

OHIO RIVER TRAIL



Coraopolis, PA

'Coraopolis is the "missing link" between three wonderful trail systems and will provide the kinds of services much-needed by cycling and recreational enthusiasts.'

Prepared by Dr. Vincent Troia, President

Ohio River Trail Council

July 23, 2016

Introduction

The Ohio River Trail Council (ORTC) works to bring individuals, groups, communities, businesses, and all levels of government together to honor our past and build a "path" to our future by providing active transportation networks, brownfield remediation, economic development, environmental stewardship, heritage preservation, land conservation and recreation opportunities.

One of the major outcomes of the Ohio River Greenway project is to foster recreation and cultural-based economic development, capitalize on the synergy of ecotourism and the potential development of a larger recreation and parks system as a way to reposition all the evolved ORTC communities for the 21st century business and lifestyle needs.

The goal of the ORTC partner communities within the Ohio River Trail Corridor is to enhance and further develop recreational opportunities by linking existing and proposed pedestrian, bicycle, recreation, open space and transportation facilities while protecting environmental and cultural resources and improving public access to the river's edge.

Coraopolis

As one of the founding members of the Ohio River Greenway Trail, the Borough of Coraopolis is collaborating with the ORTC partner communities to improve public health by promoting physical activity and developing a safe bicycle and pedestrian path along the Ohio River in southwestern Pennsylvania.

The ORTC greenways trail project will have dynamic and positive consequences for the Borough of Coraopolis. Coraopolis is situated at the western boundary of the Three Rivers Heritage Trail at the Neville Island Bridge, the northern end of the Montour Trail at Montour Street, and the southern terminus of the Ohio River Greenway Trail at Ferree Street. Coraopolis is the "missing link" between these three wonderful trail systems and will provide the kinds of services much-needed by cycling, recreational and outdoor enthusiasts.



Three Rivers Heritage Trail

The Three Rivers Heritage Trail is a multi-use riverfront trail system in the Pittsburgh region. This 24-mile nonlinear trail has segments on both banks of Pittsburgh’s three rivers with access to city neighborhoods, business districts and local attractions. The trail promotes a healthy lifestyle, is popular for recreation, and provides a safe route for commuters. The trail is part of the Great Allegheny Passage (GAP).

Montour Trail

The Montour Trail is a multi-use non-motorized recreational rail-trail near Pittsburgh, Pennsylvania and extends 46-miles from Coraopolis to Clairton. The trail connects to the Great Allegheny Passage (GAP), a trail system that stretches over 330 miles from Pittsburgh to Washington, DC. See page 29 for map of the Great Allegheny Passage.

Ohio River Greenway Trail

The Ohio River Greenway Trail project is comprised of thirty (30) riverfront communities along the Ohio River from Allegheny County to the Pennsylvania–Ohio State line.

The Ohio River Greenway Trail is a key segment of a mega-trail system being developed in the "Keystone State" that will unite the "Great Ohio Lake-to-River Greenway" in Columbiana County, Ohio to the "Great Allegheny Passage" in Allegheny County, Pennsylvania and continuing on the C&O Canal Towpath, forming a "major" greenway corridor from the great lakes region to the east coast.

The Ohio River Greenway Trail is also serving to complete an essential section in a nationally, significant linear park system through the interconnection of existing trails in five states – Maryland, New York, Ohio, Pennsylvania, and West Virginia – called the Industrial Heartland Trail. See page 30 for map of the Industrial Heartland Trail.

The Ohio River Greenway Trail initiative is a component of the Lewis & Clark Trail, Rivers of Steel National Heritage Area, Pennsylvania's Rural Farm and Village History Trail, the Underground Railroad Trail, Pittsburgh spur and is part of the Cleveland, Ohio to Pittsburgh, Pa Bikeway.

The support for the Ohio River Trail Greenway Trail Comprehensive Plan is widespread. The Ohio River Trail Council is achieving this broad vision by establishing greenway alliances with local, regional and national trail interest groups in order to advance our common goals and interests. The National Park Service Rivers Trails and Conservation Assistance (RTCA) Program has provided an unprecedented technical assistance to the Ohio River Trail Council.

This Ohio River Greenway Trail Phase I Part 1 is an active transportation project in Coraopolis that creates a pedestrian and bicycle connector route from Ferree Street to Lower Thorn Street and State Road 51 in Coraopolis. The project also serves to link the transit-oriented centers and communities of Coraopolis, Moon Township, Sewickley and Pittsburgh.





The connector is an on-road bike route primarily along Fourth and Fifth 5th Avenues. These roadways are State Route 51 and marked as PA Bicycle Route A. Bicycle PA routes are statewide bike routes designed by PennDOT's Pedalcycle and Pedestrian Advisory Committee. These routes offer a guide to some of the state's highways and rail trails. Bicycle PA users are expected to be licensed drivers or persons at least 16 years of age who have road-bicycling experience.

Even though, Fourth and Fifth Avenue in Coraopolis was not originally designed with bicycle travel in mind, there are many methods to safely improve the roadway to accommodate bicycle traffic while also improving safety for motorized road users and pedestrians. With good design and implementation, cycling infrastructure fits easily into city roads and intersections. Cities and towns have a finite size. Bikes and public transit are more space-efficient ways of moving large groups of people. We can try to keep squeezing in more cars, more auto lanes, and more parking, or realize that such a system is not sustainable or doomed to fail and take a different approach.



The Ohio River Greenway Trail Phase I Part 1 project improves PA Bicycle Route A safety by adding signing and pavement markings for a bicycle shared lane marking system (sharrows) and/or protected bike lanes. See page 25 for the design and engineering recommendations. Fifth Avenue is a one way eastbound, single lane road with parallel parking on each side; the posted limit is 25 mph. Fourth Avenue is a one way, westbound, two lane road with parallel parking on each side and a posted speed of 35 mph.



Protected bike lanes are a simple concept, they are like sidewalks for bikes. Because they use physical dividers like curbs, planters, parked cars or posts to separate bike and auto traffic on busy streets, protected lanes are essential to building a full network of bike-friendly routes. They make it pleasant for anyone to bike, just as sidewalks make it pleasant for anyone to walk.



