

Huntingdon County Active Transportation Plan

Adopted September 2023

Adopted by Resolution 6-2023 on September 12, 2023



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Huntingdon County Active Transportation Plan

Acknowledgements

Special thanks to James P. Lettiere, AICP, Huntingdon County Planning Director and his staff, all the representatives of Huntingdon County and members of the Huntingdon County Active Transportation Committee (ATC) who participated in preparing this Active Transportation Plan. The Huntingdon County Commissioners authorized the creation of the Active Transportation Committee (ATC) in November 2017 to guide active transportation improvements in the County.

Active Transportation Committee Members

Matt Price – Huntingdon County Visitors Bureau, Executive Director
Debra Clark-Loner – Huntingdon County Business and Industry, Executive Director
George H. Conrad III – Standing Stone Trail Club, President and Huntingdon Borough Parks and Rec Commission, Chair
Wendy Melius– Huntingdon County Center for Community Action, Executive Director
Alisha Grove – Huntingdon County Center for Community Action
Chris Stevens – Huntingdon Borough Manager/Huntingdon County 911 Director
Judy Scott – Alexandria Borough Council, President of Council
Charles Harper – Three Springs Borough Council, President
Stacy Kauffman – Three Springs Borough, Secretary-Treasurer
Vince Greenland – PennDOT District 9-0, Assistant District Executive
Zachary Lee – Southern Alleghenies Planning & Development Commission
Jane Sheffield – Allegheny Ridge Corporation, Executive Director
Laura White – MOGLabs USA, General Manager
Andrew Sharp – Huntingdon County Mapping Department

Ex-Officio, Non-Voting Members

James Lettiere, AICP – Huntingdon County Planning & Development Department, Planning Director
Jen Bellis- Huntingdon County Planning & Development Department, Community Development Coordinator
Jayme Reck – Huntingdon County Planning & Development Department, Assistant Community Development Administrator
Brian Wisner, Keller Engineers Inc., Assistant Director of Transportation

Members of the Active Transportation Committee were actively involved throughout this planning process participating in Steering Committee meetings, answering questions, sharing their knowledge of local conditions, participating in community engagement events and providing quality input and guidance as the Plan was being prepared.

The Active Transportation Committee is credited with identifying Active Transportation Priorities, reviewing, and discussing those Priorities with residents, and for bringing together and evaluating different types of information and input to help formulate this Active Transportation Plan.

Huntingdon County Active Transportation Plan

Key Stakeholders Interviewed

Brad Esposito – East Broad Top Railroad, General Manager

Ethan Imhoff – Rails to Trails of Central PA, Board Chair

Peter Liese – Warriors Mark Township Supervisor

Yvonne Martin – Huntingdon County Chamber of Commerce, President/CEO

Ron Rabena - Huntingdon County Planning Commission, Chair

Jim Troha, Juniata College, President

Scott Walls, Huntingdon County Commissioner

Senator Judy Ward – Senator Pennsylvania’s 30th District

Special thank you to Samantha Pearson, [PA Downtown Center](#), Healthy Communities Program Manager, for providing relevant educational resources, guidance and ongoing shepherding of the development of this Plan by keeping it on task, on time, and focused on the betterment of our communities.

Special thank you to the [Huntingdon County Planning & Development Department](#) for support and assistance during the planning process

Jennifer Bellis, Community Development Administrator

Jayne Reck, Assistant Community Development Administrator

Laurie Nearhood, Office Manager/Secretary

Special thank you to the [Huntingdon County Mapping & GIS Department](#) for assistance with the Interactive Comment Map

The following are recognized for attending an Active Transportation Committee Meeting and presenting information related to the Active Transportation Plan:

George Foster, Central PA Rails to Trails

Karl King, Central PA Rails to Trails

Michael Panek, Central PA Rails to Trails

Ben Varner, Central PA Rails to Trails

Kirby Lockard, Africa Engineers

Lucas Parkes, The EADS Group, Project Engineer

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Huntingdon County wishes to thank the Planning Consultants for their efforts on this Project.



Mark W. Lazzari, AICP; Planning Department Manager / Community Planner; The EADS Group, Inc.

Mark is the Planning Department Manager / Community Planner for The EADS Group, Inc., a multi-disciplined planning, engineering, architecture, and design firm. Mark is an IUP graduate and is certified as a professional planner by the American Institute of Certified Planners (AICP). Mark has over 23 years' experience with preparing Master Site Development Plans, Comprehensive Park and Recreation Plans, Trail Studies, Complete Streets Policies and Active Transportation Plans, Corridor Plans as well as County and Municipal Comprehensive Plans, Land Ordinances and Recreation Plans. Mark is also an experienced grant writer. He has recently supported several communities to obtain funding through the Multimodal Transportation Fund and Transportation Enhancement Programs, PA WalkWorks, DCNR Community Conservation Partnership Programs (C2P2) and the DCED Greenways, Trails and Recreation Program (GTRP) for recreation area planning and development projects. He takes an active role in public participation efforts and in preparing GIS mapping products. <https://www.eadsgroup.com>



Barbara J. Hauge, R.L.A., ASLA, GIP; Landscape Architect; UpStreet Architects, Inc and Thomas R. Harley Architects, LLC.

Barb is a Pennsylvania Registered Landscape Architect with UpStreet Architects, Inc and Thomas R. Harley Architects. Her designs include public and private landscapes, commercial designs as well as meadows, gathering spaces, educational gardens, and play spaces. She has over 25 years of experience and her expertise includes native plant designs, tree and plant selection, rain gardens and community planning. She serves on the boards of The Allegheny Arboretum, White Township Recreation Board, and C&I Trail Council, in addition she is chair of the White's Woods Stewardship Subcommittee. Barb's love of connecting with people has evolved into community engagement for planning initiatives as municipalities plan for new projects and grant applications. In addition to degrees in Horticulture (Penn State) and Landscape Architecture (City College of New York), Barb is also an International Society of Arboriculture (ISA) Certified Arborist and a Green Infrastructure Professional (GIP) with the National Green Infrastructure Certification Program. <https://www.upstreetarchitects.com>



John Turack, Community Development Education Specialist, Penn State Extension; Executive Director, Smart Growth Partnership of Westmoreland County

John is a Community Development Education Specialist with [Penn State Extension](https://extension.psu.edu). He also serves as the Executive Director for the [Smart Growth Partnership of Westmoreland County](https://smartgrowthpa.org/about/), a partner program of Penn State Extension. As the Executive Director, John is responsible for managing the non-profit with its Board of Directors. See <https://smartgrowthpa.org/about/>. John has a BA in English Writing from the University of Pittsburgh at Greensburg, numerous local government-related certifications, and has completed graduate-level classes with the Indiana University of Pennsylvania Department of Geography and Regional Planning. John's focus as an educator is in providing technical assistance to municipalities, community leaders, and non-profit organizations in the areas of community and citizen engagement, community visioning, and both strategic and municipal comprehensive planning. He serves on Extension's statewide educational program teams delivering educational programming related to Economic and Community Development. <https://extension.psu.edu/community-development>



Neal Fogle, Community and Economic Development, Penn State Extension

Neal is a Senior Economic and Community Development Educator with [Penn State Extension](https://extension.psu.edu). He is based in Northumberland County and provides statewide programming through the Extension Leadership and Community Vitality Team. Neal has a B.A. from Shippensburg University in Geo-Environmental Studies and a master's degree in Economic & Community Development from Penn State University. Prior to his work with Extension, he was the Columbia County PA Planning Director after serving as Land Use Planner. Neal has over 38 years of experience in the community development field which includes educational and training applications as well as planning practice. His areas of focus are community planning, land use, leadership, organizational strategic planning, community engagement, grant writing, community visioning, and local government. <https://extension.psu.edu/community-development>

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INTRODUCTION

Huntingdon County Active Transportation Plan

About Huntingdon County

- Huntingdon County is in the south-central part of Pennsylvania. It is a rural County with a population of 45,145 and 51.6 persons per square mile. The County has a median household income of \$53,597 and an unemployment rate of 5.4%. (American Community Survey 5-Year Estimates, 2016-2020).
- Huntingdon County has several DEP Environmental Justice Areas (2022) including Franklin, Porter, Logan, Juniata, Shirley, Walker, Todd, Smithfield, West, Cromwell and Tell Townships, and Alexandria, Huntingdon, Mount Union, Mapleton Petersburg, Rockhill and Orbisonia Boroughs.
- The County has a minority population of approximately 4,294 (9.46%) and a low-income population of approximately 4,917 (10.84%).
- The median age of County residents is 43.4. Approximately 18% are under 18 years of age and 20% are over 65 years of age.
- From 2015-2019, Huntingdon County had seven (7) people on bicycles involved in crashes with motor vehicles; one (1) of those bike riders was killed. There were also 17 pedestrians involved in crashes with motor vehicles; three (3) of those pedestrians had serious injuries.



About the PA WalkWorks Program

[WalkWorks](#) is an initiative between the Pennsylvania Department of Health and the Pennsylvania Downtown Center that supports the development and adoption of active transportation plans or related policies. Its mission is to improve public health by increasing access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit to improve public health. WalkWorks provides the following to its partners:

- Funding to develop Active Transportation Plans to guide the establishment of safe, accessible, active routes connecting everyday destinations.
- Encouragement to develop Complete Streets and Vision Zero policies to make walking and biking safer.
- Technical assistance for the development of said plans and policies.
- Education and Guidance on the relevance and benefits of safe and accessible walking, biking, transit, and all forms of active mobility for people throughout the commonwealth, no matter their zip code, income, or skin color.
- Support to Counties and communities that encourage walking, biking, transit, wheeling, etc., through events, routes, programs, and groups.

About the Plan

- The Plan provides transportation equity by considering the needs and impacts of projects in low-income census tract and block groups, connects walking and bicycling networks, leverages partnerships by engaging key stakeholders in the process, improves public health through education and increases economic mobility by allowing for non-motorized transportation enhancements throughout the County's boroughs and townships.
- The Plan will support the development of land use plans and policies at the County level that will allow for the development of activity-friendly, non-motorized routes connecting to everyday destinations.
- The Plan incorporated information from the Southern Alleghenies Greenways and Open Space Plan (2007), September 11 National Memorial Trail - Northern Pilgrimage Trail Alignment Study (2015), Alleghenies Ahead: Comprehensive Plan for the Southern Alleghenies (2018), Main Line Canal Greenway Feasibility Study (2019), Southern Alleghenies Bicycle and Pedestrian Plan (2021), Penn Highlands Community Health Needs Assessment (CHNA) (2021), data from the Pennsylvania County Health profiles, the United States Census Bureau, PennDOT and various other sources.



Huntingdon County Active Transportation Plan

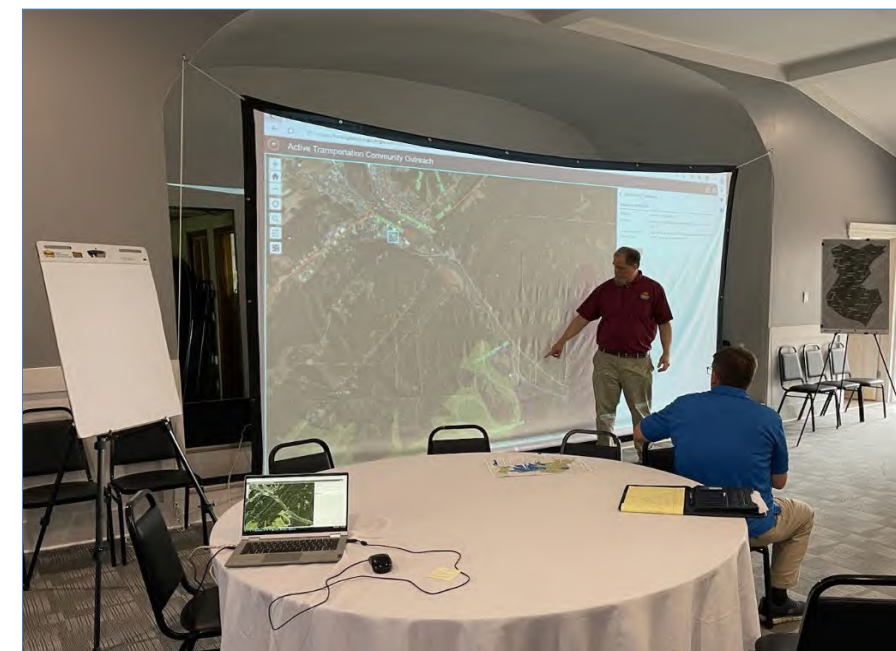
Huntingdon County's Active Transportation Vision

To improve walking, bicycling, wheeling and paddling connections to favorable destinations and to increase safe and accessible opportunities for Huntingdon County residents so they can be more physically active.

Project Approach

An asset-based and issues-oriented planning approach was followed to create an implementable Active Transportation Plan. The approach relied on the input and guidance provided by the County, Active Transportation Committee, local officials and residents. The community engagement process made it possible to identify implementable solutions to real transportation system issues that exist within the County. A simple set of three (3) principles underlies the methodologies and the planning approach conducted for this Project.

- 1. A Focus on Issues, Assets and Solutions** – The planning approach relied heavily on public engagement and collaboration to identify issues, assets and achievable solutions for Huntingdon County. The approach included fieldwork by the Planning Consultants, a Community Survey and Interactive Comment Map, direct input from Active Transportation Committee, local officials, residents and key person interviews. Results of the community engagement process were considered to identify core issues, assets and solutions. These results were refined during in-depth Committee meetings and at a Planning Charrette that further developed several specific priorities.
- 2. Organization of the Plan to Reflect Local Thinking** – The Plan consists of five (5) major sections, including:
 - This Introduction section provides background on the development of the Plan and summarizes its vision, purpose and goals.
 - A Community Engagement section highlights the public involvement efforts completed and summarizes the input received.
 - An Existing Conditions section highlights current transportation system and health related conditions in Huntingdon County.
 - A Priorities section that clearly describes the top walking, biking and paddling related priorities.
 - An Implementation section that ties the priorities and recommendations with potential timelines, funding sources and potential partners.
- 3. Identify a Structure and Capacity to Implement the Plan** – This is an implementable Plan, meaning that completion of this document is not the ending point of the planning process but rather the beginning of the 'doing' part of the planning process. Huntingdon County staff, elected officials, and members of the Active Transportation Committee are critical to the coordination of follow-up activities and will be critical for the implementation efforts.



Mark Lazzari, AICP of the EADS Group and Matt Price at the Huntingdon ATP Planning Charrette

More about the Project

[Penn State Extension's Leadership and Community Vitality Team](#) provided community engagement and leader/volunteer/stakeholder/shareholder capacity-building assistance throughout the creation of this Plan. Cooperative Extension academic research has shown that deep engagement with the following leads to plans that are most effectively implemented after adoption by any leaders that have infrastructure provision responsibility and authority.

- Community Members – the people who live, work and play in Huntingdon County. These include newer residents and those who have lived in the County for a long time.
- Stakeholders – those with a stake in the outcomes of any planning effort, and
- Shareholders -- individuals, associations, and institutions that not only have a stake in the outcomes of a plan but also have the ability and willingness to provide resources for implementation

In other words, applying Cooperative Extension research, this Plan has been created *with* the community, and not simply *for* the community.

Another outcome of the approach was the formation and strengthening of a network of community leader relationships that blossomed throughout the process and during the Active Transportation Plan Public Meeting and subsequent Planning Charrette.

COMMUNITY ENGAGEMENT

Huntingdon County Active Transportation Plan

The Community Engagement process provided Huntingdon County representatives and members of the Active Transportation Plan Committee an opportunity to guide and shape the future of active transportation in their county. Residents, organizations, local officials, and other stakeholders were given multiple opportunities and options to participate and to provide input. Information obtained during the process was used to develop an inventory of potential active transportation improvements and action items. The following section describes the Community Engagement process and highlights the results.

Active Transportation Committee (ATC) meetings

The Huntingdon County Commissioners authorized the creation of the Active Transportation Committee (ATC) in November 2017. Committee members were strategically selected to provide input and guidance on walking and biking opportunities, trail development and to communicate with municipalities about the Plan's development. Committee members assisted with critical sharing of information directly related to developing the list of Priorities included in the Plan. In total, eight (8) hybrid (in-person and on-line options) Steering Committee meetings were held.

- Meeting 1 January 27, 2023
- Meeting 2 February 24, 2023
- Meeting 3 March 31, 2023
- Meeting 4 April 28, 2023
- Meeting 5 May 25, 2023
- Meeting 6 June 30, 2023
- Meeting 7 August 4, 2023
- Meeting 8 August 25, 2023

The Committee updated the consultant group at the first meeting on the progress they had made over the past years. Maps, historic plans and trail gap information were shared. The meetings were highly organized and productive.

Field Tour

The Consultant Team conducted an initial driving tour of the County on March 9, 2023. The Field Tour focused on evaluating existing conditions in many communities and on identifying walking and biking impediments and opportunities. The Tour was also used to identify key County Trail destinations such as the Lower Trail Alfarata trailhead, Thousand Steps parking area, Raystown Lake and the East Broad Top Railroad.

Huntingdon County Planning Commission – Annual Award Dinner

Members of the Project Team attended the Huntingdon County Planning Commission's Annual Awards Dinner on March 9, 2023. The Team was able to meet and socialize with each other as well as residents and business owners. The Team learned firsthand of both the active transportation challenges and the good work being accomplished in Huntingdon County.

Public Outreach Meeting

A Community Engagement Event was held in the Huntingdon Borough Council Chambers on June 8, 2023. The flyer circulated in print and electronically for the Event is shown to the right. The Event included a general presentation from 3-4 pm and a Public Engagement session from 4-6 pm. The Event was promoted using direct invitations, poster displays and posting via social media. The Event attracted over 30 participants including residents, business owners, elected officials and former Juniata College graduates who moved back to Huntingdon.

Key Person Interviews

Eight (8) Key Person Interviews were conducted during the planning process. The Interviews were an important method to engage different segments of the community to involve them in the development of this Plan. Interviews were conducted with Commissioners, the business sector, local elected officials, local/regional agency representatives, Juniata College representative and residents.

Huntingdon County Planning Commission

The Draft Plan was presented to the Planning Commission at their August 17, 2023 meeting. The Planning Commission endorsed the Plan and approved sending it to the County Commissioners for adoption.

ACTIVE TRANSPORTATION PLAN

HUNTINGDON COUNTY

Provide your input...

PUBLIC OUTREACH MEETING

WHERE
Huntingdon Borough
Municipal Building
Borough Council Chambers
530 Washington Street
Huntingdon, PA

WHAT
Huntingdon County is developing an Active Transportation Plan to make walking, biking and other modes of active transportation safer, easier and more accessible for everyone. Active transportation is any self-propelled mode of transportation, such as walking, bicycling, e-assisted bicycling, wheelchairs, mobility scooters and paddling. The Plan is also aimed at creating healthier communities and increasing the health of Huntingdon County residents. The Plan will create a Unified Vision for increasing access, connections and opportunities for Walking, Biking, Wheeling and Paddling Sports in Huntingdon County.

WHEN
Thursday, June 8, 2023
3:00PM-6:00PM

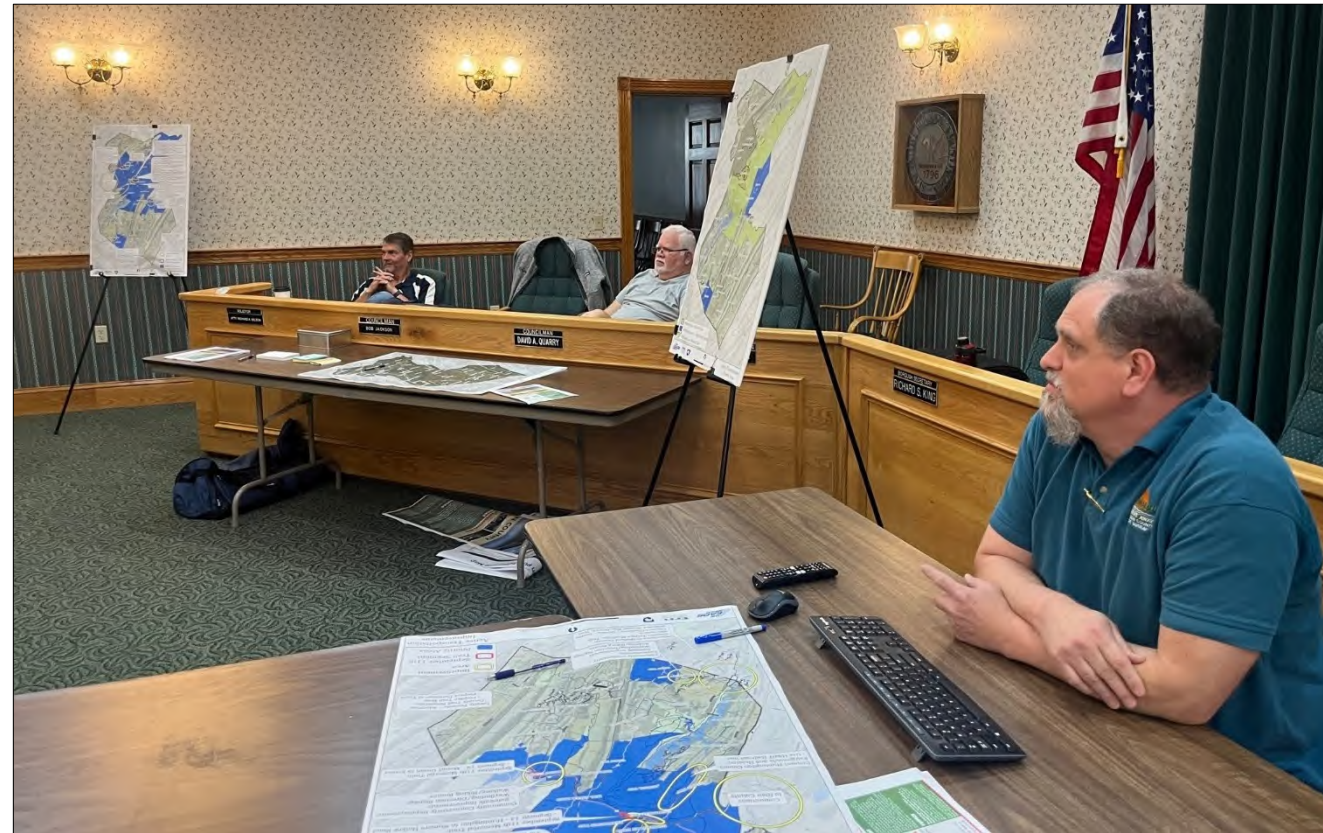
TOPICS
The Huntingdon County Active Transportation Committee is hosting a Public Outreach Meeting to collect ideas for improving active transportation in Huntingdon County. The meeting will be interactive and opportunities for one-on-one and group discussions will be provided.

Your suggestions and comments will greatly help in this planning process!

County residents, including municipal officials, health care providers, trail organizations and those who walk/bike/paddle or use mobility devices, are encouraged to attend.

Huntingdon County Active Transportation Plan

Public Outreach Meeting – June 8, 2023



Huntingdon County Active Transportation Plan

Huntingdon County Steering Committee Planning Charrette

Members of the Project Team met at The We Gather Building in Huntingdon Borough on Washington Street on Monday, June 12, 2023 for day long Planning Charrette. In the morning the Team reviewed existing input – survey, comment map, Key Stakeholder Interviews, Steering Committee meeting and Public Meeting. In the afternoon the Team discussed the top priorities for the Plan. The Team also discussed actions items and suggested implementation approaches. The Charrette included great discussions for improving walking, biking, wheeling and paddling connections in Huntingdon County.



