along the roadway.

There were no reported crashes involving pedestrians.

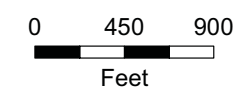


ENVIRONMENTAL FEATURES

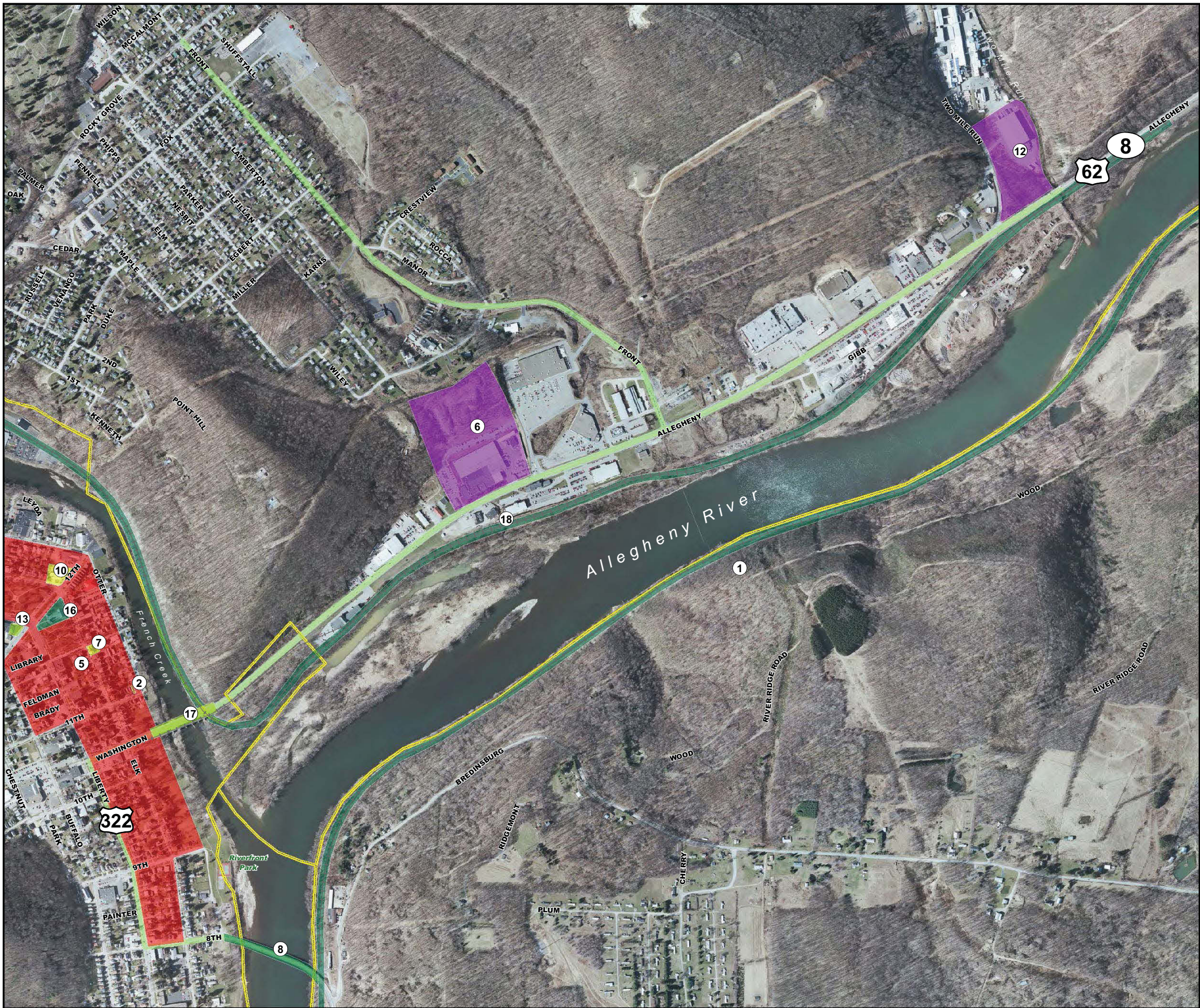
Legend

- Proposed Project Study Area
- Municipal Boundary
- Environmental Justice Area
- FEMA 100yr Floodplain
- Hydric Soils
- NWI Wetland
- Oil and Gas Well
- Watershed
- Chapter 93 Nat'l Hydrography Dataset Designation
 - CWF Cold Water Fishery
 - WWF Warm Water Fishery

Source: PAMAP 2006, PASDA, Venango County, 2011.



McCormick Taylor
Engineers & Planners
Since 1946



HISTORIC FEATURES

Legend

- Proposed Project Study Area
- Municipal Boundary
- Phase I Archaeology Survey

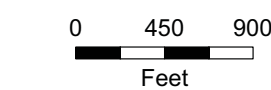
KEY	FEATURE NAME
6	Conair Bldg
12	OMG-Mooney Chem

National Register of Historic Places

- Listed
- Eligible
- Ineligible
- Undetermined, Contributing
- Undetermined

KEY	HISTORIC FEATURE NAME
1	Allegheny Valley Railway
2	Building
3	Building
4	Central HS
5	City of Franklin Historic District-HDA & Listed
7	Edward Pearce House
8	Eighth Street Bridge
9	Electric Light Plant
10	Franklin U.S. Post Office
11	Jamestown & Franklin RR Station
13	Plumer Block
14	R.G. Lambertson Building
15	Samuel F. Dale Home
16	Venango County Courthouse
17	Washington Crossing Bridge
18	Western New York and Pennsylvania Railroad

Source: PAMAP 2006, PHMC CRGIS Database, Venango County, 2011.



McCormick
Engineers & Planners
Since 1946
Taylor



Section 2 - CHARACTERISTICS OF STUDY CORRIDOR

The design criteria establishes standards that must be met for various roadway features such as pavement widths, roadway grades, and other roadway elements.

Congestion

An evaluation of the capacity within the corridor at key intersections was performed to better determine areas that may be experiencing congestion within the study area. A capacity sensitivity analysis was performed to determine potential areas experiencing congestion in the morning (AM) and afternoon (PM) based upon AM and PM turning movement count volumes collected during the busiest times for traffic within the corridor. The capacity sensitivity analysis was performed as a ratio calculating the volume (actual traffic using the roadway) against the capacity (maximum number of cars on a section of roadway; if exceeded, users would experience longer than typical delays). The AM and PM peak periods were determined for seven key intersections as shown on the map. If the volume / capacity (v/c) ratio was less than one, then delays would likely be minimal, if greater than one, delays would be more noticeable and congestion may be evident during these peak times. The worst case of traffic during the course of the day is provided on the map to obtain a relative measure of congestion within the project area.

PennDOT Roadway Design Typology

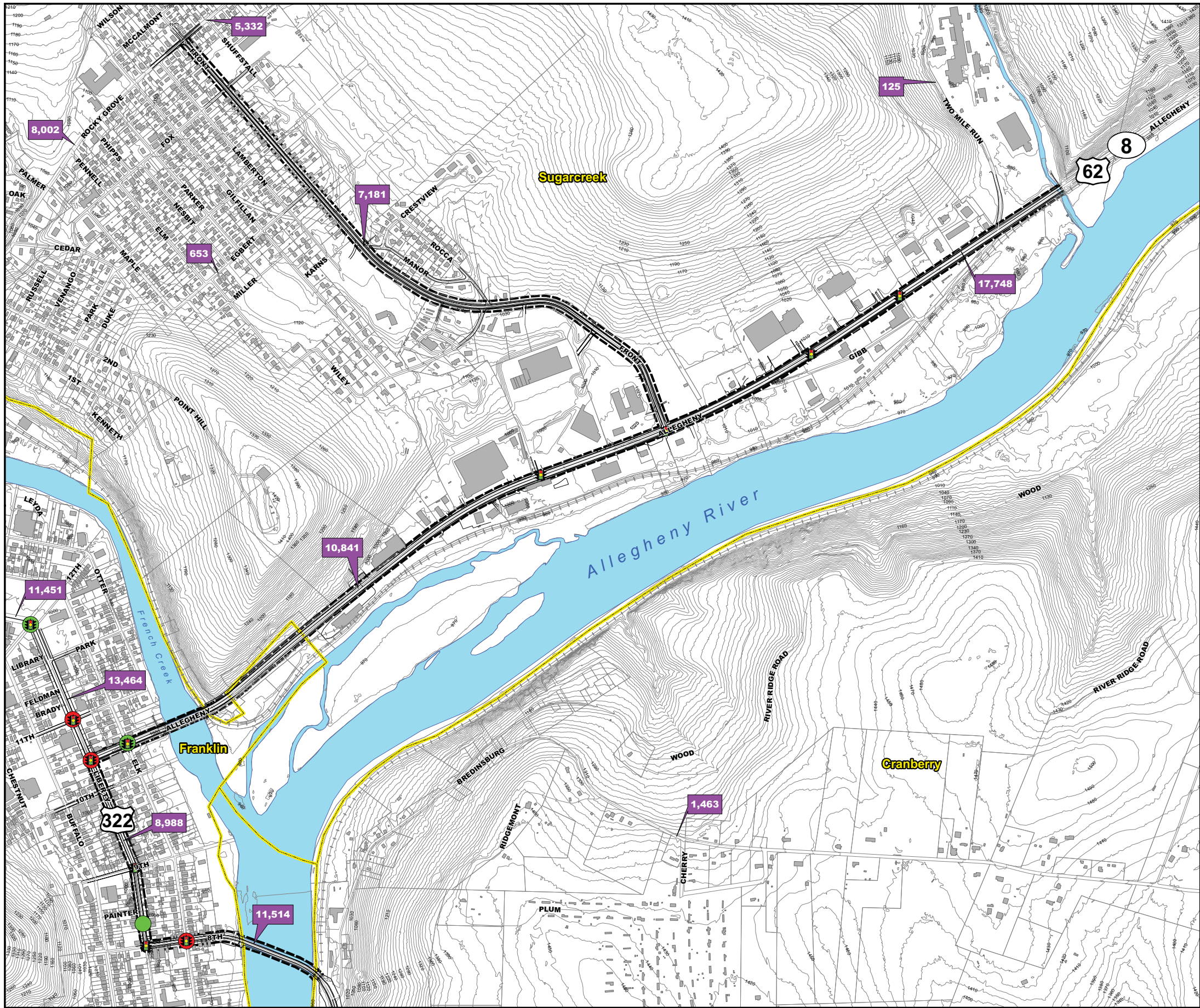
PennDOT’s roadway design process (PennDOT Publication 13M) incorporates a system of typologies that consider both roadway features and adjacent land use context when selecting the appropriate design criteria. Following this process, the design criteria may change along a continuous route as the context and land use changes. The design criteria establishes standards that must be met for various roadway features such as pavement widths, roadway grades, and other roadway elements to support the safe and efficient use of the roadway based upon the typology selected. **Table 1** provides the roadway typologies established for use in the Sugarcreek/Franklin Route 8 Complete Streets Project.

Table 1 PennDOT Roadway Typologies for Project Area by Section			
FROM	TO	Roadway Classification	Land Use Classification
Eighth Street at Justus Trail Head	Liberty Street at Route 8	Community Arterial	Town/ Village Neighborhood
Liberty Street at Route 8	Elk Street	Regional Arterial	Suburban Center
Elk Street	Two Mile Run Road	Regional Arterial	Suburban Center
Route 8 at Front Street	Rock Grove Avenue	Community Collector	Suburban Corridor

Transit Service

Transit area mapping (**Figure 9**) provides existing transit features and areas of concern identified through field investigations. Venango Bus has dedicated bus stops throughout the project study area and also a flag stop system where passengers are permitted to request stops by “flagging down” the driver. It is up to Venango’s bus drivers to determine whether the requested stop is safe. Venango Bus is anticipating technology upgrades to its transportation system in 2012 that will include Automatic Vehicle Locators (AVL) and Automated Passenger Counters (APC). This will improve efficiency and reporting capabilities for the transit agency and most importantly establish the foundation for providing real time information to their customers.

The agency is scheduled to receive six bus shelters that are expected to replace selected older units in the system and provide shelters for a few new locations. The latest version of the Pennsylvania Public Transportation Performance Report Fiscal Year 2009-2010 was reviewed for the current Venango County Transit operations. The service area, fare rates, and general services provided within this project area is summarized on the Transit Area Map (**Figure 9**).



ENGINEERING AND SAFETY FEATURES

Legend

- Proposed Project Study Area
- Municipal Boundary
- Existing Right-of-Way
- Contours
- Traffic Signal

Current AADT (PennDOT 2011)

1,234

Crashes Involving Pedestrians

- Multiple Crashes
- Single Crashes

Capacity Sensitivity Analysis (V/C Ratios)*

Route 322 & Elk St.	Southbound (PM) = 0.73
Liberty & 8th St.	Westbound (PM) = 0.77
Route 322 & Route 8	Westbound (PM) = 1.40 Northbound (PM) = 1.40
Route 8 & Elk St.	Westbound (PM) = 0.91
Route 8 & Sugar Creek Twn Ctr.	Southbound (PM) = 0.97
Route 8 & Front St.	Eastbound (PM) = 1.23
Route 8 & Gibb Rd.	Eastbound (PM) = 0.78

*Controlling Worst Case Movement Provided

Source: PASDA LIDAR, 2006, PennDOT, McCormick Taylor, Inc.




0 450 900
Feet

McCormick Taylor
Engineers & Planners
Since 1946





TRANSIT AREA MAP



Legend

-  Proposed Project Study Area
-  Municipal Boundary
-  Transit Area of Concern

Designated Transit Stop

-  Franklin Route
-  Inter-City Route

Transit Routes

-  Franklin Route
-  Inter-City Route

FIXED ROUTE

Venango Bus
1 Dale Avenue
Franklin, PA 16323
814-432-9767
Sally Mays, Director

Statistics from Fiscal Year ending June 30, 2012

Service Area Statistics
Square Miles: 100
Population: 36,354

ACT 44 Fixed Route Distribution Factors

Total Passengers – 63,110
Senior Passengers – 11,195
Revenue Vehicle Miles – 167,543
Revenue Vehicle Hours – 7, 846

ACT 44 Operating Assistance

Operating Assistance - \$286,046
Required Local Match - \$20,858

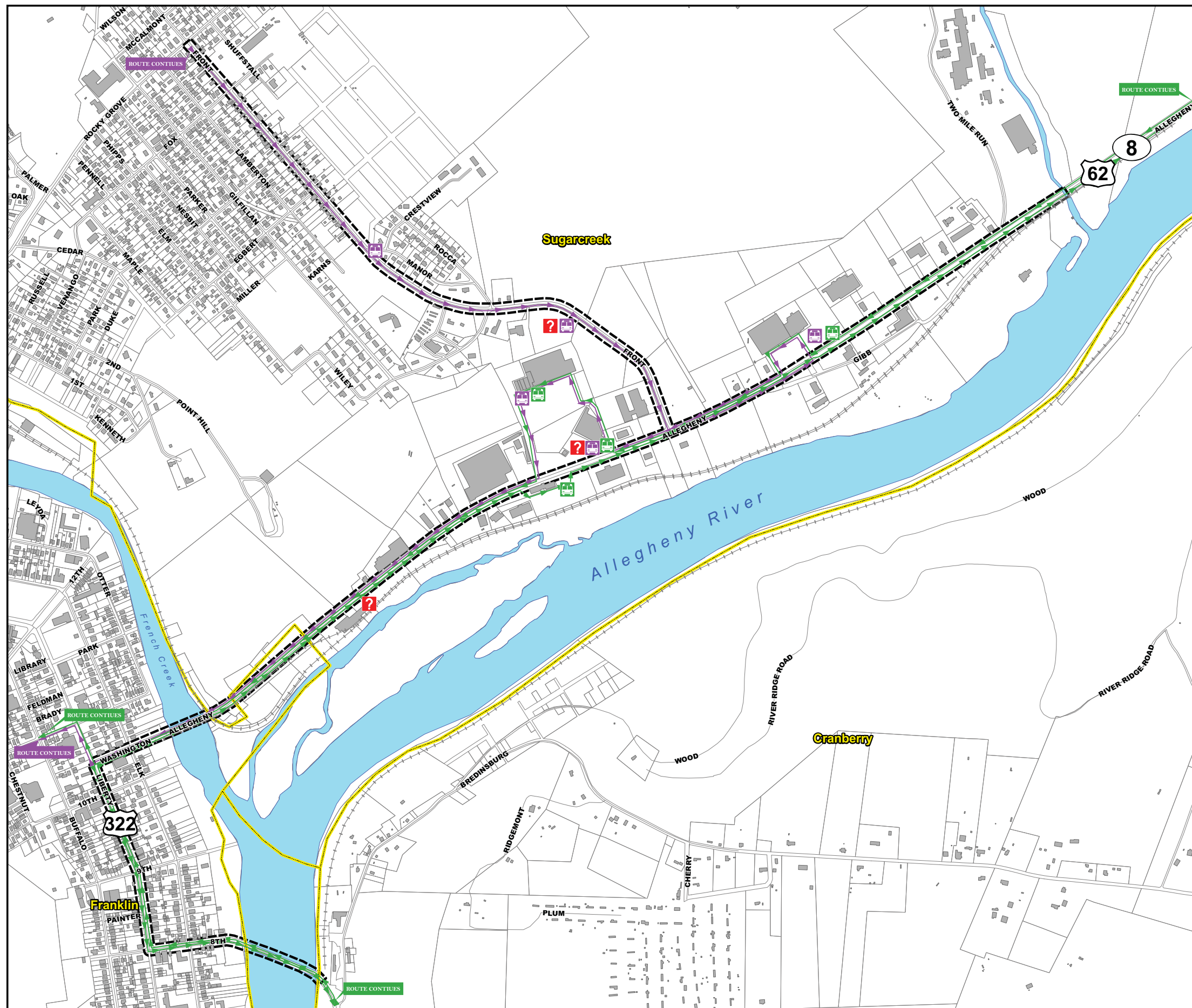
Fixed Route Base Fare - \$1.50
Fixed Route Average Fare - \$1.47
Last Increase July 2005

5 full-time employees
5 part-time employees

Source: PASDA LIDAR, 2006, PennDOT, McCormick Taylor, Inc.

0 450 900
Feet

**McCormick
Taylor**
Engineers & Planners
Since 1946



Section 2 - CHARACTERISTICS OF STUDY CORRIDOR

Stakeholder Interviews and Outreach

Community input played a key role in understanding the existing conditions of the corridor. During the initial phase of the project, “Understanding the Context” stakeholder interviews were conducted by telephone and an innovative Public Meeting was conducted at Applefest, a popular local festival in Franklin.

Stakeholder Interviews

In summary those interviewed identified the following critical needs:

- Improve pedestrian safety – with consideration for special needs;
- Create a multi-modal corridor with less reliance on the automobile;
- Develop a corridor that serves all populations;
- Establish complementary connections to existing bike paths in Franklin;
- Develop connections to the recreation areas in Sugarcreek;
- Create continuity between Sugarcreek and Franklin so both towns thrive;
- Improve the quality of life which serves as a catalyst for people to invest in the community and encourage economic development; and,
- Complete the study and implement projects quickly so this is not a plan that sits on a shelf.

In addition to needs, the study team learned about key community characteristics along the corridor that change from Franklin to Sugarcreek. The following is a summary of what was learned.

The City of Franklin is the county seat of Venango County with a strong and close-knit business community held together by the Franklin Chamber of Commerce. It has a good sidewalk network with constant foot and bike traffic throughout the town. It has been designated with Bicycle Friendly Community status at the bronze level and they strive to improve that level with a Bike/Ped Master Plan currently in progress. The Samuel Justus Trail, owned and operated by Cranberry Township, is located just across the river from Franklin with access via Route 322. Cyclists find their way to town daily to enjoy the many amenities available while taking a break from their trip. Franklin also hopes to earn Trail Town status in the future by adding better signing from the trail, ample bike racks and other goods and services for the cycling community. Some feel the existing use of sidewalks for cycling works out great while others would prefer dedicated bike lanes. The City of Franklin and the Council on Greenways and Trails are working closely on grant applications to help fund potential future projects to evaluate the options and make improvements.

Stakeholders indicated vehicular traffic is heavy through the City of Franklin at the intersection of Liberty Street and Route 322. Route 8 was identified as a major junction of regional traffic through the study area. From this point heading to Oil City, two traffic signals along Route 8 at Liberty and Elk Streets are closely spaced which creates congestion at certain peak times during the day contributing to delays and congestion at these locations, especially during the evening peak, with more frequent pedestrian and vehicle activity. The bridge over French Creek, locally known as Washington Crossing, has



Residents review plans at the Public Meeting

a very narrow sidewalk on the east side, which was deemed unsafe by most stakeholders. A significant challenge is that the sidewalk ends at the bridge. Continuing along Route 8, pedestrians and cyclists travel primarily along a narrow shoulder and area outside of the shoulder at the base of a steep hillside adjacent to Route 8. This section of the corridor has been described by the public and stakeholders as being unsafe to walk or bike given the high traffic volumes and speeds on Route 8. Parallel to the Washington Crossing Bridge is an old railroad bridge that has been closed for years. It was suggested that this bridge be rehabilitated into a pedestrian bridge that would better serve bike and pedestrian traffic.

The remainder of the Route 8 study corridor is located in Sugarcreek Borough with many considering it the Borough’s main street. While the official designation was never requested, residents from Sugarcreek and Franklin visit the busy commercial corridor for shopping, restaurants, work and recreation on a daily basis. Sugarcreek Towne Center is home to Kmart and Giant Eagle. The greatest challenge noted is that the safest means of access to the corridor is by automobile; however, many walk, bike, use transit and even wheelchairs to reach their destinations daily. Drivers passing through the community maintain a high rate of speed even through the commercial sections. With no sidewalks, plantings and signage, it is difficult to calm traffic and the high speed creates safety concerns for those making left turns into local businesses and walking. In addition, there is development that is rundown with many closed businesses, which is unsightly.

Section 2 - CHARACTERISTICS OF STUDY CORRIDOR

The neighborhood of Rocky Grove, part of Sugarcreek Borough, is located to the north of Route 8 on Front Street and serves a core community that is home to the Sugarcreek Borough administrative office and emergency service providers, the high school, faith-based organizations and many residents. Front Street is the primary access point to the Sugarcreek business district. There are no sidewalks on Front Street, which is a narrow two-lane road so many must walk along the shoulder at all hours to reach jobs and local stores for necessities. Users often find their own routes through parking lots and private property to avoid conflicts with traffic, especially at night and when the fog sets in. The most difficult intersection is Route 8 and Front Street with traffic backing up on Front Street to the rear entrance to Kmart during peak hours.

To the west of Route 8, behind the businesses, is the pristine Allegheny River which is barely visible from the road. An active railroad line operated by the Western New York and Pennsylvania Railroad Company follows the river along the corridor directly adjacent to an abandoned railroad line. As in many towns and cities, the business district is oriented away from the river and there is a desire to redevelop toward the river so the beautiful viewshed may be enjoyed. Most stakeholders expressed interest in developing new recreation opportunities along the riverfront on Hoge Island or with a new non-motorized boat launch.

For a more detailed summary of the feedback provided, please refer to **Appendix A**.

Franklin also hopes to earn Trail Town status in the future by adding better signing from the trail, ample bike racks and other goods and services for the cycling community.

Public Meeting - Applefest

The purpose of the booth at Applefest was to collect additional input from area residents on their experience walking, biking and driving between Franklin and Sugarcreek Borough. To guide the discussion with visitors and to capture the input provided by visitors, the study team and Steering Committee members utilized a Public Feedback Form (**Appendix E**). A summary of their input follows:

Vehicles

- The majority of respondents indicated that they travel in the study area by vehicle.
- Nearly twice as many people drive the corridor daily as do weekly, while a few others drive monthly and yearly.
- The majority of respondents noted they travel to destinations within the corridor to shop or go to work.
- Most respondents indicated they can easily access/exit destination areas by vehicle within the corridor, while others noted some challenges such as congestion, need for turning lanes, and high-speed motorists.

Walk

- Very few respondents said they walk within the study area; however, others noted they see people walking the Route 8 corridor and along Front Street.
- Several respondents indicated they would like to walk, but do not feel the corridor is safe to walk.
- Overall, respondents indicated a need for more sidewalks, lighting and crosswalks along Route 8 and Front Street.

Bike

- One respondent indicated that they bike through the study area.
- A few others noted they would like to be able to bike within the study area.

Transit

- One respondent indicated that they use transit in the study area.
- Suggested changes included more frequent stops to stores and downtown Franklin to reduce the time people have to wait.



Applefest

Section 2 - CHARACTERISTICS OF STUDY CORRIDOR

Most stakeholders expressed interest in developing new recreation opportunities along the riverfront on Hoge Island or with a new non-motorized boat launch.

Business Input

To complete the initial round of public outreach, the study team extended its outreach efforts to the Blair Service Center employees at the recommendation of the Steering Committee. A feedback form (**Appendix F**), similar to the one utilized at Applefest, was provided to employees for completion. Below is a summary of the information gathered:

Vehicles

- The majority of respondents indicated that they travel in the study area by vehicle.
- In addition to driving from their homes to the Blair Call Center, respondents noted shopping in Sugarcreek, Oil City and Franklin as possible reasons they travel in the area.
- Nearly 70% of respondents travel through the study area because it is the most direct route to their destinations.
- Most respondents noted that they could easily access/exit destination areas within the corridor. Some problem areas noted include exiting Blair, Goodwill, Big Lots and Giant Eagle.
- Some of the changes they felt would improve the corridor were adding crosswalks, lowering the speed limit, retiming the traffic signals or adding turning arrows and overall improvements for pedestrians.

Walk

- Ten respondents indicated that they walk in the corridor.
- Destinations noted by the respondents included Blair, Sheetz, Giant Eagle, Big Lots, Kmart and Pennwood Center. One respondent indicated that they use the Oil City/Franklin bike trail.
- The majority of respondents take the most direct walking route.
- Three people felt they could not easily access/exit destination areas, while four other people said they could.
- Overall respondents indicated a need for more sidewalks and crosswalks were needed to provide a safe amount of space to walk.

Bike

- One respondent indicated that they bike through the study area.
- Mirrors and sidewalks were noted as possible improvements.

Transit

- Most respondents indicated they do not use transit in the area, while four others do use transit.
- Liberty Street, Oil City and Kmart were identified as areas where people utilize transit.
- Respondents indicated that they choose their bus route based on the most direct route or because there is no other route.
- Respondents had mixed feeling on whether the bus was easily accessible – some said they could easily access the bus, while others said it was difficult and hard to catch.