Bike lanes should be considered when it is desirable to delineate available roadway space for preferential use by bicyclists and motorists and to provide for more predictable movements by each. Bike lanes permit more people to switch to an active mode of transportation. Installing a protected bike lane by removing a traffic lane does not reduce the capacity of the road and increase

congestion for drivers, it actually improves everyone's safety and even speeds up car traffic. Bicycles use less road space than cars and every person who chooses to ride a bicycle rather than drive is reducing traffic problems.

Wayfinding has the function to inform people of the surroundings in the unfamiliar build environment, it is important to show information at strategic points to guide people into the right directions. A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. The project will install wayfinding signage to delineate the bike route and to navigate consumers to local businesses and services. One of the most important points to developing the Ohio River Trail is to benefit from the economic commerce generated by trail users and cycling commuters supporting the commercial business district.



Bicycle Friendly Community

Coraopolis, as a leader and advocate for active transportation, is about to undergo a remarkable transformation and conversion to a Bicycle Friendly Community (BFC) or Trail Town. A BFC welcomes bicyclists by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. These days, biking is more than pedaling, a trail isn't just a path, and a town isn't an obstacle, but an opportunity for adventure. Today's cyclists frequent restaurants, bike shops, grocery stores, pubs, small town shops, laundromats and delis. They seek a touch of luxury in the form of B&Bs, massage therapy, art galleries, wineries and visit historical sites like the Coraopolis Railroad Station.



The Coraopolis Railroad Station was built in 1895 by the Pittsburgh and Lake Erie Railroad, and designed by architects Shepley, Rutan and Coolidge in Richardsonian Romanesque style. The station represents an important aspect of the architectural history of the Pittsburgh area and was added to the National Register of



Historic Places on April 20, 1979. The Coraopolis Community Development Foundation is planning to convert the station to a multi-use facility including a multi-modal transit center, a history museum, and trailside cafe serving the local community and users of the Ohio River Greenway Trail.

Bicycle Friendly Communities always top the lists of best places to live, work, visit, retire based on studies from Forbes and Newsweek. In addition, these cities have been recognized for their economic sustainability through a recession. Out of Businessweek's top twenty cities to ride out a recession, seventeen are Bicycle Friendly Communities. In just the past year, 136 communities from across the country applied to be designated as Bicycle Friendly Communities through the League of American Bicyclists. Sixty-three were suburbs and seventeen were rural towns.

In fact, according to Realtor.com, the more pedestrian- and bicycle-friendly a small town is, the more desirable it will be for potential buyers and renters. And the more likely real estate prices are to rise. For example, homes near walkable, and often bikeable, trails enjoy premiums of between 5% to 10%, according to an analysis by Headwaters Economics, a research group focused on community development and land management issues. Other surveys have put that percentage even higher. The most successful small towns are building walkable, mixed-use real estate, where housing and shopping are combined.

A study, published in the American Journal of Public Health, provides compelling proof that bike infrastructure makes cyclists safer — significantly safer. The study found that streets with parked cars and no bike infrastructure were by far the most dangerous for cyclists. Compared to that type of road, streets with bike lanes had injury rates 50 percent lower, while the risk of injury on protected bike lanes was a whopping 90 percent lower. These results provide sound evidence for communities like Coraopolis who have committed to expanding cycling infrastructure that will improve cycling safety. This should not only reduce the risk of traumatic injuries to cyclists, but, as a result, promote cycling as an urban transportation option.

First and foremost, the primary goal of the Ohio River Trail is to mitigate a very hazardous area of Bike PA Route A, from Coraopolis to New Brighton, where Arthur Bell, 54, Taylor Banks, 23, and Emily Jancart, 17, were all fatally struck by a motor vehicle commuting to work on their bicycles.

Many cyclists like the idea of riding more but they are afraid to ride. They don't like the cars speeding down their streets. They get nervous thinking about what would happen to them on a bicycle when a driver runs a red light, or passes too closely and too fast. They would ride if they felt safer on the roadways—if cars were slower and less frequent. They want separation from automobiles. These Cyclists are being reached in the best bicycle-friendly places through innovative bikeway implementation – from buffered bike lanes and neighborhood greenway networks that lead to destinations like busy downtown business districts.

Furthermore, the Ohio River Trail Council is dedicated to educating bicyclists, pedestrians and motorists on the prudent use of transportation infrastructure to improve safety and reduce injuries and deaths. The ORTC program provides bicycle and pedestrian education to kids and adults annually and distributes a variety of print and electronic educational information. The safety curriculum reviews the state motor vehicle laws and how to safely share the road with motor vehicle traffic.



Making bicycling safe and convenient are keys to improving public health, reducing traffic congestion, improving air quality and improving quality of life. With these improvements, Bicycling has become the fastest-growing form of transportation in the U.S., says the Urban Land Institute. The phenomenon is due in part to the creation of more cycling infrastructure such as protected bike lanes separating cyclists from cars with a barrier. It makes a lot of sense to build bicycle-friendly communities – from reducing the costs of parking, congestion, transportation and healthcare to improving sustainability and overall quality of life.

This is being done in small towns and big cities throughout the USA with the same great results – happy people and vibrant communities. Because a small town is more likely than a suburb or even an urban neighborhood to have a little bit of everything within a short distance, biking is a perfectly practical way to get around. Everyone agrees that connected, high-comfort bikeway networks can make bicycling an ordinary part of life for many more people.

Not everyone is suddenly going to sell their automobiles and walk, bike, and Uber everywhere instead. This is America, after all, a modern nation built around interstates and car culture. However, there are other options for people to get around now, and people are taking advantage of them because they cost less and are healthier. When you live in a neighborhood that has interconnected streets and sidewalks and a bike trail, people will go out and walk ... just because they can.

But there always seems to be a block or two where auto parking would need to be relocated, or where an expensive stoplight or retaining wall would need to be installed to connect the network. When obstacles like these arise, bike transportation must not be shoved aside. How would the Cyclist get to places like the library, doctor, grocery store, and optometrist if the routes do not connect to anything? Only a network can do that.



Having a protected bike lane end at a dangerous intersection or road will only result in the networks going unbuilt, business districts remaining auto-dependent, cities choking on their own traffic, and healthy physical activity being unavailable. Escaping this trap will require an innovative leap — a collective realization by the Ohio River Trail municipalities that smart, rapid changes to create connected high-comfort bike networks of protected bike lanes, off-street paths and bike-friendly side streets can rapidly change the way that neighborhoods work.

A new report from the University of California suggests what many cyclists already know. Cities whose residents ride, run, walk, and participate in other activities have increased economic growth and productivity compared to areas with more sedentary citizens. These bike-friendly communities also have higher levels of mental health and wellbeing.