Huntingdon County Active Transportation Plan Planning Charrette Agenda June 12, 2023

The purpose of this meeting session is to gain consensus on the active transportation priorities (municipal, county, regional) that will be promoted in the Plan and to identify targeted improvement areas in the County. The Strategic Plan Worksheet will guide us through the meeting. Results of the session will define 'what we want to do'; 'what we will do'; and 'how we will do it' in terms of improving active transportation in Huntingdon County.

The first portion of the session will focus on reviewing all input received and collaborating on identifying the top priorities/actions. The second half will focus on us making decisions about the 'who, what, when, why and how' regarding each priority.

Since the Plan will guide the Committee over the next several years, we need to continually think about what is achievable and realistic. Trying to address 50 priorities and actions is not achievable and realistic for the Committee. Working on and achieving success on 5-10 priorities (including the three (3) 9/11 trail segments) directly or in a support/technical assistance role is more achievable and realistic goal for the Committee.

10:00 - 10:30	Review Existing Input – Survey, Comment Map, Key Stakeholder Interviews, Steering Committee and Public Meeting What Input have we missed?
10:30 - 11:30	Begin to Identify/Discuss Top Priorities
11:30 - 12:00	Lunch
12:00 – 12:30	Consensus on Top Priorities
1:00 - 3:00	Work on Strategic Plan Worksheet

Huntingdon County Active Transportation Plan

Interactive Comment Mapping and Community Survey

A web-based comment mapping application and community survey were prepared by the Huntingdon County Planning & Development Department to connect residents, organizations, and officials with the Active Transportation planning effort and to give them a voice in the planning process. The map and survey were open between May 1 and June 30, 2023 enabling users to add general and site-specific comments about walking, biking wheelchair use and paddling in Huntingdon County.

The ability to locate assets and areas of community concern; identify infrastructure issues; and provide insights, ideas and suggested fixes and recommendations was also available. Links to the survey and map were provided on Huntingdon County's website (see below) and on a flyer with QR codes (see flyer to the right). The flyer was displayed and distributed throughout the County. Information on the survey and map were also distributed through press releases, social media platforms, in

newspaper articles and in news outlet postings. The survey and comment mapping were linked but could be accessed independently to allow for flexibility in providing input. Over 100 survey responses were collected and over 50 comments/pins were provided on the comment map. The comment map is a legacy project for Huntingdon County. Future needs for community engagement can use this platform to gather input on Active Transportation planning initiatives.

Active Transportation Plan Interactive Map

News Date: Thursday, May 11, 2023

Huntingdon County is developing an Active Transportation Plan for safer, easier and more accessible modes of active transportation.

[Click for Interactive Map](#)

Active Transportation Plan Community Survey

News Date: Thursday, May 11, 2023

Huntingdon County is developing an Active Transportation Plan for safer, easier and more accessible modes of active transportation.

[Click for Community Survey](#)

Huntingdon County Active Transportation Plan

The following section highlights results of the [Active Transportation Plan Community Survey](#). The results provide insights on Walking/Running/Hiking, Bicycling, Using Wheelchairs and Paddling Improvements wanted in Huntingdon County. A copy of the Community Survey is provided in the Appendix.

Barriers/Impediments that residents from being active more often:

- Traffic on rural roads makes walking and biking very difficult
- Lack of paved trails/pathways
- Lack of safe and smooth areas for running and cycling opportunities
- Lack of immediate access to trailheads – need to put the kids in the car and drive
- Sidewalk conditions in towns
- Unaware of walk/bike trails opportunities

Projects, Improvements and Plans:

- Extension of H&BT rails to trails and adding the branch line up to Dudley - completion of the H&BT between Riddlesburg and Saxton. The old railbed from Huntingdon to Saxton.
- Working to connect Lower Trail with downtown Alexandria
- Friends of Raystown Improvements to Terrace Mountain Trail, Friends of Rothrock State Forest connection Musser Gap to Whipple Dam
- Blair County (ABCD) is looking to connect existing trails together

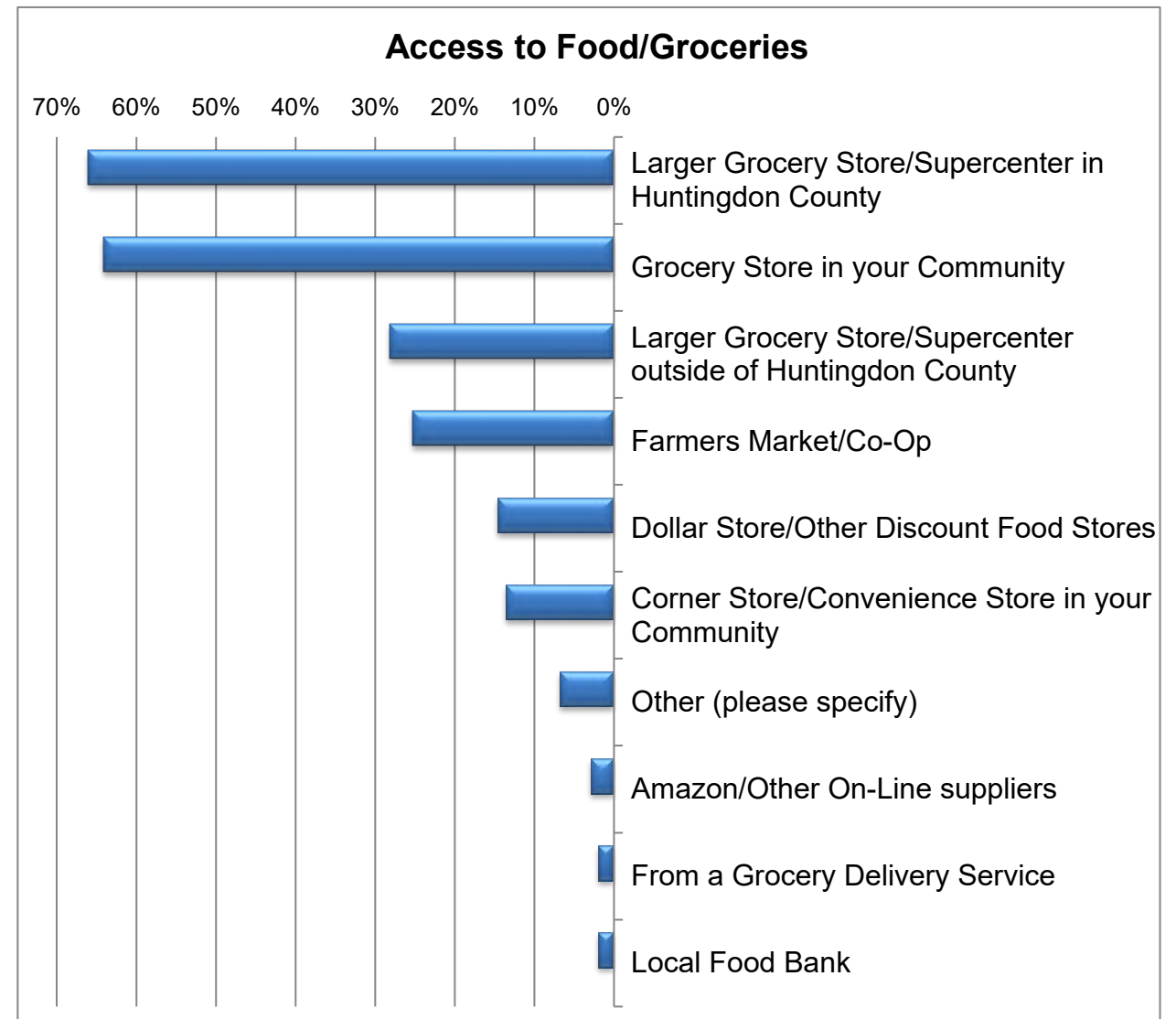
Additional comments on Active Transportation Improvements:

- I would love to see a multiuse path connecting Detwiler Park and Grugan Field, so that children from Huntingdon could safely bike/walk to soccer practice and not need to rely on being driven.
- I roller skate or in-line skate on trails. Would also be nice to have a better/updated skate park because roller & in-line skaters use them too. Paved trails and skate parks can also be used by some in wheelchairs.
- Better advertising/brochure – locations/directions of trailheads and trails
- Sidewalk maintenance is important to making more areas walkable
- Each May, Huntingdon County declares it as Motorcycle Safety and Awareness month. County should do the same thing to raise public awareness of non-motorized users – bike/walk/paddle safety month - education
- Local walking areas – need solid surfaced looped walking pathways.
- Add amenities like benches, trees, water stations and restrooms to the trails.

Where/how do you, or your household, primarily get food/groceries:

The Community Survey provided a glimpse where and how residents get or have access to food/groceries. The following lists the top responses. The graphic below provides the complete results.

1. Larger Grocery Store/Supercenter in the County – 66%
2. Local Community Grocery Store – 64%
3. Larger Grocery Store/Supercenter outside the County – 28%
4. Farmers Market/Co-Op – 25%



Huntingdon County Active Transportation Plan

Walking/Running/Hiking Improvements

Reasons for Walking

1. Exercise/Recreation
2. Improve Health
3. Just to Enjoy Walking
4. Environmentally Friendly
5. Get to a Grocery/Food Store

Walking Destinations - Existing

- In Alexandria - In my neighborhood – no specific destination
- Downtown errands – shopping and dining, post office, bank
- Doctor Appointments
- Grocery Store
- Work/Work meetings
- Playgrounds

Walking Destinations – Wanted

- Donation to Huntingdon
- Alexandria to Huntingdon
- Along Rt 22
- Grugan Field
- Within Mt. Union
- Within Orbisonia
- To Juniata Valley school. This would be an amazing option for the kids who live in town. Silly to have to be bussed living less than a mile from school
- To the Walmart Plaza

Walking Barriers/Impediments

- Lack of Time
- Too much traffic
- Poor condition of roads/trails/sidewalks
- Lack of networked routes
- Lack of local (community) walking facilities/amenities

Connection Improvements – in order of importance

1. Connections within your community
2. Connections to existing trails in Huntingdon County
3. Connections to county destinations outside your community
4. Connections to surrounding Counties

Facility/Amenity Improvements – in order of importance

1. Off-road paths to connect walk-friendly streets and streets together
2. Sidewalks where none exist
3. Connect Trails to Municipalities
4. Public Restrooms
5. Sidewalk Repairs
6. More Signage to Alert Drivers of Walkers
7. Wayfinding/Directional Signage
8. Improved Lighting
9. ADA Improvements
10. Shade Trees
11. Benches
12. More Trash Cans
13. Update Local Ordinances (to remove regulations that hinder pedestrians)

Other Comments – If one (1) thing could be done to improve Walking

- A crosswalk on 4th street in Smithfield so that one can get from the sidewalk to the Giant and Sheetz. Traffic comes from all directions making it difficult to cross 3 lanes of traffic.
- Better areas in southern part of county to run.
- Better sidewalks and additional sidewalks and bike paths where none currently exist
- Clearer trails between areas outside of town
- Complete the 9/11 trail!
- Connect Portstown Park and Riverside Park via the railroad bridge
- Extend current trails.
- Fix the sidewalks.
- Have more multi-use paths along major thoroughfares connecting communities
- More inter-connected forest trails
- More streetlights in all municipalities
- Safety Education Programs – Pedestrian, Bike, Driver education
- Publications that describe importance of trails in the community/County
- Public Restrooms
- Sidewalks to school
- Sidewalks so that walking is safer for all ages
- Some of the sidewalks on the side streets near Moore, Oneida & Juniata College are terrible. I've seen children fall on them, and it's difficult to use strollers and wheelchairs on those sidewalks. They are highly used by people of all ages and abilities. It would be nice to see them repaired.
- Connect existing Trails
- Walking/biking trail between Petersburg and Alexandria, connecting to the school

Huntingdon County Active Transportation Plan

Bicycling Improvements

Reasons for Biking (top 5 same as walking)

1. Exercise/Recreation
2. Improve Health
3. Just to Enjoy Biking
4. Environmentally Friendly
5. Shop, Run Errands or Go Out to Eat

Types of Biking most frequently done in the County

1. Rails to Trails Biking
2. Gravel Road Biking
3. On-Road/Touring
4. Mountain Biking
5. City/Commuter Biking
6. E-Bikes

Biking Destinations - Existing

- In Alexandria - In my neighborhood – no specific destination
- Church, grocery store, bank, friends' homes, parks, schools, library
- Lower Trail, H&BT Trail
- Rothrock/Greenwood/Spruce Creek, various roads throughout Centre, Huntingdon and Blair Counties

Biking Destinations – Wanted

- Between Huntingdon and Mount Union
- Businesses along US Rt 22
- Between Route 26 and 7 Points
- Saxton
- Within Mount Union
- Juniata Valley schools

Biking Barriers/Impediments

- Too much traffic
- Lack of networked routes
- Poor condition of roads/trails/sidewalks

Connection Improvements – in order of importance

1. Connections within your community
2. Connections to county destinations outside your community
3. Connections to existing trails in Huntingdon County
4. Connections to surrounding Counties

Facility/Amenity Improvements – in order of importance

1. Off-road paths to connect bike-friendly streets and streets together
2. Bike Lanes
3. Public Restrooms
4. Bike Parking
5. More Signage to alert drivers of walkers/bikers
6. Bike Repair Stations
7. Wayfinding/Directional Signage Updates
8. Improved lighting
9. Shade Trees
10. Update Local Ordinances (to remove regulations that hinder biking)
11. More Trash Cans
12. Benches

Other Comments – If one (1) thing could be done to improve Biking

- A bike path from Huntingdon Borough to Raystown Lake
- A trail connecting Alexandria and Petersburg through the JV schools
- Better, wider road shoulders.
- Bike lanes and low traffic alternatives
- Bike lanes and safety signage on all state roadways.
- Bike lanes in municipalities
- Connect Huntingdon country trails and rail trails to surrounding counties.
- Marked and designated biking corridors
- Physical separated bike lanes and car free region
- Put bike lanes along as many major thoroughfares as possible throughout the county, to connect municipalities.
- Safer biking outside of town
- Stop letting Walmart and discount stores sell bikes that gives the user a bad impression of the activity.

Boating/Paddling Improvements

Reasons for Boating/Paddling

1. Exercise/Recreation
2. Relaxation and Distraction
3. To be Outdoors
4. Camaraderie with Friends
5. Nature Watching

Boating Access Points - Existing

- 4th Street
- Alexandria
- Off of Lower Trail
- Newton Hamilton
- Snyder Run
- PA Fish and Boat Commission Launches

Boating Access Points - Wanted

- Mouth of the Frankstown Branch near the River Road bridge in Alexandria
- Improved access area at Alfarata Trailhead on the Frankstown Branch
- Mill Creek on the Juniata River
- Access on federal land near Corbins Bridge on the Raystown Branch
- Moonbeam Island access on Raystown Lake
- Coffee Run access on Raystown Lake

Boating/Paddling Impediments

- Lack of Waterway Access
- Lack of Equipment/Resources
- Conditions at existing launches – not friendly for kayakers - improvements are needed

Connection Improvements – in order of importance

1. Access to waterways within your community
2. Access to the Juniata River Water Trail
3. Access to Raystown Lake
4. Access to waterways outside your community
5. Access to waterways in surrounding Counties

Facility/Amenity Improvements – in order of importance

1. More access (take-outs/put-ins) to waterways
2. Better parking areas near waterway access points
3. Paths to connect communities to waterways
4. Public restrooms near waterways
5. Regularly scheduled shuttle service
6. Wayfinding/directional signage
7. Resting areas near boating take-outs/put-ins (Shade trees, Benches, More Trash cans)
8. Improved lighting at boating take-outs/put-ins

Other Comments – If One (1) thing could be done to improve Boating/Paddling

- Put in dedicated kayak/canoe/paddleboard launching places at all the Lake Raystown boat launches. It is difficult to launch non-motorized boats
- A Raystown Lake access point at the waters edge strictly for Kayaks at the end of Lookout Road (base of Hawsn Overlook)
- A walkway around the inlet of both sides at Snyders Run. People have to climb the bank when they moor their boats and the rocks get slippery
- Access points like Mapleton and Mount Union in the Alexandria area
- Access points that are easy to use, park, and rest
- Dedicated website with info on water conditions, wildlife, and scheduled river clean up dates
- Educating Rangers at Trough Creek about the legality of paddling the creek. There is no law that says you can't paddle when it's below freezing out. Sometimes that's the only time Trough Creek Runs
- Have more launch areas where a Fish & Boat Commission permit isn't required.
- Maintain and improve existing launches
- Raystown Branch access on federal land near Corbins Bridge
- Shuttle Service
- Trails to and from put-in locations to community destinations.

Huntingdon County Active Transportation Plan

Active Transportation Program Themes (Key Stakeholder Summary)

The Community Engagement process was one of, if not the most, important outcomes of the Plan. Engaging the public invigorated the community, revitalized members of the Steering Committee and raised the collective awareness of walking, biking, wheelchair use and paddling needs, issues, and opportunities across the community. It built capacity among the Active Transportation Committee, and it empowered new community leaders to take more active roles in improving Huntingdon County. The following summarizes some of Huntingdon County's Active Transportation Program Themes that were cultivated out of the Key Person Interviews.

County has great momentum:

- Cool things are happening in Huntingdon County. There are lots of recreation options. There is momentum and a feeling of being on the verge of great things.
- The communities are working together. There is support for trail development through making connections, prioritizing better connections in populated areas (Downtown Huntingdon, Mount Union and other communities), and supporting existing assets like Raystown Lake, 9-11 Memorial Trail, and East Broad Top Railroad.
- There are good relationships at the county level. Communication is critical at all levels to include partners – Juniata College and all the communities.
- Local, bottom-up support for any project is critical. East Broad Top Railroad is a great example of a catalyst by working through issues with communities for better solutions.
- Attracting tourists can be a major economic driver and are opportunities for businesses and residents. More people in the county increases the economy/tourism/people spending money.
- Pandemic showed that passive recreation is also very important.

“Projects must be prioritized, fiscally responsible, and sustainable for the long term given the highly competitive and limited public funding available.”

Connecting Communities:

Participants identified adjacent communities, and their associated trail systems as links in, and partners for, resolving the larger system puzzle. When communities work together it helps with funding. These communities need assistance to create and extend their trail systems.

- 9-11 Trail
- Lower Trail to Alexandria Borough
- Huntingdon Borough and Alexandria Borough
- Saltillo and Three Springs
- Focus on connections to downtowns and recreation assets
- Evaluate recreation needs in southern end of the County.
- Through Scotia Barrens State Game Lands 176 to State College
- Create greater ability to move around.

“Build in the most populated areas first.”

Connecting Public Transit to Regional Assets:

- Participants discussed how public transit amenities could play a role in connecting Huntingdon County to State College and Lewistown. Possible bus/van routes, commuter lots (along Charter Oak Road near PennDOT?), and para transit are options worth considering but determine the need before moving forward. Southern Alleghenies Planning & Development Commission have a transit survey underway that would be good to assist with determining need.

Huntingdon County's Role:

- Participants recognized both the physical limitations and local resource constraints affecting Huntingdon County's ability to undertake new projects but making connections is a priority. It is critical that the county provide leadership and good communication with communities and other partners – providing letters of support, planning, and helping to define/understand the desired outcomes for all residents. More funding available when working together.
- Having a plan of action and funding. Educate people and assist with grant writing. Communicate the types of grants available.
- As an enabler so everyone is working on one plan and gets groups working together.

Challenges:

- Huntingdon County is one of poorest counties in PA.
- Many of the roads in the county belong to PennDOT and are narrow, winding, rural roads.
- Participants discussed that many of the trails and biking enhancements right now in the populated areas are for transportation and recreation whereas in the less populated areas the trails are used solely for recreation. The Future connections of the county will develop between people and places within/between Huntingdon County and her neighbors.
- Many of the roads don't have shoulders, need to expand shoulders where it makes sense for connections but don't ignore possible water connections.
- Restroom facilities at Rothrock State Park and at playground areas (ARPA funding?).
- Safety is critical – biking needs to happen safely.
- Be sure to include handicapped accessibility especially with the aging communities.
- USDA funding limits changed. Need to expand access to this funding.
- Many county residents live 45 minutes away from services. Support their needs.
- Challenge getting volunteers but good to be part of the community not just living there.
- Juniata College is the 2nd largest employer in the county. Keep them engaged.
- On-going maintenance is important to consider. Maintain what we have.

Supporting Users:

- Making connections easier, safer and makes sense/intuitive. Feels safe. Amenities like better lighting and cameras may help to connect Juniata College to places on Huntingdon Borough.
- Local elected officials play a supportive role in advancing the priorities, provide letters of support, promote and encourage public involvement and connect various stakeholders.
- Trust that being open and honest is the best way to work in communities.