Section 3

CONCEPTUAL IMPROVEMENT ALTERNATIVES



Visioning Process

The Visioning Phase of project development centered around two key events, a two-day Public Design Workshop, also referred to as The Route 8 Connectivity Challenge; and a Student Design Workshop. The Public Design Workshop included an analysis of the study area as it is today, an interactive presentation of potential types of improvements for consideration and a brainstorming session to identify potential goals and objectives.

Assessment of Strengths, Weaknesses, Opportunities and Threats

The first night of the Public Design Workshop encouraged participation from attendees to perform a SWOT analysis. A SWOT Analysis is a strategic planning tool that analyzes:

- **Strengths:** characteristics of the project that give it an advantage.
- **Weaknesses (or Limitations):** characteristics that place it at a disadvantage.
- **Opportunities:** external elements that could make the project more successful.
- **Threats:** external elements in the environment that could cause trouble for the project.

Participants in the workshop identified a wide range of input through a collective brainstorming exercise to identify the strengths, weaknesses, opportunities and threats (SWOT) (Figure 10 lists the feedback gathered in each category). These study considerations were reviewed and sorted by the study team to remove duplicate issues and properly apply to the SWOT Analysis.



Figure 10

Section 3 - CONCEPTUAL IMPROVEMENT ALTERNATIVES

Image Survey

On the second day of the workshop, attendees were asked to participate in an image survey to consider various tools that have been used in other areas. Participants in the workshop reviewed 22 photographs and were asked to rate each to determine whether they felt the image reflected a vision of how they would like to see the Sugarcreek/Franklin study area look in the future. Through an interactive discussion following each photograph, participants also provided the positive and negative attributes of each image related to pedestrian access, bicycle access, median designs, vehicular access points, buffer techniques and transit stations or stops. (See **Appendix G** for complete Image Survey Results).

Developing Goals and Objective

Having completed the image survey and identifying images of the types of improvements they would like to implement, workshop attendees were asked to begin the development of project goals and objectives. To do so, attendees were first asked to participate in a group brainstorming session to identify goals for one of the following locations within the study area:

- Justus Trail to Washington Crossing
- Route 8, Washington Crossing to Two Mile Run Creek
- Route 8, Front Street to Rocky Grove Avenue

Members from each of the location groups reported the results of their discussions. As a result, a draft list of 22 project goals were identified and are shown on the Visioning Workshop Goals and Objectives Map (**Figure 11**). Participants were then asked to rank their top three priority goals (indicated in boldface type with the number of votes on the map next to each priority goal). Once the draft goals were identified, discussions were focused on the development of objectives to achieve the goals (objectives are reflected on the map below each goal where applicable).

Following the workshop, the study team in coordination with the Steering Committee further refined and combined the goals and objectives based on feedback from stakeholder interviews, Applefest and other data gathering efforts. The final goals and objectives identified can be found in **Appendix H**.



Design Workshop

Section 3 - CONCEPTUAL IMPROVEMENT ALTERNATIVES

This study examines ways to maximize the utility of existing roadway investments and expand on transportation alternatives in the corridor so that these investments continue to serve in an efficient manner.

Alternative Corridor Theme Development

Complete Streets in the Route 8 corridor can be seen as part of a unified framework and vision for transportation and land use, in which there will be a good balance among mobility, economic viability, and quality of life. A corridor that is well balanced will offer good mobility and access but, above all, it will be sustainable over the long term. This is sometimes referred to as a “smart” corridor.

Some of the smart corridor themes that are germane to Route 8 in Sugarcreek are described below.

Accommodate all modes of travel – The area includes state highways, local road networks, and transit service. The study examines the best possible alternatives for improving the safety, access, travel time, and quality-of-experience of vehicular, transit, pedestrian, and bicyclist modes of travel. Modal choice for residents, shoppers, and employees is also central to this study.

Plan and design within the context – A future vision for this area must be responsive to the corridor’s unique attributes and character. The potential transportation and land use strategies for the corridor have been developed with this context in mind.

Enhance local network – New connecting links can help local residents reach local destinations, including schools, shopping, recreation, and jobs more easily in the future. Recognizing the high cost of new roads, the study considers ways to enhance the local street network in a cost-effective way.

Look beyond level-of-service – A number of transportation changes may be considered as land development continues in the corridor. Before commitments are made for significant investments,

implications of both land use and transportation changes to the area need to be examined. The study has looked well beyond a single performance measure and includes an integration of land use and multi-modal transportation opportunities.

Leverage and preserve existing investments – This study examines ways to maximize the utility of existing roadway investments and expand on transportation alternatives in the corridor so that these investments continue to serve in an efficient manner. The study is focused on reinvesting in an already-developed area. The viability of this area depends on its ability to keep itself competitive in a changing economy. Redevelopment, infill development, and development that is mixed can lead to trip generation that is pedestrian and bicycle rather than vehicular, potentially reducing the occurrence of traffic congestion and offering a lifestyle that is attractive in an era of high energy costs.

High value/price ratio – The study area includes important employment and business destinations. By planning cooperatively for the coordination of a number of private and public investments in the area, the study leverages these investments to improve the value of these destinations. The study looks at ways to enhance access for business uses while also balancing and improving quality of life for local residents.

Based on data collected and input received by the public, the alternative concepts were explored in context of the geographic area - Justus Trail to Washington Crossing, Route 8 from Washington Crossing to Two Mile Run Creek, and Route 8 from Front Street

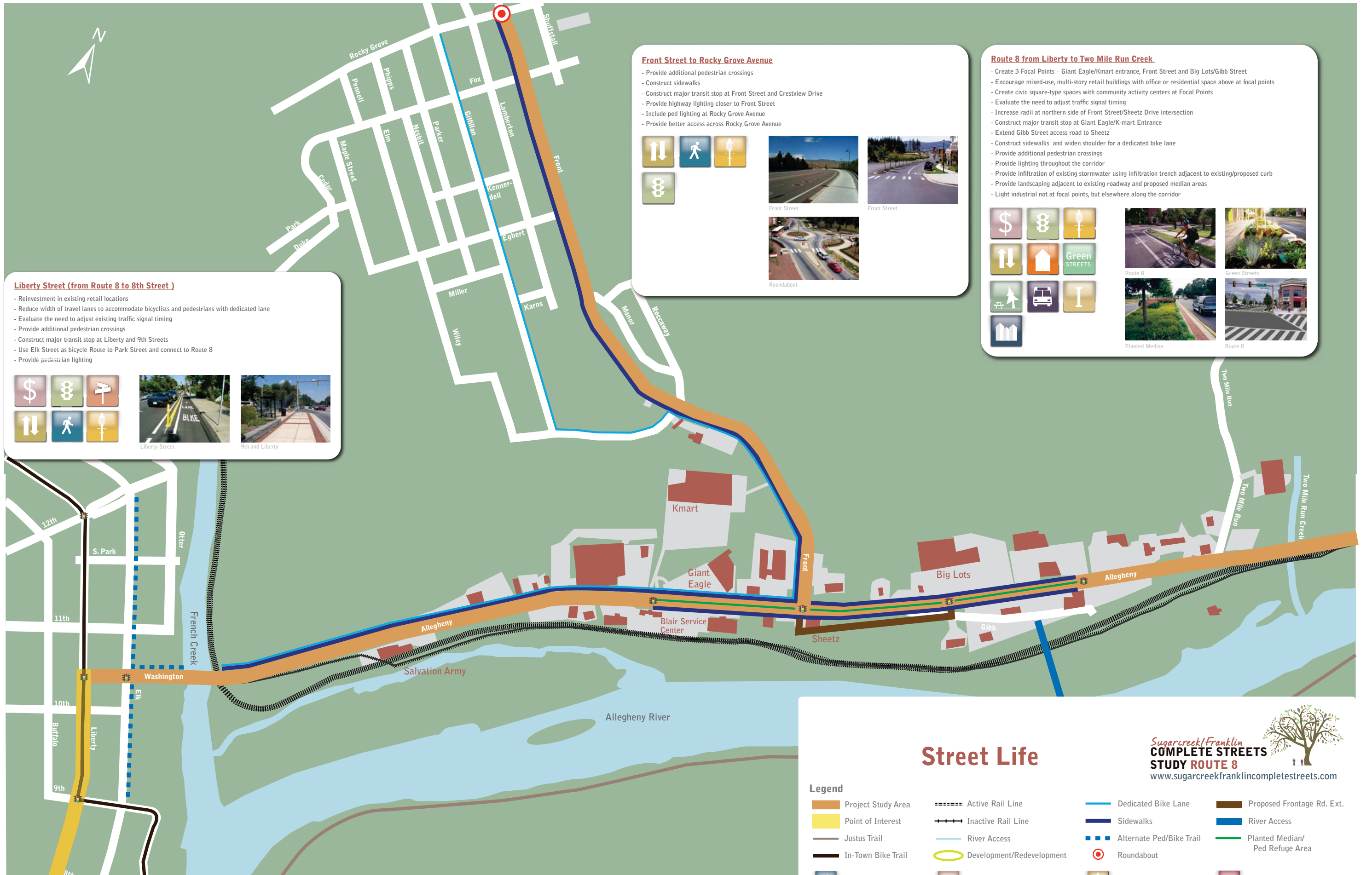
to Rocky Grove Avenue. Each area was examined for potential transportation and land use improvements that would address the project goals and objectives. See the exploration of corridor concepts (**Figure 12**). In doing so, some themes began to take shape and were presented to the Steering Committee for consideration:

- **Centers of Place (Figure 13)** – Provides a true Town Center at Route 8 and Front Street and gateway at the 8th Street trailhead.
- **Trails and Mini Nodes (Figure 14)** – Walk/bike on multi-use trail utilizing the old rail bed, with 4 or 5 lateral connections up to sites along Route 8 and French Creek.
- **Street Life (Figure 15)** – Activity focused on the central portion of the Route 8 corridor and on Liberty Street.

The Steering Committee reviewed each Alternative Corridor Concept with the project study team and discussed pros and cons for each theme. The elements within each theme that were well liked were included for further refinement and elements that were not regarded by the Steering Committee as improvements that met the goals/ objectives or that the study team did not deem as value adding improvements were dismissed. As a result a ultimate “Blended Theme” was defined by the Steering Committee for further analysis and study.







Section 3 - CONCEPTUAL
IMPROVEMENT ALTERNATIVES



Intersection of Elk and 8th Street

The Preferred Blended Corridor Alternative incorporates the most favored ideas from each of the Alternative Themes so that the combination of ideas for the City of Franklin, Route 8 and Front Street work in a mutually-supporting way.

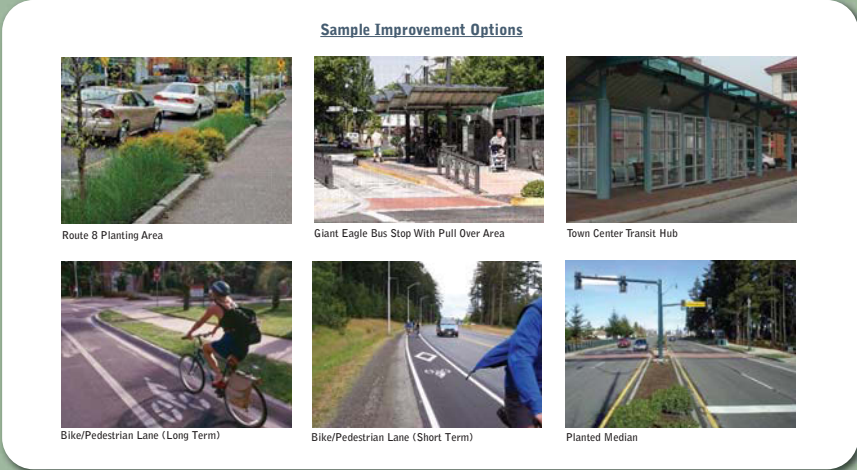
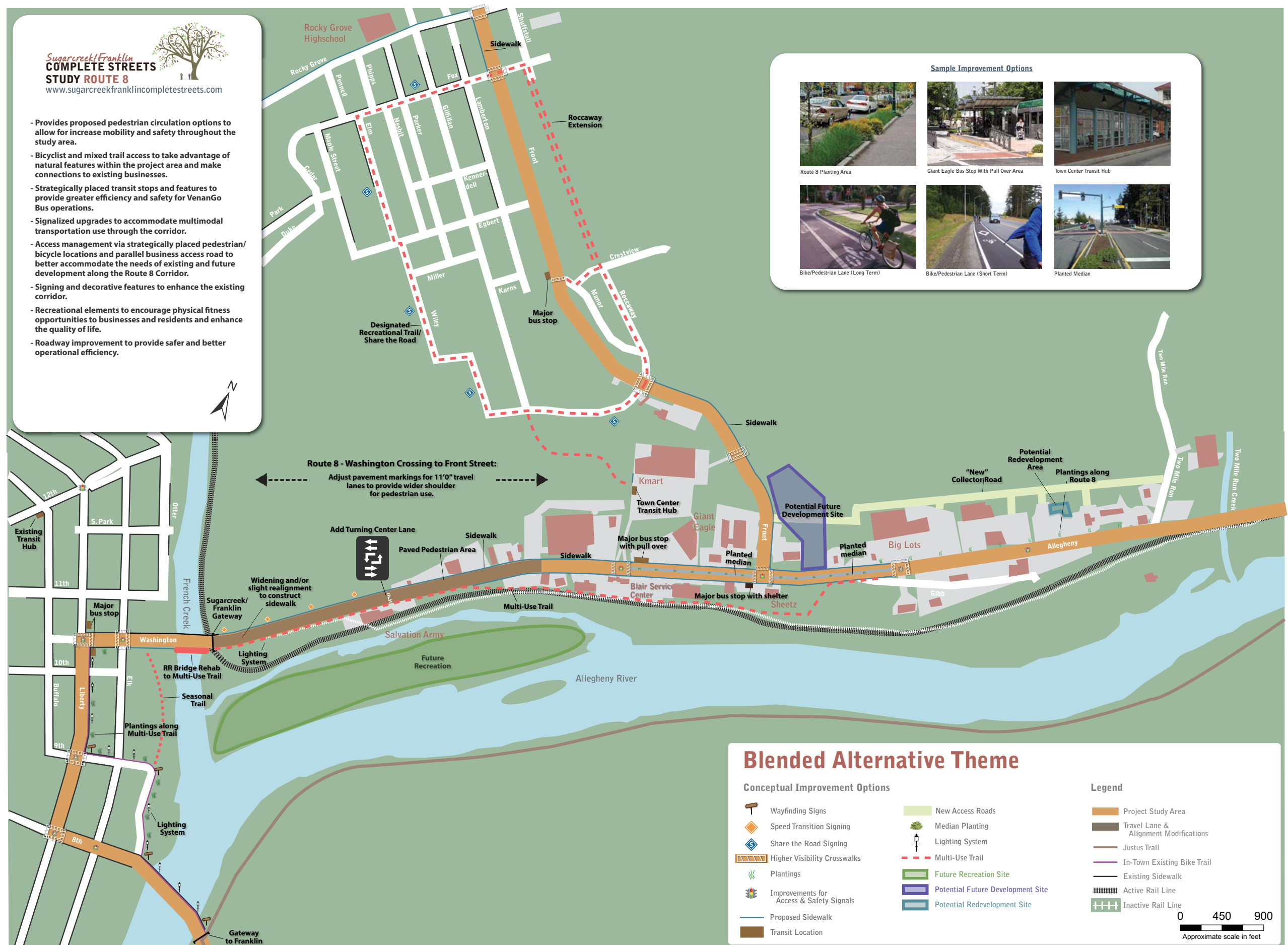
Blended Theme

The Steering Committee’s analysis and discussion of the Alternative Themes resulted in a convergence of potential transportation and land use improvements into one Preferred Blended Corridor Alternative (**Figure 16**). The Preferred Blended Corridor Alternative incorporates the most favored ideas from each of the Alternative Themes so that the combination of ideas for the City of Franklin, Route 8 and Front Street work in a mutually-supporting way. The result is a corridor-wide plan that transitions from residential, to business and recreational areas with continuity, value and safety added.



Steering Committee Meeting

- Provides proposed pedestrian circulation options to allow for increase mobility and safety throughout the study area.
- Bicyclist and mixed trail access to take advantage of natural features within the project area and make connections to existing businesses.
- Strategically placed transit stops and features to provide greater efficiency and safety for VenanGo Bus operations.
- Signalized upgrades to accommodate multimodal transportation use through the corridor.
- Access management via strategically placed pedestrian/bicycle locations and parallel business access road to better accommodate the needs of existing and future development along the Route 8 Corridor.
- Signing and decorative features to enhance the existing corridor.
- Recreational elements to encourage physical fitness opportunities to businesses and residents and enhance the quality of life.
- Roadway improvement to provide safer and better operational efficiency.



Blended Alternative Theme

Conceptual Improvement Options

- | | |
|--|-----------------------------------|
| Wayfinding Signs | New Access Roads |
| Speed Transition Signing | Median Planting |
| Share the Road Signing | Lighting System |
| Higher Visibility Crosswalks | Multi-Use Trail |
| Plantings | Future Recreation Site |
| Improvements for Access & Safety Signals | Potential Future Development Site |
| Proposed Sidewalk | Potential Redevelopment Site |
| Transit Location | |

Legend

- | |
|---------------------------------------|
| Project Study Area |
| Travel Lane & Alignment Modifications |
| Justus Trail |
| In-Town Existing Bike Trail |
| Existing Sidewalk |
| Active Rail Line |
| Inactive Rail Line |

0 450 900
Approximate scale in feet

Section 3 - CONCEPTUAL
IMPROVEMENT ALTERNATIVES




The Conceptual Improvement Options were developed to provide better connections of Complete Street elements throughout the project area.

Exploration of Alternative Corridor Concepts

Sugarcreek/Franklin Route 8 Complete Streets Study

Blended Theme Concepts	Transportation Factors			Land Use Factors		
	Overall - Preserve residential character					
Geographic Area						
1. City (Liberty, 8th St)	Bike/walk on streets	Bike/walk on new multi-use pathway on new alignment along French Creek	Enhance bike/ ped facilities with improved delineation and/ or access points	Way finding signage to promote historic/ commercial locations. Potential for private investment.	Gateway treatment at entrance to community and tie in with commercial development.	Commercial support service opportunity along French Creek with extension of trail.
2. Main Line (Washington Crossing. to 2-mile Run)	Bike/walk on new multi-use pathway on abandoned rail line. New access to river.	Route 8 cross-section has full features (walk/bike along full length of study area)	Route 8 cross-section has full features only for the most-intensively used part of the study area.	Create true town center at Route 8 and Front St. vicinity ("Center of Place")	Create 3 mini-nodes, corresponding to where the traffic signals are now - K-Mart entrance, Front St. and Big Lots.	Address access management, but still recognize development pattern as generally linear and spread out along the corridor.
3. Front Street	Front Street cross-section has full features (walk/bike along Front St.).	Bike/walk on new multi-use pathways, including ex-school site and utility easement to the west of Front St.	Bike/walk on new multi-use pathways, including ex-school site and utility easement to the west of Front St. and pathway from fire dept. to the east of Front St.	Redevelop ex-school site.	Low-key infill only	Develop/redevelop properties alongside the southerly half of Front St.

Complete Streets Alternative Themes

- Centers of Place  Improvements supporting most active areas within corridor or areas that may be able to be developed or redeveloped.
- Trails & Mini Nodes  Improvements using the natural environment or building upon previously established features.
- Street Life -  Improvements following the established corridor utilizing to the existing roadway right-of-ways to the greatest extent.

Refined Alternatives

Upon the Steering Committee’s review and approval of the Blended Theme Concepts (**Table 2**), improvement options identified were further refined as Conceptual Improvement Options. Twenty (20) Conceptual Improvement Options were identified for further engineering refinement and to determine the conceptual costs of the improvements. The Conceptual Improvement were assigned a number for evaluation and discussion purposes only. Conceptual improvements were developed using aerial mapping and Light Detection and Ranging (LiDAR) data provided from Pennsylvania Spatial Data Access (PASDA). The LiDAR data provided elevation and contour data that was used to engineer the proposed improvement options and determine conceptual earthwork impacts with respect to the existing topography and property features. The earthwork footprint was determined to evaluate the feasibility and constructability of the proposed improvement as well as quantifying conceptual costs based on a three dimensional model rather than improvements placed on top of a two dimensional aerial map. An evaluation of the Conceptual Improvement Options with respect to project constraints and a conceptual cost range is provided as the Top Twenty Conceptual Improvement Options (**Table 2.1**).

Table 2

Top Twenty Conceptual Improvement Option Comparison										
Conceptual Improvement Options	Improvement Description	Safety Addressed (Y/N)	Eng/ Constr Concerns (Y/N)	Property Impacts (Y/N/ TBD*)	Environ. Concerns (Y/N)	Estimated Project Delivery Time (yrs)	Conceptual Cost Range (\$)			
							< 10k	10k to 100k	100k to 500k	> 500k
1	Seasonal Trail Extension along French Creek to Washington Crossing	N	N	Y(2)	N	3			X	
2	Placement of Wayfinding Signs from Justus Trail to intersection of Liberty Street and Allegheny Boulevard (6)	N	N	N	N	1	X			
3	Addition of Pedestrian Crosswalks, ADA Ramps & Signal Upgrades - Franklin (4)	Y	N	TBD	N	1		X		
4	Addition of Bus Shelters - Franklin (2)	Y	N	TBD	N	4	X			
5	Lighting along Liberty Street to Allegheny Boulevard	N	N	N	N	3		X		
6	Rehabilitation of Railroad Bridge across French Creek to multi-use trail	N	N	Y (4)	Y	5			X	
7	Construct sidewalk on western side of Route 8 from existing bridge sidewalk between Washington Crossing and Front Street	Y	Y	Y (1)	N	4				X
8	Construct multi-use trail north of Washington Crossing to Gibb Street	N	Y	Y (15)	Y	8				X
9	Construct sidewalk on eastern side of Route 8 from Salvation Army to Gibb Street	Y	N	Y (20)	N	4				X
10	Construct sidewalk on western side of Route 8 from Front Street to Big Lots development	Y	N	N	N	3			X	
11	Reduce travel lane width to 11-ft on Route 8 from Front Street to Liberty Street	Y	N	N	N	< 1		X		
12	Construct two-way directional turning lane from Bonanza to Salvation Army with widening of roadway	Y	N	N	N	3			X	
13	Addition of Pedestrian Crosswalks, ADA Ramps & Signal Upgrades - Sugarcreek (4)	Y	N	TBD	N	1		X		
14	Addition of Bus Shelters - Sugarcreek (4)	Y	N	TBD	N	4		X		
15	Widen Turning Radius from Route 8 onto Front Street	Y	N	Y (1)	N	2			X	
16	Construct Local Business Connector Roadway from Front Street to Two Mile Run Road	Y	Y	Y (14)	Y	8				X
17	Construction of Multi-Use Trail connecting Kmart Shopping Center to Wiley Street	N	Y	Y (3)	N	3			X	
18	Construct sidewalk on northern side of Front Street from Route 8 to Rocca Way and improve alignment of Rocca Way Intersection	Y	Y	Y (4)	N	3			X	
19	Define a Rocky Grove Fitness Trail using pavement markings on existing local roadways and construct a trail from Rocca Way to Fox Street	N	N	Y (4)	N	< 1			X	
20	Construct sidewalks from Fox Street to Rocky Grove High School and improve intersection pavement markings on Front Street	Y	N	Y (5)	N	3			X	

TBD* - Improvement may be able to be constructed within existing Legal ROW. (2) refers to estimated number of property impacts.

Section 3 - CONCEPTUAL IMPROVEMENT ALTERNATIVES



Route 8 South entering Franklin

Additional information was provided by Venango County and PennDOT. This information was utilized to determine the conceptual parcel property boundaries, the state roadway right-of-way widths, and roadway features. Also, development details not provided with the aerial mapping was used to update the project mapping. The Conceptual Improvement Options were developed to provide better connections of Complete Street elements throughout the project area. For better clarity, plan sheets were developed to illustrate the improvement options. The plans were developed for the study area within the City of Franklin, Route 8 (Allegheny Boulevard), Front Street and Rocky Grove Avenue. The key components illustrated with these plan sheets are further defined, below.

Route 8 and 322 – Eighth Street, Liberty Street and Allegheny Boulevard (Figure 17)

Key Elements

- Wayfinding signs to attract trail users and visitors entering the City of Franklin from the eastern limits on SR 0322 to businesses and attractions within the city. Example of potential wayfinding sign options can be found on **Figure 18**.
- Decorative lighting along Franklin’s designated bicycle trail from the Justus Trail Head to the intersection of Liberty Street and Allegheny Boulevard to provide better illumination of the trail at night or early morning.
- The construction of a seasonal trail connecting the Family Community Park to Route 8 north of Elk Street. Due to the

- likelihood the trail may not be able to be utilized under high water conditions for French Creek, the trail is “seasonal” in nature. This provides an expanded viewshed of the Allegheny River and French Creek. Due to the steep topography to the north, the connection point adjacent to Route 8 follows an elongated serpentine type of path.
- Signalized improvements with pedestrian countdown timers for the intersections along Liberty Street including providing American with Disabilities Act (ADA) compliant ramps.
 - Addition of two bus shelters near the intersection of Liberty Street and Allegheny Boulevard to better accommodate pedestrian access to transit and VenanGO Bus operations along the Route 8 Corridor.
 - Rehabilitation of the abandoned railroad bridge so it can be used as a mixed use pedestrian and bicycle trail. This pedestrian and bicycle bridge will cross French Creek to provide a greater trail width outside of the existing Route 8 roadway template.