It is important to say that all of this is not a special interest. Creating more opportunities for bicycling is a simple solution to many of the challenges we face as a nation – from improving personal and environmental health, to building vibrant and robust local economies.

Complete Streets

In communities across the country, a movement is growing to “complete” the streets. States, cities, and towns are asking their planners and engineers to build roads that are safer, more accessible, and easier for everyone. In the process, they are creating better communities for people to live, play, work and shop.

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

In Pittsburgh, the Congress of Neighboring Communities (CONNECT) passed a resolution on Thursday, April 2, 2016 laying out the intent of the Congress’ 38 communities to work towards a Complete Streets approach to transportation planning. It lays out a vision and gives a framework for how the individual municipalities can work towards Complete Streets policies and enshrine these values into law.

The streets of our cities and towns are an important part of our communities. They bring together neighbors and draw visitors to neighborhood stores. These streets should be designed for everyone – whether young or old, on foot or on bicycle, in a car or in a bus – but too often they are designed only for speeding cars or creeping traffic jams.

Every city that's ever considered removing auto parking to make room for a protected bike lane or a bike corral has been, understandably, nervous. Automobile parking spaces have commercial value to nearby properties. Critics sometimes express concern that eliminating on-street car parking to make room for bike lanes or bike parking would harm local business. However, business districts are discovering that attracting customers requires more than a few on-street car parking spaces.

Complete streets with bike lanes, better sidewalks and crosswalks have commercial value too — and creating Coraopolis's first comfortable crosstown family-friendly protected bike network would also bring value to the entire Borough of Coraopolis.



An alternate and proven way to bring a commercial district success is by liberating retailers from dependence on car parking and having to add more and more auto parking for every additional customer. But that's a change that often can't happen without removing a small amount of existing parking. The proposal for Coraopolis is the reduction of parking by only a very small percentage in order to construct a buffered bike lane on Fourth Avenue from Ferree Street to Broadway Street. See page 26 and 28 for a map of the buffered bike lane on Fourth Ave and page 27 showing 131 parking spaces within a 1-minute walk of the proposed bike lane on Fourth Ave.

A study published in the Journal of Transport and Land Use found that intersections in Montreal with protected bike lanes see 61 percent more bike traffic than those without. Meanwhile, intersections with plain old painted bike lanes see a not-insubstantial 36 percent more cyclists. The results demonstrate a strong preference for bike infrastructure — the more separation from traffic, the better. Making streets safe for bicycling boosts overall cycling rates, attracting people who otherwise wouldn't even consider cycling. The safety benefits keep accruing as more people on bikes hit the streets, since drivers pay closer attention and become more aware of the presence of cyclists.

The reason is simple: cars don't buy things. People do. And square foot for square foot, bike parking is six times more lucrative than car parking. A 192-square-foot parking space (8' X 23') can hold either one car (\$27 per hour parked, according to shopper behavior studies), or up to ten bikes (\$16.20 each per hour parked). It comes out to:

- ✚ 14 cents per square foot: retail revenue per hour of occupied on-street auto parking. or*
- ✚ 84 cents per square foot: retail revenue per hour of occupied bike parking.*

Local businesses see many benefits in improving access to people traveling by foot or bicycle. When a bike lane was added along Valencia Street in San Francisco's Mission district, nearby businesses saw sales increase by 60 percent.

According to the study, Consumer Behavior and Travel Choices: A Focus on Cyclists and Pedestrians, drivers make up a plurality of customers for supermarkets. With the greater trunk capacity, drivers far outspend people who travel to the grocery store by foot, bike or transit.



However, Bikers actually out-consumed drivers over the course of a month. They often spent less per visit, but Cyclists made more frequent trips to bars, convenience stores and restaurants and those receipts added up. Such frequent visits are part of the walkable and cycling culture.

Outdoor Recreation and Tourism

There are the obvious tourist destinations: cosmopolitan cities of Europe, warm southern beaches, and ancient structures of countries and cultures much older than southwestern Pennsylvania. Yet there are other less boastful places that invite visitors from around the world to come and enjoy the outdoors and small-town hospitality. One such place is the Great Allegheny Passage.



The Great Allegheny Passage is a 150-mile trail that stretches from Cumberland, MD to Pittsburgh, PA. In Cumberland, it connects to the C&O Canal Towpath to Georgetown in Washington, D.C.

Together these trails create a beautiful greenway through the mountains, forests, and rivers of the Appalachian countryside. According to the Great Allegheny Passage, Economic Impact Study (Phase III: 2007-2008), the trail attributed revenue for 2007 was \$32,614,703 and \$40,677,299 for 2008. The trail attributed wages for 2007 was \$6,273,927 and \$7,500,798 for 2008. See page 23 and 24 for the economic research and studies summary.

Approximately 40% of respondents stayed overnight and spent an average of \$98 per day in the trail communities and on lodgings. Day visitors spent an average of \$13 per day in the trail communities.

According to the “New Economic Analysis: Bicycling Means Business in Washington,” as compared to many activities where equipment purchases provide the significant economic impact to their activity, bicycle riders’ trip-related expenditures account for a whopping 96% of the economic impact of bicycling. This means that bicyclists like to contribute to local economies via shopping, lodgings, and eating. It underscores that bicyclists are “wallets on wheels.” With cost-effective improvements, small towns can capitalize on creating inviting places for bicyclists to stay, eat, play and spend money.

According to the Pennsylvania Department of Conservation and Natural Resources (DCNR), tourism is the second largest industry in the Commonwealth of Pennsylvania. “Penn’s Woods” is teeming with wild resources and beautiful vistas. We have seen unique communities across our region revitalize their economy by taking part of a growing adventure tourism industry. Adding bicycling infrastructure is more than a practical, cost-effective solution to many municipal challenges. It’s an opportunity to make your community a vibrant destination for residents and visitors — a place where people don’t just live and work, but thrive.



***Trail Town Program®** The Trail Town Program® works in small rural towns focusing on community and economic development around trail tourism and outdoor recreation. The Trail Town Program® envisions a corridor of economically viable trail communities in southwestern Pennsylvania.*

As trail users visit your town, the Trail Town Program® wants your business to get more dollars from them through visitor-targeted efforts and to save more dollars through economically and environmentally sustainable practices. The Trail Town Program® supports and promote local businesses and organizations in their pursuit of practices that are economically sound, environmentally conscious, and socially mindful for the benefit of businesses, consumers, and their communities.