Engaging the Process:

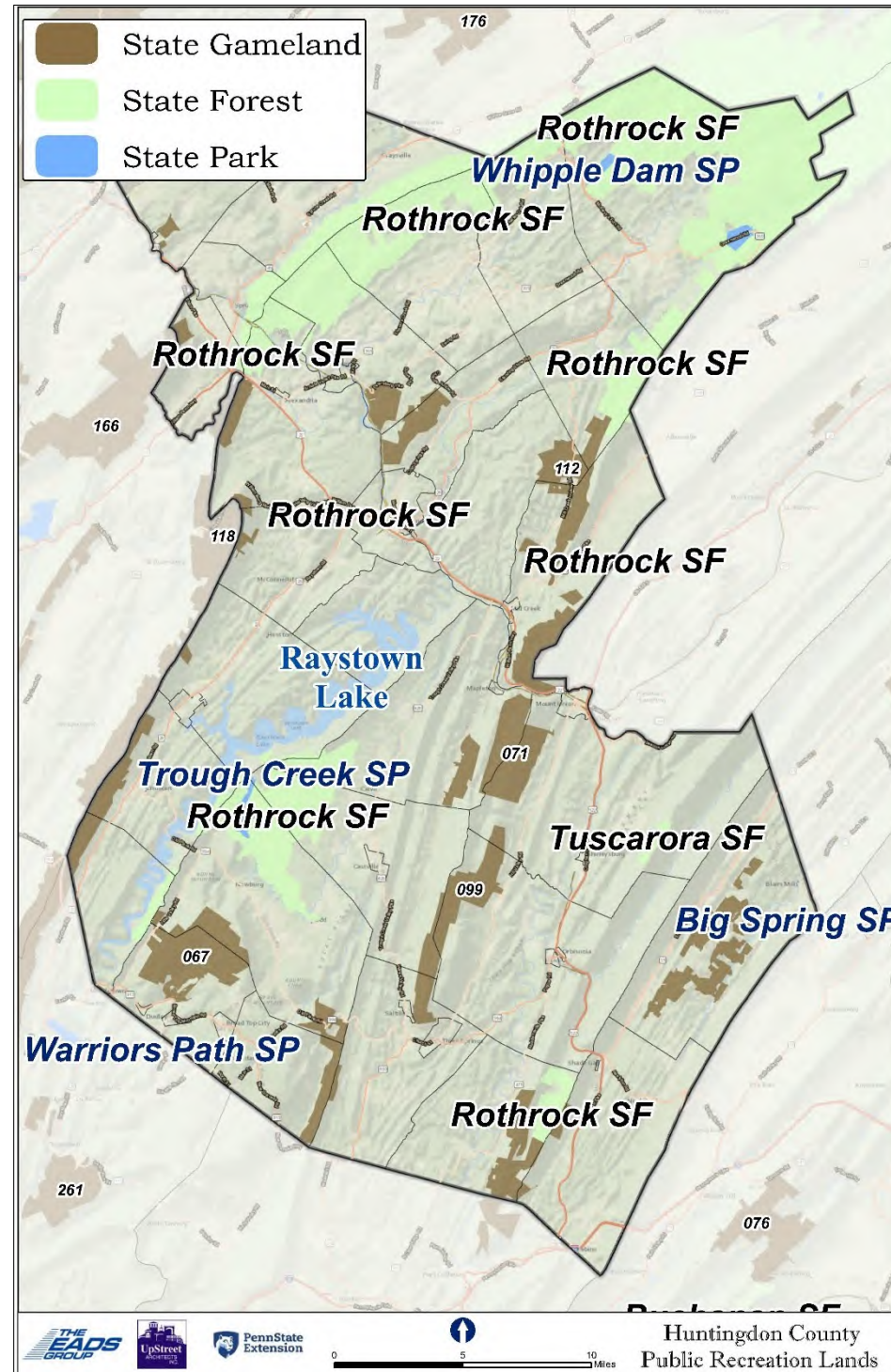
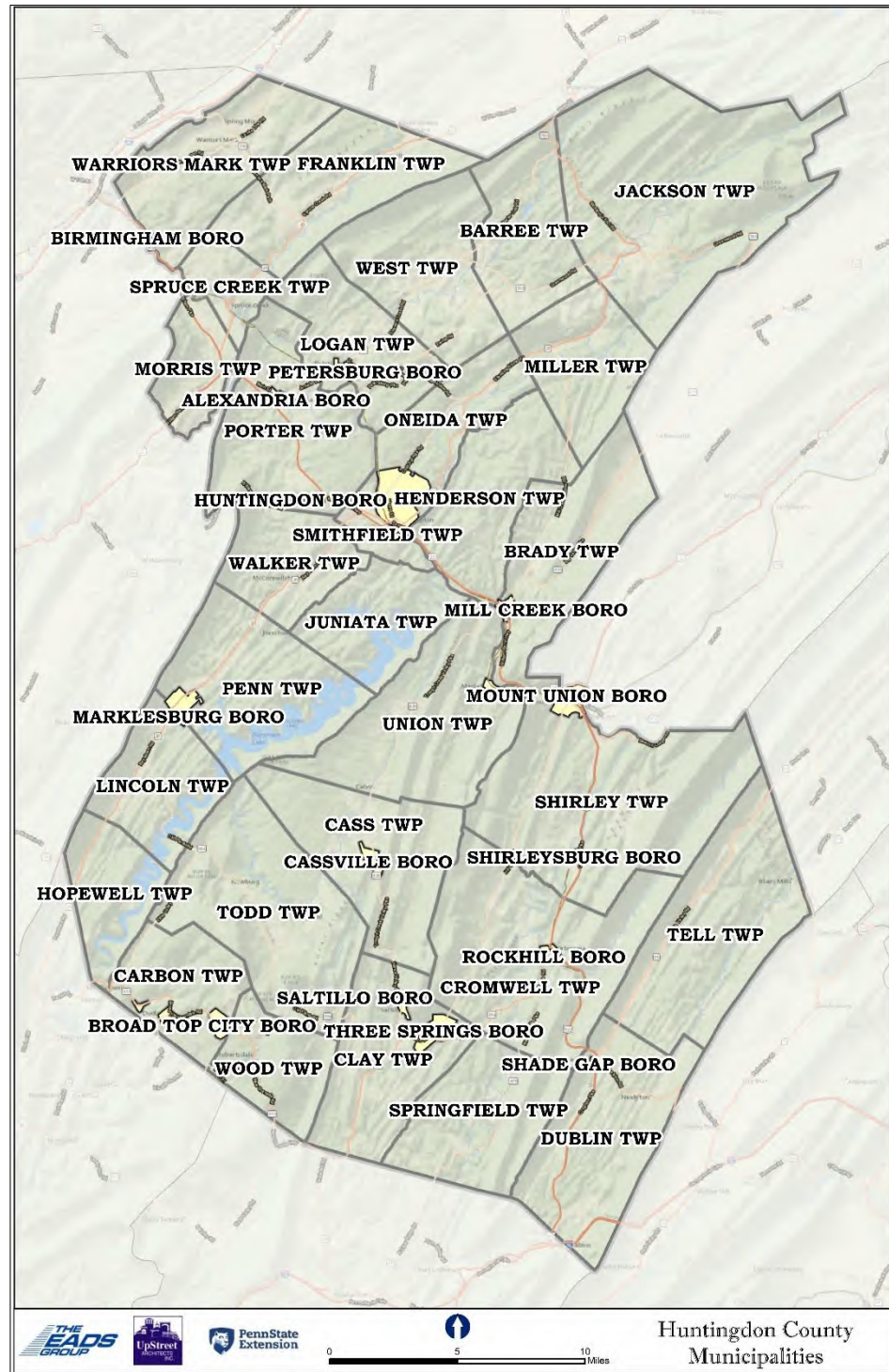
- Holding in-person events is best with some on-line opportunities.
- If you engage the Juniata College Student Senate you get 35-40 active participants.

EXISTING CONDITIONS

Huntingdon County Active Transportation Plan

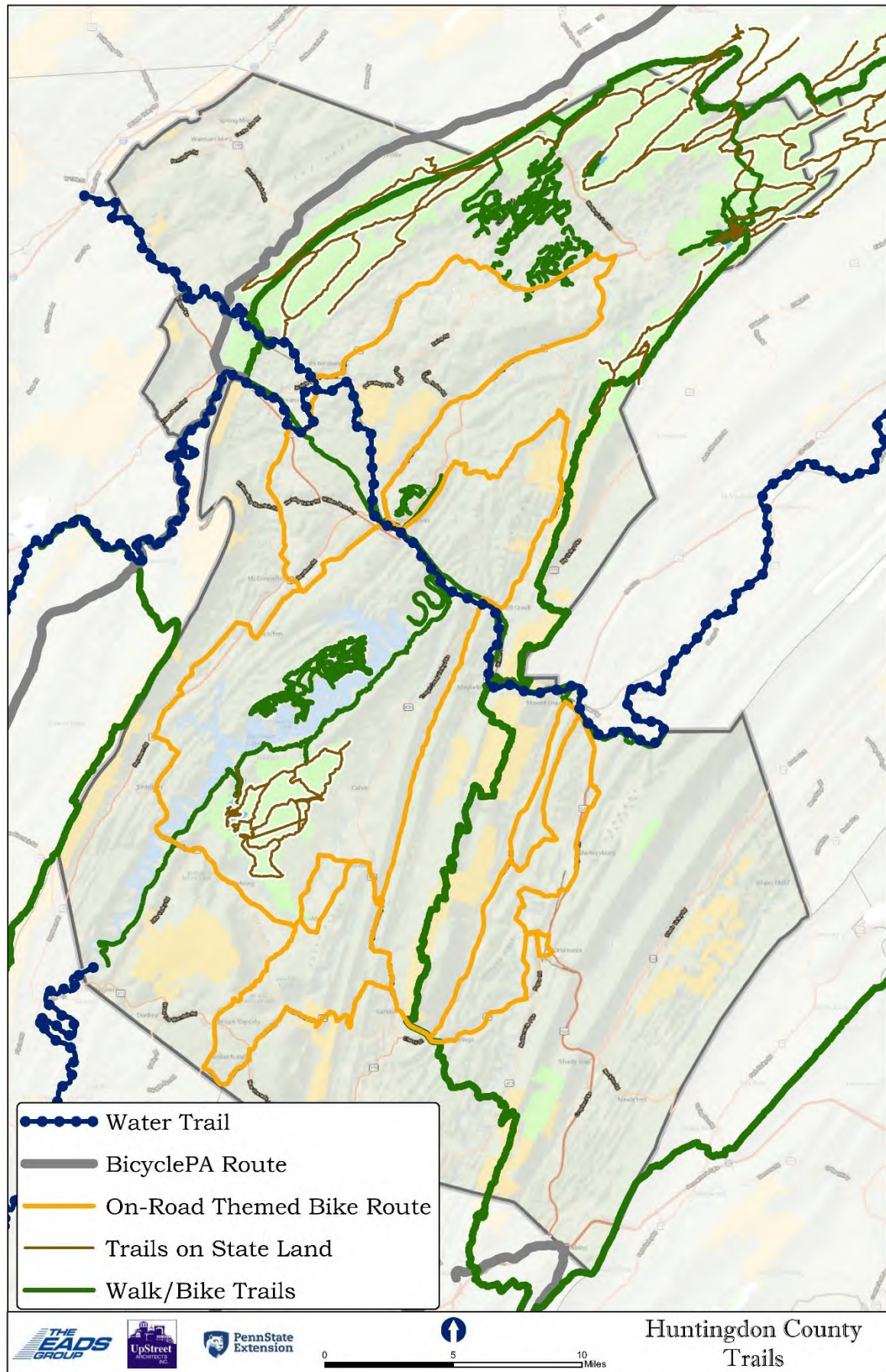
County Overview

Huntingdon County is located in central Pennsylvania and consists of a mountainous area in the Appalachian Ridge and Valley physiographic province. Huntingdon County was established on the 20th day of September 1787. Huntingdon County contains 48 municipalities including 18 Boroughs and 30 Townships. Huntingdon County borders seven (7) Counties – Centre, Blair, Bedford, Mifflin, Juniata, Franklin and Fulton. The principle waterways in Huntingdon County are Raystown Lake and the Juniata River, Little Juniata River, and Raystown Branch Juniata River, as well as Aughwick, Blacklog, and Tuscarora Creeks. Natural features include Sideling Hill and Bald Eagle, Tussey, Tuscarora, Jacks, Shade, Stone, and Blacklog Mountains. State Parks include Trough Creek, Greenwood Furnace, and Whipple Dam state parks. State Game Lands include 67, 71, 81, 99, 112, 121, 131, 251, 322. State Forests include Rothrock and Tuscarora.



Huntingdon County Active Transportation Plan

Huntingdon County has an extensive network of established and regionally recognized off-road walking and biking trails, local community connection paths, the nationally designated Juniata River Water Trail, Pennsylvania designated on-road bike routes (BicyclePA Routes), locally themed Bike Routes and miles of trails on state-owned land. There is also a PA WalkWorks designated walking route in Mount Union Borough. These trails and routes are travelled on and enjoyed by multiple users for commuting, recreation and relaxation.



Biking Trails:	Walking Trails:	On-Road Themed Bike Route:
<ul style="list-style-type: none"> • Allegrippis Trails at Raystown Lake 	<ul style="list-style-type: none"> • Allegrippis Trails at Raystown Lake 	<ul style="list-style-type: none"> • Time Travelers Path
<ul style="list-style-type: none"> • Greenwood Furnace State Park Trails 	<ul style="list-style-type: none"> • Greenwood Furnace State Park Trails 	<ul style="list-style-type: none"> • The Fisherman's Tour
<ul style="list-style-type: none"> • Huntingdon Borough Paths 	<ul style="list-style-type: none"> • Huntingdon Borough local Trails 	<ul style="list-style-type: none"> • Spelunker Tour
<ul style="list-style-type: none"> • Lower Trail 	<ul style="list-style-type: none"> • Lower Trail 	
<ul style="list-style-type: none"> • Mount Union local Trails 	<ul style="list-style-type: none"> • Mid State Trail 	BicyclePA Routes G and S
<ul style="list-style-type: none"> • Rothrock State Forest Trails 	<ul style="list-style-type: none"> • Mount Union local Trails and a WalkWorks Route 	
<ul style="list-style-type: none"> • State Game Lands 067 Trails 	<ul style="list-style-type: none"> • Rothrock State Forest Trails 	Water Trails:
<ul style="list-style-type: none"> • State Game Lands 071 Trails 	<ul style="list-style-type: none"> • Standing Stone Trail 	<ul style="list-style-type: none"> • Juniata River Water Trail
<ul style="list-style-type: none"> • State Game Lands 081 Trails 	<ul style="list-style-type: none"> • State Game Lands 067 Trails 	<ul style="list-style-type: none"> • Raystown Branch Juniata River Water Trail
<ul style="list-style-type: none"> • State Game Lands 099 Trails 	<ul style="list-style-type: none"> • State Game Lands 071 Trails 	
<ul style="list-style-type: none"> • State Game Lands 112 Trails 	<ul style="list-style-type: none"> • State Game Lands 081 Trails 	
<ul style="list-style-type: none"> • State Game Lands 121 Trails 	<ul style="list-style-type: none"> • State Game Lands 099 Trails 	
<ul style="list-style-type: none"> • State Game Lands 131 Trails 	<ul style="list-style-type: none"> • State Game Lands 112 Trails 	
<ul style="list-style-type: none"> • State Game Lands 251 Trails 	<ul style="list-style-type: none"> • State Game Lands 121 Trails 	
<ul style="list-style-type: none"> • State Game Lands 322 Trails 	<ul style="list-style-type: none"> • State Game Lands 131 Trails 	
<ul style="list-style-type: none"> • Trough Creek State Park Trails 	<ul style="list-style-type: none"> • State Game Lands 251 Trails 	
<ul style="list-style-type: none"> • Tuscarora State Forest Trails 	<ul style="list-style-type: none"> • State Game Lands 322 Trails 	
<ul style="list-style-type: none"> • Whipple Dam State Park Trails 	<ul style="list-style-type: none"> • Thousand Steps 	
	<ul style="list-style-type: none"> • Trough Creek State Park Trails 	
	<ul style="list-style-type: none"> • Tuscarora State Forest Trails 	
	<ul style="list-style-type: none"> • Whipple Dam State Park Trails 	

County Profile –

The following is a profile related to the active transportation in Huntingdon County. The profile was compiled by the Southern Alleghenies Planning & Development in 2021 as part of their South Alleghenies Bicycle and Pedestrian Plan. The profile provides a summary of the County and highlights the unique environment it offers within the realm of planning for bicycle and pedestrian transportation.

SAP&DC

Huntingdon County

Bicycling has been driving much of Huntingdon County's growth in tourism, particularly since the completion and grand opening of the Allegrippis Trail system in 2009. The network currently includes 36 miles of trail, with more being planned. Bicycling is an important element of the county's tourism promotion efforts, as the county has taken steps to designate three scenic routes: the Fisherman's Loop, Spelunker's Loop, and Time Traveler's Path. These routes have been approved by PennDOT and range in length from 40 to 70 miles. A small portion of BicyclePA Route G traverses the northwestern corner of the county, using portions of the Lower Trail to Alfarata, PA 453 from Water Street to PA 45 through Spruce Creek, Seven Stars, and on to the county line.



Pedestrians in Mt. Union Borough

While the county boasts of award-winning trails, there are missing links within its system of on- and off-road trails. A prime example includes the Standing Stone Trail. The "trail of the year" includes two designated Trail Towns in Three Springs and Mapleton, yet connections are needed to Huntingdon and Mt. Union. The trail links Greenwood Furnace State Park to Cowans Gap State Park through Rothrock State Forest, Rocky Ridge Natural Area, several state game lands, and Buchanan State Forest. Elsewhere, there is interest in extending the Lower Trail from Alfarata to Huntingdon Borough, and the Canoe Creek State Park. In Mt. Union, community leaders are also working to get a trail system blazed along the River Trail.




Within the college town of Huntingdon Borough, "Walk Huntingdon" is an example of local implementation of a national initiative. Over three dozen signs have been posted around the borough to direct pedestrian traffic and raise awareness of various attractions throughout the community.

Huntingdon is also the home of Juniata College, the planning region's largest institution of higher learning. The campus of this four-year school is located over a mile north of the central business district, and even experienced bicyclists are not comfortable navigating the borough's streets to and from the college. Such "town/gown" issues represent opportunities for the county, school, and region to address in improving non-motorized transportation and community vitality.

An important potential intermodal connection of note includes Amtrak's *Pennsylvanian* passenger rail service stop in Huntingdon Borough. There is no baggage car available west of Harrisburg, so bicyclists must find alternatives to getting their bicycles to and from the area.

SAP&DC



A bicyclist rides the Lower Trail in Morris Township. The trail is part of the Pittsburgh-to-Harrisburg Main Line Canal Greenway and is recognized as a National Recreation Trail.

Area: 889 square miles

Potential projects/initiatives: Lower Trail extension to Huntingdon Borough; connections from Juniata College to downtown; proposed trail linking Mapleton to Mt. Union; improved connections between Huntingdon Borough and Lake Raystown

Pedestrian Crashes (2011-20): 47

Pedestrian Fatalities (2011-20): 4

Bicycle Crashes (2011-20): 14

Bicyclist Fatalities (2011-20): 1

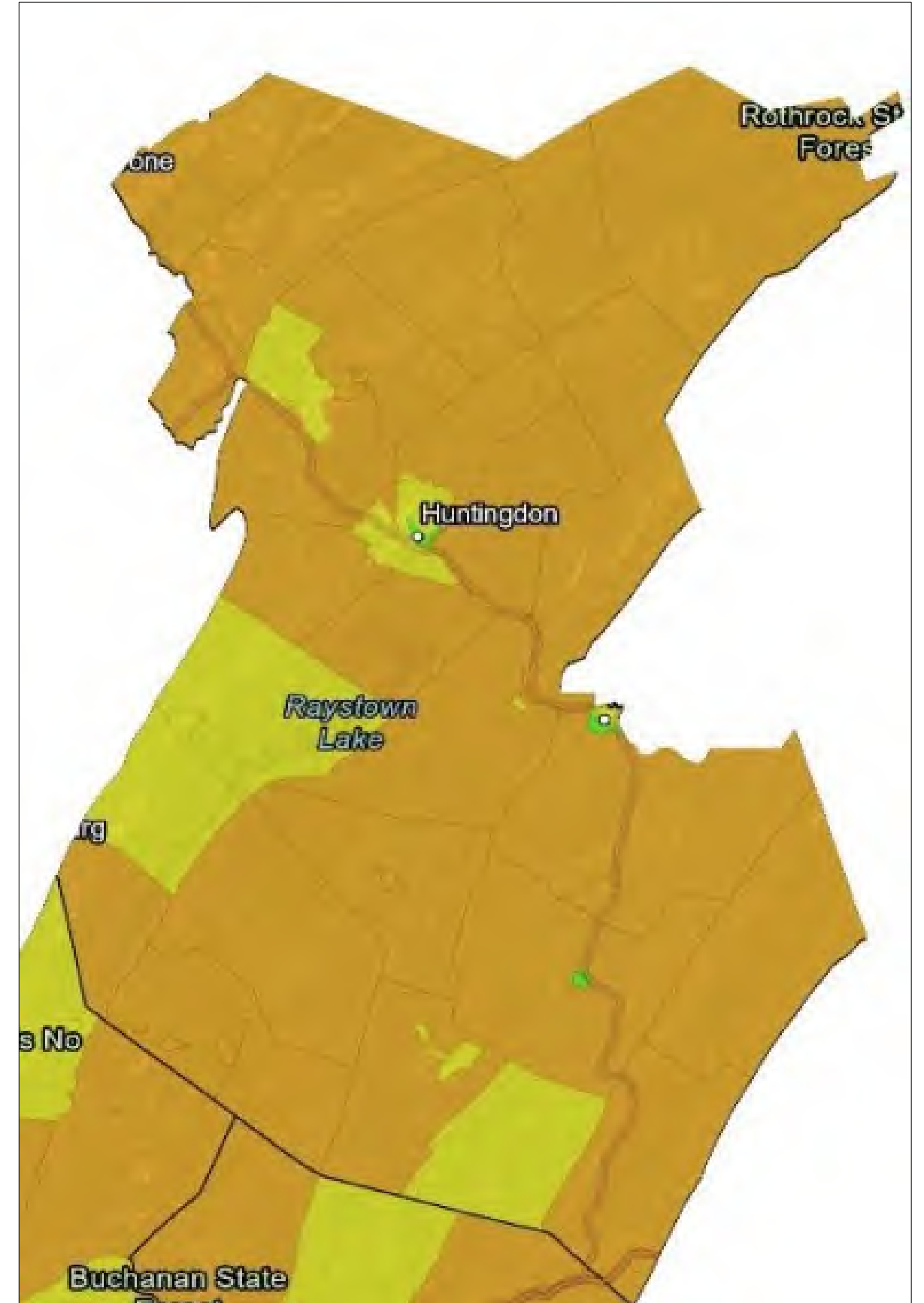
Huntingdon County Active Transportation Plan

Walkability Index -

The following describes the Walkability Index score for Huntingdon County. The Walkability Score Index description and map were compiled by the Southern Alleghenies Planning & Development in 2021 as part of their South Alleghenies Bicycle and Pedestrian Plan. Many community leaders and residents, as well as public health officials, planners, and other municipal staff, want communities to be more walkable because of benefits such as accessibility to stores, jobs, and other places, which encourages people to be more active and healthier. When people choose to walk or bike, it can reduce pollution from vehicles, resulting in improved human and environmental health. Walkable communities also encourage social interaction and can improve people’s physical and mental health. However, there are no universal tools that provide transparent insight into what makes a community walkable, which makes it challenging to analyze and compare communities’ walkability. To help fill this gap, EPA developed the National Walkability Index, a tool that measures the relative walkability of the nation’s communities. The dataset covers every block group in the nation, providing a basis for comparing walkability from community to community. The National Walkability Index is based on measures of the built environment that affect the probability of whether people walk as a mode of transportation: street intersection density, proximity to transit stops, and diversity of land uses. A Walkability Index map for Huntingdon County is provided below. As shown, a majority of the County ranks in the Least Walkable and Below Average Walkable Categories. There are few areas including Huntingdon Borough, Mount Union Borough and Rockhill Borough that rank in the Above Average Walkable Category.