Example of Potential Way Finding Signs

1 | FRANKLIN



2 | BERKELEY, CA



3 | CITY OF GRESHAM



4 | PORTLAND, OR



Figure 18

8/2/2012 10:40:28 AM
R:\5383 - Route 8 Complete Streets Study\900 CADD_ GIS\999 User Working\MCT\SR0008_Recreational Trail_Revise 08-1-12.dgn



LEGEND

	- RIGHT-OF-WAY LINE		- PAVEMENT MARKINGS		- RAILROAD BRIDGE REHAB
	- PROPERTY LINE		- PAVEMENT MARKINGS		- CROSSWALK
	- SIDEWALK		- LIGHTING		- BUS SHELTER
	- MULTI-USE TRAIL		- WAYFINDING SIGNS		- CONCEPTUAL IMPROVEMENT NO.
	- EXISTING MULTI-USE TRAIL		- KIOSK SIGN		

SCALE

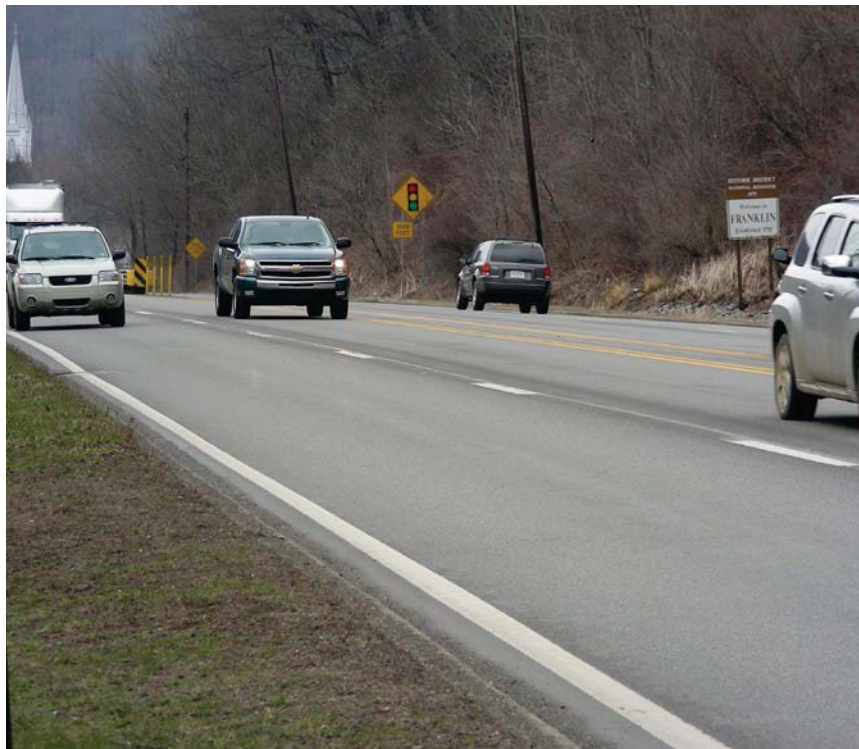
0 100 200 FEET

ROUTE 8 COMPLETE STREETS
CONCEPTUAL IMPROVEMENT OPTIONS
SR 0322 TO INTERSECTION
OF LIBERTY ST & ALLEGHENY BLVD
RECREATIONAL TRAIL



Section 3 - CONCEPTUAL IMPROVEMENT ALTERNATIVES

The mixed use trail connects to the back of the businesses at the parking lots and would provide employees an option to bike or walk to work while traveling outside of the Route 8 roadway template.

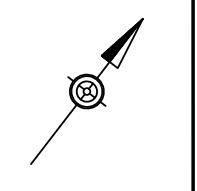


Route 8 North of Washington Crossing

Route 8 –Allegheny Boulevard (Figures 19,20,21)

Key Elements

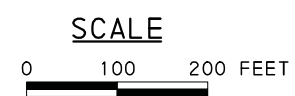
- Continuation of the mixed use trail over the abandoned railroad crossing to north of the Salvation Army. At this point the trail splits with the mixed trail extending to the south of the businesses along Route 8 and connecting to Gibb Street. A proposed sidewalk continues adjacent to Route 8 to connect business to business at the front of each building. The mixed use trail connects to the back of the businesses at the parking lots and would provide employees an option to bike or walk to work while traveling outside of the Route 8 roadway template. It also will serve as a scenic trail for recreational users. The trail follows the top of the slope above the railroad corridor and the stability of this existing slope should be further examined particularly at points where the available area at the top of the slope is limited.
- Construction of a sidewalk on the northern side of Route 8 from the existing Washington Crossing Bridge to Front Street. This option combined with the option to narrow the Route 8 travel lanes minimizes the need for additional right-of-way from businesses along the corridor. Due to the proximity to the hillside, a wall with an average height of five feet will likely need to be constructed to accommodate the sidewalk in sections adjacent to the hillside. See Future Route 8 Corridor Typical Section (**Figure 22**).
- The Route 8 travel lanes can be narrowed to 11-ft travel lanes and a 10-ft center turn lane. This would provide additional width to construct adjacent pedestrian improvements and provide a traffic calming element for traffic entering the City of Franklin. In addition, there is an existing 4-ft paved median east of Washington Crossings on Route 8. This unnecessary buffer can be eliminated to provide more room for roadway improvements within the existing roadway template.
- Signalized improvements with pedestrian countdown timers for the intersections along Route 8 including providing American with Disabilities Act (ADA) compliant ramps.
- Addition of three bus shelters near the Sugarcreek Towne Center and Pennwood Center to better accommodate employee and customer access to transit and VenanGO Bus operations along the Route 8 Corridor.
- Construction of a new access roadway from Front Street to Two Mile Run Road parallel with the Route 8 Corridor as an access management option. An access road located at the back of the existing business provides more opportunities for increased development or redevelopment along Route 8 and Front Street.



LEGEND

- | | | | |
|--|-------------------------|--|---------------------|
| | - RIGHT-OF-WAY LINE | | - RETAINING WALL |
| | - PROPERTY LINE | | - PAVEMENT MARKINGS |
| | - SIDEWALK | | - PAVEMENT MARKINGS |
| | - MULTI-USE TRAIL | | - DUAL TURNING LANE |
| | - RAILROAD BRIDGE REHAB | | - CROSSWALK |

① - CONCEPTUAL IMPROVEMENT NO.

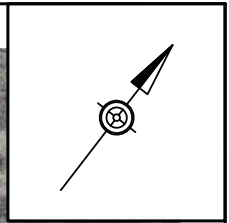


**ROUTE 8 COMPLETE STREETS
CONCEPTUAL IMPROVEMENT OPTIONS**
ALLEGHENY BLVD



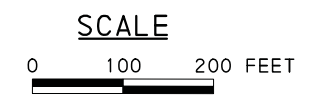
mjt
8/2/2012 10:44:19 AM
R:\5383 - Route 8 Complete Streets Study\900 CADD_ GIS\999 User Working\MCT\SR0008_Railroad Bridge_ Revised 08-1-12.dgn

m:\t
8/2/2012 10:46:37 AM
R:\5383 - Route 8 Complete Streets Study\900 CADD_ GIS\999 User Working\MCT\SR0008_Sheetz_Revise 08-1-12.dgn



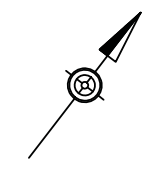
LEGEND

- | | | | |
|--|---------------------|--|------------------------------|
| | - RIGHT-OF-WAY LINE | | - PAVEMENT MARKINGS |
| | - PROPERTY LINE | | - PAVEMENT MARKINGS |
| | - SIDEWALK | | - DUAL TURNING LANE |
| | - MULTI-USE TRAIL | | - CROSSWALK |
| | - BUS SHELTER | | - CONCEPTUAL IMPROVEMENT NO. |



**ROUTE 8 COMPLETE STREETS
CONCEPTUAL IMPROVEMENT OPTIONS
ALLEGHENY BLVD &
FRONT STREET**

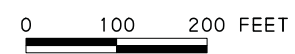




LEGEND

- - RIGHT-OF-WAY LINE
- - PROPERTY LINE
- - SIDEWALK
- - MULTI-USE TRAIL
- - PAVEMENT MARKINGS
- - PAVEMENT MARKINGS
- - CROSSWALK
- 1 - CONCEPTUAL IMPROVEMENT NO.

SCALE



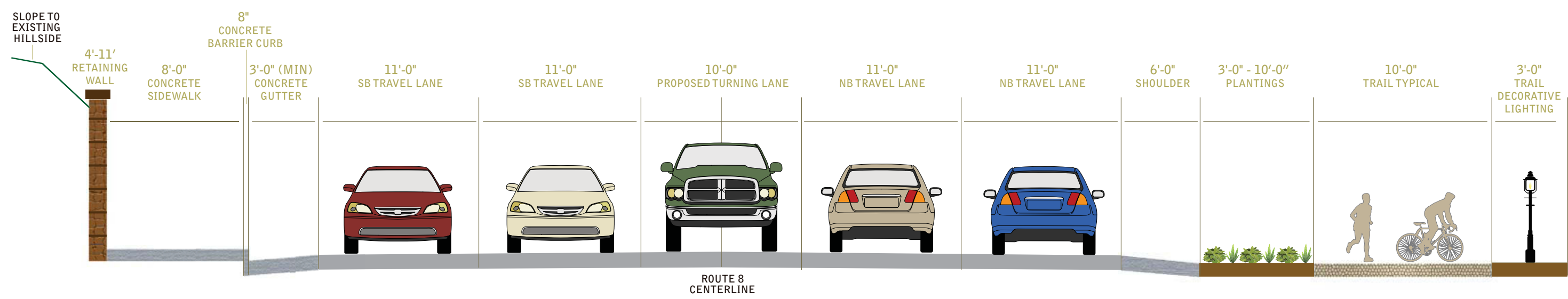
ROUTE 8 COMPLETE STREETS
CONCEPTUAL IMPROVEMENT OPTIONS
NEW ACCESS ROAD &
ALLEGHENY BLVD



mjt
8/2/2012 10:48:35 AM
R:\5383 - Route 8 Complete Streets Study\900 CADD_ GIS\999 User Working\MCT\SPR0008_Two Mile Run_RevISED 08-1-12.dgn

FUTURE ROUTE 8 CORRIDOR TYPICAL SECTION

not to scale



Section 3 - CONCEPTUAL IMPROVEMENT ALTERNATIVES

Front Street and Rocky Grove Avenue (Figures 23,24)

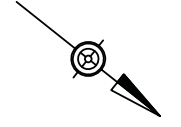
Key Elements

- Construction of a mixed use trail from Wiley Avenue to the Sugarcreek Towne Center to provide access from the neighborhoods of Rocky Grove to the businesses along Route 8 without traveling on Front Street.
- Construction of sidewalk along Front Street to Rocca Way and Wiley Avenue (**Figure 26**). This provides access to Route 8 businesses to neighborhoods starting at Rocca Way and Wiley Avenue Intersection.
- Construction of a recreational trail (**Figure 25**) using existing local streets through signing and pavement markings. The recreational trail would provide a loop from Fox Street to Wiley Avenue to Rocca Way and back to Fox Street. The construction of a trail is proposed to connect a missing link between Rocca Way and Fox Street. This includes the realignment of the intersection of Rocca Way and Front Street to provide better sight distance at this intersection and proposed pedestrian crossing.
- Addition of a bus shelter along Front Street west of Manor Drive to better accommodate residential use and access to the VenanGO Bus.

- Construction of sidewalks connecting the residential neighborhoods to Valley Grove High School. This provides better pedestrian accommodations for students walking to school rather than walking along the Rocky Grove Avenue roadway or narrow shoulder.
- Delineated pedestrian crossing with pavement marking and advanced signing at Rocca Way and Manor Drive. This will provide a better recognition of access points for pedestrians across Front Street as well as alerting motorists of the potential for pedestrians in the roadway.
- Construction of widened turning radius at northeastern quadrant of Route 8 and Front Street Intersection. This will provide for better pedestrian accommodations at crossing and increased mobility for trucks (**Figure 27**).



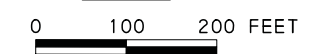
Potential trail access entrance from Wiley Street to Kmart



LEGEND








- | | | | | | |
|--|---------------------|--|----------------------------------|--|------------------------------|
| | - RIGHT-OF-WAY LINE | | - PAVEMENT MARKINGS | | - CONCEPTUAL IMPROVEMENT NO. |
| | - PROPERTY LINE | | - PAVEMENT MARKINGS | | |
| | - SIDEWALK | | - DUAL TURNING LANE | | |
| | - MULTI-USE TRAIL | | - CROSSWALK | | |
| | - BUS SHELTER | | - MULTI-USE SHARE THE ROAD TRAIL | | |

SCALE



**ROUTE 8 COMPLETE STREETS
CONCEPTUAL IMPROVEMENT OPTIONS**
FRONT STREET



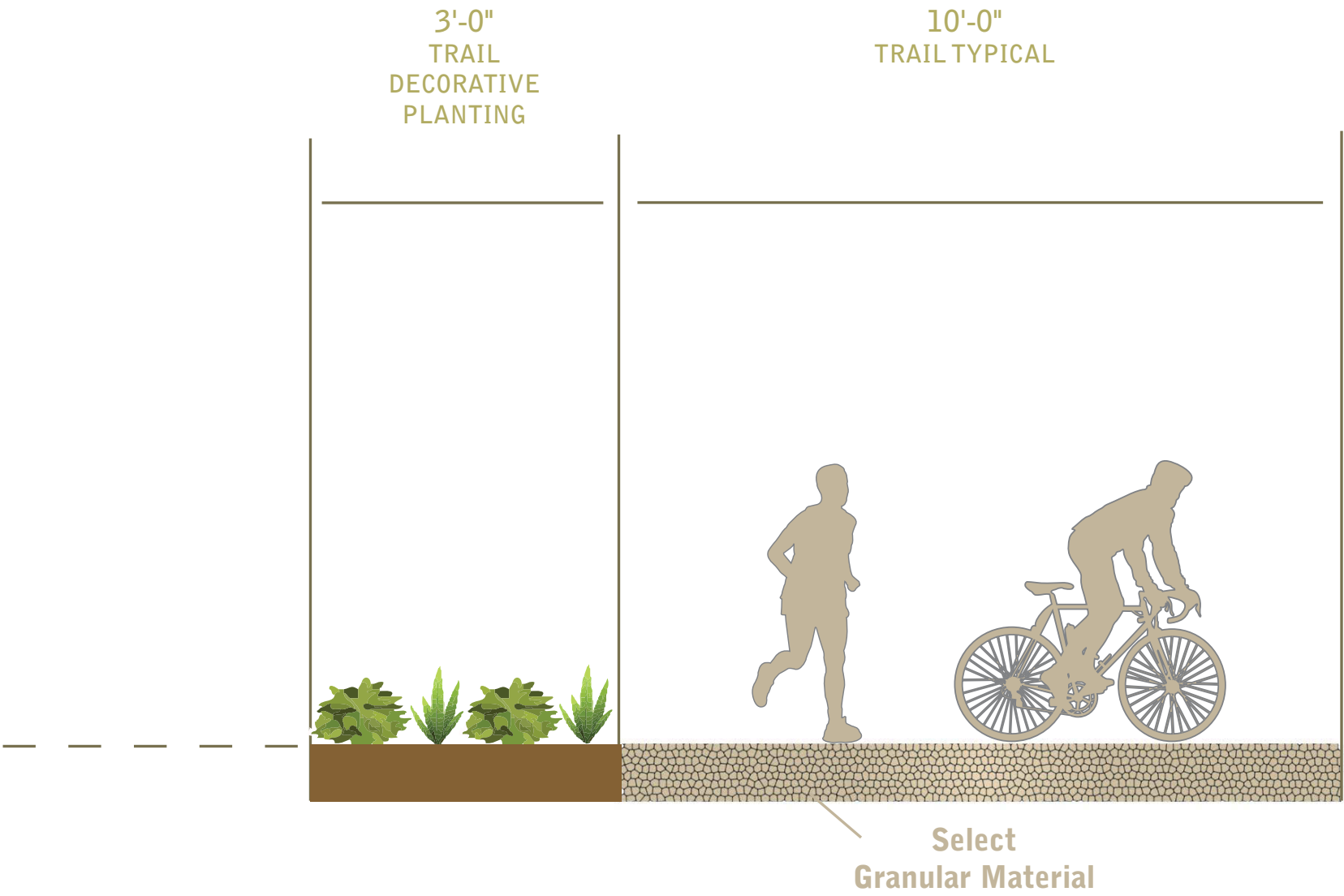
	- RIGHT-OF-WAY LINE		- PAVEMENT MARKINGS
	- PROPERTY LINE		- CROSSWALK
	- SIDEWALK		- CONCEPTUAL IMPROVEMENT NO.
	- MULTI-USE SHARE THE ROAD TRAIL		
	- PAVEMENT MARKINGS		

0 100 200 FEET

McCormick
Engineers & Planners
Since 1946 **Taylor**

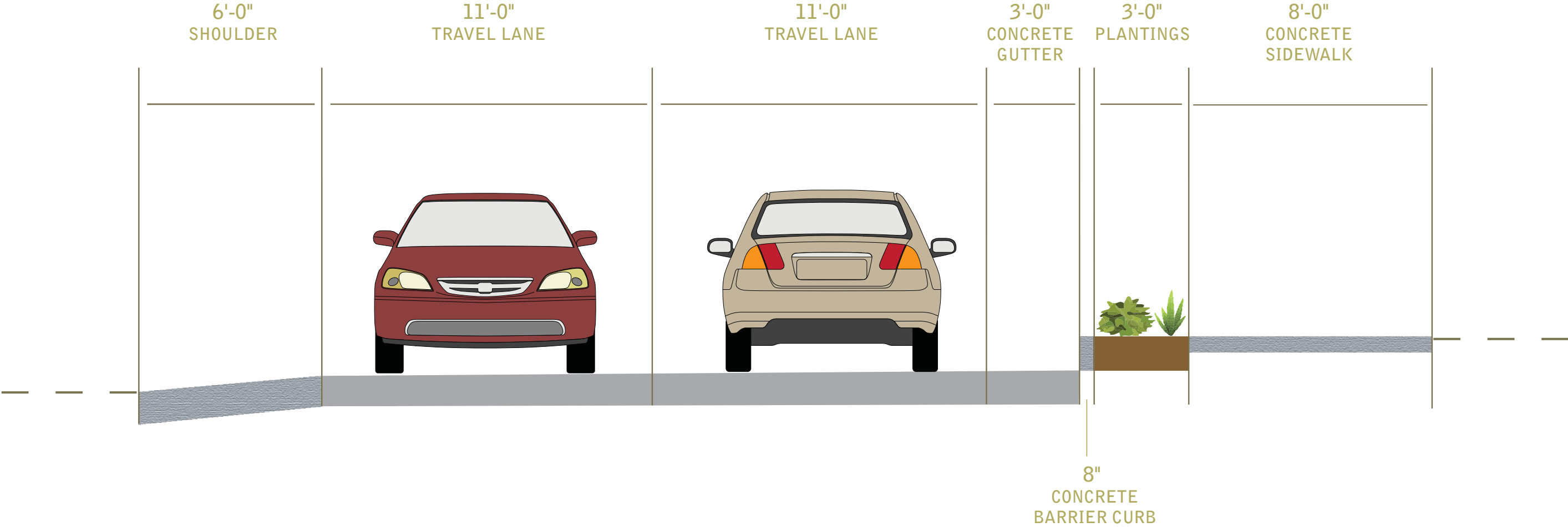
RECREATIONAL

not to scale



FUTURE FRONT STREET TYPICAL SECTION ROUTE 8 TO ROCCA WAY

not to scale





Section 4

PRIORITIZATION

Identification Process

The prioritization process for the proposed corridor upgrades to better accommodate pedestrians, bicyclists, motorists, and transit within the corridor was a process that started at the beginning of the study by properly defining critical features contained within the study area and culminated with the ranking of the Conceptual Improvement Options.

Properly defining and understanding the conditions, safety concerns, and opportunities within the study area was an important first step towards establishing a working knowledge for the proposed improvements to be developed. During Phase 1 of the study

Understanding the Context and the Character working knowledge of the corridor was gained through the Steering Committee and by obtaining community input. This data collected was used as the basis to begin considering improvements to the study area in order to provide Complete Street elements to improve access for all modes of transportation and users of the Route 8 Study Corridor.

The elements of the Complete Streets plan were first generally defined as improvement options through the discussion of the Alternative Themes Concepts. These concepts considered safety and engineering features as well as placing an equal weight and emphasis upon the desired function of the adjacent land use. The most widely accepted theme concepts by the Steering Committee were further developed and refined into a “Blended Theme” during Phase 2 – **Visioning** of the study.

Upon concurrence from the Steering Committee on improvements defined in the “Blended Theme”, these improvements were further refined and engineered as Conceptual Improvement Options. The Conceptual Improvement Options were evaluated against project constraints such as constructability concerns, environmental features, property impacts, project delivery time, and estimated project costs. This refined information defining each Conceptual Improvement Option was used for comparison purposes by the Steering Committee and the general public as a means to determine the most critical options for improvements to the corridor. This information is critical to the further development of the application of Complete Street elements within the corridor. Understanding the most critical options is important to define the proper implementation strategies, as defined in **Section 4**, in order to systematically apply logical upgrades to the corridor and gain traction in the public working towards the ultimate Complete Streets vision for the corridor.

Results

The Steering Committee and the public were provided a matrix defining twenty (20) proposed improvement options and project constraints associated with each option. Using this information, each group was asked to prioritize, or rank, the proposed improvement options as the top five options most critical to the future development of the corridor. The Steering Committee and public’s rankings were performed independently with each member of the Steering Committee and public providing their own selections.

The total number of times each improvement was selected by the Steering Committee and the public was summarized. A cumulative total of the Steering Committee’s selections and the options selected by the public was quantified for each improvement option. The results of the cumulative total for Steering Committee and public priorities are provided in **Table 3**.



Visioning Workshop (above) provided opportunity for the Steering Committee to work with the public to identify improvements to the corridor.

PRIORITIZATION - TOP PROJECT PRIORITIES SUMMARY

The prioritization of the top project is a combination of the Steering Committee’s top project selection and the top projects selected by the public at a Public Meeting held on June 13, 2012. The resulting prioritized list is a cumulate total of the projects selected by the majority of the Steering Committee and general public participants.

Conceptual Improvement Option No.	Improvement Description	Public Priority Selected	Steering Committee Priority Selected	Cumulative Total of Priorities Selected	Overall Rank
7	Construct sidewalk along western side of Route 8 from existing bridge sidewalk at Washington Crossing to Front Street	21	9	30	1
18	Construct Sidewalk on northern side of Front Street from Route 8 to Rocca Way and Improve Alignment of Rocca Way Intersection	17	6	23	2
15	Widen turning radius from Route 8 onto Front Street	18	4	22	3
13	Addition of Pedestrian crosswalks, ADA Ramps & Signal Upgrades - Sugarcreek (4)	10	7	17	4
8	Construct multi-use trail north of Washington Crossing to Gibb Street.	10	3	13	5
17	Construction of Multi-Use Trail Connecting Kmart Shopping Center to Wiley Street	8	2	10	6
12	Construct two-way directional turning lane from Bonanza to Salvation Army with widening of roadway	6	3	9	7
3	Addition of Pedestrian Crosswalks, ADA Ramps & Signal Upgrades - Franklin (4)	3	4	7	8
6	Rehabilitation of Railroad Bridge across French Creek to multi-use trail	5	0	5	9
14	Addition of Bus Shelters - Sugarcreek (4)	1	4	5	10

Conceptual Improvement Option No.	Improvement Description	Public Priority Selected	Steering Committee Priority Selected	Cumulative Total of Priorities Selected	Overall Rank
1	Seasonal Trail Extension along French Creek to Washington Crossing	2	2	4	11
11	Reduce travel lane width to 11-ft on Route 8 from Front Street to Liberty Street.	1	3	4	12
20	Construct sidewalks from Fox Street to Rocky Grove High School and Improve Intersection Pavement Markings on Front Street	1	3	4	13
9	Construct sidewalk on eastern side of Route 8 from Salvation Army to Gibb Street	2	1	3	14
10	Construct sidewalk on western side of Route 8 from Front Street to Big Lots development	2	1	3	15
16	Construct Local Business Connector Roadway from Front Street to Two Mile Run Road	3	0	3	16
2	Placement of Wayfinding Signs from Justus Trail to intersection of Liberty Street and Allegheny Boulevard (6)	0	2	2	17
4	Addition of Bus Shelters - Franklin (2)	1	1	2	18
5	Lighting along Liberty Street to Allegheny Boulevard	0	1	1	19
19	Define Rocky Grove Fitness Trail using Pavement Marking on Existing Local Roadways and Construction Trail from Rocca Way to Fox Street	1	0	1	20

Section 5

IMPLEMENTATION STRATEGIES



What are the strategies for implementing the Future Corridor Vision and other components of the corridor plan described in Section 3? They are a combination of strategies for land use and transportation, to be undertaken over the coming months and years by a variety of groups and stakeholders in the community. Some strategies will be relatively inexpensive and quick to implement, while others will be more costly and time consuming. An approach proven to begin this process is to achieve some successes early, to energize residents, business owners, and land development potential investors about the possibilities to achieve success in this corridor. The roles and responsibilities of the primary responsible parties should be clearly defined in order to successfully advance the conceptual improvement options defined in this study. It is critical for mutual cooperation to exist within the community and the community leaders to successfully advance the vision of the corridor.

Table 4 provides details related to implementation strategies and tools. In the short term; however, actions should be pursued, as follows:

Short-Term Action Plan

- Incorporate the Sugarcreek Franklin Complete Streets Summary Report as an amendment to the Venango County and Sugarcreek Comprehensive Plans;
- The City of Franklin should consider investigating and implementing wayfinding signing options, as defined by PennDOT’s Publication 46 - Tourist Oriented Directional Signs program or as a Sign District or region;

- Install pedestrian countdown timers in the City of Franklin along Liberty Street within the study area;
- Implement traffic-calming elements along Route 8 to reduce the lane width from Front Street to Franklin along Route 8 using pavement markings to narrow the width;
- Construct bus shelter along Route 8 north of Kmart/ Giant Eagle Driveway and sidewalk connecting to Front Street. Improve cross walk pavement markings and delineation at this intersection;
- Construct radii improvements at Front Street and Route 8 and signalized upgrades for pedestrian count down timers, delineation, and ADA ramps;
- Begin preliminary engineering/environmental phase sidewalk between Washington Crossing Bridge sidewalk and Front Street;
- Sugarcreek Borough consider developing and adopting an Official Map

Below is a list of funding acronyms identified as *Potential Funding Sources* in Table 4.