The communities of Trail Town Program® have experienced a net gain of 47 new and 13 expanded trail-serving businesses since 2007. The Progress Fund, which administers the Trail Town Program®, provided nearly \$3 million in loans to many of these businesses, leveraging another \$4 million in private business owner investment. The access to capital and the entrepreneurial coaching that comes with Trail Town Program® has contributed greatly to the business growth of the Trail Towns.

The GAP hosts over 800,000 trips a year and, in 2008, generated over \$40 million in direct annual spending and another \$7.5 million in wages, making the trail an important economic generator in the region. As a new member of the Trail Town Program®, Coraopolis is soon to be the leading trail town to begin the journey to Washington, D.C.

Share the Road

We have all heard the tall tale that roads are only built for cars, so bicycles and pedestrians have no place on our streets. Truth be told, roads were not built for cars in the first place. Cities with more than 100 years of history have been altered to attempt to accommodate as many combustion engines as possible - at the expense of general livability and to the detriment of the mobility rights of people who choose not to use cars to get around.



Roads have been around for many thousands of years, and for much of that time, they have carried carts, horses, wagons, streetcars, buses, bikes, and automobiles. Roads can be designed to carry any type of transport we determine is beneficial. The fact is that roads are now designed with all legal vehicles in mind, including bicycles. Motorists understand that they do not have an exclusive right to our streets and no longer think of Cyclists as "in their way," rather, they now think of Cyclists as equals. Motorists respect the right of way of bicyclists because by law they are entitled to share the road with motor vehicles.



Since April 2, 2012, Pennsylvania motorists must allow at least four-feet between your vehicle and a bicycle for the vehicle to safely pass the bicycle, and motorists should pass at a careful and prudent reduced speed. When safe to do so, it is legal to cross the center double yellow line if necessary to provide the required four feet when passing a bicycle.



Also, no turn by the driver of a motor vehicle shall interfere with a bicyclist proceeding straight on a roadway or shoulder.

It is a “two-way street,” of course, and Bicyclists have responsibilities, too. Just because some Bicyclists ignore the rules does not change the law, which says that Bicyclists may use the road. The truth is that some Cyclists neglect to follow some of the rules, mostly rolling through stop signs and red lights when there is no cross traffic.

It is also true that some drivers do not always follow the rules, namely speeding, tailgating, not signaling, not stopping before a right turn, texting, failing to stop for pedestrians in a crosswalk, honking your horn just because you are angry and yes, running red lights and rolling through stop signs.

The fact that drivers break the law does not make it okay for Cyclists to do so. It is just that traffic laws are some of the most commonly disregarded rules. However, obeying the traffic laws makes both drivers and Cyclists safer and more comfortable in sharing-the-road.

Drivers are demonstrating more and more patience with Bicyclists, because they realize that there is a human being on that bike. That Cyclist could be a friend or a neighbor? Envisioning Bicyclists in this way makes drivers more sympathetic. When drivers don't humanize riders in this way, they are more likely to be perceived as mere objects. And, if a Bicyclist is killed, it is alleged that it is due to their own fault since that object was not supposed to be on the road in the first place.



Motorist are now accepting the fact that Bicycling is on the rise and is a popular form of exercise and transportation. New York City, New York, Portland, Oregon, San Francisco, California, and Pittsburgh, Pennsylvania among other cities, all have seen a significant increase in commuter Cyclists on our roads. There is a common law right for Cyclists to use the public roads. Bicyclists are considered drivers and bicycles are considered vehicles, therefore Cyclists have the same rights to the road as motorists.

Bicyclists are legally permitted to ride on the road and can safely do so when both the motorists and Bicyclist obey the law, especially the speed limits and traffic lights.

It is as if every street and road is a motor speedway, with the understanding that Bicyclists are tolerated only as long as they stay out of the way of “real” traffic. In all 50 states, Cyclists have a right to the road — including the center of the lane, if that is the safest place for the Cyclist to be.

While earlier generations have been mostly mono-modal, 70 percent of millennials, (born between 1980 and 2000) use multiple forms of transportation, including walking, biking, driving, and public transit. With the number of adult Bicyclists increasing, more and more drivers are now understanding that it makes sense to share-the-road. The future looks bright in a world with more protected bike lanes and less motor vehicle pollution.

Bicycle Commuting in Winter

Winter in the northern U.S. cities brings forth cold and snow. So asking if biking infrastructure is worth the investment due to the weather challenges is a legitimate question. The answer to this query is simply, yes. Many people maintain an active lifestyle and bicycle in the winter season if the transport alternatives are available and maintained. In order for bicycling to be successful as sustainable transportation, the community must be supportive of cyclists year-round. The bicycle is fast becoming a ubiquitous form of transportation all year long making our urban spaces more efficient, more livable and healthier.



For example, Boulder, Colorado is committed to winter bike commuters. The paved multi-use paths are often cleared before even an inch of snow accumulates, while the on-road bike lanes are plowed right along with the city streets. Many Boulder Cyclists say their bicycles are easy, efficient, safe, fun, and faster than getting across town in a car stymied by wintry weather and traffic.

In Minneapolis, Minnesota 36 percent of bike commuters still pedal on clear winter days and a bold 20 percent brave the harsher conditions that tend to plague the area.

Madison, Wisconsin's successful bicycle infrastructure has made getting around town by bike such a feasible venture that many bike commuters continue throughout the winter months. Currently, the town says that snow removal of the bike paths and lanes are considered a maintenance priority.

New York City's Parks Department does such an expeditious job of clearing the growing number of bike paths and greenways that many of the paths were plowed of snow and ice before the Roads Department began even cleaning their streets.

Burlington, Vermont can be buried in snow from October to April, but this does not stop the tenacious souls who choose a bicycle as their primary mode of transportation. Actually, many University of Vermont students find it easier and much less expensive to get around town sporting fat tires and extra layers as they pedal through the elements.

Road Maintenance Costs

Paying registration fees, fuel and vehicle taxes does not give anyone, the right to use the roads and theses levies do not fund the total cost of construction and maintenance of roads and highways. In fact, the majority is derived from bonds, property taxes, local taxes and sales taxes. Driving is the most highly subsidized mode of transportation.