Walkability Index

- 1 - 5.75 (Least Walkable)
- 5.76 - 10.50 (Below Average Walkable)
- 10.51 - 15.25 (Above Average Walkable)



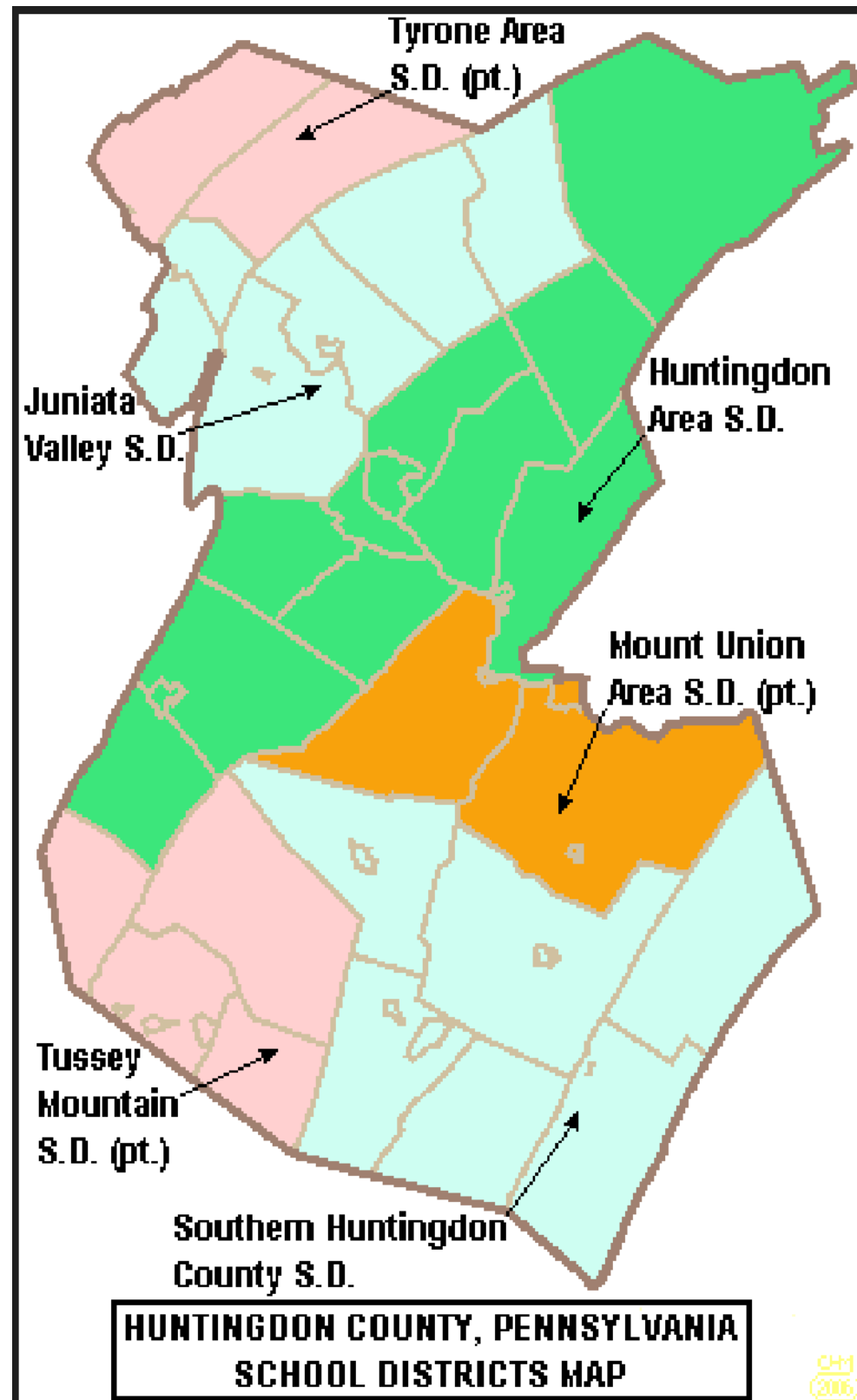
Huntingdon County Active Transportation Plan

Schools

School aged students and their families in Huntingdon County are served by six (6) School Districts. The map to the right shows the location of each District.

- Tyron Area School District
- Juniata Valley School District
- Tussey Mountain School District
- Huntingdon Area School District
- Mount Union School District
- Southern Huntingdon County School District

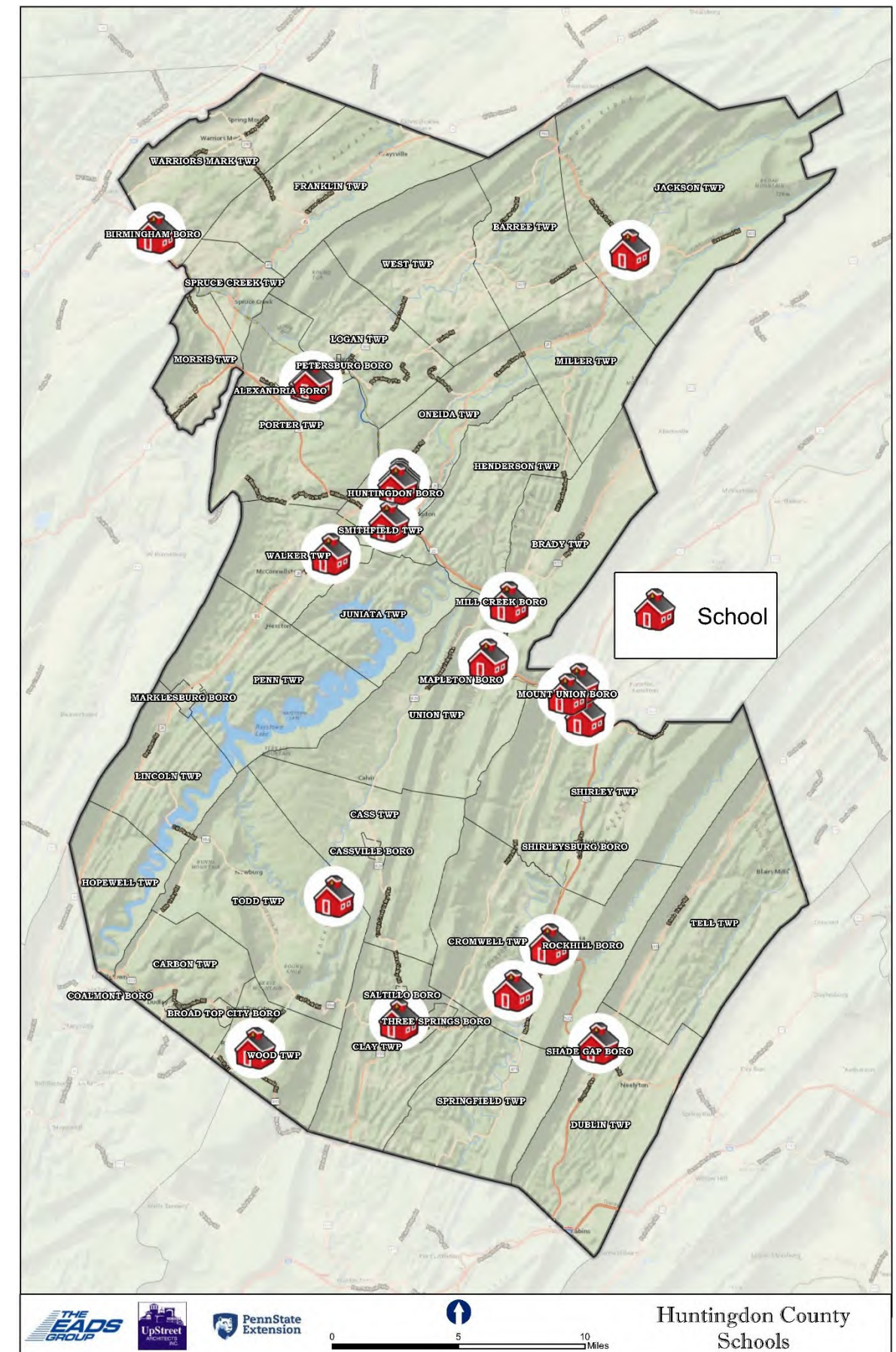
These School Districts operate Elementary Schools, Junior High Schools and Senior High Schools in the County. The map to the far right shows the location of these schools.



https://en.wikipedia.org/wiki/Huntingdon_County,_Pennsylvania#/media/File:Map_of_Huntingdon_County_Pennsylvania_School_Districts.png

By US Census, Ruhrfisch - taken from US Census website [1] and modified by User: Ruhrfisch, CC BY-SA 3.0,

<https://commons.wikimedia.org/w/index.php?curid=879177>

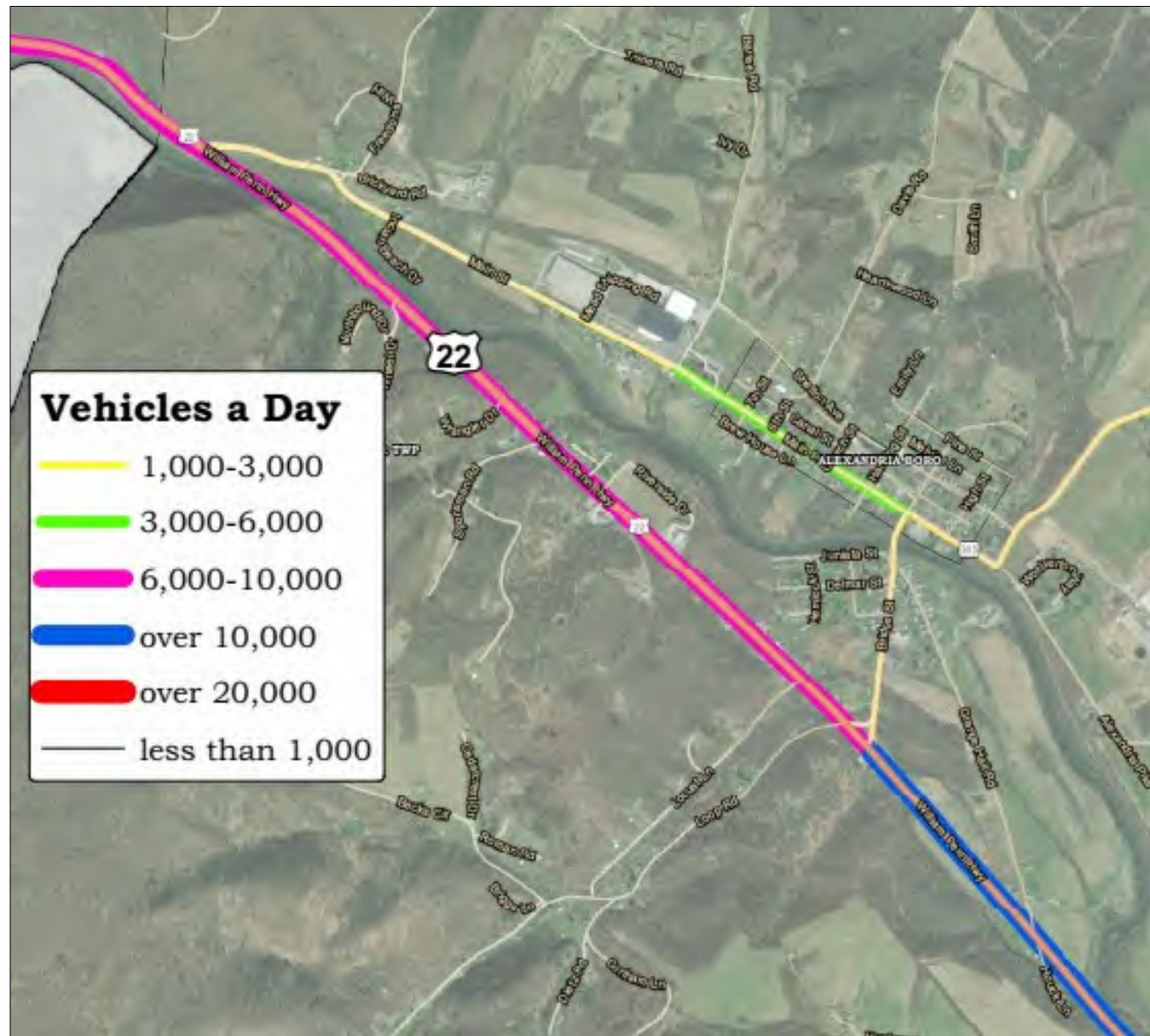


Huntingdon County Active Transportation Plan

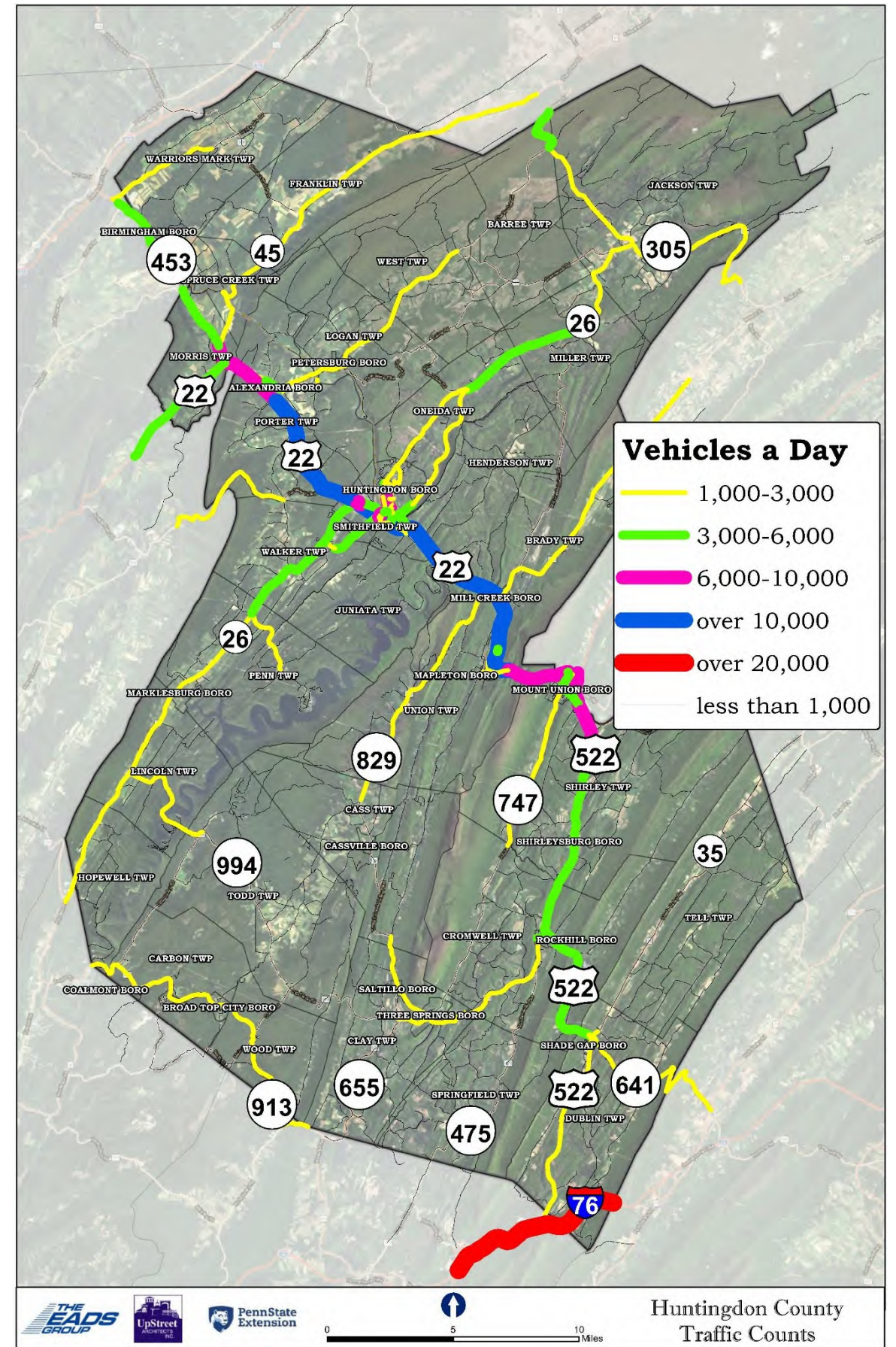
Average Daily Traffic Counts

The map to the right summarizes traffic volumes in Huntingdon County in terms of Annual Average Daily Traffic (AADT). Traffic volumes vary in the County. There are a few major roads that experience high traffic volumes. However, a majority of the roads in the County carry less than 1,000 vehicles a day. As shown, US Route 22 experiences the highest volume of traffic in the County, with sections experiencing well over 10,000 vehicles a day. Sections of PA 453, 26 and US Route 522 also experience a relatively high volume of traffic, carrying between 3,000 and 6,000 vehicles a day. As expected, sections of these roads that connect to US Route 22 experience higher traffic volumes. A small portion of the PA Turnpike is aligned through the southeastern tip of the County. Traffic volumes along the Turnpike reach over 20,000 vehicles a day.

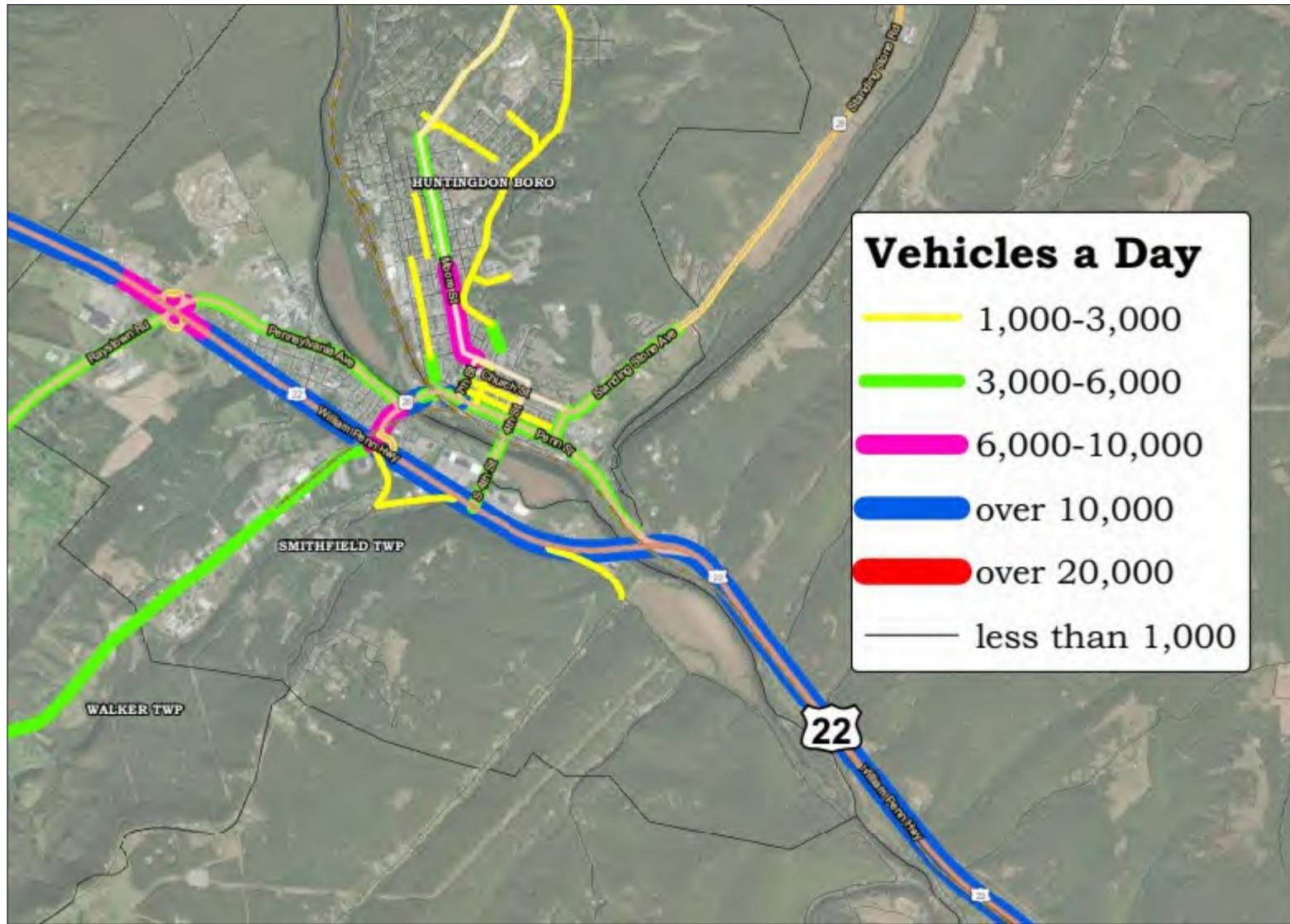
The images below and on the following page highlight traffic volumes through the larger communities in the County.



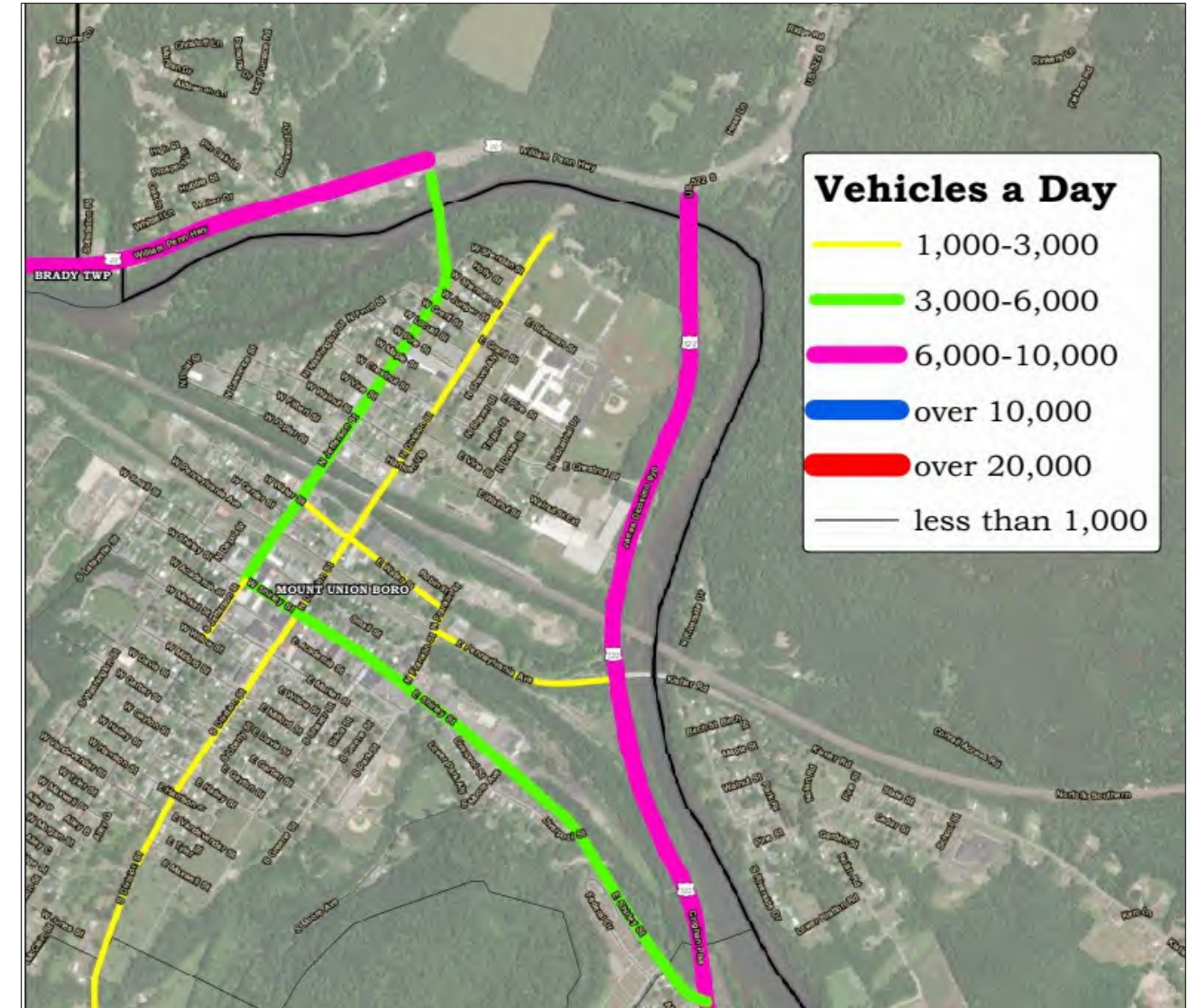
Alexandria Borough – Lower Trail -
September 11th National Memorial Trail – Segment 1