Funding Acronyms:

- ARC – Appalachian Regional Commission
- ARLE – Automated Red Light Enforcement
- HSIP – Highway Safety Improvement Program
- PCTI – Pennsylvania Community Transportation Initiative
- STP – Surface Transportation Program
- TA – Transportation Assistance Program
- TG – Transportation Grants
- TIGER – Transportation Investment Generating Economic Recovery Grant Program

Conceptual Improvement Implementation Matrix

Conceptual Improvement Options	Improvement Description	Estimated Project Delivery Time (yrs)	Conceptual Cost Range (\$)				Possible Funding Sources	Status/ Next Steps/ Notes*	Leading Agency/ Partners
			< 10k	10k to 100k	100k to 500k	> 500k			
1	Seasonal Trail Extension along French Creek to Washington Crossing	3			X		TG, TA, TIGER	<ul style="list-style-type: none"> - Extend grading of the existing trail to the base of the hillside. - Prepare grant applications to construct to Elk St. as part of a phased approach with option 6. - Combine with improvement options 6 and 8 as part of a TIGER Grant application for construction funding. 	City of Franklin, Venango County, Council on Greenways and Trails, Oil Regional Alliance and Allegheny Valley Trails Association (AVTA)
2	Placement of Wayfinding Signs from Justus Trail to intersection of Liberty Street and Allegheny Blvd (6)	1	X				TG, TA, local business investment	<ul style="list-style-type: none"> - Establish or promote procedure to more readily implement the PennDOT TODS program, define Signing District (Franklin) or Region. - Designate representative(s) or a committee to identify specific methods to define locations and signing elements. 	City of Franklin, Oil Regional Alliance and Council on Greenways and Trails
3	Addition of Pedestrian Crosswalks, ADA Ramps & Signal Upgrades - Franklin (4)	1		X			ARLE, HSIP, TG, STP	<ul style="list-style-type: none"> - NW Commission to combine with improvement number 13 and ammend current 2011-2036 Long Range Transportation Plan (LRTP) Update to include Traffic Signal Safety Upgrades to SR 0322/0008 Corridor in Franklin/Sugarcreek. - PennDOT to develop Level 1 & 2 Linking, Planning & NEPA (LPN) forms. - Complete ARLE and/ or TG application for Construction. - Determine if HSIP funding is eligible for these improvements based upon low cost safety improvement initiatives or crash history. 	City of Franklin, Venango County, PennDOT and Northwest Commission
4	Addition of Bus Shelters - Franklin (2)	1	X				Transit STP	<ul style="list-style-type: none"> - Program improvements as part of available transit capital improvement funding. 	Venango County - Transit Agency
5	Lighting along Liberty St. to Allegheny Blvd.	3		X			TG, TA	<ul style="list-style-type: none"> - Apply for available grant funding to construct decorative lighting. 	City of Franklin and Council on Greenways and Trails
6	Rehabilitation of Railroad Bridge across French Creek.	5			X		TG, TA, TIGER	<ul style="list-style-type: none"> - Determine property ownership and feasibility of obtaining property. - Conduct meeting with trail groups who have performed this type of work in the past in the area. Focus on the project cost or potential for donated material, or labor; required project development; and ownership. - After determining feasibility of property acquisition and costs, apply for grant funding. 	City of Franklin, Sugarcreek Borough, Venango County, Council on Greenways and Trails, AVTA and Oil Regional Alliance
7	Construct sidewalk western side of Route 8 from existing bridge sidewalk between Washington Crossing and Front Street	4				X	ARLE, HSIP, TG, STP, TA	<ul style="list-style-type: none"> - NW Commission to ammend current 2011-2036 LRTP Update to include this project. - PennDOT to develop Level 1 & 2 LPN forms. - Complete design and environmental clearance activities to have project "shovel ready" for construction. 	City of Franklin, Sugarcreek Borough, Venango County, PennDOT and Northwest Commission
8	Construct multi-use trail north of Washington Crossing to Gibb Street.	8				X	TG, TA, TIGER	<ul style="list-style-type: none"> - NW Commission to ammend current 2011-2036 LRTP Update to include this project. - PennDOT to develop Level 1 & 2 LPN forms. - Prepare grant applications to construct trail as part of a phased approach with option 6 - Combine with improvement options 1 and 6 as part of a TIGER Grant application for construction funding. 	Sugarcreek Borough, Venango County, Council on Greenways and Trails, Northwest Commission, PennDOT and Oil Regional Alliance
9	Construct sidewalk on eastern side of Route 8 from Salvation Army to Gibb Street	4				X	TG, TA, STP, local business investment	<ul style="list-style-type: none"> - NW Commission to ammend current 2011-2036 LRTP Update to include this project. - PennDOT to develop Level 1 & 2 LPN forms. - Create an official map to outline improvements including a sidewalk for development redevelopment options. 	Sugarcreek Borough, Venango County, PennDOT, Northwest Commission and Oil Regional Alliance
10	Construct sidewalk on western side of Route 8 from Front Street to Big Lots	3			X		TG, TA, STP, local business investment	<ul style="list-style-type: none"> - NW Commission to ammend current 2011-2036 LRTP Update to include this project. - PennDOT to develop Level 1 & 2 LPN forms. - Create an official map to outline improvements including a sidewalk for development redevelopment options. 	Sugarcreek Borough, Venango County, PennDOT, Oil Regional Alliance and Northwest Commission

*Sugarcreek and Venango County Comprehensive Plans will be amended to include this study.

Conceptual Improvement Implementation Matrix

Conceptual Improvement Options	Improvement Description	Estimated Project Delivery Time (yrs)	Conceptual Cost Range (\$)				Possible Funding Sources	Status/ Next Steps/ Notes*	Leading Agency/ Partners
			< 10k	10k to 100k	100k to 500k	> 500k			
11	Reduce travel lane width to 11-ft on Route 8 from Front Street to Liberty Street.	< 1	X				Current PennDOT Maintenance Operations	- Sugarcreek to coordinate specific lane width reductions and locations with PennDOT District 1 Traffic Unit. The resulting lane width reductions to be implemented as part of PennDOT annual restriping maintenance program.	Sugarcreek Borough and PennDOT
12	Construct two-way directional turning lane from Bonanza to Salvation Army with widening of roadway.	3			X		ARLE, HSIP, TG, STP	- NW Commission to ammend current 2011-2036 LRTP Update to include this project. - PennDOT to develop Level 1 & 2 LPN forms.	Sugarcreek Borough, Venango County, PennDOT, Northwest Commission and Oil Regional Alliance
13	Addition of Pedestrian Crosswalks, ADA Ramps & Signal Upgrades - Sugarcreek (4)	1		X			ARLE, HSIP, TG, TA, STP	- NW Commission to combine with improvement number 3 and ammend current 2011-2036 LRTP Update to include Traffic Signal Safety Upgrades to SR 0322/0008 Corridor in Franklin/Sugarcreek. - PennDOT to develop Level 1 & 2 LPN forms. - Complete ARLE and/ or TG application for Construction. - Determine if HSIP funding is eligible for these improvements based upon low cost safety improvement initiatives or crash history.	Sugarcreek Borough, Venango County, and PennDOT
14	Addition of Bus Shelters - Sugarcreek (4)	4		X			Transit STP	- Program improvements as part of Transit capital improvement funding.	Venango County - Transit Agency and Sugarcreek Borough
15	Widen Turning Radius from Route 8 onto Front Street.	2			X		STP, ARLE, TG	- Completed 2012 ARLE Application for Design and Construction (pending), if not considered resubmit with 2013 program. - NW Commission to ammend current 2011-2036 LRTP Update to include this project. - PennDOT to develop Level 1 & 2 LPN forms. - Determine if HSIP funding is eligible for this improvement based upon low cost safety improvement initiatives or crash history and available 2013 HSIP funding for Venango County.	Sugarcreek Borough, PennDOT and Northwest Commission
16	Construct Local Business Connector Roadway from Front Street to Two Mile Run Road	8				X	TG, TIGER, ARC, local business investment.	- Sugarcreek to create an official map to outline improvements including sidewalks and development/redevelopment options. - Sugarcreek/Venango Co. to ammend current comprehensive plans to include Complete Streets study. - Consider funding the construction of the roadway in phases as development or redevelopment occurs using multiple grant opportunities.	Sugarcreek Borough, Northwest Commission and Oil Regional Alliance
17	Construction of Multi-Use Trail Connecting Kmart Shopping Center To Wiley St.	3			X		TG, RTP, TA	- Approach property owners about feasibility of donating property for use of a trail connection. - Determine the availability for donated material or labor to complete portions of the project. - Prepare grant applications to construct trail.	Sugarcreek Borough, Venango County, Council on Greenways and Trails and Valley Grove School District
18	Construct sidewalk on north-ern side of Front Street from Route 8 to Rocca Way and improve alignment of Rocca Way Intersection	3			X		ARLE, HSIP, TG, STP, TA	- NW Commission to ammend current 2011-2036 LRTP Update to include this project. - PennDOT to develop Level 1 & 2 LPN forms. - Consider completing design and environmental clearance activities combined with option number 7 to have project "shovel ready" for construction.	Sugarcreek Borough, Venango County, PennDOT, Valley Grove School District and Northwest Commission
19	Define Rocky Grove Fitness Trail using pavement marking on existing local roadways and construction trail from Rocca Way to Fox Street.	< 1		X			ARLE, HSIP, TG, STP, TA	- Construct first phase of trail with signing and pavement marking defining the trail route with mileage markers on the pavement to establish distances. - Complete grant applications to construct the remaining features to complete the connection of the trail.	Sugarcreek Borough, Council on Greenways and Trails, Valley Grove School District and Rocky Grove Volunteer Fire Department
20	Construct sidewalks from Fox Street to Rocky Grove High School and improve intersec-tion pavement markings on Front St.	3			X		ARLE, HSIP, TG, STP, TA	- NW Commission to ammend current 2011-2036 LRTP Update to include this project. - PennDOT to develop Level 1 & 2 LPN forms. - Complete design and potential property acquisition activities and submit Safe Route to Schools application for construction costs.	Sugarcreek Borough, Valley Grove School District, Venango County, PennDOT, Northwest Commission and Valley Grove School District

*Sugarcreek and Venango County Comprehensive Plans will be amended to include this study.

Section 5 - IMPLEMENTATION STRATEGIES

The goal of the program is to encourage the States to build projects that use proven innovations that are infrequently used to accelerate the deployment and implementation process of innovation and shall not be used as a supplemental funding source.

Potential Funding Sources

Federal

Transportation Assistance (TA) provides Federal funding to support projects that are designed to foster more livable communities, preserve and protect environmental and cultural resources, and to promote alternative modes of transportation. Funds are available for design, right of way acquisition, and construction.

TA provides funding for a wide variety of school programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

TA provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. This is an assistance program of the Department of Transportation’s Federal Highway Administration (FHWA). Funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks. Funds are distributed to the States by legislative formula: half of the funds are distributed equally among all States, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. Each State administers its own program.

Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. STP includes the Safety and Transportation Assistance (TA) programs, which are funded by federally mandated “set-asides” out of STP funds. STP funds are distributed to the States by legislative formula, according to the extent of the Federal-aid highway system, annual travel on those highways, and the estimated tax paid out of the state into the Highway Trust Fund.

Transportation Investment Generating Economic Recovery Grant Program (TIGER) are competitive, discretionary grants that were available for use on the National Surface Transportation system to achieve “significant impact” and critical national transportation objectives. TIGER and TIGER II grants were funded out of the American Recovery and Reinvestment Act of 2009 and Department of Defense and Full-Year Continuing Appropriations Act of 2011, respectively. It is not clear whether or not additional rounds of grants will be made available in the future.

2012 Discretionary Grant Programs represent special funding categories where FHWA solicits for candidates and selects projects for funding based on applications received. Each program has its own eligibility and selection criteria. The Highways for Life Program serves to advance longer-lasting highways using innovative

technologies and practices to accomplish the fast construction of efficient and safe highways and bridges. The goal of the program is to encourage the States to build projects that use proven innovations that are infrequently used to accelerate the deployment and implementation process of innovation and shall not be used as a supplemental funding source. The Transportation, Community, and System Preservation Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

Tax Credits

- **Low Income Housing Tax Credit** – Credit provided where projects meet rehabilitation guidelines.
- **Historic Rehabilitation Tax Credit** – Credit provided where projects meet rehabilitation guidelines.

Section 5 - IMPLEMENTATION STRATEGIES

Appalachian Regional Commission (ARC) Grants

The Appalachian Regional Commission (ARC) is a regional economic development agency that represents a partnership of federal, state, and local government. Established by an act of Congress in 1965, ARC is composed of the governors of the 13 Appalachian states and a federal co-chair, who is appointed by the president. Local participation is provided through multi-county local development districts.

ARC funds projects that address the four goals identified in the Commission’s strategic plan:

1. Increase job opportunities and per capita income in Appalachia to reach parity with the nation.
2. Strengthen the capacity of the people of Appalachia to compete in the global economy.
3. Develop and improve Appalachia’s infrastructure to make the Region economically competitive.
4. Build the Appalachian Development Highway System to reduce Appalachia’s isolation.

Each year ARC provides funding for several hundred projects in the Appalachian Region, in areas such as business development, education and job training, telecommunications, infrastructure, community development, housing, and transportation. These projects create thousands of new jobs; improve local water and sewer systems; increase school readiness; expand access to health care; assist local communities with strategic planning; and provide technical and managerial assistance to emerging businesses.

On November 22, 2010, the Appalachian Regional Commission approved *Moving Appalachia Forward: Appalachian Regional Commission Strategic Plan 2011–2016*. Following adoption of the Plan, a revision of the ARC governing Code was undertaken to develop programs and policies to carry out the goals and objectives set forth in the Plan. Pursuant to Section 6.6 of the Code, the following project guidelines are established. The guidelines set forth the criteria for approval of ARC projects reflecting the requirements of the Appalachian Regional Development Act of 1965 (ARDA), as amended, the ARC Code, and the provisions of the ARC Strategic Plan. Below is a detailed description of the ARC Project Guideline related to the development of a local access roadway

Section 6—Local Access Roads

6.1 Authority

ARDA. The construction of local access roads in the Appalachian Region is authorized under Section 201 of the Appalachian Regional Development Act of 1965, as amended (ARDA). The ARDA authorizes the construction of up to 1,400 miles of local access roads that will serve recreational, residential, educational, commercial, or industrial sites, or facilitate a school consolidation program. ARDA Section 201 access road projects must be approved by the Commission, the State Department of Transportation and the Federal Highway Administration. Projects are usually administered by the State Department of Transportation.

SAFETEA-LU. Funds authorized for the Appalachian Development Highway System (ADHS) program under Section 1101 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users may be used to construct Appalachian access roads (SAFETEA-LU, Public Law 109-59, Section 1116).

Section 214. A State may also use a portion of its ARC Area Development allocation to fund an access road project under Section 214 of the ARDA. Such a project must be authorized under another Federal grant program and will be administered by the basic Federal agency (HUD, EDA or Agriculture) having responsibility for such grant program. Project criteria and matching limits for ARC Section 214 projects are discussed in the ARC Project Guidelines.

6.2 Funding and Match.

The ARC Code allows Appalachian States to apply a portion of their ADHS funds to access road projects (Section 9.5.c). Annually, each State may use \$500,000 plus an additional 5% of its ADHS funds for access road projects, provided the total amount does not exceed \$1 million. Access road authority is not cumulative, but must be approved by ARC during the year of availability.

The maximum Federal participation in an Appalachian access road project is 80% in ARC Distressed and Transitional counties. Funding is limited to 30% of project costs in ARC Competitive counties and is prohibited in ARC Attainment counties.

Section 5 - IMPLEMENTATION STRATEGIES

6.3 Standards.

Section 201 of the ARDA requires Appalachian access road projects to be designed, constructed and maintained in accordance with the provisions of Title 23 of the U.S. Code. Section 109 of Title 23 allows road projects, such as access roads, that are not on the National Highway System, to be designed and constructed in accordance with State standards. ARC access roads are to be designed to accommodate the types and volumes of traffic that are anticipated for the 20-year period following construction.

6.4 Specific Project Criteria.

Section 9.6.b of the ARC Code provides criteria for specific types of ARC access roads:

Industrial, Commercial and Service Areas. Projects serving such areas must provide significant employment opportunities or otherwise meet the criteria set forth in an approved State Strategy Statement. A program for stimulating development in the area served by the project must be in existence, or specifically planned and funded. Such programs shall make provisions for necessary utilities, and shall be compatible with other development plans for the area.

Residential Developments. Projects may be approved to provide access to sites required to satisfy demonstrated needs for permanent housing.

Recreation Areas. Projects serving a recreational development must have a significant impact on the local economy. A program for stimulating development in the area served by the project must be in existence, or specifically planned and funded.

Educational Areas. Projects serving school consolidations or other educational activities shall be designed, wherever possible, to serve additional developmental objectives.

Timber Areas. Projects may be approved to facilitate the harvesting of timber lands which have significant commercial value. Priority shall be given to projects that complement other developmental activities serving the same areas.

6.5 Eligible Activities.

ARC local access road projects may provide funding for preliminary engineering, purchase of rights-of-way and construction. ARC funds are available for initial construction of local access roads but not for resurfacing, rehabilitation, upgrading or safety improvements on previously constructed ARC access roads. Eligibility of specific costs items are governed by the appropriate Federal-aid and State regulations for engineering, right-of-way and construction, including regulations pertaining to utility adjustments and accommodation.

6.6 Project Applications.

In addition to the information required by Section 5 of the ARC Project Guidelines, local access road project applications must include a certification by the State Department of Transportation that the project has been, or will be, included in the statewide transportation improvement program (STIP), that it meets state design criteria and that funds and obligation authority necessary for the project will be made available from the State's ADHS account for the project. The application should also include a description of the project including the roadway typical section(s), length to the nearest hundredth of a mile, pavement structure, and applicable design criteria, as well as a schedule for the completion of important project components.

Source: Appalachian Regional Commission

Section 5 - IMPLEMENTATION STRATEGIES

Each year in Pennsylvania, billions of dollars go into effective transportation infrastructure projects based on many design, safety and traffic criteria with no true source of financial measure for the benefits.

Pennsylvania

Department of Community & Economic Development (DCED)

(www.newpa.com) identifies resources and strategies for business and community growth in the State. Some of the programs that may benefit the Route 8 study area includes:

- **The Land Use Planning and Technical Assistance Program (LUPTAP)** provides grants to local governments for land use planning activities.
- **The DCED New Communities Program** assists communities in integrating the revitalization of downtowns with that of industrial/manufacturing areas.
- **DCED's Community Revitalization Program** provides grants for community revitalization and improvement projects.
- **The Community Action Team (CAT)** creates priority "impact" projects within a community and provides a "team" that assists with all stages of a project and acts as a single point of contact, enhancing communication between agencies and departments so that attention and resources are focused on the most deserving projects.

- **Keystone Innovation Zones (KIZs)** are designated zones that may be established in communities that host institutions of higher education – colleges, universities, and associate degree technical schools. These zones are designed to foster innovation and create entrepreneurial opportunities. They do this by gathering and aligning the combined resources of educational institutions, private businesses, business support organizations, commercial lending institutions, venture capital networks (including angel investors), and foundations (KIZ partners).

Transit Revitalization Investment Districts (TRID) is enabling legislation offering state support for planning and implementing transit-oriented development. The Department of Community and Economic Development (DCED) and PennDOT administer this program.

Pennsylvania Industrial Development Authority (PIDA) provides low-interest loans for eligible commercial projects, including research and development, computer/operations centers, multitenant projects, as well as traditional manufacturing and industrial projects.

Transportation Grants (TG) is a program designed to advance Smart Transportation by incentivizing collaborative decision-making, emphasizing regional, multi-municipal, and multi-agency cooperation,

as well as advancing integrated land use and transportation decisions. Linking transportation requires a strong partnership between the Pennsylvania Department of Transportation (PennDOT), Metropolitan Planning Organizations (MPO)/Rural Planning Organizations (RPO), counties and municipalities.

All projects must meet applicable state and federal guidelines, eligibility, and regulations. Both planning and construction proposals are eligible to receive TG funding. Requests for planning proposals may not exceed \$300,000 and construction proposals may not exceed \$1,500,000, including construction inspection.

Automatic Red Light Enforcement (ARLE) Transportation Grant Program funds highway safety and mobility projects of many types that can be completed at a relatively low cost. Many recently selected projects involve applications of new technology (traffic signals, ITS), improvements to pedestrian/bike safety and mobility, new/replacement signage, and other small roadside improvement projects (drainage, delineators, edgeline rumble strips). The ARLE Program involves reimbursement grants funded by the revenue generated from ARLE violations.

Section 5 - IMPLEMENTATION STRATEGIES

Municipal & Private

Business Improvement District (BID) can assess collections from a group of property owners and/or business owners, for the purpose of economic development. Different policing powers and legal implications are implied with the formation of a Special Service District or a Neighborhood Improvement District.

Joint Purchasing (Service Sharing) occurs when multiple municipalities join together with the purpose of reducing the costs of purchases and/or services.

Development Approval Process / Property Owner Contributions. As part of the land development approvals process, property developers may be required to install improvements to their property frontages, such as sidewalks, street trees, curbs, roadway paving, and street lights. In addition, applicants for land development approvals may enter into development agreements with municipalities and/or other approvals agencies (such as a DOT), in which property owners voluntarily construct or contribute monetarily toward the construction of infrastructure improvements to the property frontage or elsewhere in the vicinity.

Considering Costs and Benefits

Typically, a cost-benefit analysis is a quantitative analysis of the costs in capital dollars invested evaluated again the return on the investment including intended benefits and outcomes. Traditionally, cost-benefit analyses have not been conducted or required on transportation investments for many reasons. Each year in Pennsylvania, billions of dollars go into effective transportation infrastructure projects based on many design, safety and traffic criteria with no true source of financial measure for the benefits. This occurs primarily because access, mobility, goods movement and safety benefits are difficult to quantify and even more difficult to assign dollar value. Typically the benefits of a specific transportation investment project are expressed in terms of transportation performance criteria focused on mobility and safety improvements (Peak Hour and Average Dailey Traffic, Level of Service, crash reduction, congestion relief, user delays etc). As competition for scarce transportation dollars increases and programs have to be stretched further, government agencies are being asked to look at the costs and benefits of transportation projects and begin to evaluate performance measures for the returns on these investments.

Like many transportation planning efforts, corridor improvement studies and plans are, by their nature, broader in scope and more holistic in their purpose. With the development of Complete Streets concepts, the expected benefits and outcomes of transportation investments can go well beyond mobility and safety benefits. While our Complete Street study considers mobility and safety benefits, the study equally considers a wide range of benefits to users of the study area and surrounding community, including social, economic,



Recent Sheetz Development on Route 8 at Front Street

environmental, recreational and even psychological considerations. Many of these community based benefits are even more difficult to quantify and present in terms of dollars and can be neglected in a strict analysis of performance based measures. These “broader” benefits can be made tangible and qualitatively defined and presented for consideration for future decision-making. To present a more complete, but qualitative picture of these broad-based benefits, we have created a “Super Bottom Line” Benefits matrix. This table is meant to provide a macro level understanding of the benefits that improvement concepts provide to the corridor “at a glance” to help plan for the future vision and direction of the corridor.

This analysis presents the wide range of likely transportation, economic, environmental and community benefits of implementing the Complete Streets Plan within the Route 8 Study Area. Where possible, the benefits are derived from a specific improvements or elements of the plan. **Table 5** summarizes these primary and secondary benefits from each element of the plan. This analysis is intended to increase the recognized benefits resulting from a well balanced, community based plan that carefully considers and integrates transportation and land use objectives.

ROUTE 8 COMPLETE STREETS "SUPER BOTTOM LINE" BENEFITS SUMMARY

Benefits Major Plan Elements												
	Access Management	Safety	Walkability/Bikability	Access to Businesses	Connecting neighborhoods	Placemaking	Economic Development & Tourism	Minimize Property Impacts	Transit Accessibility	Traffic Calming	Health Benefits	Views/Access to river and natural features
Narrow travel and turning lanes on Route 8		(S)				(S)	(S)	(S)		(P)		
Rehabilitate French Creek Crossing for multi-use trail		(P)	(P)		(S)	(S)	(S)	(S)			(S)	(P)
Route 8 and Front Street radii improvements	(S)	(P)		(S)				(S)				
Improved sidewalks, crosswalks and pedestrian crossing signals with ADA ramps		(P)	(P)	(S)		(S)	(S)		(P)	(S)	(S)	
New service road connecting Two Mile Run to Front Street	(P)	(S)	(S)	(P)	(S)	(S)	(P)		(S)	(S)		
Multi-use trails parallel to river and connecting to Rocky Grove	(S)	(P)	(P)	(S)	(P)	(P)	(S)		(S)		(P)	(P)
Sidewalk on Route 8 and Front Street		(P)	(P)	(P)	(P)	(P)	(S)		(P)	(S)	(P)	
Improved transit services and additional bus stops		(P)	(S)	(S)	(S)	(S)	(S)		(P)	(S)	(S)	
Wayfinding signs				(S)	(S)	(S)	(P)		(S)			

(P) = Primary Benefit

(S) = Secondary Benefit

APPENDIX A





Visioning Workshop Goals and Objectives November 16, 2011

Overall Project

- Safely accommodate pedestrian and bicycle movements (4 votes)**
 - Provide designated cross walks
- Encourage mixed use development (2 votes)**
- Safe and easily accessible designated bus stops (2 votes)**
 - Add bike racks at transit stops
 - Add bus shelters and/or pull offs at the stops
 - Provide better delineation of bus stops
- Encourage additional property development, redevelopment/infill**
 - Provide incentives for new businesses to utilize spaces that have already been built
- Provide designated pedestrian crossings**
- Address maintenance needs in capital planning and partnering process**
- Avoid flood plain**

Front Street

- Provide safe transportation facilities for all modes of transportation (emphasis on businesses and schools) (4 votes)**
 - Add new bus stops along Front Street at K-mart and across from Manor Drive near the church
 - Add pedestrian crossings along Front Street (at Route 8, near Kmart, at Fox Street and Rocky Grove Avenue)
 - Widen shoulder or construct a sidewalk from Route 8 to Roccaway Drive along Front Street
 - Consider sidewalks at select locations on Front Street, such as from Fox Street to Rocky Grove Avenue.
 - Develop supporting sidewalk ordinance to better plan and compliment improvement.
- Provide connectivity to neighborhoods. Find connections to natural/existing "worn path" walkways (1 vote)**
 - Create a bike/ped trail from Gilfillan and/or Wiley Street to Sugar Creek Town Center using the utility easement
 - Create a designated bike/ped trail from Roccaway to Shufftall using existing path
- Ensure a safe and functional intersection between Route 8 and Front Street**
 - Improve turning radii at the northeast quadrant of the intersection
 - Add pedestrian crossing with pedestrian actuated signal heads
 - Construct a bus pull off and designated bus stop location
- Consider existing and future land use**
 - Explore potential recreational development opportunities near Miller and Wiley Streets
- Encourage development of a transit oriented facility (i.e. train and/or bus facility or intermodal center.)**

Workshop Suggestions

Legend

- | | |
|--------------------------|--------------------------------------|
| Project Study Area | Gateway |
| Active Rail Line | Crosswalk |
| Inactive Rail Line | Proposed Pedestrian/Bike Facility |
| Erie to Pittsburgh Trail | Intersection Improvements |
| In-Town Bike Trail | Proposed Roadway Access Improvements |
| Bus Shelter/Pull-Off | River Access |
| Potential Development | |
| Pedestrian Refuge | |