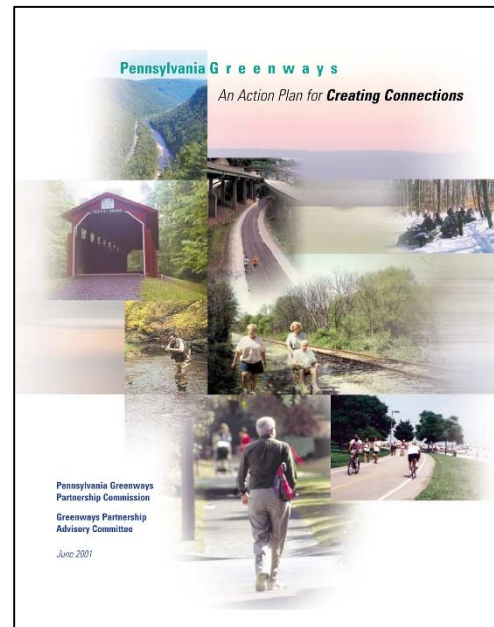
Hence, everyone – not just drivers, pays for roads. In fact, people who do not drive cars pay disproportionately more for our streets than those who drive cars. Even if you do not drive a motorized vehicle, you are still paying for local roads and highways. Almost all Bicyclists also drive cars and pay taxes. They also pay taxes for highways, which is a type of infrastructure that bicycles are not permitted to use.

Furthermore, the actual cost of Bicyclists using the road is minimal compared to the congestion and road damage created by cars and trucks. Bicycles cause much less damage to roads as compared to motor vehicles. Since we all pay for streets, let us make them safe and available for all forms of transportation.

Conclusion

The Ohio River Greenway project is spearheaded by the Ohio River Trail Council (ORTC), a non-profit volunteer-led corporation. The Ohio River Greenway project will create a more livable environment that expands the economic potential for each and a healthy, high quality-of-life for the residents of Coraopolis. The river is our greatest asset, and the trail will capitalize on it.

The ORTC is in support of a progressing state and national movement to develop greenways, especially since 1987 when President Reagan's Commission on "American Outdoors" recommended establishing a national greenways network as reported in Pennsylvania Greenways. Greenways are often accomplished and managed through partnerships between municipalities, counties and non-profit organizations. Pennsylvania's statewide greenways program was established by Governor Tom Ridge in 2001 to promote and support the greenway efforts occurring in all sixty-seven counties. "The vision is to create a network of trails throughout the Commonwealth, with a greenway in every community by 2020."



The Ohio River Trail Council is an organization committed to excellence, with a clear vision and a passion for delivering outstanding results. We ask you to join us to capitalize on our strengths in order to guarantee a bright future for our rivers, forests and towns. The Ohio River Trail Council respectfully asks for your support of the Ohio River Greenway Trail.

July 26, 2016

Robb Cardimen, Council President

Borough of Coraopolis

1012 5th Avenue

Coraopolis, PA 15108

Subject: [Organizations or Individuals Name] strongly supports the Ohio River Greenway project

Dear Mr. Cardimen,

As a resident or a business owner in Coraopolis, Pa, I fully support the construction of the Ohio River Greenway Trail. The completion of this project will enable Bicyclists to connect to the Heritage Trail of downtown Pittsburgh and the Montour Trail with links to the Great Allegheny Passage and C&O Canal trail systems leading to Washington D.C. In addition, this project provides safety improvements to a very hazardous and dangerous area of Bike PA Route A in Coraopolis. We appreciate the Ohio River Trail Council's thorough outreach on this project.

What exists now is some chaotic and unsafe roadways that stifles economic activity. Mackin Engineering's proposal to install protected bike lanes, reconfigure parking and institute other safety improvements on our streets from Ferree to Lower Thorn Street is sensible. There are plenty of available auto and bicycle parking spaces in our neighborhood within a reasonable walking distance of the downtown business district. These enhancements for the borough's most popular streets for cycling and pedestrians will make our town safer for everyone. In fact, I support additional traffic calming measures on these streets. We all benefit from complete streets with more orderly traffic.

A close look at the public plans shows that there's a lot more than just bike lanes and parking spaces going on — overall it will make our street a more comfortable place to hang out, a more livable street, helping us to attract more customers and greater investment into our town as a Bicycle Friendly Community.

Respectfully submitted,

Ohio River Trail Supporter

Cc: Dr. Vincent Troia, President Ohio River Trail Council



Economic Research

- Four studies conducted from 1998-2009
 - 1998 baseline economic impact study
 - 2002 economic impact study
 - 2006 trail user survey
 - 2007-08 economic impact study
- Annual direct spending attributed to Great Allegheny Passage trail user spending
 - \$40.8 million in 2008
 - Up from \$7.26 million in 2002
- Total annual wages attributed to trail user spending: \$7.5 million
- 35% of overnight visitors earn an annual household income of over \$100,000.
 - Just 6% of local users earn the same amount
- Overnight visitors spend an average of \$98 a day in trail communities.
 - Local trail users spend an average of just \$13 each trail use.
- An estimated 700,000 trips are taken annually on the GAP.

Business Activity, 2007-2010

- 61 new trail-related businesses opened in the Trail Towns since 2007. There were 19 business closings during the same period, resulting in a net gain of 42 new businesses.
 - 83 new jobs (net) were created
 - 77% of the new businesses remain in operation
- 12 businesses expanded operations and five changed hands during this period.
- The Progress Fund provided loans to 20% of new and expanded businesses during this period.
 - \$2.7 million in loans leveraged an additional \$4 million in private business owner investment.
 - 100% of the borrowing businesses remain in operation.

The Trail Town Program® is an initiative of The Progress Fund that was developed in conjunction with the Allegheny Trail Alliance and other key partners. Sign up to receive Trail Town News Blasts at www.trailtowns.org.

Contact: Amy Camp, Trail Town Program Manager
(724) 216-9160 - acamp@progressfund.org

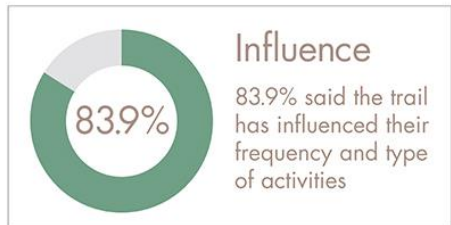


Highlights from the Three Rivers Heritage Trail 2014 User Survey and Economic Impact Report

Friends of the Riverfront is responsible for development and maintenance of the 24-mile Three Rivers Heritage Trail. Volunteers assist Friends of the Riverfront in its stewardship efforts. In 2014, 1,702 volunteers contributed 5,326 hours of service to Friends of the Riverfront at 50 Three Rivers Heritage Trail events. For more information, visit friendsoftheriverfront.org.