Huntingdon County Active Transportation Plan



Huntingdon Borough and Smithfield Township – Raystown Lake Area –
September 11th National Memorial Trail - Segment 13



Mount Union Borough –
September 11th National Memorial Trail - Segment 19

Huntingdon County Active Transportation Plan

Strava Heatmap

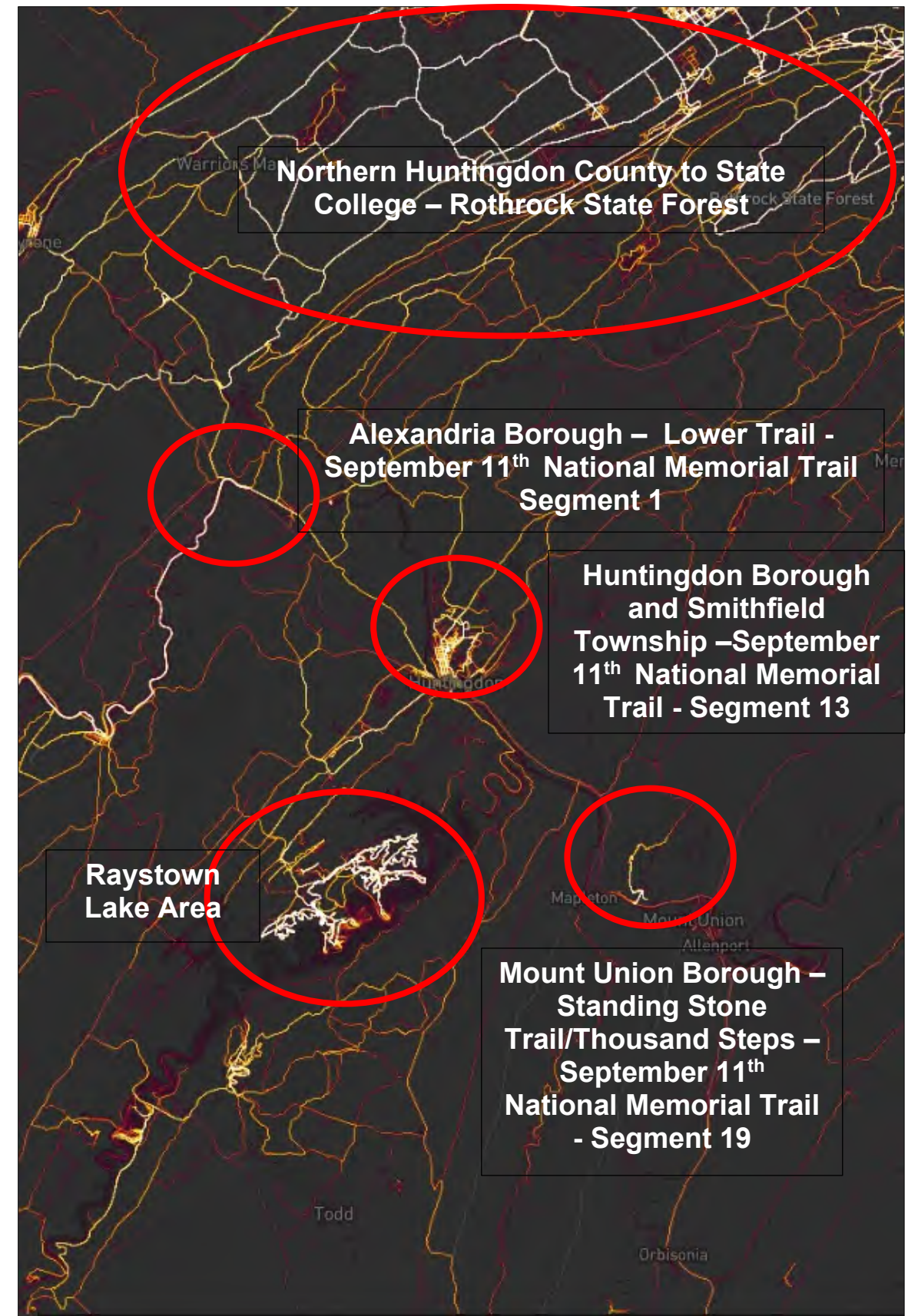
A Strava Heatmap is an innovative approach for tracking and displaying areas that experience higher levels of walking, biking and water-based activity. Strava Heatmaps show 'heat' made by aggregated, public activities. The Heatmaps reflect the previous 13 months of GPS data from participating users and aggregates it onto a single map that highlights the most active routes. Heatmaps are updated monthly.

The image to the right shows a Strava Heatmap overview for Huntingdon County. The lighter, brighter, colors indicate more activity. The darker colors, still indicate activity, but to a lesser degree than the brighter colors. As shown, areas of activity concentration are found around Huntingdon Borough/Smithfield Township area, Raystown Lake, the Thousand Steps Trail near the Mapleton/Mount Union area, the Lower Trail into Alexandria and the trails in Rothrock State Forest in the northern part of the County. An extended view of the map show intense activities from the Warriors Mark area all the way into State College.

Images below and on the following page highlights Strava Heatmaps in the higher activity areas in the County.

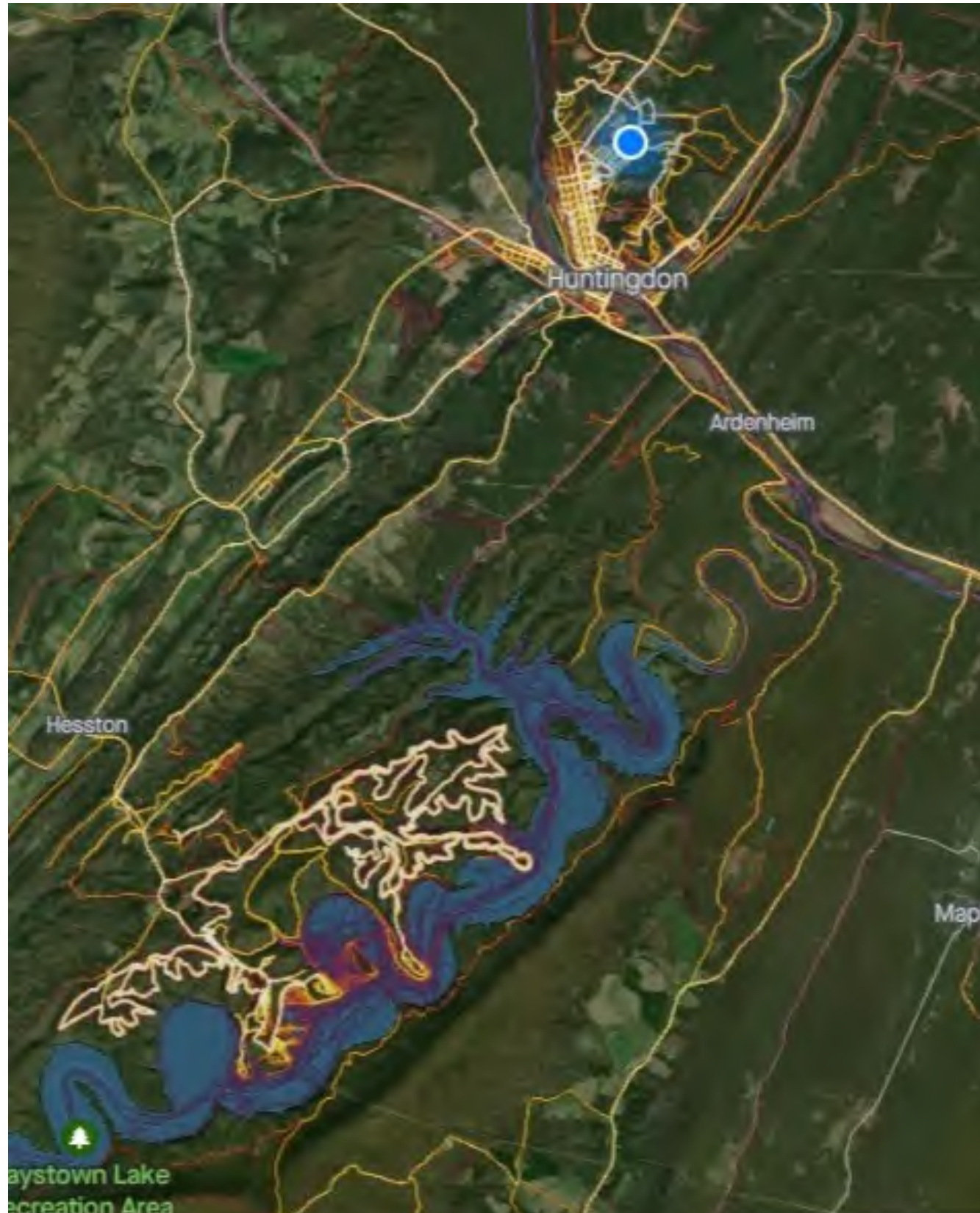


Alexandria Borough – Lower Trail -
September 11th National Memorial Trail – Segment 1



Huntingdon County

Huntingdon County Active Transportation Plan



Huntingdon Borough and Smithfield Township – Raystown Lake Area –
September 11th National Memorial Trail - Segment 13



Northern Huntingdon County to State College – Rothrock State Forest



Mount Union Borough – Standing Stone Trail/Thousand Steps –
September 11th National Memorial Trail - Segment 19

Huntingdon County – Community Health Assessment

Penn Highlands Healthcare, established in 2011, is a health system in Northwestern/Central Pennsylvania that brings together the services of Penn Highlands Brookville, Penn Highlands Clearfield, Penn Highlands DuBois, Penn Highlands Elk, Penn Highlands Huntingdon, and Penn Highlands Tyrone. Penn Highlands Huntingdon is the health care leader in Huntingdon County, serving the community's health care needs and striving to deliver the best outcome for every patient for over 100 years.

Penn Highlands Huntingdon offers information from its most recent (2021) Community Health Needs Assessment (CHNA) to the Huntingdon County Active Transportation Plan. The Penn Highlands Huntingdon CHNA is a comprehensive review of primary and secondary data analyzing socioeconomic, public health, and demographic data at the local, state, and national level. The Penn Highlands Huntingdon CHNA, utilized a systematic approach to identify and address the needs of the disenfranchised communities across the hospital's geography.

In the context of this assessment, County Health Rankings were examined. Huntingdon County was analyzed for four different types of health factors including health behaviors, clinical care, social and economic factors and the physical environment. A score of 1 indicates the "healthiest" county, while a score of 67 indicates the "unhealthiest" county. Huntingdon County scored a 59 for social and economic factors and a 51 for health factors.

In addition, according to the Pennsylvania Department of Health and County Health Rankings (2020), 14% of Huntingdon County's adult residents have fair/poor general health, 37% of adult residents are considered obese, and 21% of adult residents are current smokers. It is also important to note that only 62% of County residents live close to a park or recreation facility, compared to 86% for the state of Pennsylvania.

The Penn Highlands Huntingdon CHNA identified Access to Care, Chronic Diseases/Conditions and Behavioral Health as the top (3) community health needs in their service area. The purpose of the Huntingdon County Active Transportation Plan is aligned with addressing health needs associated with Chronic Diseases/Conditions and Behavioral Health. The following section highlights these two (2) health need focus areas and describes how the Active Transportation Plan can help support community health improvements in each.

Chronic Diseases/Conditions –

The CHNA describes Chronic Diseases as conditions that last more than one year and require ongoing medical attention or limit daily activities. Common type of chronic diseases found in Huntingdon County include diabetes and high blood pressure.

- **Diabetes** - Roughly 84 million U.S. adults have prediabetes, a serious health condition in which blood sugar levels are higher than normal but not high enough to be diagnosed as type 2 diabetes, and more than 30 million Americans have diabetes. A person with prediabetes is at high risk to develop type 2 diabetes, heart disease, and stroke. People with diabetes spend more on health care, have fewer productive years, and miss more workdays compared to people who are not diabetic. In 2017, the total estimated cost of diagnosed diabetes was \$327 billion, including \$237 billion in direct medical costs and \$90 billion in absenteeism, reduced productivity, and inability to work.

Data shows that Huntingdon County has the highest percentage of adults (19.7%) with diabetes among Penn Highlands Huntingdon's service area and is the only county in the service area to exceed the state rate at 18.8%. The CHNA reported that Huntingdon County has seen an increase over several years for adults who are diabetic. To reduce the likelihood to being prediabetic, Huntingdon County residents are encouraged to exercise, eat healthy, and eliminate tobacco use.

- **High Blood Pressure** - High blood pressure (HBP) is a common condition affecting millions of Americans. High blood pressure increases the risk for heart disease and stroke, two leading causes of death for Americans. Tens of millions of adults in the United States have high blood pressure and many do not have it under control. Residents may have high blood pressure without any symptoms as uncontrolled HBP raises one's risk of serious health problems. With medical intervention, high blood pressure can be controlled once detected. Many risk factors are associated with HBP, including age, race, family history, being overweight or obese, sedentary lifestyle, tobacco use, sodium intake, lack of potassium, alcohol abuse, stress, and certain chronic conditions.

Data shows that Huntingdon County reported that 22.8% of adult residents have high blood pressure. The American Heart Association recommends the adoption of a heart-healthy lifestyle to reduce high blood pressure by engaging in regular physical activity, maintaining a healthy weight, reducing the sodium intake in one's diet, limiting alcohol, managing stress, quitting smoking, and taking medications properly.

Huntingdon County Active Transportation Plan

Chronic diseases, while common, are the most preventable of all health problems. The CHNA further describes that chronic diseases are primarily caused by the following four (4) risk behaviors:

- **Lack of physical activity**
- Tobacco use and exposure to secondhand smoke.
- Poor nutrition, including diets low in fruits and vegetables and high in sodium and saturated fats.
- Excessive alcohol use

Health Behaviors –

The Penn Highlands Huntingdon Community Health Needs Assessment (CHNA) identifies that resident's Health Behaviors are directly related to their well-being. The CHNA identifies Health behaviors as actions in which individuals engage that affect their health. They include positive and negative behaviors that can impact the long-term physical health effects, such as eating well and being physically active, and actions that increase one's risk of disease, such as smoking, excessive alcohol intake, and risky sexual behavior.

- **Physical Activity** - Data related to exercise shows that 24.6% of adult residents ages 20 and over in Huntingdon County reported having no leisure time or have not participated in physical activity based on the question: "During the past month, other than your regular job, did you participate in any physical activities or exercises such as running, calisthenics, golf, gardening, or walking for exercise?"
- **Obesity** - obesity is defined as abnormal or excessive fat accumulation that presents a risk to health. A body mass index (BMI) over 25 is considered overweight, and over 30 is obese. The issue has grown to epidemic proportions, with more than 4 million people dying each year as a result of being overweight or obese in 2017. **In 2016, Huntingdon County reported a greater percentage of obese residents (32.1%) than both the state (30.5%) and the nation (29.5%).**

It is important to understand that physical activity and obesity are important health indicators as current behaviors are determinants of future health and may illustrate a cause of significant health issues, such as obesity, diabetes and poor cardiovascular health. Physical activity is important to prevent heart disease and stroke, two of the leading causes of death in United States. The Huntingdon County Active Transportation Plan endorses the American Heart Association suggestion that residents get at least 150 minutes per week of moderate exercise or 75 minutes per week of vigorous exercise.

The Huntingdon County Active Transportation Plan can directly address the need for more regular physical activity. The Plan encourages Huntingdon County residents to exercise regularly to reduce the likelihood of becoming diabetic. The Plan also encourages County residents to engage in regular physical activity and maintain a healthy weight to reduce high blood pressure.

The Plan identifies implementation actions and recommendations for encouraging more residents to walk, bike, roll, ride and paddle in Huntingdon County. The Plan also includes recommendations for improving walking, biking, wheelchair use and paddling facilities and amenities and removing barriers and impediments to increase the ability of residents to walk, bike, roll, ride and paddle more often in Huntingdon County.

Huntingdon County Active Transportation Plan

Huntingdon County – Priority Areas

Collaboration among the planning team, County Planning staff and the Active Transportation Committee helped to evaluate priority areas in the County where active transportation improvements are most needed to improve safety, to create equitable connection routes, and to improve community health conditions in the County. The following describes the criteria used to identify and select priority improvement areas in Huntingdon County.

1. Socio-Economic Barriers –

A Community Need Index (CNI) assessment was developed as part of the Penn Highlands Huntingdon Community Health Needs Assessment (CHNA). The CNI considers multiple socio-economic factors including health care access; unmet health-related needs of neighborhoods, income, cultural/language, educational, insurance and housing.

A CNI score of 5.0 represents a ZIP code area with the most socio-economic barriers (high need). ZIP codes in Huntingdon County with a CNI score higher than 3.0 include **17066 (Mount Union; 3.6), 16652 (Huntingdon; 3.2), and 16674 (Robertsdale; 3.2).**

2. Environmental Justice Areas –

The PADEP considers any census tract or census block group where 20% or more individuals live in poverty and/or 30% or more of the population identifies as minority as an Environmental Justice Area. Huntingdon County municipalities with Environmental Justice Areas (2022) include **Mount Union Borough, Logan Township, Petersburg Borough, Alexandria Borough, Porter Township, Huntingdon Borough and Smithfield Township.**

3. DCNR – Recreation Priority Communities

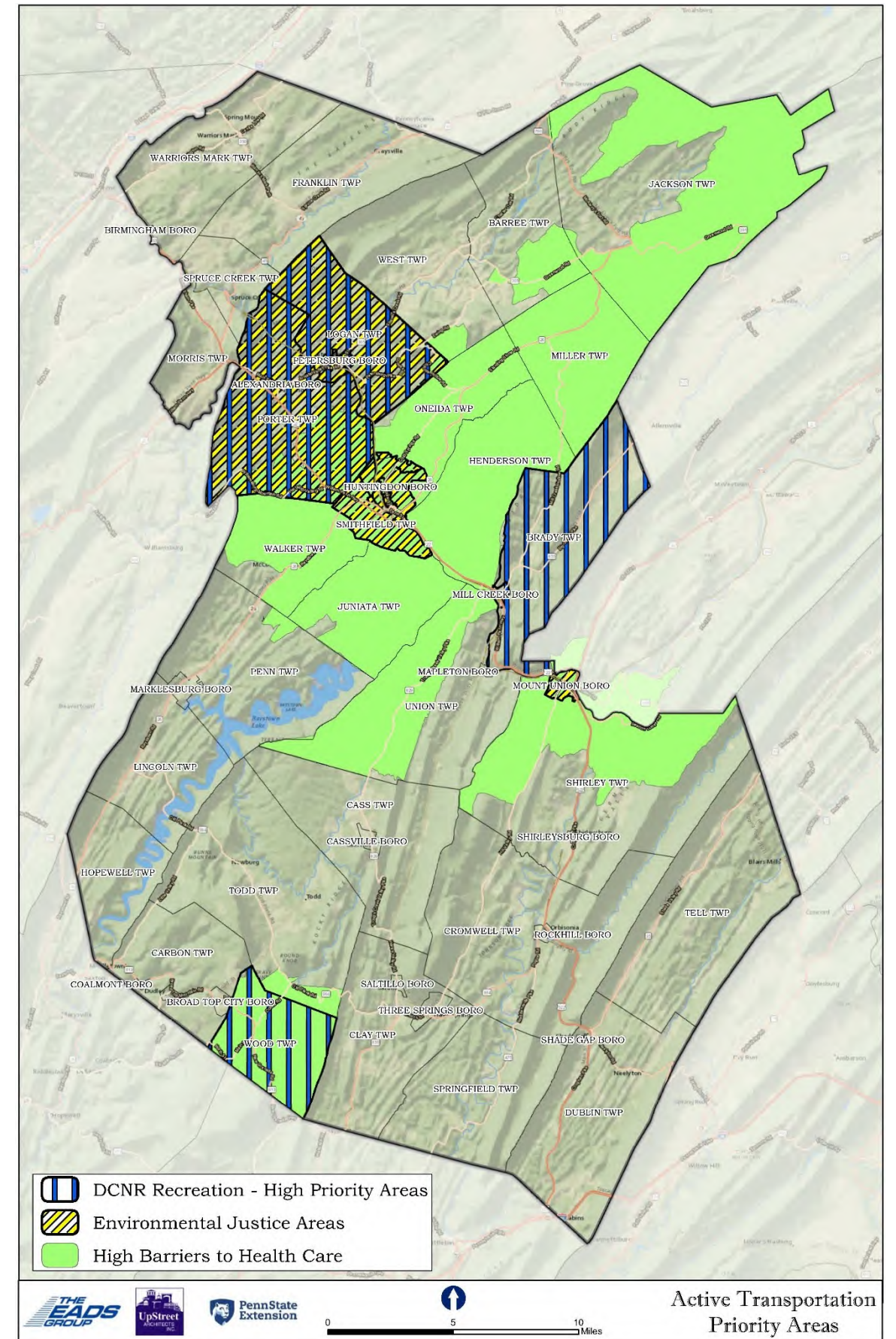
The DCNR conducted a ‘Priority Communities Analysis’ to identify communities that are above average in certain metrics that make them priorities for additional outdoor recreation opportunities. Categories evaluated include demographics, recreation need, and both personal and environmental health. The following variables were considered:

- For demographics, variables evaluated include race/ethnicity, low income, disability, and age.
- For recreation need, variables evaluated include lack of 10-minute access to outdoor recreation opportunities, and the acreage of public open space per 1,000 residents.
- For personal health, variables evaluated include obesity, high blood pressure, lack of health insurance, and mental health.
- For environmental health, variables evaluated include urban heat island index, walkability index, air quality, and water quality.

Huntingdon County Municipalities that are ranked as having a High Recreation Need Priority include **Brady Township, Logan Township, Mill Creek Borough, Petersburg Borough, Porter Township and Wood Township.**

Based on the combined factors described above, the Huntingdon County Active Transportation Plan recognizes the following areas as priority Active Transportation improvement areas.