Justus Trail to Washington Crossing

- Connect Justus Trail with Washington Crossing (1 vote)**
 - Add new bike trail route off of Liberty
 - Use old railroad bridge as pedestrian/bicyclist trail to cross French Creek
 - Add pamphlet boxes for recreation information and directions to local attractions
 - Install visible bike route signs (possibly partner with local businesses)
 - Install ADA ramps along Liberty Street to meet current standards.
- Encourage additional transit use and equal access to it (1 vote)**
 - Add new bus stops possibly near VFW on Ninth Street, Shop N' Save and/or Rite Aid/Riverfront Park
- Maintain and enhance aesthetics residential character**
 - Improve crosswalks
 - Calm traffic
 - Correct intersections at Washington and Elk/Liberty
 - Require address numbers be placed on businesses
- Install gateways at entry points to Franklin and Sugarcreek**

Route 8, Washington Crossing to Two Mile Run Creek

- Develop an access plan (5 votes)**
 - Consolidate access points between Front Street and the IPEG Conair Facility
 - Examine the implementation or expansion of parallel roads such as Gibb Street (with an improved Route 8 connector road)
- Maintain capacity for traffic movement thru corridor (2 votes)**
- Accommodate pedestrian and bicycle movements thru corridor**
 - Continue sidewalks from Washington Crossing along the north side of Route 8 to a new connection with Gibb Street
 - Add pedestrian crossings along Route 8 (near Giant Eagle, Sheetz, Gibb Street and Two Mile Run Road)
 - Create pedestrian refuge area in the medians on Route 8
 - Continue bike trail from Washington Crossing to Two Mile Creek utilizing the abandoned railroad corridor
- Provide additional river access**
 - Extend Sheetz access road to the river edge outside of flood plain
 - Create access point across near Two Mile Run Road with parking and pedestrian/bike access (consider options on both side Route 8)
 - Identify an access point for emergency service access, canoes, boats, etc. along the Allegheny River
- Install visible, user-friendly bus stops**
 - Add bus shelters and/or pull offs at the stops at Giant Eagle and Kmart
- Clean-up and redevelop brownfields**
 - Designate brownfields possibly for supply chain development from Marcellus Industry



Project Memorandum

Date: September 23, 2011
To: Steering Committee
From: Leanne M. Doran
Subject: Sugarcreek Stakeholder Interview Summary

Summary:

Various stakeholders in the Franklin/Sugarcreek Area were interviewed between Steering Committee Meetings No. 1 and 2. The following is a list of the people who were interviewed:

1. Debbie Frawley, Greenways & Open Space Coordinator, Council on Greenways and Trails
2. Andy Walker, Northwest Office Director, PA Environmental Council
3. John Phillips, Executive Vice President, Oil Region Alliance
4. Mark Ricard, District Manager, Venango County Conservation District
5. Sally Mays, Director, Venango County Transit Office
6. Carol Lee Mischner, Venango County Historical Society
7. Scott Bollinger, Boating Facilities Program Coordinator, PA Fish & Boat Commission
8. Mark Kerr, Waterways Conservation Officer, PA Fish & Boat Commission
9. Tom Tarkowski, Pennsylvania Fish and Boat Commission
10. Chief Matthew Carlson, Chief of Police, Sugarcreek Borough Police Chief
11. John McClelland, Planning Commission, Sugarcreek Borough
12. Doug Baker, Mayor, City of Franklin
13. Ann Rudegeair, Business Owner, Witherup House Bed and Breakfast and Deputy Mayor of Franklin
14. Lynn Cochran, Franklin Chamber of Commerce
15. Tracey Jamieson, Director of Community Development, City of Franklin
16. Ryan, Wiegel, Wiegel's on the Water
17. Bruce Taylor, Penn-Aire Realty
18. David Brody, Seneca Realty
19. Jeff Brunton, Business Owner, Outdoor Allegheny River Services (O.A.R.S.)
20. Janet Aaron, Resident, Sugarcreek Borough
21. Resident, Pedestrian, Sugarcreek Borough
22. Resident, Pedestrian, Franklin Commons

Listed below is a summary of the feedback gathered by interest:



Transportation:

Bike/Pedestrian: Franklin

- Franklin has Bicycle Friendly Community status at the bronze level. They are working on a Bike/Ped Master Plan to upgrade their status.
- Franklin is working on obtaining Trail Town status. They need some different amenities to achieve this such as: bike racks and camp sites.
- Because there is not a clear connection from the Justus Trail to the City of Franklin, a Department of Conservation and Natural Resources (DCNR) grant application was submitted to do landscaping and signing to Franklin from the Justus Trail.
- There is also a Bikes Belong grant application in to identify the best route for bikes from the Justus Trail into town. Bikes are currently routed onto Liberty. This grant will evaluate the connection from Riverfront Park, up Ninth Street considering other routes such Elk and Buffalo Streets.
 - The Ninth & Elk Street intersection is dangerous coming from the park because of the uphill grade and parked cars.
- Some feel the existing use of sidewalks for the trail works great while others would like to see the trail more fully developed off of Liberty Street, either on Buffalo or Ninth Street.
- Some would like to take away a parking lane for an on street bike lane, but there is resistance to losing the parking lane.
- The old railroad bridge over Washington Crossing would make an excellent bike/pedestrian connection if funding permits.
- There was a Complete Streets study done in Franklin from the 7th Street school through town to make the sidewalks level on one side of the street to help people in wheel chairs or motorized carts to have a more accessible route.

Bike/Pedestrian - Sugarcreek

- Route 0322 – Liberty Street
 - Intersection of Liberty Street and 9th Street, the signal does not recognize pedestrians.
 - Actuation for bikes are an issue along Liberty Street.
 - It is difficult to access Elk and Liberty Streets on a bike from Community Park.
- Route 8:
 - From Franklin to Two Mile Run is unsafe for pedestrians and bicyclists because it was designed for cars.
 - Many people walk this stretch daily to go to work and for shopping.
 - There is heavy pedestrian traffic from Blair Service Center to Giant Eagle around lunch time. It is very dangerous.



- The project should consider the pedestrian and bicycling needs in the corridor. It was noted that bicyclists are often noticed in the corridor. Others say they would ride if it were safer.
- Most pedestrians are destined for work or shopping as opposed to recreation so the priority should be to strengthen access on the north side of Route 8 to minimize the need to cross the street as much as possible.
- Add pedestrian crossing signs.
- Frequently pedestrians cross from the car dealer to Kings.
- It may be safest to keep people on the south side of Route 8 to Pennwood Center and then have pedestrians cross the highway.
- Front Street
 - No sidewalks on Front Street.
 - People walk along Front Street, often with children in strollers, and it is very unsafe because there is only a narrow shoulder.
 - There is often heavy fog which impacts visibility. The police often offer people rides to keep them safe.
 - There is no lighting so drivers have a hard time seeing pedestrians walking to/from work at night.
 - It's better and safer to access Franklin by walking through the fairgrounds as opposed to Front Street.
 - To users the safest path is through adjacent businesses and parking lots as opposed to along the road.
 - People often use cell phones while driving which is scary for pedestrian who walk right next to the travel lanes.
 - Clear signs are needed to alert drivers that there are pedestrians.
 - Sheetz is a destination for both shopping and employment.

Roadway

- Route 8
 - It is very important that the aesthetics of Route 8 are improved to attract more business to the corridor.
 - The traffic signals in Franklin on Route 8 are not in sync: Elk and 8th and Liberty and 8th need better timing, especially for left turns on Elk coming from Sugarcreek.
 - This intersection is very treacherous for pedestrians.
 - The worst traffic at Washington Crossing is between 4:00 and 5:00 p.m. due to County work schedule.
 - People often drive in the turning lanes, especially near Giant Eagle.
 - Access to Blair Service Center is difficult at certain times of day especially coming from Oil City.
 - The worst access point is near Bonanza at the Farmers Market.
 - A boulevard design on the roadway would make it much safer to cross.



- Traffic calming is very important along this stretch. Drivers try to beat the signals especially coming from Oil City approaching Two Mile Run Road.
 - Route 8 is a targeted area for aggressive driving.
 - Truck access is an issue at Pepsi, Frosty Shop and Fastenal. There is also sometimes an issue with trucks coming from Gibb Road accelerating slowly.
 - The Salvation Army generates much traffic.
 - In the winter people ride their snow mobiles behind Penelec and then come out on Route 8 to go to eat.
- Front Street
 - There are traffic backups from Route 8 to the Kmart entrance.
 - Due to the curve in the roadway leading to the traffic signal at Route 8 and Front Street, the EMS transponders were not activating the signal quickly enough to be effective, so the RELCO EMS system was deactivated.
 - Route 0322 – Liberty Street
 - The signal at the intersection of Liberty Street and 9th Street does not recognize pedestrians.
 - The high number of trucks using this corridor contributes to making access across Liberty Street difficult.
 - Safely crossing Liberty Street is an issue.
 - Speed is an issue on Liberty Street west of Washington Crossing.

Railroad

- The active railroad is owned by the Western New York and Pennsylvania Railroad Company
- One or two trains come through each day. If there were no trains, access to the river would be much easier.

Transit

- Overall Service Area
 - VenanGo Bus has three fixed routes, “Franklin”, “Oil City”, and the “Inter-City.” All three routes travel the Route 8 corridor; however the Oil City route only uses the corridor at the beginning and end of its route. Both the Inter-City and Franklin serve the Route 8 corridor throughout the length of their routes.
 - VenanGo Bus has dedicated bus stops throughout the study area and also has flag stops where passengers are permitted to request stops by “flagging down” the driver. It is up to VenanGo’s bus drivers to determine whether the requested stop is safe.
 - VenanGo Bus has a limited number of passenger shelters throughout their system, conditions of which are adequate. The agency is scheduled to receive seven new shelters that are expected to replace some of the older ones in the system.



- Stakeholders have noted that the service provides an important purpose for people who do not have cars, but do not seem to attract “choice” users.
- VenanGO Bus routes and use of transit could be more widely promoted within the community.
- *Franklin*
 - The Franklin and Inter-City routes originate at a location called the “Buffalo Street Gazebo,” the main transit facility in Franklin. It provides a covered waiting area for passengers; however the Gazebo is not enclosed and does not protect passengers from weather conditions. There are sidewalks and curb cuts in the area so people don’t have too much trouble with access.
 - Franklin has sidewalks and curb-cuts in most areas; however this is not the case for the study area along Route 8 and Front Street.
 - The last couple years, a summer van service was offered between Franklin and the swimming pool but it was not well utilized.
 - The most obvious concerns regarding safety are specific to the volume of traffic, with excessive speeding along Route 8 and the lack of pedestrian amenities.
 - It was suggested that a dedicated transit corridor on one specific street in Franklin may make transit more popular. It would function like the old street cars.
- *Sugarcreek*
 - Transit stops on Route 8 are road-side and located usually at traffic signals but with flag stops permitted.
 - Stops are not frequent enough so many just walk because their schedule doesn’t fit with the transit schedule.
 - The transit stop on Front Street is utilized by Rocky Grove residents in need.
 - Transit works great for those going to Pennwood and Blair Service Center

Historic Features

- Historic Fort Venango is not in our project area. It is located along SR 322 at the intersection of 8th Street and Elk Street about 4 to 5 blocks south of Route 8. The remnants found during the initial scoping were of some old houses, not the fort. At one time there was a push to build a fort (Fort Franklin) in the area of the residential remnants, but Fort Franklin is actually located up French Creek, nowhere near Route 8. Since the area was not an authentic fort location the group pushing to build a fort along Route 8 in our Study area could not get funding and the idea died. The historic society has no interest in resurrecting the idea, as there was never a fort in our study corridor.
- The large grey building that now houses the radio station and the army recruiting center was at one time owned by Atlantic Richfield and called the Eclipse Refinery. Reportedly at one time, it was the largest refinery in the world, but difficult to establish as true. According to Bruce Taylor, it is historic because it was Rockefeller’s first office.



Environmental Features

- The Eclipse Refinery manufactured everything imaginable at the time that was made from oil. There was a large tank field associated with the refinery. The embankment in front of Burger King, down to Route 8, at one time was oozing oil.
- Oil still oozes out of the hillside behind Kmart.
- The Two-Mile Creek Stormwater Management Study was for Lower Two-Mile Creek and not part of our study area. Our study area includes “Upper Two-mile Creek” which is a different watershed. The County’s recent stormwater plan does not include anything in our study corridor.
- Ponding is an issue in the area of the Kentucky Fried Chicken which may be a result of poor drainage.
- There is a creek drainage ditch through the Kmart and Giant Eagle parking lot.
 - According to the County Conservation District there was a previous flooding/bank stabilization problem in the Kmart / ConAir area. The existing unnamed tributary in this area flows under the Kmart entrance from Front Street, between Kmart and Giant Eagle as an open channel and then under Conair in a pipe. The pipe under Conair has subsided in the past and caused problems in their parking lot. Also, Kmart is built on an engineered fill area that was mostly done due to the flooding potential and stream bank instability issues in the area.
 - There was also a bank stability issue at Sherman Williams on the other side of Route 8.

Planning/Future Development

- There have been discussions at the borough about designating Route 8 as Main Street in Sugarcreek. The County of Venango calls it a main street. Others have noted that Route 8 in Sugarcreek does not fit the definition of a Main Street. Front Street seems more like a Main Street because of the residences and community facilities. Route 8 is more of a suburban boulevard.
- Development is oriented away from the river. Future development should be reoriented toward the river. There is no river view shed along Route 8 after you pass over Washington Crossing.
- The old big box sites between Front Street and Two Mile Run Road are unsightly. The challenge here is the owner does not have the funding to invest. Future development ideas should include:
 - Green Space
 - Conference Center
 - Ice Skating Rink
 - Mixed use residential for seniors/snow birds
 - Movie Theater
 - Call center
 - No heavy industry
- There is a new building being constructed for the Venango County Probation and Parole Board. Many will walk or use transit to access the new facility.



- Sugarcreek Town Center is the hub so the focus should be on safe pedestrian access to and from this destination.

Community Features/Recreation

Franklin

- The Pennsylvania Environmental Council has completed a project on French Creek (<http://www.pecpa.org/node/183>) related to the Water Trail, which extends along French Creek from the Union City Dam to the confluence at the Allegheny River in Franklin. The goal for a water trail is public access every 10 miles or so – French Creek already has this. The last take out spot is the PFBC fishing access that is just downstream of the confluence in the Allegheny. They are currently working on improving access at Cambridge Springs, but they have no plans for anything this far down in the watershed.

They are interested in the Trail Town Concept and how they can provide connections between land trails and water trails. The potential for a park or some use at the delta of the French and Allegheny was considered favorably. It could connect the Erie to Pittsburgh Trail, City of Franklin Trail, and the French Creek Water Trail and the Allegheny. The Council would also consider how our plan fits into the Regional Greenways Plan.

- A gateway to Franklin and Sugarcreek should be established at Washington Crossing

Sugarcreek

- Consider adding a camp site along the riverfront property on the south side of Route 8 between Washington's Crossing and Pennwood Center. This would help Franklin with its Trail town status.
- Geocache on Hoge Island is a Grade 3 cache that is meant to be accessed by boat. It is not part of the Allegheny Geocache trail.
- Consider adding camp sites and/or a community garden to the upper end of Hoge Island. A foot bridge would be needed to make this happen.
- A zipline would be a nice attraction for this area as well.
- River access was discussed by many as follows:
 - It would be beneficial to have a public boat launch for emergency service purposes. The river access locations that currently exist are in Oil City or south of the 8th Street Bridge around 4th Street in Franklin. Depending on the water level and flow, it can be difficult to help people in need in a timely way.
 - Several people noted that a kayak launch point would be greatly beneficial, especially for people interested in shorter trips to Franklin.
 - There is nowhere to easily access the river or launch a boat along Route 8 in the study area. Many fisherman walk through the OMG property, between Two Mile Run Road and Two Mile Creek to access the river.
 - According to Ryan Wiegel, it would be very beneficial to access the water before the Kmart rapids or Reno rapids which is just below upper Two Mile Creek. There's an eddy there that would work out great. There would need to be parking and river access.



- The IA property has good potential for access to the river, but it is private property.
- Access for boating behind Sheetz may be an option.
- PA Fish & Boat Commission (PFBC) representative said they offer a Boating Facilities Opportunities Grant, but there is no funding for it currently. They did a Fishing/Boating Access Study a few years ago – Scott Bollinger will look this up and see what was said about the study area and where it ranked as far as access needs are concerned. Mr. Bollinger said something they are doing in Erie is obtaining permanent easements (transfer with the deed) for public fishing access. There is a dedicated funding source for this supplied by the Lake Erie Stamp that fishermen must buy in order to fish in Lake Erie. The easement program is targeted at the Steelhead fishing areas for Erie, but we might be able to do something similar in this corridor – the only issue would be funding. They work with private property owners to purchase a 35-foot wide easement (from top of bank) to allow public access to streams/ivers. The easement is permanent and transfers on ownership changes.
- O.A.R.S. thinks the boat launches that currently exist are sufficient.

Potential Meeting Locations

- Rocky Grove School Administration Building
- Grace United Methodist Church on Front Street
- Rocky Grove Fire Hall
- Courthouse Annex
- Kings (ie: party room)
- The Commons
- Quality Inn

Other/Follow-ups

- Sugarcreek Borough meets the 1st and 3rd Wednesday of each month at 7 p.m.
- David Brody is on vacation until October 3rd. A message has been left and his feedback will be added.
- Scott Bollinger is going to provide additional information on the boating access study.
- Mark Kerr will provide information on the stated needs from local fishing clubs.
- John Phillips is providing copies of the Trail Connectivity Study and Oil City Waterways Study
- An interview still needs to be conducted with Country Pedalers



PUBLIC FEEDBACK FORM SUMMARY

Public feedback forms were distributed at the Blair Call Center in October 2011 to gauge how employees travel within the project study area and gather their comments and concerns. Forty-seven Public Feedback Forms were completed and returned to the study team. Below is a summary of their responses.

Vehicles

- The majority of respondents indicated that they travel in the study area by vehicle.
- Over 90% of respondents travel by vehicle in the corridor daily, while a few others drive weekly or monthly.
- In addition to driving from their homes to the Blair Call Center, respondents noted shopping in Sugarcreek, Oil City and Franklin as possible reasons they travel in the area.
- Nearly 70% of respondents travel through the study area because it is the most direct route to their destinations.
- Most respondents noted that they could easily access/exit destination areas within the corridor. Some problem areas noted include exiting Blair, Goodwill, Big Lots and Giant Eagle.
- Some of the changes they felt would improve the corridor were adding crosswalks, lowering the speed limit, retiming the signals or adding one, adding turn signals and overall improvements for pedestrians.

Walk

- Ten respondents indicated that they walk in the corridor.
- Destinations noted by the respondents included Blair, Sheetz, Giant Eagle, Big Lots, Kmart and Pennwood Center. One respondent indicated that they use the Oil City/Franklin bike Trail.
- The majority of respondents take the most direct walking route.
- Three people felt they could not easily access/exit destination areas, while four other people said they could.
- Overall respondents indicated a need for more sidewalks and crosswalks were needed to provide a safe amount of space to walk.

Bike

- One respondent indicated that they bike through the study area.
- Mirrors and sidewalks were noted as possible improvements.

Transit

- Most respondents indicated they do not use transit in the area, while four others do use transit.
- Liberty Street, Oil City and Kmart were identified as areas where people utilize transit.
- Respondents indicated that they choose their bus route based on the most direct route or because there is not other route.
- Respondents had mixed feeling on whether the bus was easily accessible – some said they could easily access the bus, while others said it was difficult and hard to catch.

APPENDIX B



PUBLIC FEEDBACK FORM COMPLETE RESULTS

Name, Address, Phone, and E-mail	See attached list for contact information provided.			
How do you travel in the study area?	VEHICLE			
How often would you say you travel in the study area?	Daily - 41	Weekly – 3	Monthly – 1	Not at all - 0
Where do you travel to in the study area?	<ul style="list-style-type: none"> • From Oil City to Blair - 2 • Oil City to Route 8 Franklin - 3 • Titusville, PA • Liberty Street to Blair Call Center • Blair - 7 • Church, bank, grocery store, gas station, Kmart, Chinese, Dollar General - 2 • From Knox via 38 and 322 to Blair 5 days a week, Hillside Drive seven days a week to visit family. • Rocky Grove to Franklin, Kmart, Giant Eagle, Big Lot, Blair, Kings • Rt. 8 thru Rocky Grove • 162 Front Street to Allegheny Blvd. • Reno – Two Mile Run to Blair to Wal-mart • From my house to work from Rocky Grove Avenue – Front Street, Route 8 to Blair or Route 8 to Oil City. Rocky Grove Avenue to Two Mil Run then to Oil City • Oil City to Blair Call – 3 • Center and sometimes Jones Hardwoods • Front Street, Liberty Street South to 8th Street crossing • Home to Clarion, home to work • Seneca – Route 8 • To Blair from 726 Elk Street • Liberty to Elk to Blair • To Blair from Pleasantville • Franklin to Rocky Grove • Liberty Street and Route 8 • Rocky Grove to Front Street to Route 8 • From home to work or to stores • Every where, its just not every day. • Route 8 to Blair • Work and Dr. appointments • Work, store, gas 			

For what reasons do you usually choose the above route?	Most direct route - 37 Safest route - 4 Most scenic route - 2 No other route – 6 Other - 4
Are you able to easily access/exit destination areas within the corridor?	<ul style="list-style-type: none"> • Yes - 25 • Access good. Leaving Blair not so good to turn towards 322. • Most of the time - 4 • No – it is very difficult to enter or exit Blair. • Stop lights are long leaving goodwill, Big Lots and Giant Eagle. • Some days - 3 • Usually • No, Route 8 is very hard to cross at Blair. • Somewhat • Can be somewhat difficult • No scares me to death • Depends on the time of day
What changes would you suggest to improve your travel?	<ul style="list-style-type: none"> • Make Route 8 North passable from Crivelli to Dr. Kendzior office. • Lower speed limit. • Make a crosswalk from Blair to Giant Eagle. • Can't think of any now. • None - 10 • Retiming lights to give someone a chance to pull out and turn towards 322. • People do not have a safe place to walk along Route 8 to Franklin or to Big Lots • Mirrors at Manor Drive and Front Street. • Crosswalk sign at Rt. 8 and Front Street – no sidewalks. • Perhaps a lower speed limit or flashing lights. • Since there's nothing really there when I go there's nothing to improve. • Water run-off – when it rains the water lays on the road making it hard to drive. • Build a bridge closer to the west end. • A bridge across the river by Venango Campus would be awesome! • A light at the Blair entrance or sign to say "congested area". • Add a side walk from Blair to Sheetz and a crosswalk from Blair to Giant Eagle. Adding a crosswalk for Blair Call Center to Giant Eagle and sidewalks. • A signal light to control traffic in and out of the parking lot at Blair onto Route 8. • Better areas for walkers and bike riders • Better walking path, so pedestrians are not near the road
How do you travel in the study area?	WALK
How often would you say you travel in the study area?	Daily – 2 Weekly – 2 Monthly – 6 Not at all - 21

Where do you travel to in the study area?	<ul style="list-style-type: none">• Liberty Street to Blair Call Center• Downtown, Blair and Sheetz• To Big Lots weekly, to Kmart occasionally, to Pennwood Center every 3 months.• From work to home and across the street to get the bus.• Blair to Giant Eagle , Sheetz• Around the neighborhood• Oil City/Franklin Bike Trail• Work and other			
For what reasons do you usually choose the above route?	Most direct route - 7 No other route - 4	Safest route – 2 Other - 1	Most scenic route – 2	
Are you able to easily access/exit destination areas within the corridor?	<ul style="list-style-type: none">• No - 2• Yes - 4• No sidewalks or crosswalks			
What changes would you suggest to improve your travel?	<ul style="list-style-type: none">• From bridge to Tasty Freeze there needs to be a sidewalk. Very dangerous to walk there now.• Sidewalk• Add sidewalks and crosswalks• Mirrors at Manor Drive and Front Street.• More room to walk and not feel as if you'll be ran over by traffic• Make a bigger and cement side walk.• Walk safe run way			
How do you travel in the study area?	BIKE			
How often would you say you travel in the study area?	Daily - 1	Weekly – 0	Monthly - 0	Not at all - 28
Where do you travel to in the study area?	<ul style="list-style-type: none">• None			
For what reasons do you usually choose the above route?	Most direct route – 0 No other route - 4	Safest route - 1 Other - 2	Most scenic route – 0	
Are you able to easily access/exit destination areas within the corridor?	<ul style="list-style-type: none">• Don't use			

What changes would you suggest to improve your travel?	<ul style="list-style-type: none"> • Mirrors at Manor Drive and Front Street. • Make a bigger and cement side walk. • Walk safe run way
How do you travel in the study area?	TRANSIT
How often would you say you travel in the study area?	Daily – 1 Weekly – 1 Monthly – 3 Not at all - 22
Where do you travel to in the study area?	<ul style="list-style-type: none"> • Liberty Street to Blair Call Center • Bus to Kmart for work and from Kmart to Oil City. • Everywhere • None
For what reasons do you usually choose the above route?	Most direct route – 3 Safest route - 1 Most scenic route – 0 No other route – 3 Other - 1
Are you able to easily access/exit destination areas within the corridor?	<ul style="list-style-type: none"> • No – got to cross 4 lanes to get to Blair from drop off spot. • Bus is not very good or easy to catch. • Don't use. • Yes • Sometimes
What changes would you suggest to improve your travel?	<ul style="list-style-type: none"> • Bus run later hours. - 2 • Make bus more available and run longer. - 2 • Don't use.

ADDITIONAL COMMENTS

- The 4 lanes from Oil City to Franklin is by far unsafe. I feel I have had a lot of issues with road racers and have seen a lot of cars that I've noticed with out dated inspections. I think that we need more law enforcement and check points on this road. I do know that I feel unsafe on this section of road.
- I don't usually travel to Franklin, unless I'm going through and up 15th Street hill or when it is Applefest or Light Up Night – mainly for events. But in my opinion there should be more pedestrian and cyclist designated areas on Front Street and along Route 8 to Franklin (going across the bridge). Some travel by foot or bicycle to get to Sheetz, Blair, Giant Eagle and Kmart – especially at night.
- There is a lot of traffic that uses the suicide lane between Giant Eagle and Blair – it can be a dangerous place to pull into. Also, there is a lot of pedestrians that cross without crosswalks in that area.

- There is a lot of foot traffic going from Blair Call Center to Giant Eagle. It can be quite dangerous. Also when turning left into the Blair parking lot it can be dangerous when someone is trying to turn right into Giant Eagle at the same time.
- At the 8th Street crossing the light needs to have turning arrows, almost all of the lights in the study are could use them. Could also use a bike/walk trail that runs up Route 8 from 8th Street to Front Street so people aren't walking along the road with access to local businesses like the Kmart/Giant Eagle plaza, Bonanza and even go as far as Kings.