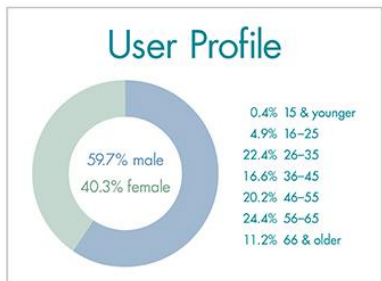
\$8.3 million

estimated total annual economic impact

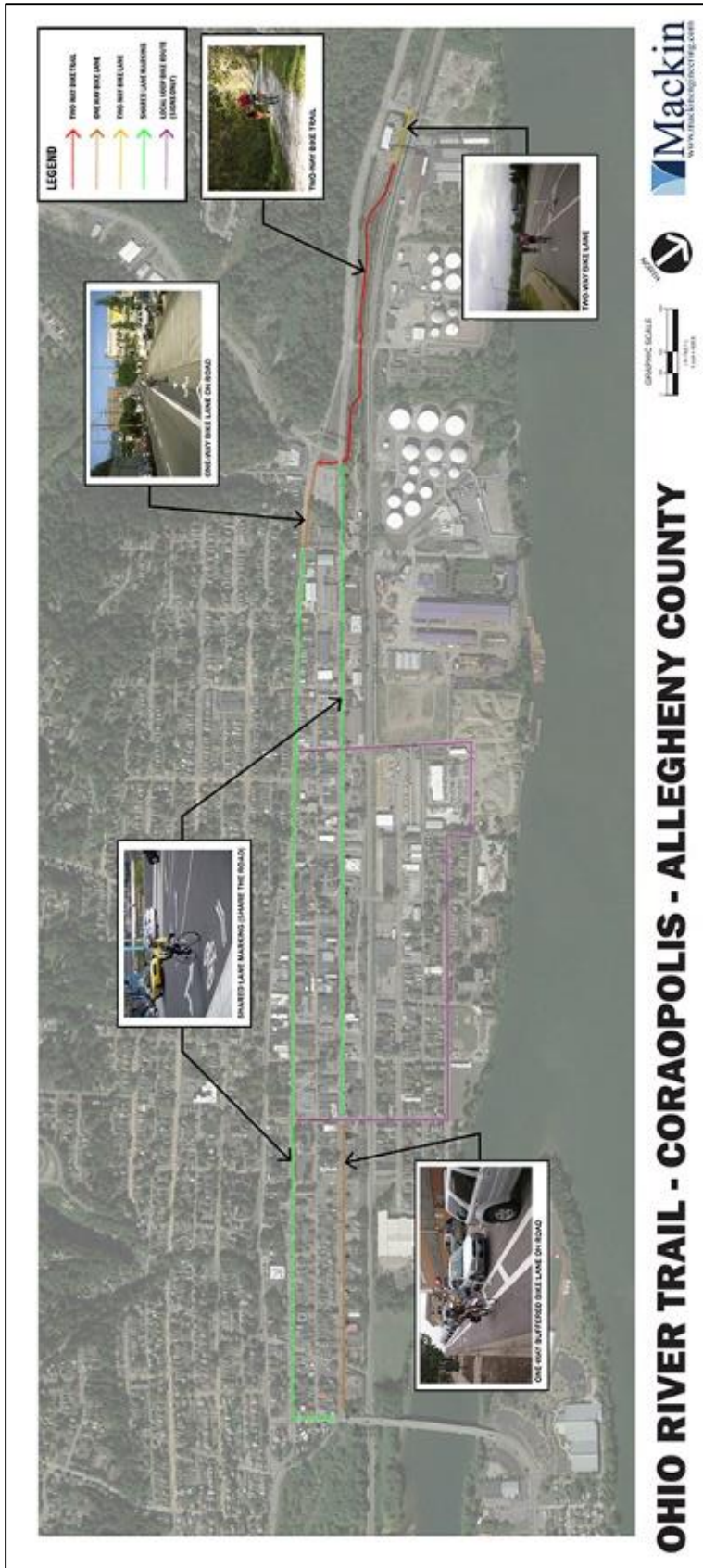


822,873

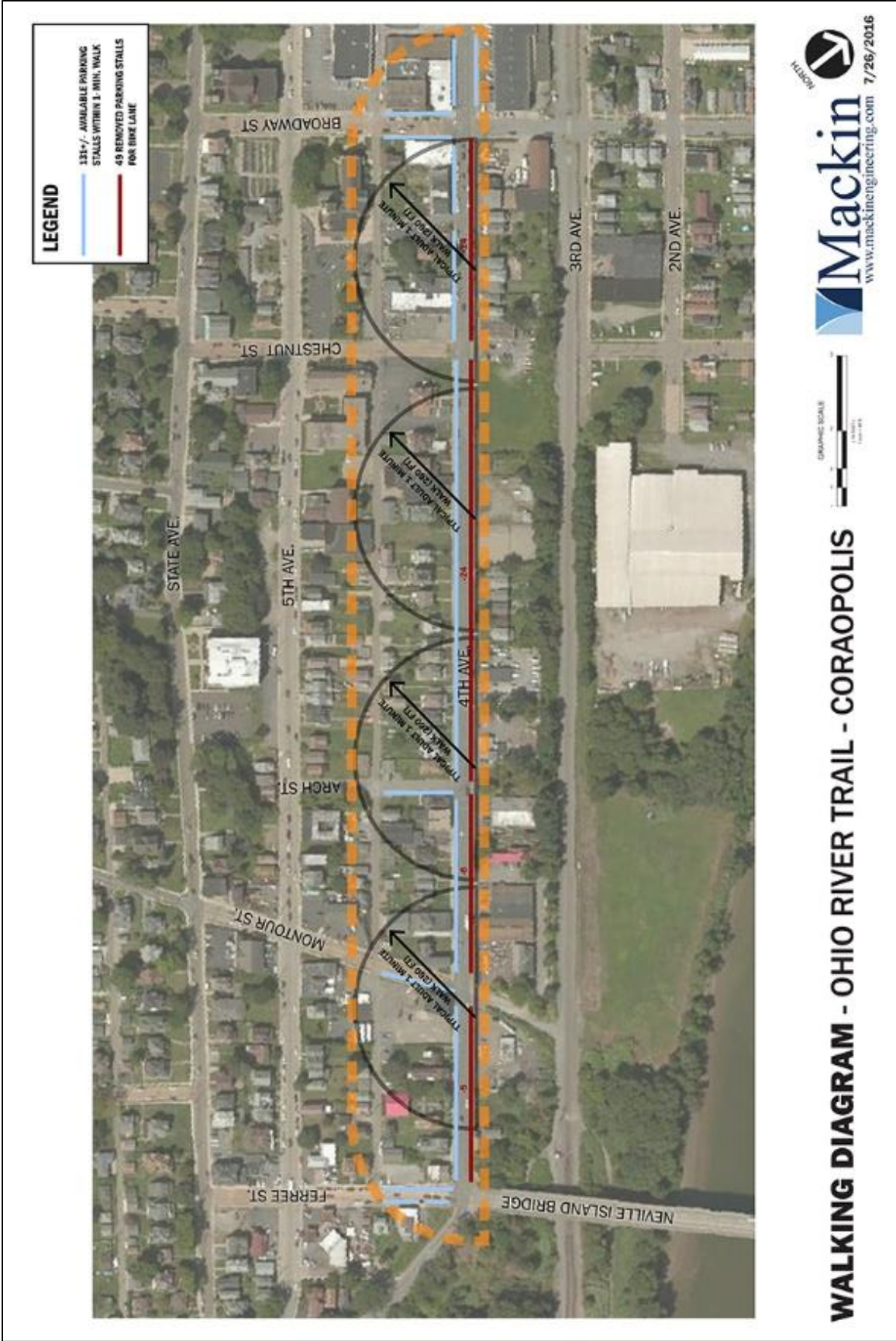
Three Rivers Heritage Trail Visits Annually