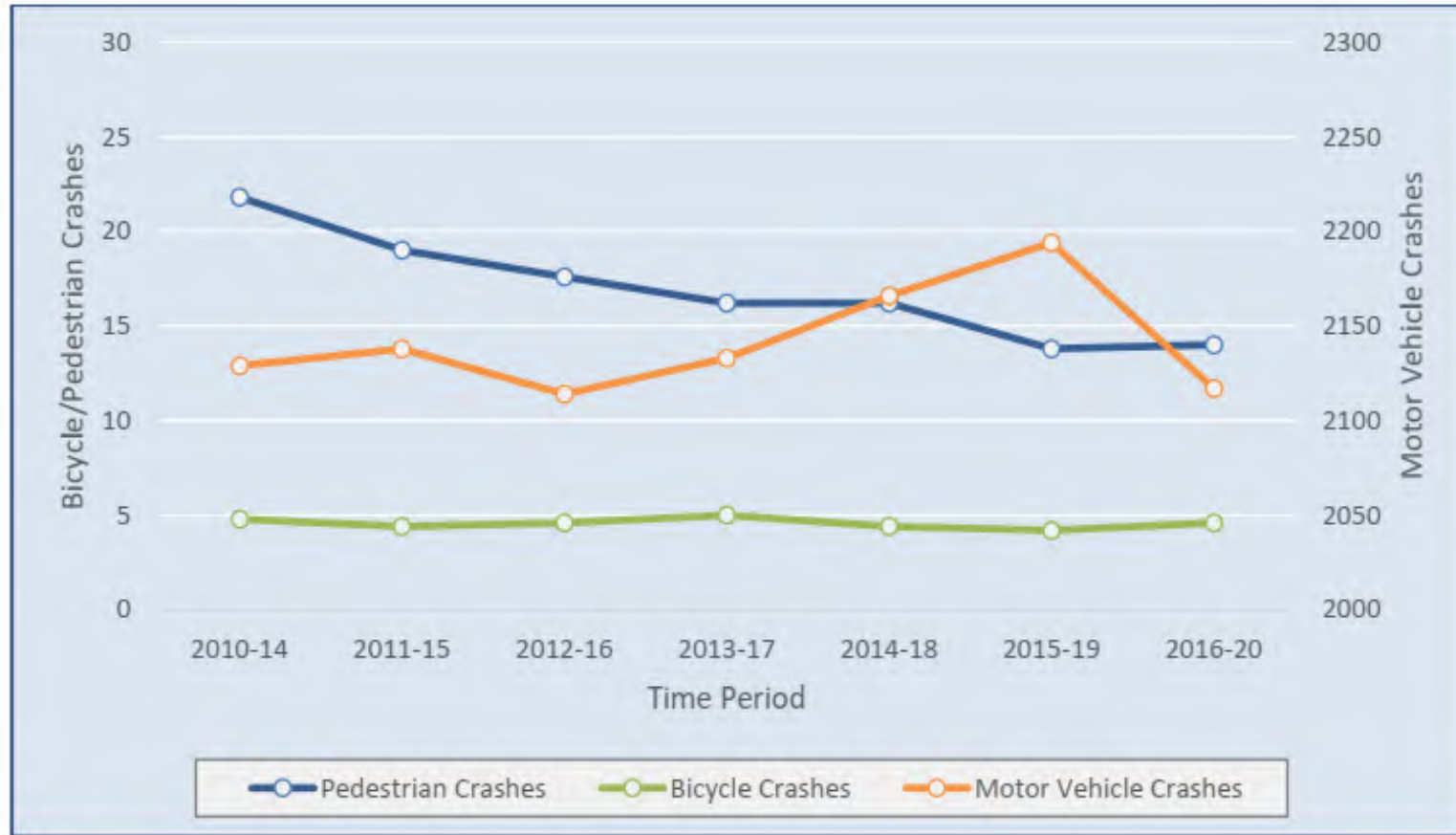
- Alexandria Borough
- Brady Township
- Huntingdon Borough
- Logan Township
- Mill Creek Borough
- Mount Union Borough
- Petersburg Borough
- Porter Township
- Smithfield Township
- Wood Township



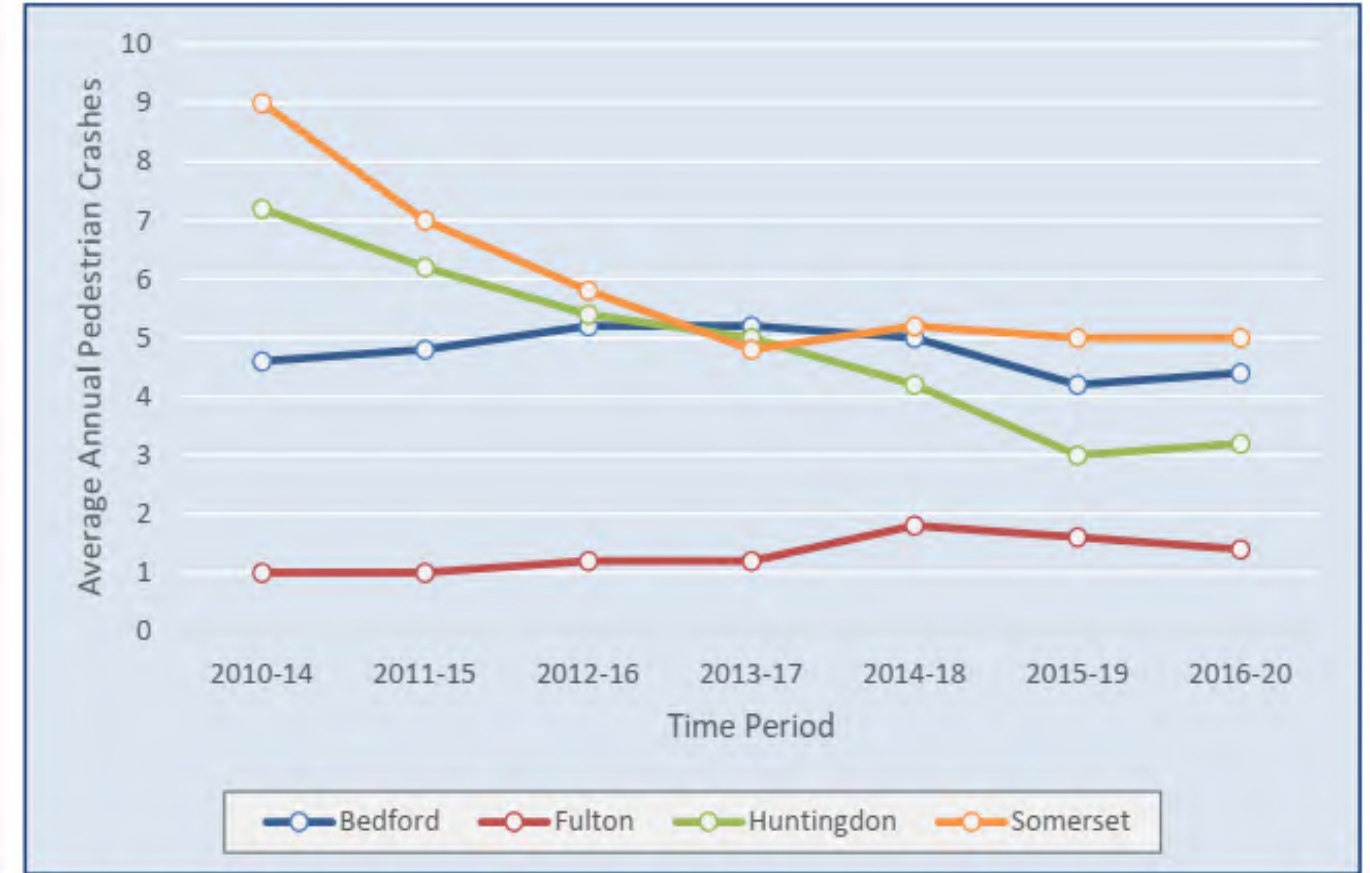
Huntingdon County Active Transportation Plan

Crashes and Fatalities

Pedestrian-related crashes in Pennsylvania represent 2.6% of the total reported traffic crashes; however, they account for 12.9% of traffic crash fatalities. Over the past decade within the Southern Alleghenies Region, 5% of all roadway-related fatalities were pedestrian fatalities. For the decade ending 2020, the region averaged 1.7 pedestrian fatalities per year. As PennDOT and the RPO continue to make advances in highway safety, the rate of pedestrian crashes continues to decline, as shown on the charts below. Bicycle crashes represent less than 1.0% of the total reported crashes, and 2% of all traffic deaths in Pennsylvania. For the decade ending 2020, there were three (3) recorded bicycle-related fatalities within the region – two (2) within Bedford County and one (1) in Huntingdon County. The charts below also show pedestrian crashes for each Southern Allegheny County over the past decade. As shown, crash trends by mode in the Southern Alleghenies Region continues to decline (see chart below – on left) and pedestrian related crashes in Huntingdon County and overall in the Region (see chart below - on right) have been steadily declining over the past decade. This is in contrast with national trends that indicate pedestrian-related crashes are increasing throughout the country.



Source: PennDOT Crash Information Tool



Source: PennDOT

Huntingdon County Active Transportation Plan

Huntingdon County Active Transportation Accomplishments

The following highlights many of the active transportation related improvements that have been achieved in Huntingdon County since 2016. This information was compiled by the Southern Alleghenies Planning & Development in 2021 as part of their South Alleghenies Bicycle and Pedestrian Plan. These projects have completed sections of the facility, advance stages or phases toward construction, have ascertained necessary pieces of the financial plan, or advanced in some other significant way

Juniata College – Huntingdon Borough Connectivity

Huntingdon Borough recognizes the importance of this connectivity for a plethora of reasons, including the perceived benefits to safety and the economic resilience of the Downtown. The Borough was awarded Multimodal Transportation Fund (MTF) for streetscape improvements including new lighting between the Campus and the Downtown. The Borough has plans for additional phases of lighting improvements. Additionally, the Borough submitted a MTF application in the Summer of 2021 for funds to construct a bike lane along Susquehanna Avenue.

Lower Trail

The entirety of the Lower Trail is designated as an off road, multi-use, portion of the September 11th National Memorial Trail. Planning is underway to transition the eastern terminus of the Trail in Alfarata to a mix of on-road and mixed-use trails enroute to Huntingdon Borough, connecting the communities of Alexandria and Petersburg via the Juniata Valley School District to provide a safe route between the communities and the schools.

The Lower Trail has undergone significant improvements at its western terminus in Blair County. In 2019, an underpass was planned to take the trail under U.S. Rt. 22 for a future connection to the trail system in Canoe Creek State Park. Discussions are ongoing with DCNR to plan for this future development.

Standing Stone Trail

PennDOT District 9-0 is currently coordinating with the Standing Stone Trail Club to see if the U.S. Rt. 22 crossing near Mapleton can be relocated as part of the resurfacing project.

Walk Huntingdon Sign Project

The Walk Huntingdon sign project builds off the National Walk program. The program helps communities increase walkability by placing community signs with information on how long it takes to walk to community destinations. The sign project started in 2016.

Bricktown Unity Trail Route – Pennsylvania WalkWorks Program

Mount Union Borough, in coordination with the Southern Alleghenies RPO and the Pennsylvania Department of Health's WalkWorks Program, designated a 1.65-mile walking route throughout town, with a 0.5-mile extension utilizing the Pennsylvania Avenue Linear Park. The Route was established in 2019. (route location shown on the map to the right)

Pennsylvania Avenue Project

After significant efforts to devise a workable financial plan, Mount Union Borough constructed a multimodal corridor, complete with sidewalks, a walking path, a rail spur, and a new retaining wall to carry Pennsylvania Avenue. This project represented significant effort and coordination at the local, regional, and state level. This project finished construction in the summer of 2021.

Bricktown Unity Trail Route

WalkWorks
pennsylvania DEPARTMENT OF HEALTH

- 1 Mount Union's Ethnic Diversity
- 2 The Pennsylvania Railroad (PRR) Freight Station
- 3 Mount Union Brickyards
- 4 Peduzzi's Confectionery
- 5 Sharrar House

— Extension (additional 0.5 miles)
 P Parking
 ● Start/Stop
 Distance 1.65 Miles

Steps to a Healthier You pawalkworks.com

ACTIVE TRANSPORTATION PRIORITIES

Huntingdon County Active Transportation Plan

Active Transportation Improvements

All the input received from members of the Active Transportation Committee, County Residents, the Community Survey and Interactive Comment Map, Key Person Interviews and guidance received from County Planning representatives and Officials provided locally delivered information that was used to develop an initial set of Active Transportation improvement ideas. The improvement ideas are categorized into the following five (5) focus areas:

Regional Connections –

Huntingdon County and Surrounding Counties:

- Centre County
- Blair County
- Bedford County
- Mifflin County

County Connections –

Walking/Biking connections:

- Porter Township – Petersburg Borough – Alexandria Borough
- Huntingdon County Fairgrounds – Huntingdon Borough
- Saltillo Borough – Three Springs Borough
- Coalmont Borough – Dudley - Saxton

Community Connectivity Improvements –

Sidewalk Improvements, Wayfinding/Direction Signage, Walking/Biking Routes:

- Warriors Mark Township
- Alexandria Borough
- Huntingdon Borough
- Smithfield Township
- Broad Top City Borough
- Mount Union Borough

Promotion of Resources –

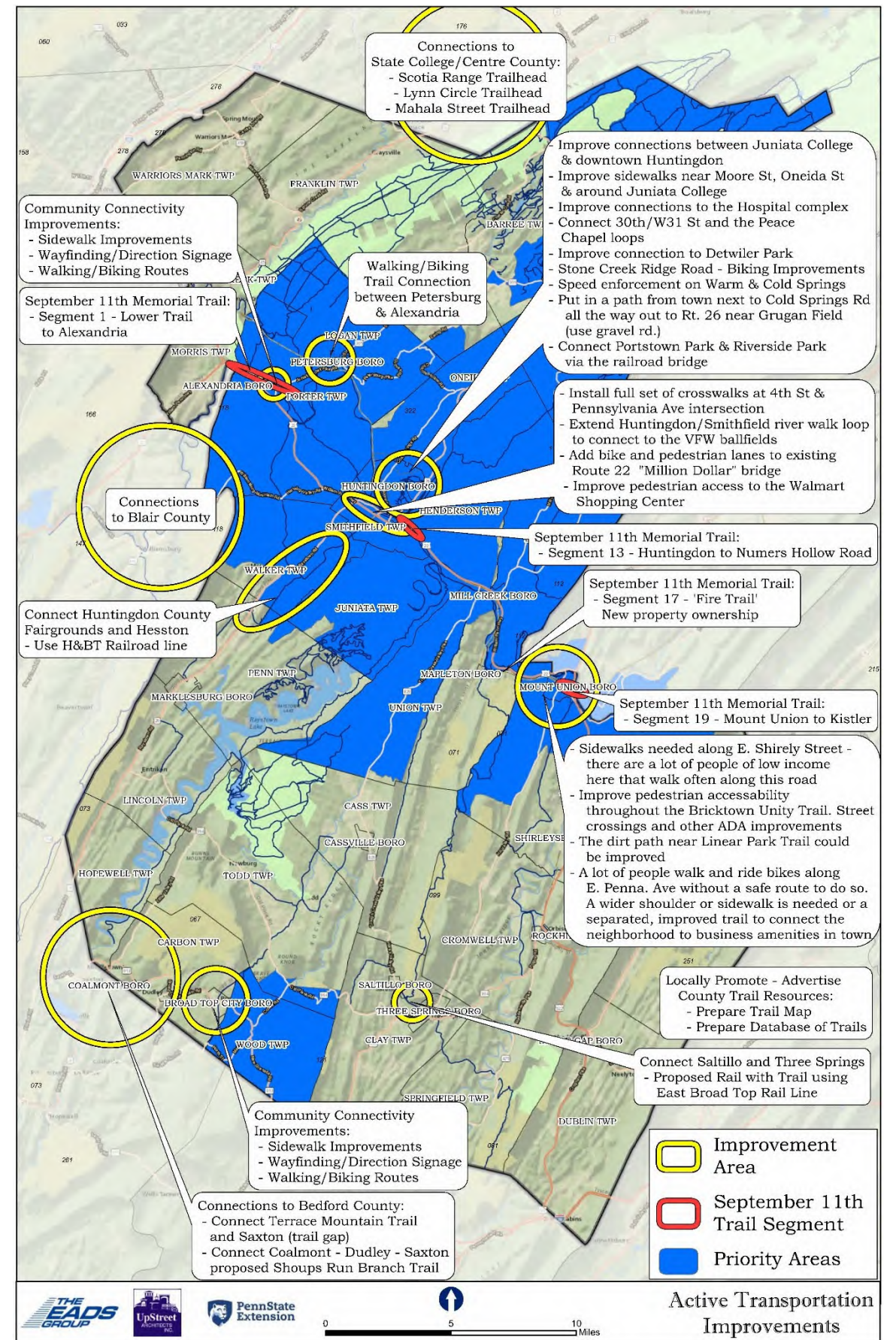
Locally Advertise County Trail Resources:

- Trail Map(s)/Brochures
- Database of Trails

September 11th National Memorial Trail - Segment 1, 13 and 19 –

- Segment 1 - Lower Trail to Alexandria
- Segment 13 - Huntingdon Borough to Numers Hollow Road
- Segment 19 - Mount Union Borough to Kistler

The initial set of Improvements Ideas and the Improvements Map to the right were presented at a public Community Engagement Event held in Huntingdon Borough on June 8, 2023. Discussion with the County's Active Transportation Committee, County and Municipal officials, County Planning representatives and County residents verified the importance and value of moving forward with developing priorities that would address the improvement ideas.



Active Transportation Plan Priorities

The Planning Team and the Active Transportation Committee collaborated during a day-long Planning Charrette held on June 12, 2023. The purpose of the Charrette was to gain consensus on the active transportation priorities (municipal, county, regional) that will be promoted in the Plan and to identify targeted improvement areas in the County. Existing conditions and trends in the County, other local planning efforts, known local and state funding opportunities and potential partnerships were considered to evolve the project ideas into a set of Active Transportation Priorities. Results of the Charrette helped to define 'what we want to do'; 'what we will do'; and 'how we will do it' in terms of improving active transportation in Huntingdon County.

A set of ten (10) real-world Priorities that both fit the goals of Active Transportation Planning and that resonated with the Active Transportation Plan Committee were identified. The priorities are all directed at improving walking and biking conditions in Huntingdon County.

The top three (3) Priorities in the Plan are completing three (3) sections (1, 13, 19) of the Main Line Canal Greenway Trail / September 11th National Memorial Trail. The Main Line Canal Greenway Trail aims to connect the Lower Trail, just west of Alfarata in Huntingdon County, to Victory Park in downtown Lewistown, Mifflin County. The proposed Main Line Canal Greenway would serve as a central section of the September 11th National Memorial Trail, envisioned as a 1300-mile pilgrimage trail that will form a loop connecting the National September 11 Memorial and Museum in New York, NY, the National 9/11 Pentagon Memorial in Arlington, VA and the Flight 93 National Memorial in Shanksville, PA.

- 1. Main Line Canal Greenway Trail / September 11th National Memorial Trail – Segment 1**
- 2. Main Line Canal Greenway Trail / September 11th National Memorial Trail – Segment 13**
- 3. Main Line Canal Greenway Trail / September 11th National Memorial Trail – Segment 19**

The remainder of the Priorities are provided with no specific prioritization, although moving forward with implementing the Community Approach is noted as an early action item of the Plan. Implementation actions on these priorities will be moved forward by a combination of the Active Transportation Plan Committee, Huntingdon County staff, municipal officials and other partners as opportunities present themselves.

- **Improve Connections within Priority Corridors**
- **Establish Lifeway Corridors**
- **Increase Collaboration Among Trail Groups/Organizations**
- **Local Promotion of Walking, Biking (mountain, on-road, gravel) and Paddling Resources**
- **Establish Connections to Centre, Bedford, Blair and Mifflin Counties**
- **Improve Paddling Opportunities - Provide Logical Public Access Points**
- **Conduct a Communication Approach to Promote the Value and Benefits of the Plan**

The following sections further highlight and describe the Active Transportation Priorities. Mapping and other graphics are provided to give additional context to the Priorities.

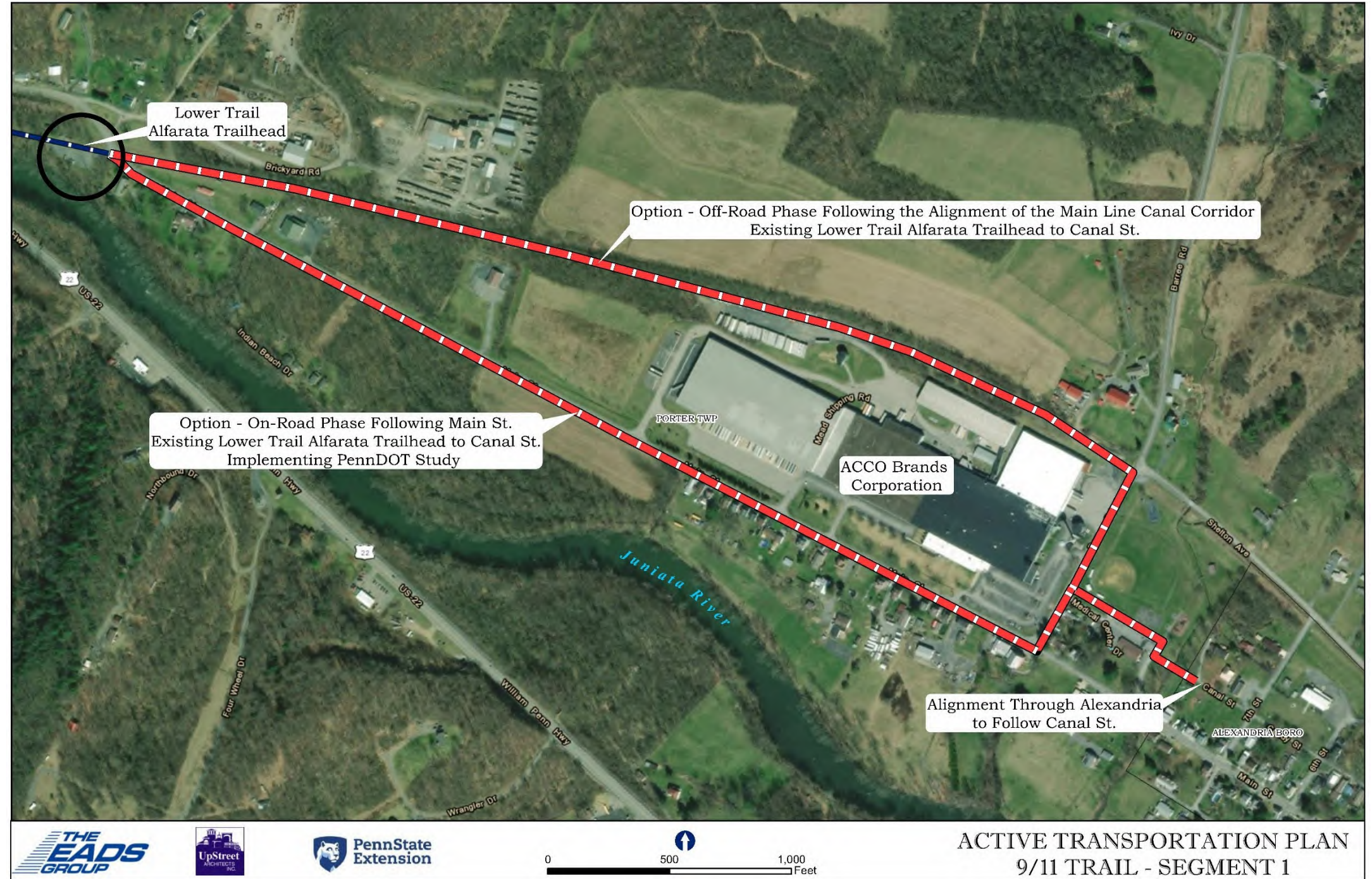
Huntingdon County Active Transportation Plan

1. Main Line Canal Greenway / Trail September 11th National Memorial Trail – Segment 1 – existing Lower Trail at the Alfarata trailhead to Alexandria Borough

Segment 1 of the Greenway Trail will connect the existing Lower Trail trailhead at Alfarata with Alexandria Borough. This segment will allow trail users to access Alexandria Borough for amenities including restaurants and will support economic development in Alexandria Borough and the surrounding area.

The project for this segment will include two phases: temporary on-road phase and an Ultimate off-road phase.