APPENDIX C



Sugarcreek/Franklin Complete Streets Study is Underway

August 12, 2011 at 12:40 pm [Leave a comment](#)



Complete streets concept developed by McCormick Taylor for the Baltimore Avenue Corridor Revitalization Plan located in Philadelphia and Delaware Counties, PA.

Venango County recently announced the start of the Sugarcreek/Franklin Complete Streets Study, an initiative that will examine access to businesses, recreation resources and communities along Route 8 from the perspective of pedestrian, bicyclists, transit users and motorists alike. The goal is to develop a complete streets transportation plan that offers safe access and interconnectivity throughout the corridor.

The Study, to be completed by June 2012, is a cooperative effort between Venango County, the Northwest PA Regional Planning and Development Commission (Northwest Commission) and a Steering Committee that also includes Sugarcreek Borough, City of Franklin, Pennsylvania Department of Transportation, Oil Region Alliance, Council on Greenways and Trails, the Franklin Area Chamber of Commerce and VenanGO Bus.

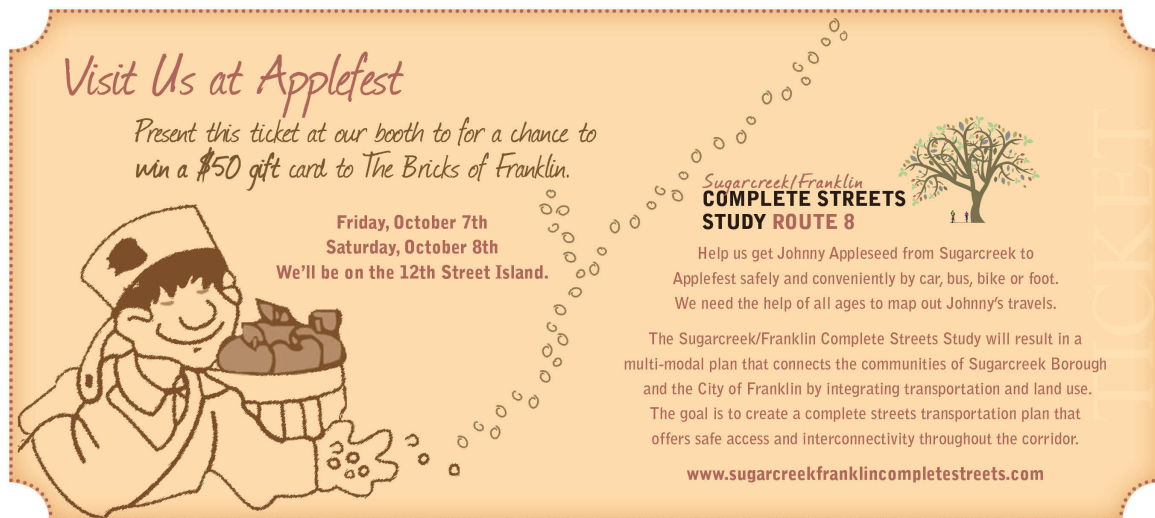
The project focus is on Route 8 from Two Mile Run in Sugarcreek Borough, west to Liberty Street in the City of Franklin. The Study will also consider important connections to Route 8 including Front Street to Rocky Grove Avenue and Liberty Street south to the 8th Street crossing over the Allegheny River.

The project Steering Committee recently selected McCormick Taylor and Clear View Strategies of Pittsburgh, PA as the study's consultant team. McCormick Taylor will lead a community based planning process to explore alternatives and develop a concept plan for future multi-modal improvements to Route 8. Clear View Strategies will assist with the effort by exploring transit related needs in the area. The Final Plan will include a master plan of improvements and an Implementation and Funding Plan for adoption by the project sponsors and local municipalities.

"Over the years this corridor was designed for vehicular traffic making it difficult for pedestrians, bicyclists and people with disabilities to access the business and retail shops," said Judith Downs, Executive Director of the Venango County Regional Planning Commission. "The Route 8 Complete Streets Plan will provide a road map of improvements so future users will enjoy safe transportation choices that encourage economic development and improve the quality of life for those who live, work and play in the corridor."

Members of the community will have an opportunity to share their thoughts with the study team on this website and at key milestones throughout the study with the first public workshop planned for the fall.

Visit **US** at Applefest – bring your ticket



GET YOUR TICKET HERE

Last week fall started; next week is the beginning of October; and, everyone knows that brings Applefest to the region. The Franklin Chamber of Commerce does a great job every year to bring a variety of activities and vendors to Applefest to service thousands and thousands of attendees. To many of us in the area, it has become a tradition to walk through the streets and visit our favorite returning booths and vendors.

This year, there will be at least one new booth on the block – **OURS**. The Sugarcreek/Franklin Complete Streets Study Team and Steering Committee will be on the 12th Street Island on **Friday, October 7th and Saturday, October 8th, from 9:00 a.m. to 6:00 p.m.**

You will have an opportunity to learn about the complete streets concept by playing an interactive game that allows travelers of all ages to create a safe route for Johnny Appleseed to get to Applefest. We hope you and your family will visit our booth to map out Johnny's travels by car, bus, bike or foot. In turn, the Study Team hopes to gather valuable insights from you regarding existing conditions along Route 8 and gain an understanding of the multi-modal transportation challenges and barriers that may currently exist. Those who participate will be rewarded with treats and a chance to **win a \$50 gift certificate to the Bricks of Franklin.**

Are you planning to go to Applefest? Comment below to let us know your plans and what mode of travel you are planning to use – car, bus, bike or foot. Will Route 8 be part of your trip?

If you can't make it to Applefest? Learn more about our next public outreach event – [The Route 8 Connectivity Challenge.](#)

Thank You for Visiting Us at Applefest

October 11, 2011 at 3:08 pm



Our booth at Applefest was a success! Thanks to the more than 120 visitors that provided project input, our volunteers who worked the booth and the kids who played our game; we collected some valuable insight about the existing conditions in the area, heard improvement ideas, raised project awareness and expanded our community outreach network.

All the area residents we spoke to were extremely supportive of the project and most felt that a safe pedestrian/bicycle path or sidewalk should be the number one priority of the project.

The lucky winner of our \$50 gift certificate to The Bricks of Franklin was Norma Wood of Franklin. We thank her and all those who stopped by and participated in the drawing.

Public Invited to Participate in the Route 8 Connectivity Challenge

October 19, 2011 at 2:35 pm

The Sugarcreek/Franklin Complete Streets Study Team and Steering Committee invite members of the community to participate in the Route 8 Connectivity Challenge to develop safe connections for pedestrians, motorists, bicyclists and transit riders. The end result will be a Complete Streets vision for Route 8 from the Justus Trail to Franklin to Rocky Grove.

The goal of the Route 8 Connectivity Challenge is to establish a vision for the Route 8 corridor while evaluating all modes of transportation. The event will be held over a course of two days, offering the Public the option of attending one of the two sessions or both:

October 24th, 6:00 p.m. to 8:00 p.m.

October 25th, 9:00 a.m. to 4:00 p.m.

Rocky Grove Volunteer Fire Department

29 Shuffstall Street

Franklin, PA 16323

"We are hoping to have a good cross section of residents and business owners attending both days of the challenge," said John Petulla, Project Manager. "Those who cannot attend both days may attend the evening of October 24th. Monday's agenda will include important project information and an opportunity for them to share their thoughts about the corridor's potential strengths, weaknesses, opportunities and/or threats, which will be considered with the development of improvement options."

Community input received as a result of the Route 8 Connectivity Challenge will be considered as the Study Team develops a multi-modal transportation plan that connects the communities of Sugarcreek Borough and the City of Franklin by integrating transportation and land use.

The Challenge Doesn't Stop Here

October 28, 2011 at 1:39 pm

Although the Sugarcreek/Franklin Complete Streets study team completed its two-day public workshop – *The Route 8 Connectivity Challenge* – on October 24 and 25, 2011 there is still an opportunity to participate. Over the next several days we will post the key materials presented and feedback gained, so **you** have the opportunity to weigh in. The residents, business owners, public officials, and planners who participated in the Visioning Workshop learned about the Complete Streets concept, provided insight on challenges and opportunities in the corridor from their perspective, and, set goals and objectives.

Don't let the challenge end with the workshop – participate online today!

What are Complete Streets?

Joe Bucovetsky, AICP, McCormick Taylor, provided an introduction to Complete Streets and outlined a three-tiered approach to designing a complete street. To catch up on what makes up an effective Complete Street check out the PowerPoint presentation below and then send us your thoughts via the comment area below!



Which of the Complete Streets elements presented do you think would be most effective for the project study area?

The Challenge Doesn't Stop Here – Part 2

November 3, 2011 at 2:09 pm 1 comment

Following the Sugarcreek/Franklin Complete Streets two-day public workshop – *The Route 8 Connectivity Challenge* – held on October 24 and 25, 2011 – we began posting key materials presented and feedback gained on our website.

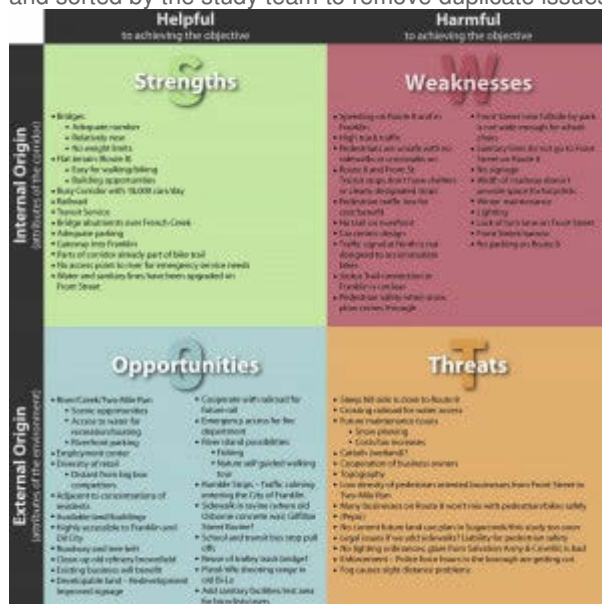
Today, the challenge continues with Part 2 – conducting a Community SWOT Analysis.

What is a Community SWOT Analysis?

A SWOT identifies the:

- Strengths of the corridor
- Weaknesses of the corridor
- Opportunities of the environment around the corridor
- Threats of the environment around the corridor

Participants in the workshop identified a wide range of input through a collective brainstorming exercise to identify the strengths, weaknesses, opportunities and threats. These study considerations were reviewed and sorted by the study team to remove duplicate issues and properly apply to the SWOT Analysis.



Use the comment area below to let us know if you have any additional Strengths, Weaknesses, Opportunities or Threats you would like to add, or share which of the items noted at the meeting are most important to you.

The Challenge Doesn't Stop Here – Part 3

November 9, 2011 at 2:22 pm 2 comments

Following the Sugarcreek/Franklin Complete Streets two-day public workshop – *The Route 8 Connectivity Challenge* – held on October 24 and 25, 2011 – we began posting key materials presented and feedback gained on our website.

Today, the challenge continues with Part 3 – participating in an Image Survey.

What is an Image Survey and how was it used?

Attendees were asked to participate in an image survey to consider various tools that have been used in other areas. Participants in the workshop reviewed 22 photographs and were asked to rate each to determine whether they felt the image reflected a vision of how they would like to see the Sugarcreek/Franklin study area look in the future. Through an interactive discussion following each photograph, participants also provided the positive and negative attributes of each image related to pedestrian access, bicycle access, median designs, vehicular access points, buffer techniques and transit stations or stops.

Click the below link to review the results of the Image Survey conducted at the workshop. Use the comment area below to let us know which 3 images reflect what you would like to see as part of the Sugarcreek/Franklin Complete Streets Project.



The Challenge Concludes – Part 4

November 23, 2011 at 12:53 pm

Following the Sugarcreek/Franklin Complete Streets two-day public workshop – *The Route 8 Connectivity Challenge* – held on October 24 and 25, 2011 – we began posting key materials presented and feedback gained on our website.

Today, the challenge concludes with Part 4 – Brainstorming Goals and Objectives.

Developing Goals and Objective

Attendees were asked to participate in one of the following three groups to brainstorm goals for their location.

- Justus Trail to Washington Crossing
- Route 8, Washington Crossing to Two Mile Run Creek
- Front Street

As a result, a draft list of 22 goals for the project were identified. Workshop participants were then asked to rank their top three priority goals. Once the draft goals were identified, time was spent developing objectives to achieve the goals.

Click the below link to view a draft map that illustrates the goals and objectives developed at the workshop. Use the comment area below to let us know which 3 goals you feel should be a priority as a result of the Sugarcreek/Franklin Complete Streets Project.



Sugarcreek/Franklin Complete Streets Team to Hold Public Meeting

May 29, 2012 at 12:55 pm 1 comment

Help Determine Improvement Priorities for Route 8

The Sugarcreek/Franklin Complete Streets Study Team and Steering Committee invite the public to attend the final project Public Meeting.

The Public Meeting will include a presentation of the conceptual master plan of improvements for the Route 8 corridor. With input from the public, the team will consider how best to prioritize improvement options and ultimately prepare a final vision for Route 8 that will provide safe access for pedestrians, motorists, bicyclists and transit riders.

The meeting will be held as follows:

Wednesday, June 13, 2012
Rocky Grove Volunteer Fire Department
29 Shuffstall Street
Franklin, PA 16323
6:00 to 8:00 p.m.

"We would like to encourage everyone who drives, walks, bikes or uses transit on the Route 8 corridor to join us for this final Public Meeting," said Judy Downs, Executive Director, Venango County Planning Commission. "There are approximately 20 different conceptual improvements under consideration for the area and we really want to hear which improvements are a priority to those who travel the area most."

The Study Team together with the Steering Committee has been charged with the development of a multi-modal plan that connects the communities of Sugarcreek Borough and the City of Franklin by integrating transportation facilities and the surrounding land use. After approximately 9 months of work, the team has developed a conceptual master plan of improvements to make the Sugarcreek/Franklin Route 8 corridor more accommodating for all modes of transportation. Improvements vary in size, complexity and costs; for example, one improvement may include improving existing cross walks, while others may consider the construction of a multi-use pedestrian/bicycle trail. The prioritization of these improvements is the last step as the team prepares the Complete Streets Plan.

If you are unable to attend, you may return to the website after the Public Meeting to view the conceptual master plan of improvements and provide your input electronically during a two-week comment period.

PUBLIC CONSIDERS ROUTE 8 IMPROVEMENT PRIORITIES – Select Your Top 5 Projects Now

The Sugarcreek/Franklin Complete Streets Study Team wants to hear from you – the local users of Route 8 – what the top priority improvement projects should be for the area.

To do so the Study Team recently held a Public Meeting on June 13, 2012 at the Rocky Grove Fire Hall and is offering those who could not attend the opportunity to provide input through the website.

- The first step is to review the Public Meeting presentation, which includes an overview of the study goals and objectives, a review of the 20 Conceptual Improvement Options presented; and an overview of the prioritization activity. In addition, the Conceptual Improvement Options can be viewed on the Overview Map.
- Next review the prioritization chart which provides a basic overview of each project so you may consider how each project will address safety, engineering/construction concerns, potential property impacts, environmental issues, estimated project delivery time and conceptual cost.
- Finally, use the column to the far right to **tell us what top five (5) projects you would fund first as funding permits**. The file is an interactive document so you are able to use your computer to make the selection and submit it electronically.

[PowerPoint Presentation](#)

[Overview Map](#)

[Prioritization Feedback Form](#)

(Please submit your completed chart by July 6, 2012)



Public Meeting attendees participated in a similar exercise. As a result, the following improvement options were identified, in order of importance, as the top five priorities for the region:

1. Improvement Option #7: Construct a sidewalk on the western side of Route 8 from the existing bridge sidewalk at Washington Crossing to Front Street
2. Improvement Option #15: Widen the turning radius from Route 8 onto Front Street
3. Improvement Option #18: Construct a sidewalk on the northern side of Front Street from Route 8 to Rocca Way and improve the alignment of Rocca Way to the Fox Street intersection
4. Improvement Option #8: Construct a multi-use trail north of Washington Crossing to Gibb Street
5. Improvement Option #13: Add four pedestrian crosswalks, ADA ramps & signal upgrades in Sugarcreek

Complete Summary of the Public Meeting Prioritization Activity

The Steering Committee will consider input from the Public Meeting and you, through this online exercise, to determine the final list of priority projects and ultimately prepare a final vision for Route 8 that will provide safe access for pedestrians, motorists, bicyclists and transit riders.

[June 26, 2012 at 9:02 am](#)

APPENDIX D





STEERING COMMITTEE

Venango County

Northwest Commission

Sugarcreek Borough

City of Franklin

Pennsylvania Department of Transportation

Oil Region Alliance

Council on Greenways and Trails

Franklin Area Chamber of Commerce

Blair Service Center

SUGARCREEK/FRANKLIN COMPLETE STREETS STUDY ROUTE 8 MEETING SUMMARY

March 22, 2012

DATE OF MEETING: March 22, 2012

TIME: 1:00 p.m. – 2:45 p.m.

LOCATION: Northwest Commission
395 Seneca Street
Oil City, PA 16301

ATTENDEES: See attached attendance sheet

1. Opening Remarks

Judy Downs, Venango County Planning Commission Executive Director, greeted everyone and provided an overview of the meeting purpose and agenda and noted that there was concern about Sugarcreek Borough involvement with the project. She went on to mention that the Study Team really wanted the Borough's opinion and consensus on the vision for the corridor.

John Petulla, P.E., McCormick Taylor Project Manager, said the goal is for the Borough to be comfortable for the plan long-term and that at this point, revisions can still be made. He also noted that this would be a good tool for planning purposes to make Sugarcreek a nicer, safer area. Judy also mentioned that the Study Team met earlier that day with Carl Belke from the Western New York and Pennsylvania Railroad and that there are tweaks to be made on the project.

Sue Smith, Northwest Pennsylvania Regional Planning Commission, noted that the goal is to get people to stop walking along Route 8 and Front Street for safety purposes. The idea of a complete street is to provide a multi-modal system for all transportation users, including a trail system. She also mentioned that it is also about what Sugarcreek Borough wants. As a final thought, Sue mentioned that money isn't there now, but when it is available we will have projects ready to go.

2. Project Update

John and Judy provided status updates regarding the below follow-up items:

- Rocky Grove High School Outreach - A presentation was done at Rocky Grove High School and students were given the opportunity to provide feedback on some of the issues they saw



in the area, such as that it's difficult to get to school and they don't feel safe walking. Students also noted that their friends and family walk down Front Street, even though there aren't sidewalks. It was noted that the High School students were encouraged to attend a Borough meeting to provide their thoughts and to attend the next Public Meeting.

- Meetings – The Study Team has held various meetings to collect public input. The list includes a booth at Applefest to get information about all modes of transportation, a Public Design Workshop, as well as four steering committee meetings and several public officials meetings. It was clear that safety is a big focus as a result of the meetings. Roughly 90 percent of people said they wanted it to be safer for walking. This study will look at the lifecycle, costs/expectations, maintenance, etc.
- Judy stated that she had started to apply for the TIGER grant, but this study isn't ready for that process yet. However, the environmental review record will be started. There will be a gap between the study and design. Jack Baker, P.E., McCormick Taylor, mentioned that some of the projects could be done as a design build. This might fast track some of the more simple projects. John noted that you can use construction money to do design build and that it works well for straight forward projects, like sidewalks.

+ Dra, " P-an 0. er. ie/

John directed everyone to view the mapping that had been developed for the corridor and noted that some adjustments have been made based on previous meetings. He also stressed that this was just a plan and that no commitments have been made. John said that the map was an Alternative Themes that combined street life, environmental features and development into one map for a blended alternative. The ideas presented on the map are ones that are feasible, cost-effective ideas that can be moved forward.

John noted that the Sugarcreek/Franklin Complete Streets Study has the following goals:

- Add pedestrian and highway lighting
- Sidewalks
- River Access
- Multi-use Trails
- Converting the Rail Road Bridge to a pedestrian bridge
- Improve transit use

0. Par"nering Dis!lssion

After looking at the map, a partnering discussion ensued between the Study Team and Sugarcreek Borough. The following items were discussed:

Planted Median – Judy said that the Pennsylvania Department of Transportation Engineering District 1-0 (PennDOT) did not like the planted median idea for Route 8. John mentioned that a median has a proven safety benefit and that people wanted a safer crossing that forces people to go to designated crosswalks. Judy followed by saying that it didn't have to be something planted.



This would be a long-term improvement. Sue followed by saying that the planted median eliminated some of the left turn access into some businesses and that Randy Brink, P.E., PennDOT didn't like the idea. Other included that this would slow and calm traffic and that people pick ups speed coming from Franklin and the other direction. Sue finished by saying that she likes the small median with people being able to cross the median. It could also be the type of median where people could pull in to make a turn.

Front Street/Route 8 Intersection – Joe Sporer, Sugarcreek Borough Manager, reported that the Borough would be removing the pedestrian pole at this intersection because it keeps getting hit by trucks because of the poor turning radius and it costs \$1,000 to put it up each time it is knocked down. PennDOT wants the Borough to take over the intersection and there has been some argument between the two entities for over a year and a half about who has responsibility for the intersection. John said that Auto Turn would be able to figure out the turning and it can show the drag and figure out the radius. The Borough noted that this is a liability for them.

A study was completed by Wooster and Associates, of Pittsburgh, regarding the intersection. Wooster did not make the intersection ADA compliant on the plans so the contractor didn't either. Problems include that the corner is continually run over by trucks, the turning lane isn't large enough and the pedestrian pole continues to be hit.

Access Road – John presented the Access Road improvement and said that a new access road behind the businesses connecting Two Mile Run Road with Front Street would be better for businesses and safety. Judy noted that ARC has access money. Sugarcreek Borough liked this idea. It was discussed that it is workable, but with where it is located now it might need to be moved to lower down on Front Street. Judy questioned whether PennDOT needed to approve this and Jack said that he thinks PennDOT will like it because it will get traffic off of the main roads. John wrapped up the discussion by saying that PennDOT likes to connector roads to be perpendicular for safety.

River Access from Gibb Road – Judy stated that this doesn't seem like the best access point for the river and Sue confirmed that it would be a hard area to use. Dick Phillips, Sugarcreek Borough, said that the water isn't deep enough there for boat access. Joe felt that this improvement would be a waste of money. Consensus was reached that river access is not important and will be removed from the map.

Multi-Use Trails – John noted several places where multi-use trails might be incorporated. For example, using the abandoned railroad bed behind the businesses along Route 8 for a trail and that the trail could be tied into Gibb Road.

Another improvement could be the Rocky Grove 1 Mile Loop for High School students to use. A connection could be made from Crestview to Shuffstahl Street for bicycles and pedestrians. The Borough also thought that the Fire Department owns a strip of the potential trail. Judy noted that someone from the Study Team would talk to the Fire Department before the ideas were presented to the public. John mentioned about a connection from Wiley to K-Mart that was currently a beaten path. Dick said that it's about a ¼ of a mile and that he thinks the land is owned by Jack



Smith. Judy said she would find out who owns that strip. Overall Sugarcreek Borough liked the trail idea. It was mentioned that maybe the right-of-way could just be added to the sewer lines for the trail. John posed the question about Right-of-Way and whether it was in fee or easement and that there may need to be negotiation if the Borough doesn't own. Sugarcreek Borough responded that there was just easement.

Bus Shelters - One of the Borough Members thought that maybe the High School kids could build bus shelters as part of a senior project. Judy also thought that this could be a project that gets done quickly because Sally Mays (Venango Bus Director) has the money in the TIP.

Pedestrian Lighting – John pointed out that more pedestrian lighting was added along Front Street and Route 8. The Borough said that this was a good improvement.

Turning Lane near Salvation Army - The Borough reported that there have been multiple accidents at this location and questioned whether there needed to be two lanes of traffic going into Franklin. John noted that having only one lane cuts capacity in half.

Sidewalks – Judy opened the discussion by asking if there was money for sidewalks on Route 8 would Sugarcreek talk to Franklin about maintaining and keeping the sidewalk clear. The Borough stated that yes they would. Judy followed by asking if Sugarcreek had the proper equipment to maintain/keep clear would they be for the sidewalks? Dick said that an 8 ft. side would be great because then the sidewalks could be plowed with the current maintenance fleet. John said that 4 ft. could be gained by re-striping, widening the area/sidewalk and shifting alignment to accommodate 8 ft. sidewalks. Sue finished by saying that 8 ft. sidewalks would make it safer and that no more equipment would be needed and that we should go for it.

After discussion, the Borough stated that their top priority was adding sidewalks to the corridor, while the second priority was fixing the intersection of Route 8 and Front Street. Judy said that the suggested changes would be made before this goes public. John wants to show that these are feasible and agreeable to people and that discussions with a few more people need to happen before this goes to the public. The question was asked if there were grants for sidewalks. Judy said that money could be available for sidewalks.

Sidewalk Ordinance – It was suggested by the Borough that when property changes hands that an ordinance could be written that sidewalks have to go in if there aren't any. Sue said that Sugarcreek Borough could step up and do sidewalk resolutions and ordinances. The Borough said they will look at getting the ordinance on the books and go from there. John mentioned that businesses like sidewalks for ease of access to their business so they may join together and work to get them too.

Official Maps – Judy suggested that the Borough might want to considering doing Official Maps. This would be a good thing to have when working with developers and would be proactive planning for the Borough. Judy noted that they could adopt as an amendment to update the Borough's Comprehensive Plan with this. John will send a pdf example of the official map to Sugarcreek Borough.



2. Implementation

After discussion, John noted what the next steps of the project would be:

- Finalizing improvements
- Setting priorities and cost
- Finding funding sources (TIP, Grants, PennDOT)
- Collecting public input

Consensus was agreed upon that safety improvements are good ones. It was stated that coordination would continue with Rocky Grove High School and the Borough and then the recent accident that involved the student crossing Rocky Grove Street to get to Shuffstahl Street was mentioned.

3. Adjourn

John opened the floor for more comments or questions and barring none, the meeting was adjourned at 2:45 p.m.

This report summarizes the discussion conducted during the meeting. Any comments regarding the meeting report should be provided to me by email or phone.

Meeting Report Prepared by:
McCORMICK TAYLOR, INC.