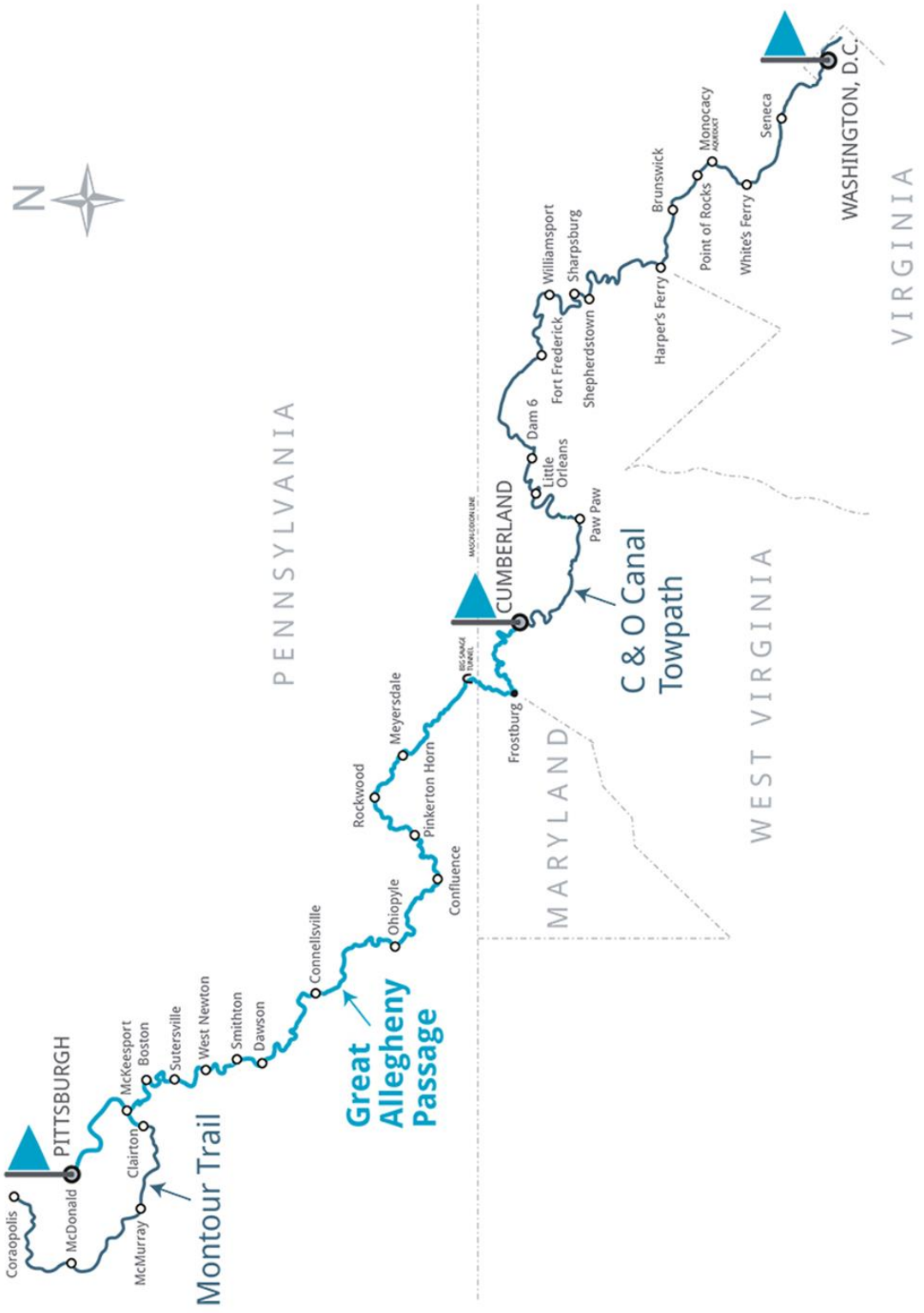
© Friends of the Riverfront
 Rails-to-Trails Conservancy conducted the User Survey and Economic Impact Analysis. The report was developed with assistance from the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation, Community and Conservation Partnership Program. The report was released March 27, 2015.