- The temporary on-road phase will include a number of improvements. The trailhead at the Lower Trail is proposed to be expanded and upgraded. The project would also include trail crossing signage and crossing improvements as required. The project would also include "Bikes May Use Full Lane"/"Bike Route" signage throughout this segment.
- The ultimate off-road phase will start at the Lower Trail trailhead and will extend along the general alignment of the Main Line Canal Corridor before reaching the intersection of Shelton Road and Barree Road. A trail crossing will be required to connect to the existing trailhead. Additional coordination and easement acquisition will be required to develop the trail behind ACCO Brands Corporation and through properties of a few other private landowners. This section would include development of a multi-use trail similar in character to the adjacent Lower Trail.



This project has a high level of municipal and public support.

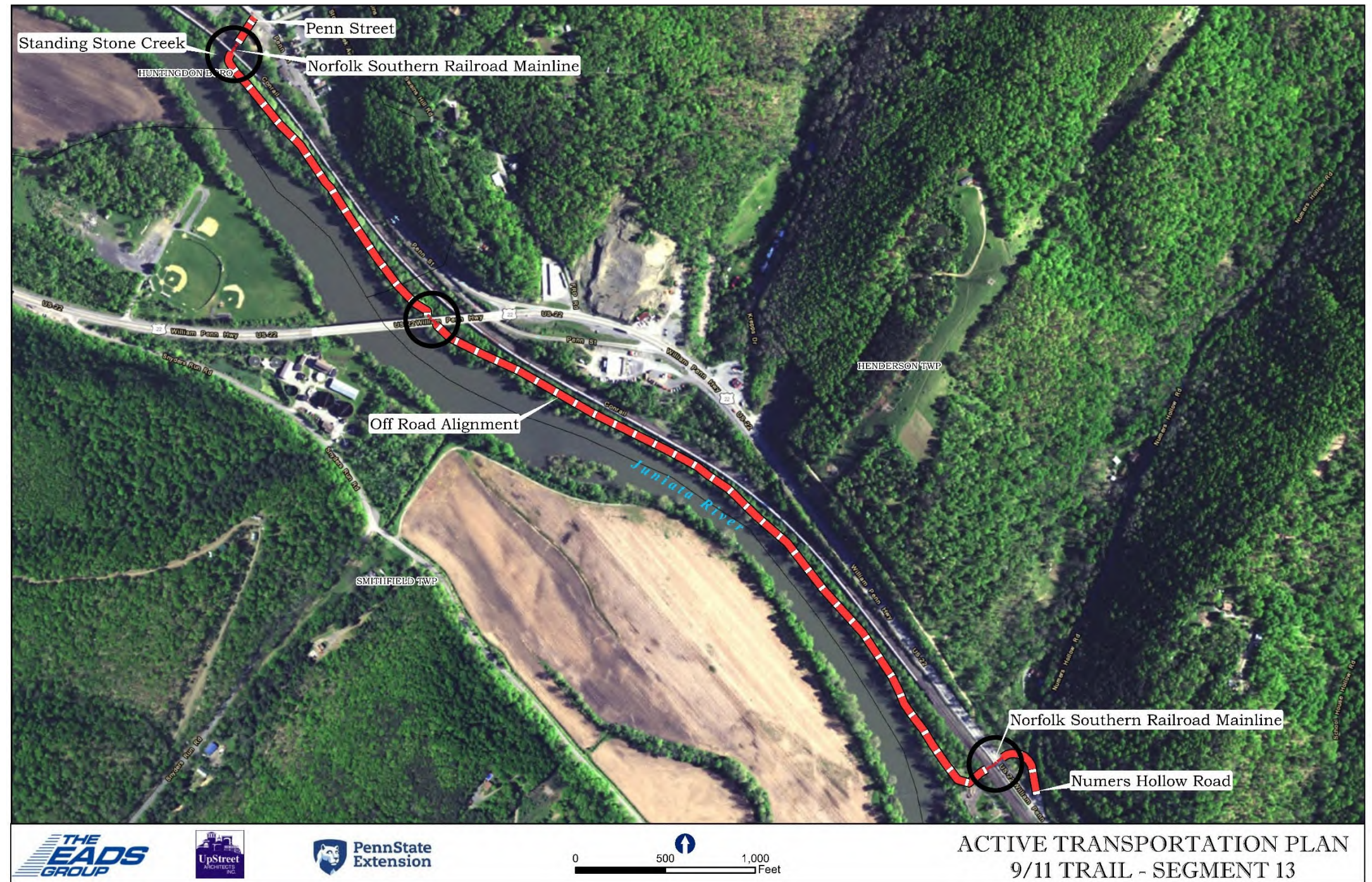
Huntingdon County Active Transportation Plan

2. Main Line Canal Greenway Trail / September 11th National Memorial Trail – Segment 13 – Huntingdon Borough to Numers Hollow Road

Segment 13 will connect Huntingdon Borough with a new trailhead to be constructed at Numers Hollow Road. This segment will primarily utilize an existing PennDOT right of way that is not currently in use. This segment will allow trail users to access Huntingdon Borough, provide a convenient location for outdoor activity, and will support economic development in Huntingdon Borough, Henderson Township, and the surrounding area. This segment will also allow trail users to bypass a high traffic, high speed, high risk road.

The project for this segment will include a multi-use off-road trail aligned as envisioned in the Main Line Canal Greenway Trail Study. As described in the study and further developed as part of the Huntingdon County Active Transportation Committee, the off-road phase will start at Penn Street in Huntingdon Borough, cross the Norfolk Southern Railroad mainline with an overhead trail bridge, continue along an existing PennDOT right of way that is not currently in service, and terminate at a new trailhead to be constructed at Numers Hollow Road.

This project has a high level of municipal and public support. Additional coordination and easement acquisition will be required with several property owners. In addition, extensive coordination is anticipated for the overhead crossing of the Norfolk Southern Railroad mainline at a point just east of Standing Stone Creek.



Huntingdon County Active Transportation Plan

3. Main Line Canal Greenway Trail / September 11th National Memorial Trail – Segment 19 - Mount Union Borough, Huntingdon County to Kistler Borough, Mifflin County

This area is currently informally used primarily by residents of Kistler Borough to access services, retail, and grocery stores in Mount Union Borough. The need and ongoing use is demonstrated by the worn path (desire line) located between Franklin Street and the S.R. 2026 Juniata River bridge. Construction of this portion of Segment 19 will provide a safer means of access for all users by filling this trail gap between the existing Pennsylvania Avenue Linear Park Trail (Segment 18) and Kistler Borough. In addition to improving safety for daily users, it will provide a convenient location for outdoor activity and will support economic development in Mount Union Borough, Kistler Borough, and the surrounding area.

The project for this segment will include a single phase as an off-road alignment for pedestrians and an on-road route for bikes as envisioned in the Main Line Canal Greenway Trail Study. As described in the study, the paved pedestrian pathway will be extended approximately 1,500' to the S.R. 2026 (Kistler Road) Juniata River Bridge, continue across the existing bridge sidewalk, and continue on to points in Mifflin County. This project will also include a crosswalk at Franklin Street with appropriate signing and pavement markings. Bicycle users will utilize an on-road "Share the Road" configuration.

This project has a high level of municipal and public support. Additional coordination and easement acquisition will be required with a large, single property owner. It is anticipated that coordination and easement acquisition for the pedestrian tie-in and "Bikes May Use Full Lane" signing and pavement markings will be coordinated with both PennDOT 9-0 Engineering District and PennDOT 2-0 Engineering District because the Juniata River serves as the PennDOT District boundary.



Huntingdon County Active Transportation Plan

Improve Connections within Priority Corridors –

Improving walking and biking resources and providing connectivity on a corridor level in Huntingdon County will require multi-municipal cooperation and focus. The Active Transportation Committee identified four (4) Priority Connection Corridors. Huntingdon County encourages and is supportive of the following communities working together to make connectivity improvements within their respective Corridor.

The following highlights each Corridor and connections that were identified during this planning process. The map to the right shows the location of each Corridor within the County.

Alexandria – Huntingdon – Mount Union Corridor:

- Complete Segments 1, 13, and 19 of the Main Line Canal Greenway Trail / September 11th National Memorial Trail – County will lead this effort (see priorities 1, 2 and 3).
- Use the existing Pillars Bridge resource near the Juniata Valley Medical Center to extend a bike/pedestrian connection along Canal Street to the adjacent community park in Porter Township.
- Petersburg to Huntingdon Connection. Develop and promote a local route (i.e. not along US 22) to connect these communities.

Warriors Mark to State College Corridor:

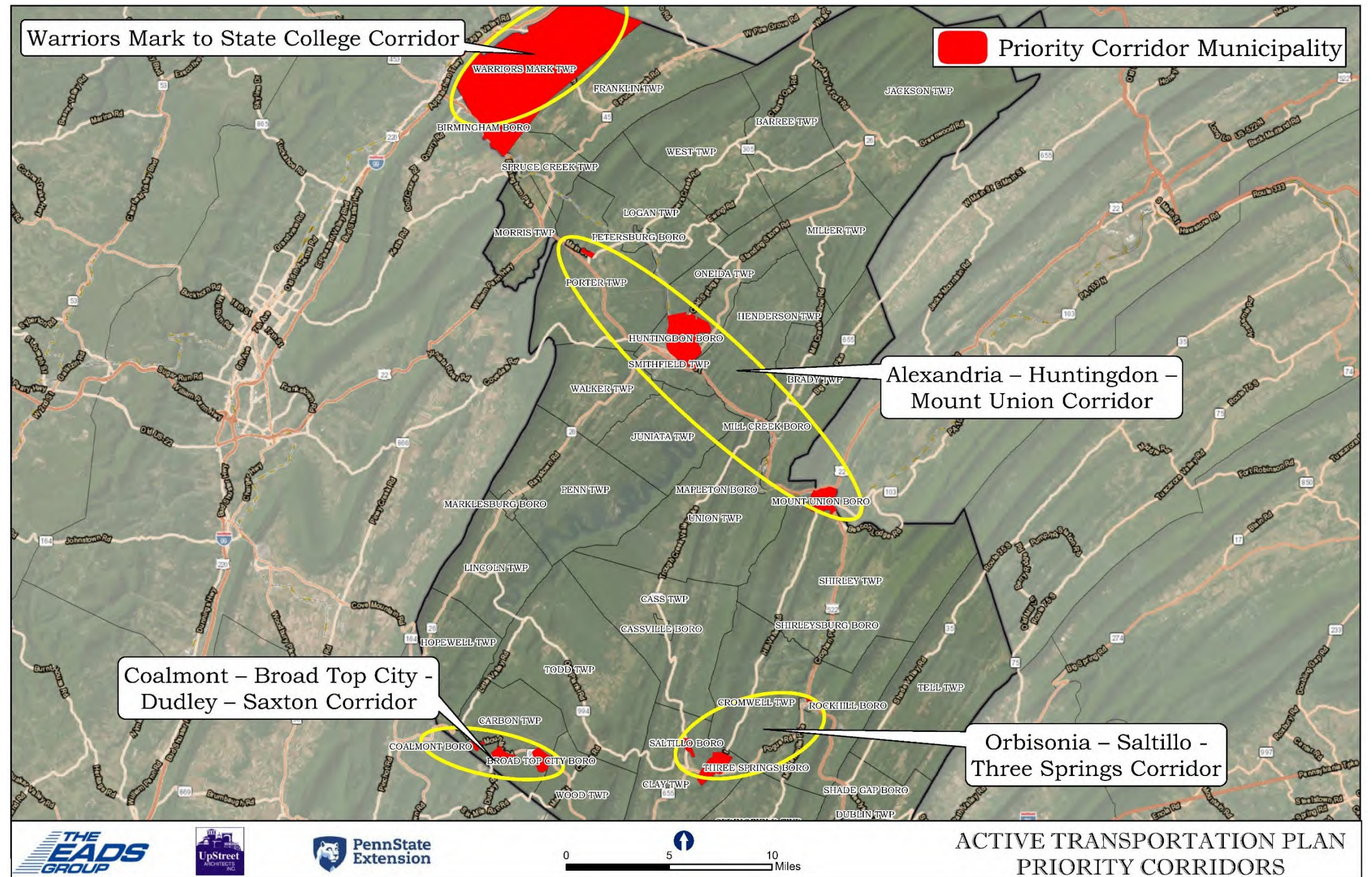
- Most likely connections will use existing trails in the Spruce Creek area, Rothrock State Forest service roads and trails in State Game Lands 176 (Scotia Range Trailhead - Lynn Circle Trailhead - Mahala Street Trailhead). Coordinate with the regional Recreational Forester for more information on establishing connections between the State Forest and Game Lands 176.

Orbisonia – Saltillo – Three Springs Corridor:

- Proposed Rail with Trail using East Broad Top Rail Line.

Coalmont – Broad Top City – Dudley – Saxton Corridor

- Connect the Terrace Mountain Trail and the Huntingdon and Broad Top Rail Trail (H&BT) in the Saxton area. Requires completion of the H&BT between Riddlesburg and Saxton (in Bedford County).
- Connect the Broad Top City area to the Dudley and Coalmont Areas with completion of the Shoups Run Branch Trail.



Huntingdon County Active Transportation Plan

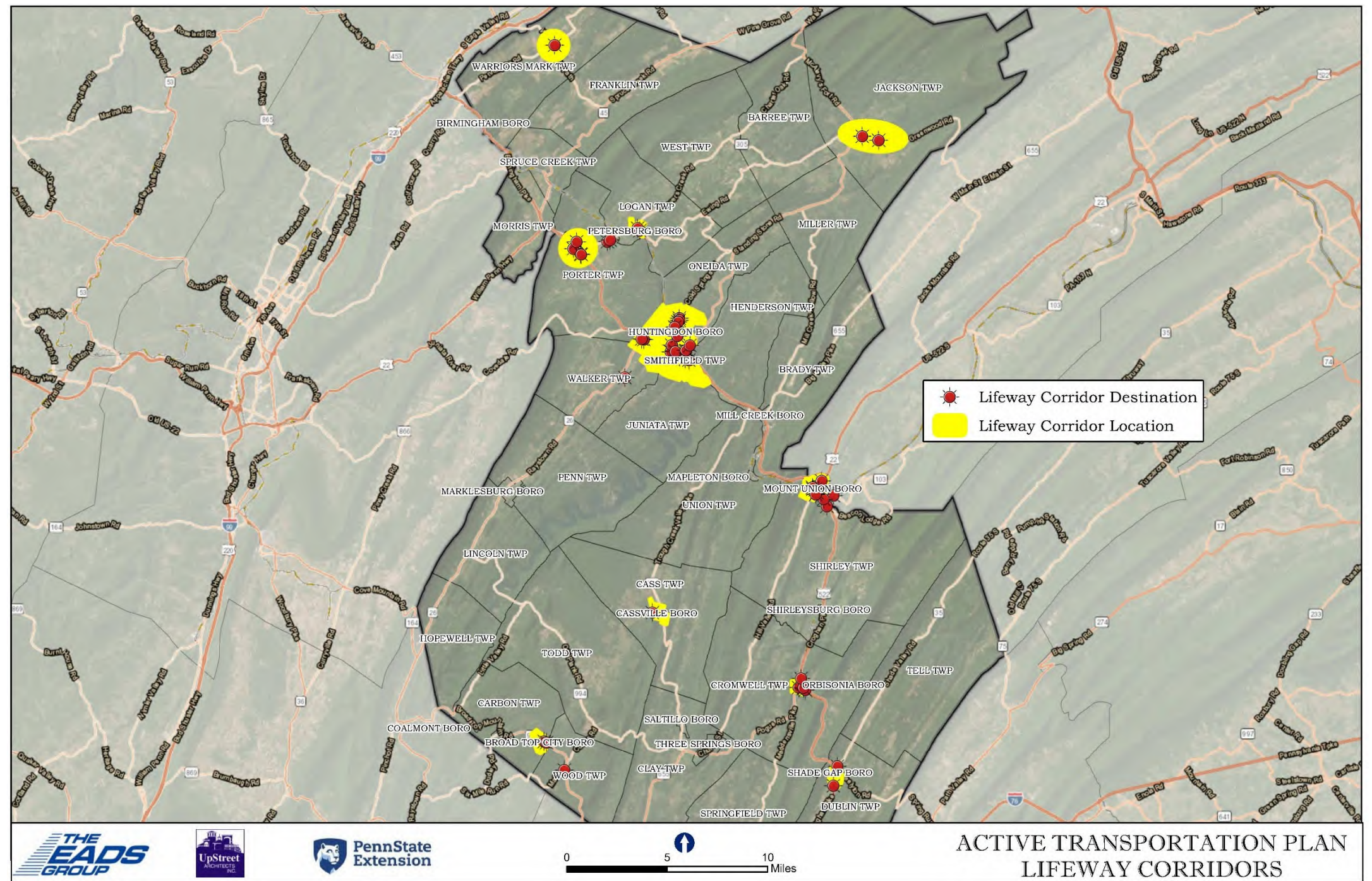
Establish Lifeway Corridors –

Create pathways to Local Food Sources, Health Care and Medical Providers, Schools, Public Services and Community Amenities.

The concept and terming of the Lifeway Corridor theme developed out of the Planning Charrette. It represents the cumulative effort of establishing purpose-focused safe and reliable pathways within communities. The Active Transportation Committee believed that simply stating that communities should ‘randomly’ begin working on connections was too broad of an action. Many believe that implementation would be stalled on the municipal level trying to answer ‘from where?’ and ‘to where?’ The Committee wanted this Priority to guide communities to focus efforts on connecting residents to essential services and resources.

The map to the right shows the locations of the identified Lifeway Corridors within the County and the essential destination(s) within each community. The following sections further identify each Lifeway Corridor and their destinations in greater detail.