Jamie Barger
Public Involvement Specialist



No.	FOLLOW-UP ITEMS	LEAD	DUE DATE
1.	Talk to the Fire Department about the Rocky Grove 1 Mile Loop before presenting to the public	Judy Downs	04.02.12
2.	Find out who owns the strip between Wiley and K-Mart.	Judy Downs	04.02.12
3.	Send a pdf example of the official map to Sugarcreek Borough.	John Phillips	04.02.12



MEETING ATTENDEES:

Jack Baker, P.E., McCormick Taylor

Jamie Barger, McCormick Taylor

Judy Downs, Venango County Planning Commission Executive Director

John Dumbleton, Sugarcreek Planning Commission

John McClelland, Sugarcreek Planning Commission

John Petulla, P.E., McCormick Taylor

Dick Phillips, Sugarcreek Borough

Susan Smith, Northwest Pennsylvania Regional Planning Commission Manager

Joe Sporer, Sugarcreek Borough

APPENDIX E





PUBLIC FEEDBACK FORM

Name:			Phone:		
Address:			E-mail		
How do you travel in the study area?	VEHICLE	WALK	BIKE	TRANSIT	
How often would you say you travel in the study area?					
Where do you travel to in the study area?					
For what reasons do you usually choose the above route?					
Are you able to easily access/exit destination areas within the corridor?					
What changes would you suggest to improve your travel?					

ADDITIONAL COMMENTS

[illegible]

APPENDIX F



PUBLIC FEEDBACK FORM

Name:			Phone:		
Address:			E-mail		
How do you travel in the study area?	VEHICLE	WALK	BIKE	TRANSIT	
How often would you say you travel in the study area?	<input type="checkbox"/> Daily <input type="checkbox"/> Weekly <input type="checkbox"/> Monthly <input type="checkbox"/> Not at all	<input type="checkbox"/> Daily <input type="checkbox"/> Weekly <input type="checkbox"/> Monthly <input type="checkbox"/> Not at all	<input type="checkbox"/> Daily <input type="checkbox"/> Weekly <input type="checkbox"/> Monthly <input type="checkbox"/> Not at all	<input type="checkbox"/> Daily <input type="checkbox"/> Weekly <input type="checkbox"/> Monthly <input type="checkbox"/> Not at all	
Where do you travel to and from in the study area?					
For what reasons do you usually choose the above route?	<input type="checkbox"/> Most direct route <input type="checkbox"/> Safest route <input type="checkbox"/> Most scenic route <input type="checkbox"/> No other route <input type="checkbox"/> Other	<input type="checkbox"/> Most direct route <input type="checkbox"/> Safest route <input type="checkbox"/> Most scenic route <input type="checkbox"/> No other route <input type="checkbox"/> Other	<input type="checkbox"/> Most direct route <input type="checkbox"/> Safest route <input type="checkbox"/> Most scenic route <input type="checkbox"/> No other route <input type="checkbox"/> Other	<input type="checkbox"/> Most direct route <input type="checkbox"/> Safest route <input type="checkbox"/> Most scenic route <input type="checkbox"/> No other route <input type="checkbox"/> Other	
Are you able to easily access/exit destination areas within the corridor?					
What changes would you suggest to improve your travel?					

ADDITIONAL COMMENTS

[illegible]

Submit by Email



PUBLIC FEEDBACK FORM SUMMARY

Public feedback forms were distributed at the Blair Call Center in October 2011 to gauge how employees travel within the project study area and gather their comments and concerns. Forty-seven Public Feedback Forms were completed and returned to the study team. Below is a summary of their responses.

Vehicles

- The majority of respondents indicated that they travel in the study area by vehicle.
- Over 90% of respondents travel by vehicle in the corridor daily, while a few others drive weekly or monthly.
- In addition to driving from their homes to the Blair Call Center, respondents noted shopping in Sugarcreek, Oil City and Franklin as possible reasons they travel in the area.
- Nearly 70% of respondents travel through the study area because it is the most direct route to their destinations.
- Most respondents noted that they could easily access/exit destination areas within the corridor. Some problem areas noted include exiting Blair, Goodwill, Big Lots and Giant Eagle.
- Some of the changes they felt would improve the corridor were adding crosswalks, lowering the speed limit, retiming the signals or adding one, adding turn signals and overall improvements for pedestrians.

Walk

- Ten respondents indicated that they walk in the corridor.
- Destinations noted by the respondents included Blair, Sheetz, Giant Eagle, Big Lots, Kmart and Pennwood Center. One respondent indicated that they use the Oil City/Franklin bike Trail.
- The majority of respondents take the most direct walking route.
- Three people felt they could not easily access/exit destination areas, while four other people said they could.
- Overall respondents indicated a need for more sidewalks and crosswalks were needed to provide a safe amount of space to walk.

Bike

- One respondent indicated that they bike through the study area.
- Mirrors and sidewalks were noted as possible improvements.

Transit

- Most respondents indicated they do not use transit in the area, while four others do use transit.
- Liberty Street, Oil City and Kmart were identified as areas where people utilize transit.
- Respondents indicated that they choose their bus route based on the most direct route or because there is not other route.
- Respondents had mixed feeling on whether the bus was easily accessible – some said they could easily access the bus, while others said it was difficult and hard to catch.

PUBLIC FEEDBACK FORM COMPLETE RESULTS

Name, Address, Phone, and E-mail	See attached list for contact information provided.			
How do you travel in the study area?	VEHICLE			
How often would you say you travel in the study area?	Daily - 41	Weekly – 3	Monthly – 1	Not at all - 0
Where do you travel to in the study area?	<ul style="list-style-type: none"> • From Oil City to Blair - 2 • Oil City to Route 8 Franklin - 3 • Titusville, PA • Liberty Street to Blair Call Center • Blair - 7 • Church, bank, grocery store, gas station, Kmart, Chinese, Dollar General - 2 • From Knox via 38 and 322 to Blair 5 days a week, Hillside Drive seven days a week to visit family. • Rocky Grove to Franklin, Kmart, Giant Eagle, Big Lot, Blair, Kings • Rt. 8 thru Rocky Grove • 162 Front Street to Allegheny Blvd. • Reno – Two Mile Run to Blair to Wal-mart • From my house to work from Rocky Grove Avenue – Front Street, Route 8 to Blair or Route 8 to Oil City. Rocky Grove Avenue to Two Mil Run then to Oil City • Oil City to Blair Call – 3 • Center and sometimes Jones Hardwoods • Front Street, Liberty Street South to 8th Street crossing • Home to Clarion, home to work • Seneca – Route 8 • To Blair from 726 Elk Street • Liberty to Elk to Blair • To Blair from Pleasantville • Franklin to Rocky Grove • Liberty Street and Route 8 • Rocky Grove to Front Street to Route 8 • From home to work or to stores • Every where, its just not every day. • Route 8 to Blair • Work and Dr. appointments • Work, store, gas 			

For what reasons do you usually choose the above route?	Most direct route - 37 Safest route - 4 Most scenic route - 2 No other route – 6 Other - 4
Are you able to easily access/exit destination areas within the corridor?	<ul style="list-style-type: none"> • Yes - 25 • Access good. Leaving Blair not so good to turn towards 322. • Most of the time - 4 • No – it is very difficult to enter or exit Blair. • Stop lights are long leaving goodwill, Big Lots and Giant Eagle. • Some days - 3 • Usually • No, Route 8 is very hard to cross at Blair. • Somewhat • Can be somewhat difficult • No scares me to death • Depends on the time of day
What changes would you suggest to improve your travel?	<ul style="list-style-type: none"> • Make Route 8 North passable from Crivelli to Dr. Kendzior office. • Lower speed limit. • Make a crosswalk from Blair to Giant Eagle. • Can't think of any now. • None - 10 • Retiming lights to give someone a chance to pull out and turn towards 322. • People do not have a safe place to walk along Route 8 to Franklin or to Big Lots • Mirrors at Manor Drive and Front Street. • Crosswalk sign at Rt. 8 and Front Street – no sidewalks. • Perhaps a lower speed limit or flashing lights. • Since there's nothing really there when I go there's nothing to improve. • Water run-off – when it rains the water lays on the road making it hard to drive. • Build a bridge closer to the west end. • A bridge across the river by Venango Campus would be awesome! • A light at the Blair entrance or sign to say “congested area”. • Add a side walk from Blair to Sheetz and a crosswalk from Blair to Giant Eagle. Adding a crosswalk for Blair Call Center to Giant Eagle and sidewalks. • A signal light to control traffic in and out of the parking lot at Blair onto Route 8. • Better areas for walkers and bike riders • Better walking path, so pedestrians are not near the road
How do you travel in the study area?	WALK
How often would you say you travel in the study area?	Daily – 2 Weekly – 2 Monthly – 6 Not at all - 21
Where do you travel to in	<ul style="list-style-type: none"> • Liberty Street to Blair Call Center • Downtown, Blair and Sheetz

the study area?	<ul style="list-style-type: none"> • To Big Lots weekly, to Kmart occasionally, to Pennwood Center every 3 months. • From work to home and across the street to get the bus. • Blair to Giant Eagle , Sheetz • Around the neighborhood • Oil City/Franklin Bike Trail • Work and other
For what reasons do you usually choose the above route?	Most direct route - 7 Safest route – 2 Most scenic route – 2 No other route – 4 Other - 1
Are you able to easily access/exit destination areas within the corridor?	<ul style="list-style-type: none"> • No - 2 • Yes - 4 • No sidewalks or crosswalks
What changes would you suggest to improve your travel?	<ul style="list-style-type: none"> • From bridge to Tasty Freeze there needs to be a sidewalk. Very dangerous to walk there now. • Sidewalk • Add sidewalks and crosswalks • Mirrors at Manor Drive and Front Street. • More room to walk and not feel as if you'll be ran over by traffic • Make a bigger and cement side walk. • Walk safe run way
How do you travel in the study area?	BIKE
How often would you say you travel in the study area?	Daily - 1 Weekly – 0 Monthly - 0 Not at all - 28
Where do you travel to in the study area?	<ul style="list-style-type: none"> • None
For what reasons do you usually choose the above route?	Most direct route – 0 Safest route - 1 Most scenic route – 0 No other route - 4 Other - 2
Are you able to easily access/exit destination areas within the corridor?	<ul style="list-style-type: none"> • Don't use
What changes would you suggest to improve your travel?	<ul style="list-style-type: none"> • Mirrors at Manor Drive and Front Street. • Make a bigger and cement side walk. • Walk safe run way
How do you travel in the	TRANSIT

study area?	
How often would you say you travel in the study area?	Daily – 1 Weekly – 1 Monthly – 3 Not at all - 22
Where do you travel to in the study area?	<ul style="list-style-type: none"> • Liberty Street to Blair Call Center • Bus to Kmart for work and from Kmart to Oil City. • Everywhere • None
For what reasons do you usually choose the above route?	Most direct route – 3 Safest route - 1 Most scenic route – 0 No other route – 3 Other - 1
Are you able to easily access/exit destination areas within the corridor?	<ul style="list-style-type: none"> • No – got to cross 4 lanes to get to Blair from drop off spot. • Bus is not very good or easy to catch. • Don't use. • Yes • Sometimes
What changes would you suggest to improve your travel?	<ul style="list-style-type: none"> • Bus run later hours. - 2 • Make bus more available and run longer. - 2 • Don't use.

ADDITIONAL COMMENTS

- The 4 lanes from Oil City to Franklin is by far unsafe. I feel I have had a lot of issues with road racers and have seen a lot of cars that I've noticed with out dated inspections. I think that we need more law enforcement and check points on this road. I do know that I feel unsafe on this section of road.
- I don't usually travel to Franklin, unless I'm going through and up 15th Street hill or when it is Applefest or Light Up Night – mainly for events. But in my opinion there should be more pedestrian and cyclist designated areas on Front Street and along Route 8 to Franklin (going across the bridge). Some travel by foot or bicycle to get to Sheetz, Blair, Giant Eagle and Kmart – especially at night.
- There is a lot of traffic that uses the suicide lane between Giant Eagle and Blair – it can be a dangerous place to pull into. Also, there is a lot of pedestrians that cross without crosswalks in that area.
- There is a lot of foot traffic going from Blair Call Center to Giant Eagle. It can be quite dangerous. Also when turning left into the Blair parking lot it can be dangerous when someone is trying to turn right into Giant Eagle at the same time.
- At the 8th Street crossing the light needs to have turning arrows, almost all of the lights in the study are could use them. Could also use a bike/walk trail that runs up Route 8 from 8th Street to Front Street so people aren't walking along the road with access to local businesses like the Kmart/Giant Eagle plaza, Bonanza and even go as far as Kings.

APPENDIX G



Complete Streets Image Survey

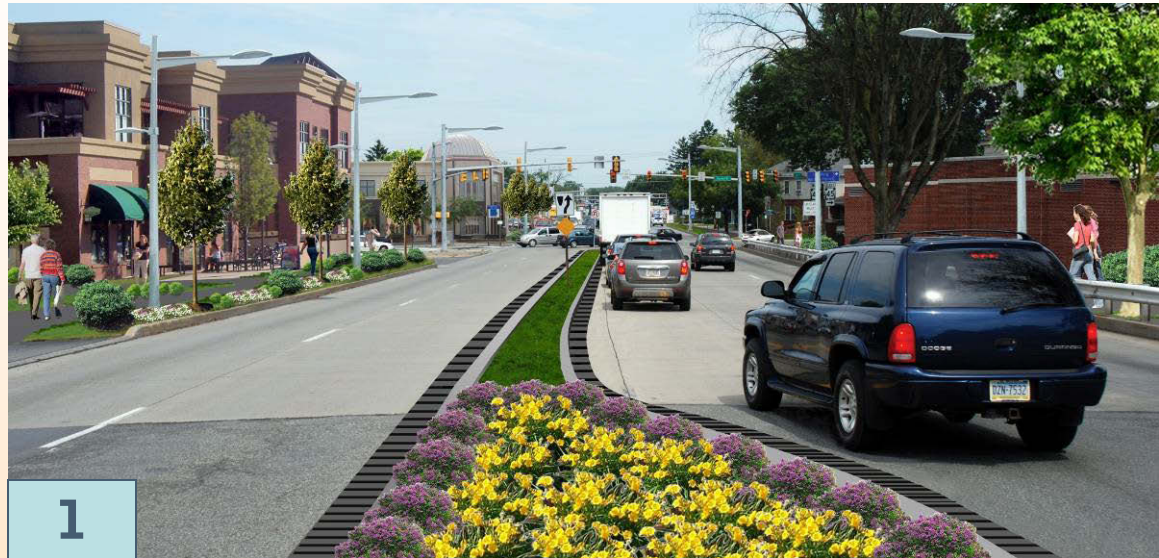
RESULTS

With Noted Pros and Cons for Sugarcreek/Franklin

October 25, 2011

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	9%
Agree:	64%
Neutral:	18%
Disagree:	9%
Strongly Disagree:	0%



Pros:

- Safety zone in median
- Aesthetically pleasing
- Lighting good

Cons:

- Too urban
- Unsafe maintenance restricts left turns
- Narrow median
- No safe haven for crossing

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	0%
Neutral:	36%
Disagree:	55%
Strongly Disagree:	9%



Pros:

- N/A

Cons:

- Too urban
- Too much concrete
- Sidewalks too narrow and close to street
- Two lanes
- Shields river

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	27%
Agree:	45%
Neutral:	18%
Disagree:	9%
Strongly Disagree:	0%



Pros:

- Need bus stops like this
- Safe place to wait
- Fits with character of Franklin

Cons:

- No bus pull off
- Not good for Route 8 due to safe access

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree: 64%

Agree: 9%

Neutral: 9%

Disagree: 9%

Strongly Disagree: 9%



4

Pros:

- Separate bike and pedestrian lanes
- Buffer between sidewalk and bike lane
- Could work for Front Street

Cons:

- Bike lane narrow
- No buffer between car and bike lanes
- Seems unsafe for biking

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	36%
Agree:	36%
Neutral:	9%
Disagree:	18%
Strongly Disagree:	0%



Pros:

- Like the barrier
- Accommodates all modes-not sure about transit

Cons:

- Difficult for plowing
- No barrier between car and bike lanes
- Sign poles on sidewalk

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

6

Strongly Agree:	0%
Agree:	38%
Neutral:	31%
Disagree:	15%
Strongly Disagree:	15%



Pros:

- Like barrier
- Like separate bike lane and sidewalk
- Safer for pedestrians with island to stop
- Like trees

Cons:

- Too much concrete
- Too expensive to maintain
- Not very pretty
- Doesn't fit

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	0%
Neutral:	8%
Disagree:	23%
Strongly Disagree:	69%



Pros:

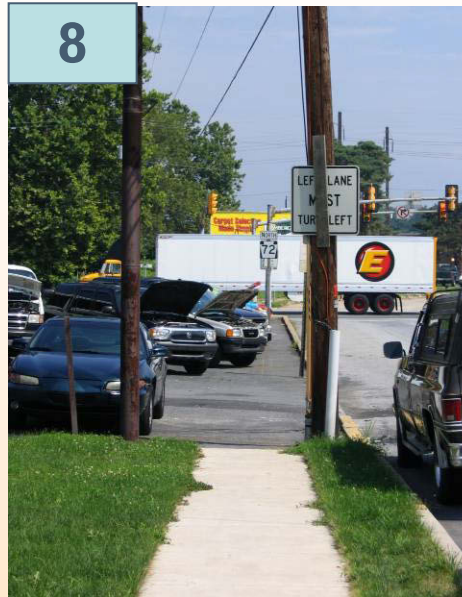
- N/A

Cons:

- Too much like existing corridor

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	0%
Neutral:	8%
Disagree:	46%
Strongly Disagree:	46%



Pros:

- Some sidewalks – better than what we have now

Cons:

- Safety concern
- Connectivity concern
- Sidewalk ends
- No bike lane

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	8%
Agree:	46%
Neutral:	31%
Disagree:	15%
Strongly Disagree:	0%



Pros:

- Looks great
- Like street plantings
- Barrier not bad
- Safe haven for crossing
- May work in spots or as a gateway to Sugarcreek/Franklin

Cons:

- No crossing for pedestrians
- Maintenance of median in harsh environment

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	31%
Neutral:	54%
Disagree:	8%
Strongly Disagree:	8%



Pros:

- Could work in strategic locations
- Like safe location mid-way for pedestrians
- Like two-tone pavement

Cons:

- Not visually appealing
- Stark
- Don't see crossing phase or signal

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	46%
Neutral:	31%
Disagree:	23%
Strongly Disagree:	0%



Pros:

- Left turn lane with safety buffer
- Utility poles
- Highway lighting is highway oriented
- Tree shading good for bikers and walkers
- Like building closer to road with parking in rear

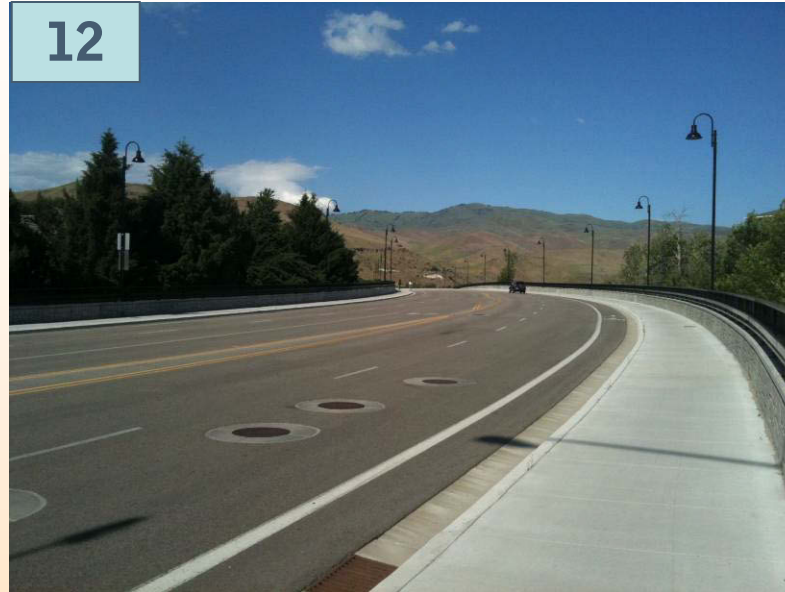
Cons:

- Utility poles don't look ADA compliant
- No bike lanes
- Trees also require maintenance

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	38%
Neutral:	15%
Disagree:	8%
Strongly Disagree:	38%

12



Pros:

- Better for maintenance than boulevard with planted median
- Very practical sidewalk

Cons:

- Looks too barren
- Snow plow vs. bobcat
- Sea of concrete
- No traffic calming or visual impacts

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	77%
Neutral:	8%
Disagree:	0%
Strongly Disagree:	15%



Pros:

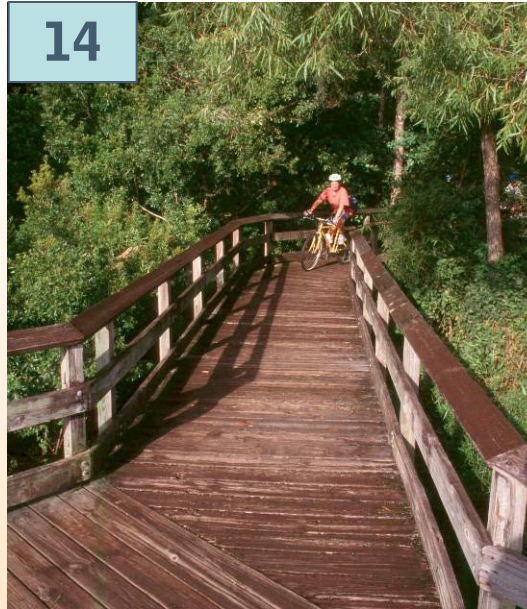
- Safety
- Different color crosswalks
- ADA compliant
- Clear signs
- Well lit
- Work on Route 8
- Like treatments for intersection like Front Street
- Low maintenance shrub

Cons:

- Mid-block location most likely not warranted

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

14



Strongly Agree: 77%

Agree: 15%

Neutral: 0%

Disagree: 8%

Strongly Disagree: 0%

Pros:

- Off-system multi-modal trail
- Recreational & functional safe
- Attracts new users
- Route 8 and Front Street to some degree but off road

Cons:

- Isolated
- No lighting
- Wood maintenance
- Business owner property impacts

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree: 54%

Agree: 38%

Neutral: 8%

Disagree: 0%

Strongly Disagree: 0%

15



Pros:

- Same benefit but better than 14

Cons:

- No lighting

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	0%
Neutral:	0%
Disagree:	38%
Strongly Disagree:	62%

Pros:

- N/A

Cons:

- Safety
- No pull offs
- No sidewalks
- Similar to existing



This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	0%
Neutral:	23%
Disagree:	38%

Strongly Disagree: 38%

17



Pros:

- Buildings close to road
- Better than nothing

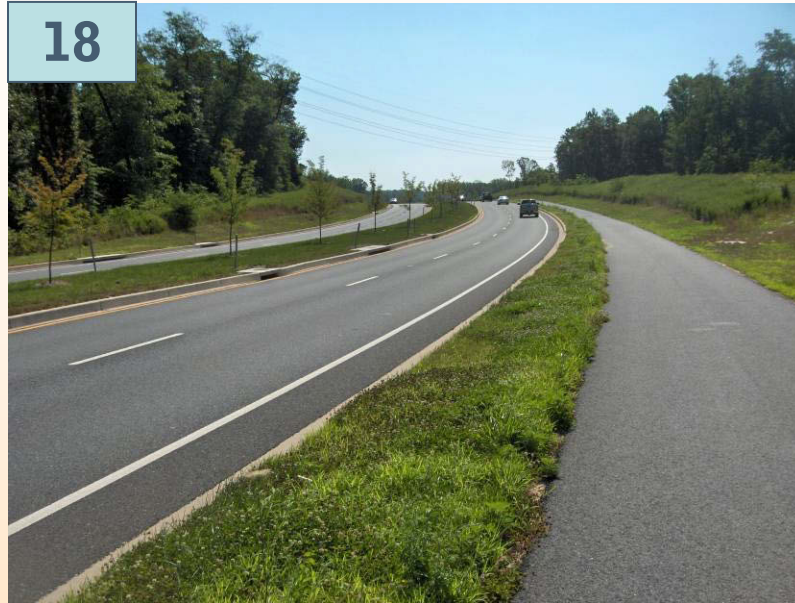
Cons:

- Ingress/egress/access issues
- Poles in middle of concrete

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

18

Strongly Agree:	8%
Agree:	62%
Neutral:	23%
Disagree:	8%
Strongly Disagree:	0%



Pros:

- Wide enough for bikes and pedestrians
- Buffer of greenspace
- Looks better for maintenance
- Good pedestrian/motorist design

Cons:

- Doesn't fit typologies well

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	46%
Neutral:	38%
Disagree:	8%
Strongly Disagree:	8%



Pros:

- Like brick and concrete treatments

Cons:

- Hard to tell how the bus stop works

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	18%
Agree:	36%
Neutral:	27%
Disagree:	18%
Strongly Disagree:	0%



Pros:

- Like parking
- Covers all modes
- Beyond intersection opens up to left turns
- Could fit on Route 8 and Liberty

Cons:

- No parking on Route 8 now

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	8%
Agree:	8%
Neutral:	46%
Disagree:	23%
Strongly Disagree:	15%



Pros:

- Cheap solution
- It's a good start on the way to more when funds available
- Minimal property impacts
- Would rather see this now

Cons:

- Bike lane is too narrow
- No divider

This image provides a vision of how I would like to see the Sugarcreek/Franklin Complete Streets Corridor look in the future.

Strongly Agree:	0%
Agree:	0%
Neutral:	0%
Disagree:	23%
Strongly Disagree:	77%

Pros:

- N/A

22



Cons:

- Have this now

APPENDIX H





GOALS AND OBJECTIVES

Overall Project

- 1. Safely accommodate pedestrian and bicycle movements**
 - a. Provide designated cross walks
- 2. Encourage mixed use development**
- 3. Safe and easily accessible designated bus stops**
 - a. Add bike racks at transit stops
 - b. Add bus shelters and/or pull offs at the stops
 - c. Provide better delineation of bus stops
- 4. Encourage additional property development, redevelopment/infill**
 - a. Provide incentives for new businesses to utilize spaces that have already been built
- 5. Provide designated pedestrian crossings**
- 6. Address maintenance needs in capital planning and partnering process**
- 7. Avoid flood plain**

Justus Trail to Washington Crossing

Safely Accommodate Pedestrian and Bicycle Movements through the Corridor

- Connect Justus Trail to Washington Crossing by adding a new bike trail route off of Liberty Street (9th St., Buffalo St., 11th St., and Elk St.)
- Use old railroad bridge as pedestrian/ bicyclist trail to cross French Creek
- Add sidewalk/trail between Elk Street and Washington Crossing
- Install ADA ramps along Liberty Street to meeting current standards.
- Improve pavement marking visibility at cross walks and intersections along Liberty Street.
- Enhance the Riverfront Trail connection between the Justus Trail and downtown.