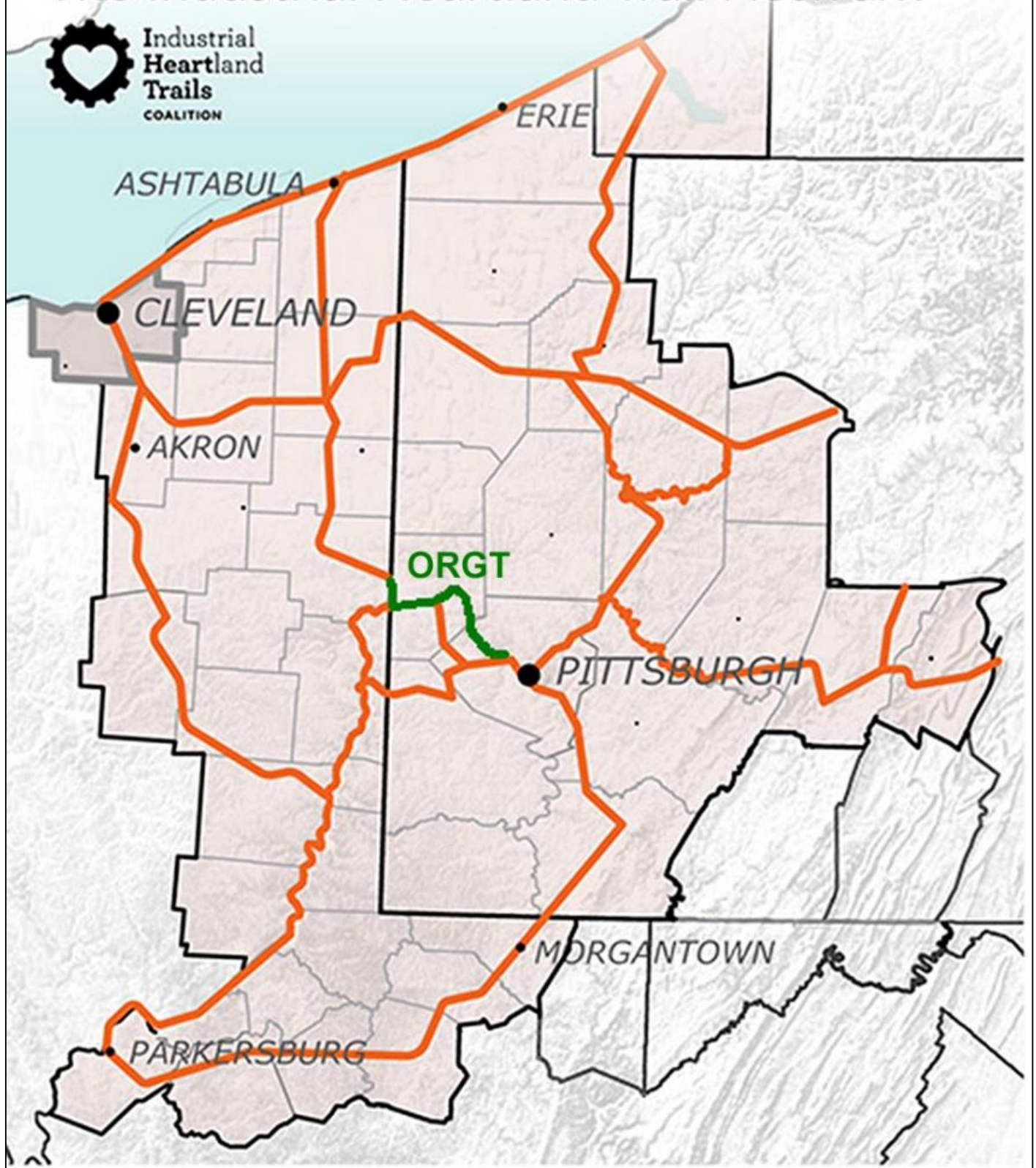




The Industrial Heartland Trail Network

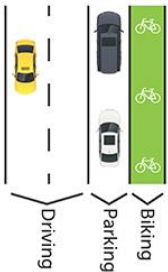


Industrial
Heartland
Trails
COALITION



WHY BUILD PROTECTED BIKE LANES?

WHAT ARE THEY?



Protected bike lanes put a barrier between drivers and bike riders. The barrier can be parked cars, plastic posts, or planters. They are popular in cities with high amounts of bike riders for everyday use.



GOOD FOR SAFETY

89%

fewer injuries among bike riders on streets with protected bike lanes.⁵



Bike- and pedestrian-friendly street design leads to less collisions, even when there are more people out!⁶



DRIVERS don't have to worry about unexpected bike maneuvers.

PEDESTRIANS don't have to worry about bike riders on the sidewalks.

GOOD FOR BUSINESS

↑49%

9th Ave in New York City saw a increase in business after protected bike lanes were installed.¹ Nearby streets only saw a 3% increase.

↑55%

More bike traffic on Kinzie St in Chicago after a protected bike lane was installed.²

A Portland study found bike riders will *go out of their way* to a street with good bike infrastructure. That's more business exposure.³



Pedestrians and bike riders in Toronto **SPENT THE MOST MONEY** and visited stores more often.

Maybe because it costs less to walk or bike?

GOOD FOR LAWFULNESS



In Chicago, protected bike lanes have resulted in a 161% increase in the number of bike riders obeying the stoplight.⁷

GOOD FOR EVERYONE

71%

of Americans have expressed interest in riding a bike more often, but find it unsafe.⁸ *Are you one of them?*

LESS

Each bike on the road is one less car in traffic, causes less pollution, less wear on the road (and therefore less taxpayer-funded maintenance), and creates a healthier population.

**LIKE PROTECTED BIKE LANES?
TELL YOUR LOCAL ELECTED OFFICIALS!**

Transitized.com

1. NYC DOT, Measuring the Street: New Metrics for 21st Century Streets
2. CDOT, http://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/news/2011/sep/initial_findingskinziestreetprotectedbikelane.html
3. Jennifer Dill, *Bicycling for Transportation and Health: The Role of Infrastructure*, <http://www.palgrave-journals.com/jbhp/journal/v50/nS1/full/jbhp200856a.html>
4. The Clean Air Partnership, 2009, *Bike Lanes, On-Street Parking and Business: A study of Bloor Street in Toronto's Annex Neighbourhood*

5. Kay Teschke, M. Anne Harris, et. al. *Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study*.
6. <http://injuryprevention.bmj.com/content/9/3/205.abstract>
7. Chicago Tribune, *City says Dearborn bike signals keeping cyclists in line*, June 10 2013.
8. NHTSA, Volume II: Findings Report National Survey of Bicyclist and Pedestrian Attitudes and Behavior, 2008