Promote Bike Trail Use/Visibility

- Add pamphlet boxes for location recreation information at central location possibly a Gateway.
- Install visible bike route or way finding signs (possibly partner with local businesses)

Improve Transit Accessibility

- Identify up to two new stops (VFW on Ninth Street, Shop N' Save, Rite Aid)
- Add bike racks at transit stops

- Add bus shelters and/or pull offs at the stops
- Provide better delineation of bus stops.

Calm Traffic as it Enters Franklin

- Create a gateway to Franklin
- Create a gateway to Sugarcreek
- Analyze the effects of reduced travel lane widths
- Improve pavement marking visibility at cross walks and intersections

Promote and Enhance River Access

- Identify an access point for canoes, boats, etc. along the Allegheny River and/or French Creek – possibly through Riverfront Park

Encourage Development and Redevelopment

- Identify opportunities which maintain residential character of the area
- Continue pursuing opportunities for mixed-use development
- Promote local businesses through the use of branded wayfinding signage (i.e., banners, signs and artwork/gateway elements).

Front Street: Route 8 to Rocky Grove Avenue

Safely Accommodate Pedestrian and Bicycle Movements through the Corridor

- Provide connectivity to the neighborhoods by enhancing Natural/Existing Paths outside of the Front Street Roadway Template.
- Develop supporting sidewalk ordinances
- Add up to five pedestrian crossings along Front Street (at Route 8, near K-mart, at Fox Street and Rocky Grove Avenue)
- Widen shoulder or construct a sidewalk from Route 8 to Rocca Street along Front Street
- Consider sidewalks on select location of Front Street, such as from Fox Street to Rocky Grove Avenue.

Promote Bike Trail Use/Visibility

- Place emphasis on local roadway network with lower volume of traffic as primary bike connection between Rocky Grove Avenue and Route 8.
- Designate and delineate bike pathways using local roadway network and potential extension of Gilfillan Street.

Improve Transit Accessibility

- Identify up to two bus stops along Front Street (at K-mart and across from Manor Drive)
- Add bus shelters and/or pull offs at the stops

Encourage Development and Redevelopment

- Explore potential recreational or commercial development opportunities near Miller and Wiley Streets.

Route 8: Washington Crossing to Two Mile Creek

Safely Accommodate Pedestrian and Bicycle Movements Through the Corridor

- Continue sidewalks from Washington Crossing along the north side of Route 8 to a new connection with Gibb Street
- Add up to five pedestrian crossings along Route 8 (near Giant Eagle, Sheetz, Gibb Street and Two Mile Run Road)
- Create pedestrian refuge area in the medians

Improve Transit Accessibility

- Add bus shelters and/or pull offs at the stops
- Add bike racks at transit stops
- **Develop safe and accessible transit facilities**

Ensure Safe and Functional Intersection at Route 8 and Front Street

- Improve turning radii at the northeast quadrant of the intersection
- Add/ replace pedestrian crossing with pedestrian actuated signal heads

Address Future Maintenance Needs in Capital Plan and Partnering Process

- Establish maintenance responsibilities of grass medians, ped/bike paths, sidewalks, etc.

Encourage Development and Redevelopment

- Provide incentives for new businesses to utilize spaces that have already been built
- Clean-up brownfields - apply for grants through the U.S. Environmental Protection Agency to carry out clean-up activities.
- Potential use of abandoned rail line for commercial/ recreational development.

Provide River Access

- Extend Sheetz access road to the river edge to provide access.
- Create access point across from Two Mile Run Road with parking and pedestrian/bike access.
- Access to river to support emergency management Services, i.e. access to accommodate fire “pumper” trucks refilling
- Access for emergency services to the river to improve response time.
- Open view of the river to support recreational and commercial opportunity

Maintain and/or Improve Capacity on Route 8

- Analyze left turn warrants based on turning movement counts
- Maintain the number of through lanes (two).
- Maximize signal timings to minimize delays.

Improve the Access Control along Route 8

- Consolidate access points between Front Street and the IPEG Conair Facility
- Examine the implementation or expansion of potential parallel connector roads such as Gibb Street to reduce the number of direct access point to Route 8.



Visioning Workshop Goals and Objectives November 16, 2011

Overall Project

1. Safely accommodate pedestrian and bicycle movements (4 votes)
 - a. Provide designated cross walks
2. Encourage mixed use development (2 votes)
3. Safe and easily accessible designated bus stops (2 votes)
 - a. Add bike racks at transit stops
 - b. Add bus shelters and/or pull offs at the stops
 - c. Provide better delineation of bus stops
4. Encourage additional property development, redevelopment/infill
 - a. Provide incentives for new businesses to utilize spaces that have already been built
5. Provide designated pedestrian crossings
6. Address maintenance needs in capital planning and partnering process
7. Avoid flood plain

Front Street

8. Provide safe transportation facilities for all modes of transportation (emphasis on businesses and schools) (4 votes)
 - a. Add new bus stops along Front Street at K-mart and across from Manor Drive near the church
 - b. Add pedestrian crossings along Front Street (at Route 8, near Kmart, at Fox Street and Rocky Grove Avenue)
 - c. Widen shoulder or construct a sidewalk from Route 8 to Roccaway Drive along Front Street
 - d. Consider sidewalks at select locations on Front Street, such as from Fox Street to Rocky Grove Avenue.
 - e. Develop supporting sidewalk ordinance to better plan and compliment improvement.
9. Provide connectivity to neighborhoods. Find connections to natural/existing "worn path" walkways (1 vote)
 - a. Create a bike/ped trail from Gilfillan and/or Wiley Street to Sugar Creek Town Center using the utility easement
 - b. Create a designated bike/ped trail from Roccaway to Shufftall using existing path
10. Ensure a safe and functional intersection between Route 8 and Front Street
 - a. Improve turning radii at the northeast quadrant of the intersection
 - b. Add pedestrian crossing with pedestrian actuated signal heads
 - c. Construct a bus pull off and designated bus stop location
11. Consider existing and future land use
 - a. Explore potential recreational development opportunities near Miller and Wiley Streets
12. Encourage development of a transit oriented facility (i.e. train and/or bus facility or intermodal center.)

Workshop Suggestions

Legend

- | | |
|--------------------------|--------------------------------------|
| Project Study Area | Gateway |
| Active Rail Line | Crosswalk |
| Inactive Rail Line | Proposed Pedestrian/Bike Facility |
| Erie to Pittsburgh Trail | Intersection Improvements |
| In-Town Bike Trail | Proposed Roadway Access Improvements |
| Bus Shelter/Pull-Off | River Access |
| Potential Development | |
| Pedestrian Refuge | |



Justus Trail to Washington Crossing

13. Connect Justus Trail with Washington Crossing (1 vote)
 - a. Add new bike trail route off of Liberty
 - b. Use old railroad bridge as pedestrian/bicyclist trail to cross French Creek
 - c. Add pamphlet boxes for recreation information and directions to local attractions
 - d. Install visible bike route signs (possibly partner with local businesses)
 - e. Install ADA ramps along Liberty Street to meet current standards.
14. Encourage additional transit use and equal access to it (1 vote)
 - a. Add new bus stops possibly near VFW on Ninth Street, Shop N' Save and/or Rite Aid/Riverfront Park
15. Maintain and enhance aesthetics residential character
 - a. Improve crosswalks
 - b. Calm traffic
 - c. Correct intersections at Washington and Elk/Liberty
 - d. Require address numbers be placed on businesses
16. Install gateways at entry points to Franklin and Sugarcreek

Route 8, Washington Crossing to Two Mile Run Creek

17. Develop an access plan (5 votes)
 - a. Consolidate access points between Front Street and the IPEG Conair Facility
 - b. Examine the implementation or expansion of parallel roads such as Gibb Street (with an improved Route 8 connector road)
18. Maintain capacity for traffic movement thru corridor (2 votes)
19. Accommodate pedestrian and bicycle movements thru corridor
 - a. Continue sidewalks from Washington Crossing along the north side of Route 8 to a new connection with Gibb Street
 - b. Add pedestrian crossings along Route 8 (near Giant Eagle, Sheetz, Gibb Street and Two Mile Run Road)
 - c. Create pedestrian refuge area in the medians on Route 8
 - d. Continue bike trail from Washington Crossing to Two Mile Creek utilizing the abandoned railroad corridor
20. Provide additional river access
 - a. Extend Sheetz access road to the river edge outside of flood plain
 - b. Create access point across near Two Mile Run Road with parking and pedestrian/bike access (consider options on both side Route 8)
 - c. Identify an access point for emergency service access, canoes, boats, etc. along the Allegheny River
21. Install visible, user-friendly bus stops
 - a. Add bus shelters and/or pull offs at the stops at Giant Eagle and Kmart
22. Clean-up and redevelop brownfields
 - a. Designate brownfields possibly for supply chain development from Marcellus Industry

APPENDIX I



Route 8 Complete Streets

1

Proposed Improvement - Seasonal Trail Extension along French Creek

Base Year	2012
Build Year	2032
Percent Increase	0.00%

Description	Quantity/Type	Unit Cost	Total Cost
Clearing & Grubbing	1.00	\$2,000.00	\$2,000.00
Trail Grading (CY)	1806.00	\$10.00	\$18,060.00
Geotextile, Class 1 (SY)	1806.00	\$1.25	\$2,257.50
Crushed Limestone (CY)	402.00	\$48.00	\$19,296.00
Special Rolling (LS)	1.00	\$1,000.00	\$1,000.00
Kiosk Sign	1.00	\$500.00	\$500.00
E&S (LF)	2000.00	\$5.00	\$10,000.00
Construction Surveying	1.00	\$5,000.00	\$5,000.00

SUBTOTAL	\$58,113.50
8% MOBILIZATION	\$4,649.08
25% CONTINGENCY	\$14,528.38
15% CONSTRUCTION ENGINEERING INSPECTION	\$8,717.03
SUBTOTAL	\$86,007.98
20% DESIGN COSTS	\$17,201.60
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (2 Parcels)	\$50,000.00
TOTAL	\$153,209.58

By: TRE 2/10/2012
 Chkd: BLK 2/17/2012

COMPLETE STREETS RAILROAD BRIDGE REHAB COSTS

Bridge Length = 500 ft (approximately)

OPTION A: WITH BLAST CLEAN AND PAINT

Item	Unit	Unit Price	Quantity	Cost
Blast Clean and Paint	L.S.	\$150,000.00	1	\$150,000.00
Timber Running Boards	B.F.	\$6.00	9700	\$58,200.00
Timber Deck Planks	B.F.	\$6.00	7750	\$46,500.00
Timber Railroad Ties	B.F.	\$6.00	3450	\$20,700.00
Bridge Railing	L.F.	\$100.00	1,000.00	\$100,000.00
Substructure Repairs	CY	\$200.00	10	\$2,000.00
Clearing and Grubbing	L.S.	\$15,000.00	1	\$15,000.00
Decorative Lighting	L.S.	\$100,000.00	1	\$100,000.00
Removal of Existing Railing	L.S.	\$5,000.00	1	\$5,000.00
Σ =				\$497,400.00
25% Contig				\$124,350.00
Total				<u>\$621,750.00</u>

OPTION B: WITHOUT BLAST CLEAN AND PAINT

Item	Unit	Unit Price	Quantity	Cost
Timber Running Boards	B.F.	\$6.00	9700	\$58,200.00
Timber Deck Planks	B.F.	\$6.00	7750	\$46,500.00
Timber Railroad Ties	B.F.	\$6.00	3450	\$20,700.00
Bridge Railing	L.F.	\$100.00	1,000.00	\$100,000.00
Substructure Repairs	CY	\$200.00	10	\$2,000.00
Clearing and Grubbing	L.S.	\$15,000.00	1	\$15,000.00
Decorative Lighting	L.S.	\$100,000.00	1	\$100,000.00
Removal of Existing Railing	L.S.	\$5,000.00	1	\$5,000.00
Σ =				\$347,400.00
25% Contig				\$86,850.00
Total				<u>\$434,250.00</u>

Route 8 Complete Streets

7

Proposed Improvement - Construct Western Sidewalk along Route 8 to Front Street

<u>Base Year</u>	2012
<u>Build Year</u>	2032
<u>Percent Increase</u>	0.00%

<u>Description</u>	<u>Quantity/Type</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Sidewalk (SY)	4452.00	\$70.00	\$311,640.00
Curb (LF)	5168.00	\$30.00	\$155,040.00
Detectable Warning Surface (ADA Ramps)	12.00	\$400.00	\$4,800.00
Retaining Wall (SF)	7353.00	\$60.00	\$441,180.00
E&S (LF)	7500.00	\$5.00	\$37,500.00
Construction Surveying	1.00	\$10,000.00	\$10,000.00
Maintenance and Protection of Traffic (LS) - 4%	1.00	\$38,006.40	\$38,006.40

SUBTOTAL	\$998,166.40
8% MOBILIZATION	\$79,853.31
25% CONTINGENCY	\$249,541.60
15% CONSTRUCTION ENGINEERING INSPECTION	\$149,724.96
SUBTOTAL	\$1,477,286.27
20% DESIGN COSTS	\$295,457.25
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (1 Parcel)	\$25,000.00
TOTAL	\$1,797,743.53

Route 8 Complete Streets

8

Proposed Improvement - Multi-Use Trail adjacent railroad and river

Base Year	2012
Build Year	2032
Percent Increase	0.00%

Description	Quantity/Type	Unit Cost	Total Cost
Clearing & Grubbing	1.00	\$10,000.00	\$10,000.00
Trail Grading (CY)	5323.00	\$10.00	\$53,230.00
Geotextile, Class 1 (SY)	5323.00	\$1.25	\$6,653.75
Crushed Limestone (CY)	1183.00	\$48.00	\$56,784.00
Special Rolling (LS)	1.00	\$3,000.00	\$3,000.00
E&S (LF)	5000.00	\$5.00	\$25,000.00
Construction Surveying	1.00	\$10,000.00	\$10,000.00

SUBTOTAL	\$164,667.75
8% MOBILIZATION	\$13,173.42
25% CONTINGENCY	\$41,166.94
15% CONSTRUCTION ENGINEERING INSPECTION	\$24,700.16
SUBTOTAL	\$243,708.27
20% DESIGN COSTS	\$48,741.65
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (15 Parcels)	\$375,000.00
TOTAL	\$667,449.92

Route 8 Complete Streets

9

Proposed Improvement - Construct Eastern Sidewalk along Route 8 to Gibb Street

	<u>Base Year</u>	2012
	<u>Build Year</u>	2032
	<u>Percent Increase</u>	0.00%

<u>Description</u>	<u>Quantity/Type</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Sidewalk (SY)	6613.00	\$70.00	\$462,910.00
Curb (LF)	7370.00	\$30.00	\$221,100.00
Detectable Warning Surface (ADA Ramps)	18.00	\$400.00	\$7,200.00
E&S (LF)	7370.00	\$5.00	\$36,850.00
Construction Surveying	1.00	\$10,000.00	\$10,000.00
Maintenance and Protection of Traffic (LS) - 4%	1.00	\$29,122.40	\$29,122.40

SUBTOTAL	\$767,182.40
8% MOBILIZATION	\$61,374.59
25% CONTINGENCY	\$191,795.60
15% CONSTRUCTION ENGINEERING INSPECTION	\$115,077.36
SUBTOTAL	\$1,135,429.95
20% DESIGN COSTS	\$227,085.99
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (20 Parcels)	\$500,000.00
TOTAL	\$1,862,515.94

Route 8 Complete Streets

10

Proposed Improvement - Construct Sidewalk along Route 8 from Front Street to Big Lots

	Base Year	2012
	Build Year	2032
	Percent Increase	0.00%

Description	Quantity/Type	Unit Cost	Total Cost
Sidewalk (SY)	1187.00	\$70.00	\$83,090.00
Curb (LF)	1360.00	\$30.00	\$40,800.00
Detectable Warning Surface (ADA Ramps)	7.00	\$400.00	\$2,800.00
E&S (LF)	1500.00	\$5.00	\$7,500.00
Construction Surveying	1.00	\$5,000.00	\$5,000.00
Maintenance and Protection of Traffic (LS) - 4%	1.00	\$5,367.60	\$5,367.60

SUBTOTAL	\$144,557.60
8% MOBILIZATION	\$11,564.61
25% CONTINGENCY	\$36,139.40
15% CONSTRUCTION ENGINEERING INSPECTION	\$21,683.64
SUBTOTAL	\$213,945.25
20% DESIGN COSTS	\$42,789.05
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE	\$0.00
TOTAL	\$256,734.30

Route 8 Complete Streets

12

Proposed Improvement - 2 Way Center Turning Lane extension to Salvation Army

	<u>Base Year</u>	2012
	<u>Build Year</u>	2032
	<u>Percent Increase</u>	0.00%

<u>Description</u>	<u>Quantity/Type</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Yellow Hot Thermoplastic Pavement Markings (LF)	3100.00	\$0.55	\$1,705.00
Left Arrow	12.00	\$125.00	\$1,500.00
Widening/Reconstruction (SY)	794.00	\$115.00	\$91,310.00
Maintenance and Protection of Traffic (LS) - 8%	1.00	\$256.40	\$256.40

SUBTOTAL	\$94,771.40
8% MOBILIZATION	\$7,581.71
25% CONTINGENCY	\$23,692.85
15% CONSTRUCTION ENGINEERING INSPECTION	\$14,215.71
SUBTOTAL	\$140,261.67
20% DESIGN COSTS	\$28,052.33
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE	\$0.00
TOTAL	\$168,314.01

Route 8 Complete Streets

Proposed Improvement - Widen Turning Radii on Route 8 to Front Street

<u>Base Year</u>	2012
<u>Build Year</u>	2032
<u>Percent Increase</u>	0.00%

<u>Description</u>	<u>Quantity/Type</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Clearing & Grubbing	1.00	\$500.00	\$500.00
Widening/Reconstruction (SY)	417.00	\$115.00	\$47,955.00
E&S (LF)	610.00	\$5.00	\$3,050.00
Construction Surveying	1.00	\$8,000.00	\$8,000.00
Maintenance and Protection of Traffic (LS) - 8%	1.00	\$4,120.40	\$4,120.40

SUBTOTAL	\$63,625.40
8% MOBILIZATION	\$5,090.03
25% CONTINGENCY	\$15,906.35
15% CONSTRUCTION ENGINEERING INSPECTION	\$9,543.81
SUBTOTAL	\$94,165.59
20% DESIGN COSTS	\$18,833.12
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (1 Parcel)	\$25,000.00
TOTAL	\$137,998.71

Route 8 Complete Streets

16

Proposed Improvement - New Local Business Connector Roadway

<u>Base Year</u>	2012
<u>Build Year</u>	2032
<u>Percent Increase</u>	0.00%

<u>Description</u>	<u>Quantity/Type</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Clearing & Grubbing	1.00	\$20,000.00	\$20,000.00
Widening/Reconstruction (SY)	20300.00	\$115.00	\$2,334,500.00
E&S (LF)	7800.00	\$5.00	\$39,000.00
Construction Surveying	1.00	\$15,000.00	\$15,000.00
Maintenance and Protection of Traffic (LS) - 2%	1.00	\$47,870.00	\$47,870.00

SUBTOTAL	\$2,456,370.00
8% MOBILIZATION	\$196,509.60
25% CONTINGENCY	\$614,092.50
15% CONSTRUCTION ENGINEERING INSPECTION	\$368,455.50
SUBTOTAL	\$3,635,427.60
20% DESIGN COSTS	\$727,085.52
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (14 Parcels)	\$350,000.00
TOTAL	\$4,712,513.12

Route 8 Complete Streets

17

Proposed Improvement - Multi-Use Recreational Trail from Kmart to Wiley St.

Base Year	2012
Build Year	2032
Percent Increase	0.00%

Description	Quantity/Type	Unit Cost	Total Cost
Clearing & Grubbing	1.00	\$5,000.00	\$5,000.00
Trail Grading (CY)	2145.00	\$10.00	\$21,450.00
Geotextile, Class 1 (SY)	2145.00	\$1.25	\$2,681.25
Crushed Limestone (CY)	477.00	\$48.00	\$22,896.00
Special Rolling (LS)	1.00	\$1,000.00	\$1,000.00
E&S (LF)	2100	\$5.00	\$10,500.00
Construction Surveying	1	\$10,000.00	\$10,000.00

SUBTOTAL	\$73,527.25
8% MOBILIZATION	\$5,882.18
25% CONTINGENCY	\$18,381.81
15% CONSTRUCTION ENGINEERING INSPECTION	\$11,029.09
SUBTOTAL	\$108,820.33
20% DESIGN COSTS	\$21,764.07
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (3 Parcels)	\$75,000.00
TOTAL	\$205,584.40

* Assumes any utility impacts would be withing existing PennDOT ROW; therefore, relocated at utility expense.

Route 8 Complete Streets

18

Proposed Improvement - Construct Sidewalk along Front Street Rocca Way to Route 8

Base Year	2012
Build Year	2032
Percent Increase	0.00%

Description	Quantity/Type	Unit Cost	Total Cost
Sidewalk (SY)	1518.00	\$70.00	\$106,260.00
Curb (LF)	2355.00	\$30.00	\$70,650.00
Detectable Warning Surface (ADA Ramps)	4.00	\$400.00	\$1,600.00
E&S (LF)	2500.00	\$5.00	\$12,500.00
Construction Surveying	1.00	\$8,000.00	\$8,000.00
Maintenance and Protection of Traffic (LS) - 4%	1.00	\$7,640.40	\$7,640.40

SUBTOTAL	\$206,650.40
8% MOBILIZATION	\$16,532.03
25% CONTINGENCY	\$51,662.60
15% CONSTRUCTION ENGINEERING INSPECTION	\$30,997.56
SUBTOTAL	\$305,842.59
20% DESIGN COSTS	\$61,168.52
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (4 Parcels)	\$100,000.00
TOTAL	\$467,011.11

Route 8 Complete Streets

19

Proposed Improvement - Rocky Grove Loop Trail System

<u>Base Year</u>	2012
<u>Build Year</u>	2032
<u>Percent Increase</u>	0.00%

<u>Description</u>	<u>Quantity/Type</u>	<u>Unit Cost</u>	<u>Total Cost</u>
White Hot Thermoplastic Pavement Markings (LF)	10373.00	\$0.55	\$5,705.15
Share the Road Signs	11.00	\$40.00	\$440.00
Clearing & Grubbing	1.00	\$5,000.00	\$5,000.00
Trail Grading (CY)	2078.00	\$0.00	\$0.00
Geotextile, Class 1 (SY)	2078.00	\$1.25	\$2,597.50
Crushed Limestone (CY)	462.00	\$48.00	\$22,176.00
Special Rolling (LS)	1.00	\$1,000.00	\$1,000.00
E&S (LF)	2000.00	\$5.00	\$10,000.00
Construction Surveying	1.00	\$5,000.00	\$5,000.00

SUBTOTAL	\$6,145.15
8% MOBILIZATION	\$491.61
25% CONTINGENCY	\$1,536.29
15% CONSTRUCTION ENGINEERING INSPECTION	\$921.77
SUBTOTAL	\$9,094.82
20% DESIGN COSTS	\$1,818.96
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (4 Parcels)	\$90,000.00
TOTAL	\$100,913.79

Route 8 Complete Streets

20

Proposed Improvement - Construct Sidewalk near Rocky Grove High School

<u>Base Year</u>	2012
<u>Build Year</u>	2032
<u>Percent Increase</u>	0.00%

<u>Description</u>	<u>Quantity/Type</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Sidewalk (SY) [Section adjacent to High School]	380.00	\$70.00	\$26,600.00
Curb (LF)	412.00	\$30.00	\$12,360.00
Detectable Warning Surface (ADA Ramps)	8.00	\$400.00	\$3,200.00
Sidewalk (SY) [Section on left side of Front Street]	390.00	\$70.00	\$27,300.00
Curb (LF)	590.00	\$30.00	\$17,700.00
Detectable Warning Surface (ADA Ramps)	4.00	\$400.00	\$1,600.00
E&S (LF)	1000.00	\$5.00	\$5,000.00
Construction Surveying	1.00	\$2,000.00	\$2,000.00
Maintenance and Protection of Traffic (LS) - 4%	1.00	\$3,750.40	\$3,750.40

SUBTOTAL	\$99,510.40
8% MOBILIZATION	\$7,960.83
25% CONTINGENCY	\$24,877.60
15% CONSTRUCTION ENGINEERING INSPECTION	\$14,926.56
SUBTOTAL	\$147,275.39
20% DESIGN COSTS	\$29,455.08
UTILITIES	\$0.00
RIGHT-OF-WAY ESTIMATE (5 Parcels)	\$125,000.00
TOTAL	\$301,730.47

2012 CONSTRUCTION YEAR UNIT COST

			Assumptions
Clearing and Grubbing	See Clearing and Grubbing Tab		
Excavation Class 1A CY	Total	\$ 60.00	s/w and curbing
Excavation Class 2 CY	Total	\$ 13.00	
Guide Rail	Guide Rail	\$ 20.00	
	Attenuators	\$ 2,500.00	
Drainage	Inlets	\$ 3,500.00	
	Pipes	\$ 105.00	Including Excavation
Sidewalk SY	Total	\$ 75.00	
Curb LF	Total	\$ 30.00	
Detectible Wearing Surf SF	Total	\$ 8.00	
Signalization	See Signals Tab		
Signing	Total	\$ 2,000.00	
E/S	Inlet Protection	\$ 750.00	
	Silt Fence	\$ 5.00	
Survey and Construction Inspection	See Survey and Constr. Inspection Tab		
Pavement Replacement	Subbase	\$ 12.00	Adjacent to new curbing, excavate 24" - replace 16" with pavement
	Base	\$ 40.00	Assume 2' depth
	Binder	\$ 15.00	
	Wearing	\$ 13.00	
	Base Drain	\$ 5.00	
	Incidentals	\$ 30.00	
	TOTAL	\$ 115.00	per SY
Milling	Total	\$ 10.00	
Overlay	Total	\$ 20.00	
Structures	Total	\$ 250.00	
Demo of Existing Structures	Total	\$ 20.00	
Landscaping/Fencing	Landscaping	\$ 15.00	
	TOTAL	\$ 15.00	per LF
Crosswalk Painting	Longitudinal	\$ 0.75	per LF
	Cross Striping - thermo inlay	\$ 35.00	Assume width = 10' @ \$7/LF, placed every other foot. For a 2' longitudinal section, it would average to (10' x \$7/lf = \$70 per "bar") - \$70/2 = \$35/lf across the intersection
	TOTAL	\$ 35.75	per LF