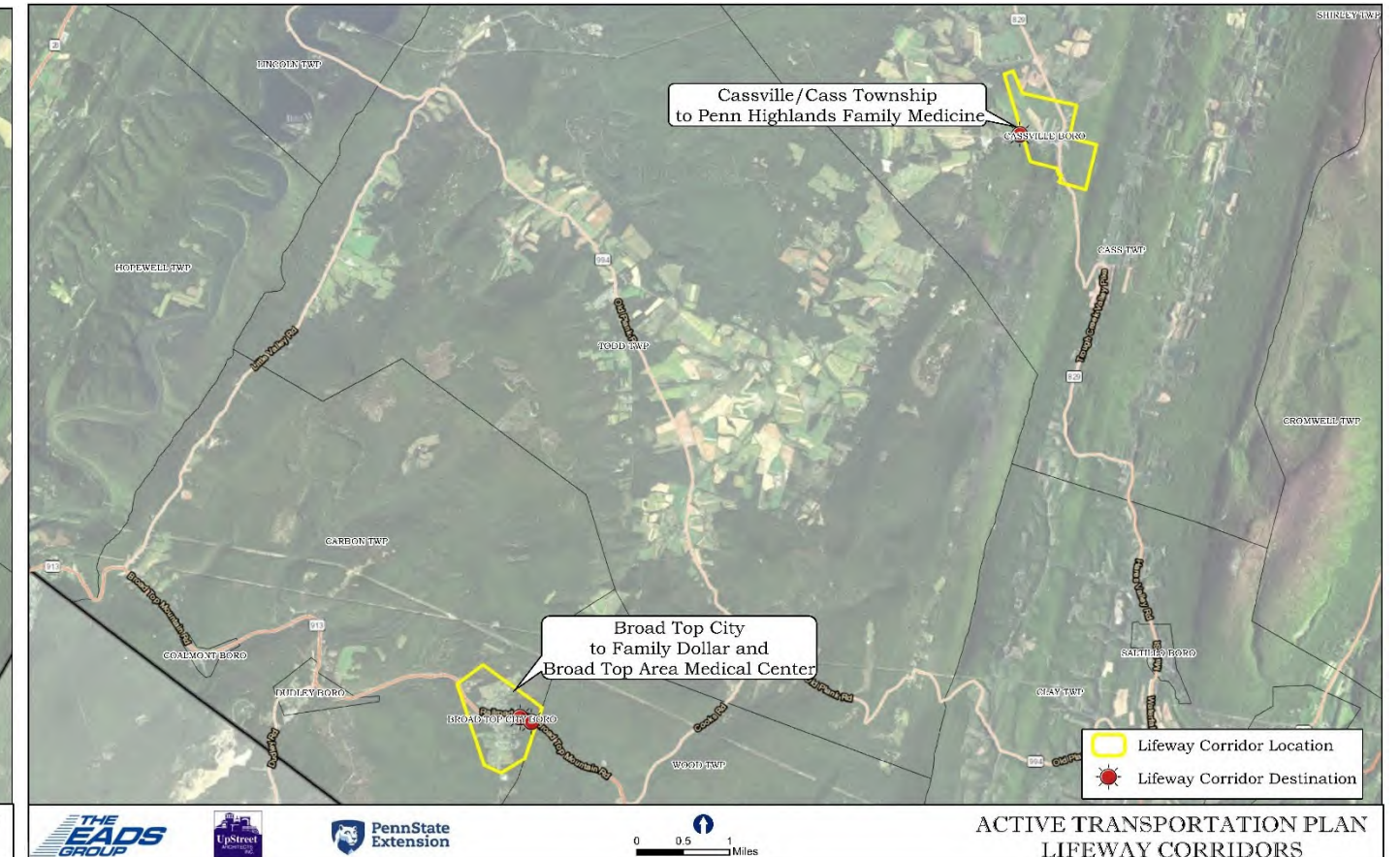
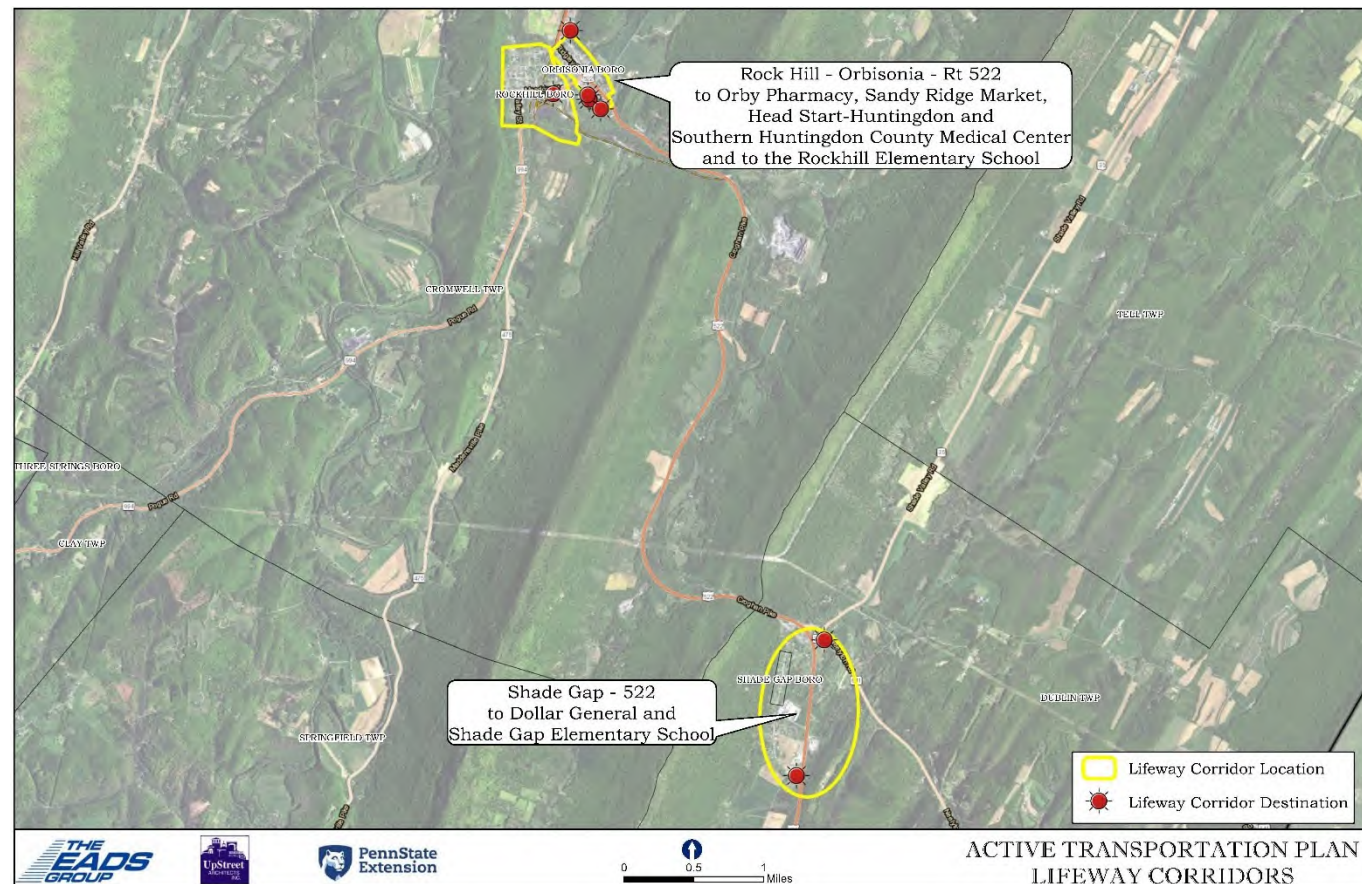
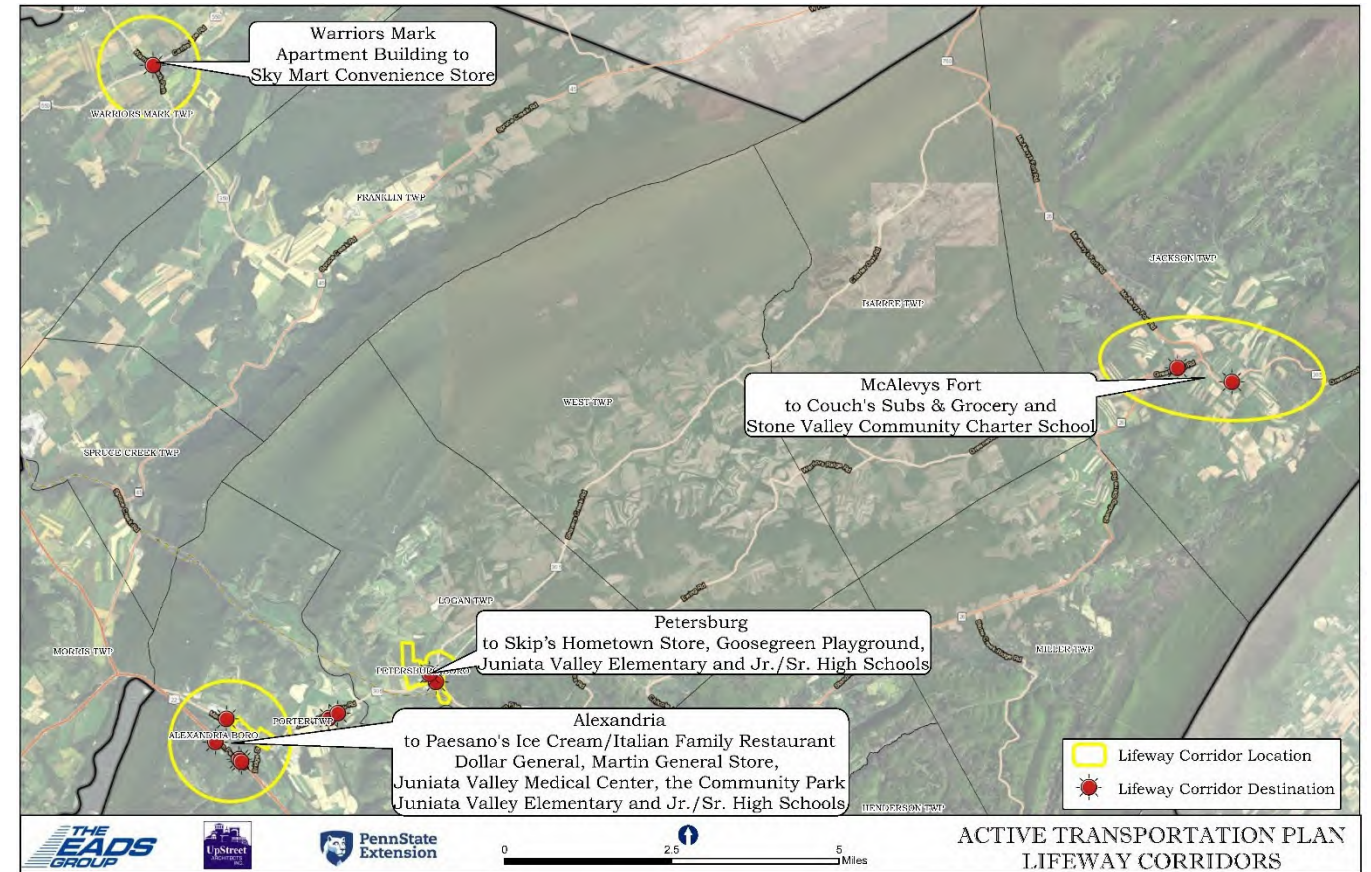
Huntingdon County will support Municipal level implementation of community connectivity improvements. Borough Councils and Township Supervisors will likely be the project sponsors and funding applicants. Huntingdon County, municipal engineering firm(s), and others can support grant writing/application preparation and can help prepare project descriptions. Municipalities will be responsible for project maintenance. Huntingdon County and municipalities will identify non-traditional project partners and grant administrators such as Housing Authorities, Conservation District, Health and Human Services organizations, Health Care providers, Juniata College (Student Senate at Juniata College), etc. to assist in the project funding/completion process.



Huntingdon County Active Transportation Plan

The following municipalities will work towards completing community connectivity improvements, including Sidewalk Improvements, Install Wayfinding/Direction Signage to Resources and Establish Walking/Biking Routes. The focus will be to create safe and reliable connections for all residents to food sources, health care and medical providers, public services, schools, pharmacies and other amenities in their communities. Priority should be given to sidewalk connections in all communities. Improvements should be prioritized to where needs exist. An example is to identify local desire lines (well-worn off-road pathways) residents have formed to access community destinations. Another example is to identify areas of suppressed demand. These are places where access is needed, but because they are currently too forbidding and dangerous, no one attempts to connect to destinations in these areas.

- **Warriors Mark** – Apartment Building to *Sky Mart* Convenience Store
- **McAlevys Fort** – to Couch's Subs & Grocery
- **Petersburg** – to Skip's Hometown Store and Goosegreen Playground
- **Alexandria** - to Dollar General, Paesano's Ice Cream/Italian Family Restaurant, Martin General Store, Juniata Valley Medical Center, and the Community Park.
- **Cassville/Cass Township** – to Penn Highlands Family Medicine
- **Broad Top City** – to Family Dollar and Broad Top Area Medical Center
- **Rock Hill - Orbisonia - Rt 522** – to Orby Pharmacy, Sandy Ridge Market, Head Start-Huntingdon and Southern Huntingdon County Medical Center and to the Rockhill Elementary School



Huntingdon County Active Transportation Plan

- **Smithfield - Huntingdon** - to Lake Raystown Shopping Plaza (Giant food store), Walmart Plaza, Juniata College, Riverside Park, Detwiler Park, VFW Teener Field, Portstown Park, Penn Highlands Huntingdon Hospital and Broad Top Area Medical Centers. Complete Safe Routes to School Projects to the Standing Stone Elementary School, Huntingdon Area Middle School and High School and to the Tuscarora Blended Learning Charter School.

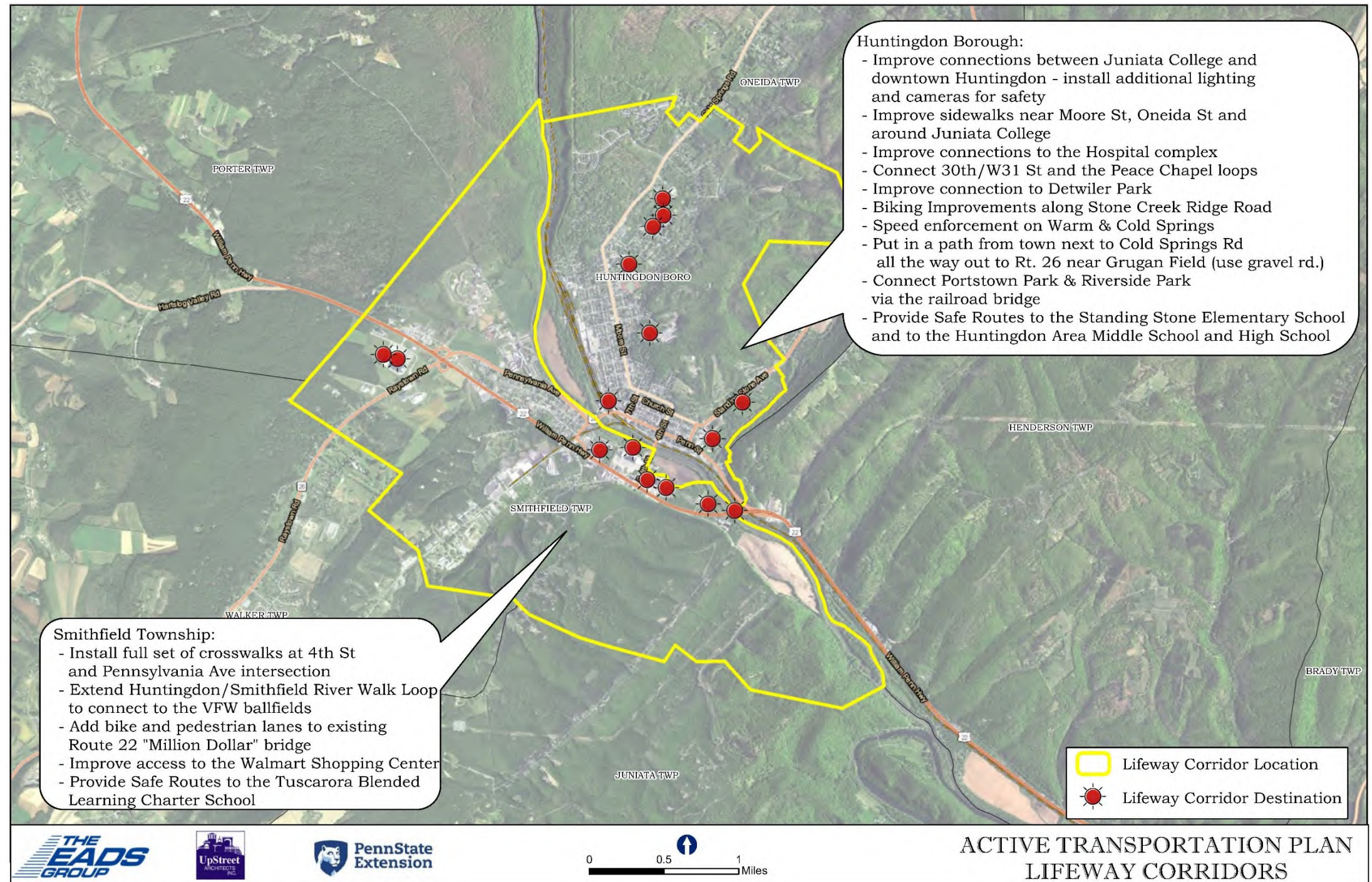
The following action items were also identified during the planning process:

Huntingdon Borough:

- Improve connections between Juniata College & downtown Huntingdon:
- Improve sidewalks near Moore St, Oneida St & around Juniata College
- Improve connections to the Hospital complex
- Connect 30th/W31th St. and the Peace Chapel loops
- Improve connection to Detwiler Park
- Biking Improvements along Stone Creek Ridge Road
- Speed enforcement on Warm & Cold Springs
- Improve existing gravel road to create a safe connection from 31st St. to Rt. 26 near Grugan Field.
- Create a safer route between Donation and Huntingdon by putting a path along Cold Springs Rd.
- Connect Portstown Park & Riverside Park via the railroad bridge
- Improve lighting between Juniata College and downtown Huntingdon
- Find intuitive connection between College and Borough
- Safe Routes to Schools projects

Smithfield Township:

- Install full set of crosswalks at 4th St & Pennsylvania Ave intersection
- Extend Huntingdon/Smithfield River Walk Loop to connect to the VFW ballfields
- Add bike and pedestrian lanes to existing Route 22 "Million Dollar" bridge
- Improve access to the Walmart Shopping Center
- Provide Safe Routes to the Tuscarora Blended Learning Charter School
- Improve pedestrian access to the Walmart Shopping Center
- Safe Routes to Schools projects



Huntingdon County Active Transportation Plan

- **Mount Union** – Chestnut Terrace Apartments and Morning Sun Senior Lofts to Family Dollar, Dollar General and Weis Market, Mt Union Area Medical Center, Memorial Park and Schools.

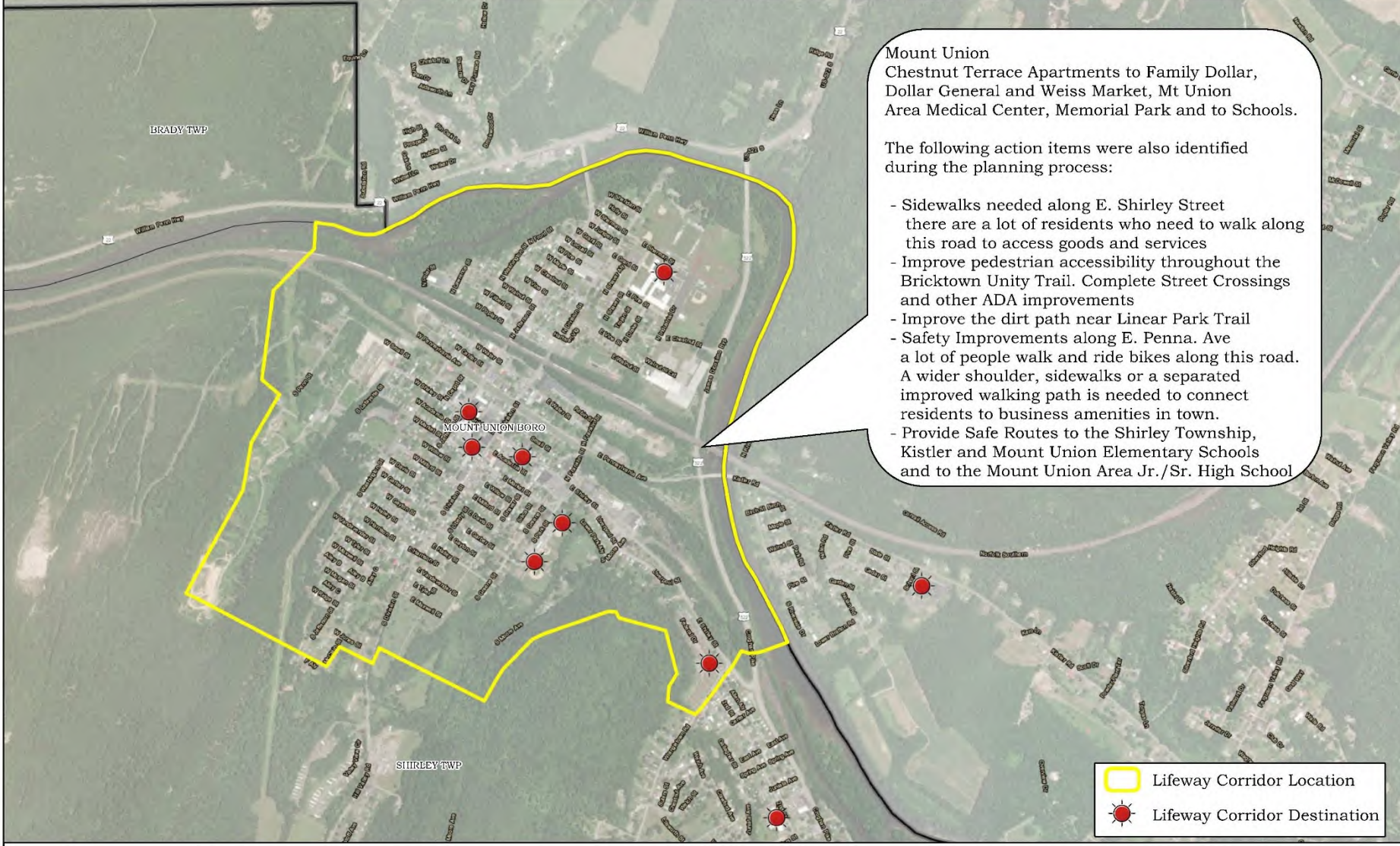
The following action items were also identified during the planning process:

- Improve pedestrian accessibility throughout the Bricktown Unity Trail. Complete Street Crossings and other ADA improvements
- Improve the dirt path near Linear Park Trail
- Safety Improvements along E. Penna. Ave - a lot of people walk and ride bikes along this road. A wider shoulder, sidewalks or a separated, improved trail is needed to connect residents to business amenities in town.
- Sidewalks needed along E. Shirley Street - there are a lot of people of low income that walk along this road (see SAP&DC profile below)
- Complete Safe Routes to School projects to the Shirley Township, Kistler and Mount Union Elementary Schools and to the Mount Union Area Jr./Sr. High School

SAP&DC

Huntingdon County Housing Authority to the Intersection of E. Shirley St. and N. Franklin St. – Mount Union, Huntingdon County, PA

This sidewalk gap and improvements area in Mount Union was not identified through the online user survey, but through discussions with Mount Union Borough. As shown in the map below, a section of sidewalk from the Huntingdon County Housing Authority along Liverpool St. to the intersection of E. Shirley St. and N. Franklin St. is not fully connected and contains a set of stairs, which are not ADA-compliant. There is no alternative route from the housing authority to the various businesses and assets found within the Borough such as Rite-Aid, Weis Markets, Linear Park, and others labeled on the map. An improved sidewalk connection would allow pedestrians to safely access these businesses and recreational assets.

Mount Union
Chestnut Terrace Apartments to Family Dollar,
Dollar General and Weiss Market, Mt Union
Area Medical Center, Memorial Park and to Schools.

The following action items were also identified during the planning process:

- Sidewalks needed along E. Shirley Street there are a lot of residents who need to walk along this road to access goods and services
- Improve pedestrian accessibility throughout the Bricktown Unity Trail. Complete Street Crossings and other ADA improvements
- Improve the dirt path near Linear Park Trail
- Safety Improvements along E. Penna. Ave a lot of people walk and ride bikes along this road. A wider shoulder, sidewalks or a separated improved walking path is needed to connect residents to business amenities in town.
- Provide Safe Routes to the Shirley Township, Kistler and Mount Union Elementary Schools and to the Mount Union Area Jr./Sr. High School

Lifeway Corridor Location
☀ Lifeway Corridor Destination

THE EADS GROUP | **UpStreet** | **PennState Extension**

0 0.25 0.5 Miles

**ACTIVE TRANSPORTATION PLAN
LIFEWAY CORRIDORS**

Huntingdon County Active Transportation Plan

Collaboration Among Trail Groups/Organizations

There are currently over forty (40) different trail groups and organizations that provide on-going operation and maintenance support for trails in Huntingdon County. There are likely even more groups and organization actively working on trail improvements, extensions and connections. The Active Transportation Committee has communication with a very small number of these entities. It is a focus of the Committee to work towards having more regular communication and coordination with all entities in the County that are working on trail and connection-related projects. The Committee does not wish to or need have an oversight role on trail maintenance activities or every facet of a trail improvement project. Rather the Committee believes that establishing an approach whereby they can at least be aware of trail related projects and activities will be an effective action to collectively help improve active transportation in the County.

The following are action items identified by the Active Transportation Committee:

- Create a Trail & Recreation Authority, a shared Circuit Rider position or a County (Multi-County/Regional) Recreation Coordinator position. Temporary Parks & Recreation Coordinator for Huntingdon and Mifflin Counties (not currently filled).
- Organize, support and maintain communication with existing trail organizations responsible for Trail Maintenance activities.
- Direct existing trail organizations to use the County’s Active Transportation [Interactive Map Program](#) to post project-related updates. This interactive map program was produced by the Huntingdon County Mapping Department during the planning process to collect data and input for the Plan. The interactive map will now serve as a legacy on-line mapping product that will remain active after the Plan is completed. The County will continue to post a link to the Map on its website. The County, in combination with the Active Transportation Committee, will regularly monitor new input received.

List of Trail Organizations and their Trail Associations Currently Maintained by the County	
Organization Name	Trail
Allegheny Ridge Corporation	Pittsburgh to Harrisburg Main Line Canal Greenway
Allegheny Ridge Corporation	Juniata River Water Trail
East Broad Top Preservation Association	Mount Union Linear Park
Friends of Greenwood Furnace State Park	Greenwood Furnace and Whipple Dam trails
Friends of Raystown Lake	Allegrippis Trails
Friends of Rothrock State Forest	Rothrock State Forest Trails
Friends of Trough Creek & Warriors Path State Parks	Terrace Mountain Trail and TCSP trails
Great Eastern Trail	Great Eastern Trail (SST & MST)
Greenwood Furnace and Whipple Dam State Parks	Greenwood Furnace and Whipple Dam trails
Huntingdon Borough	Flagpole Hill Trails
Huntingdon Community Center	Detwiler Field Nature Trail
Huntingdon Park and Road Association	Blair Trail
Juniata College	Peace Chapel Trails
Mid-State Trail Association	Mid-State Trail
Mount Union Borough	Mount Union River Walk
Penn State	Stone Valley Experimental Forest trails
Penn State	Shavers Creek Environmental Center trails
PennDOT	Old William Penn Highway
Pennsylvania Environmental Council	Raystown Branch Juniata River Water Trail
Pennsylvania Game Commission	Trails through State Game Lands
Rails to Trails of Bedford County	H&BT Rail Trail
Rails to Trails of Central PA	Lower Trail
Rothrock State Forest	Rothrock State Forest Trails
September 11th National Memorial Trail Alliance	September 11th National Memorial Trail
South Central Pennsylvania Climbers	Local Climbing Organization (Donation Rocks, etc)
Standing Stone Trail Club	Standing Stone Trail/The Thousand Steps
Trough Creek State Park	Trough Creek State Park trails
Tuscarora State Forest	Tuscarora State Forest Trails
US Army Corps of Engineers Raystown Lake	Raystown Lake trails
Camp Kanestate	Camp Kanestate trails
Camp Blue Diamond	Camp Blue Diamond trails
Friends of Golden Pond	Camp Golden Pond trails
Susquehanna Conference United Methodist Church	Greene Hills Camp trails
Camp Mantowagan	Camp Mantowagan trails
Juniata Valley School District	Juniata Valley School District Nature Center trails
Jesus Ministries	Agape Farm trails

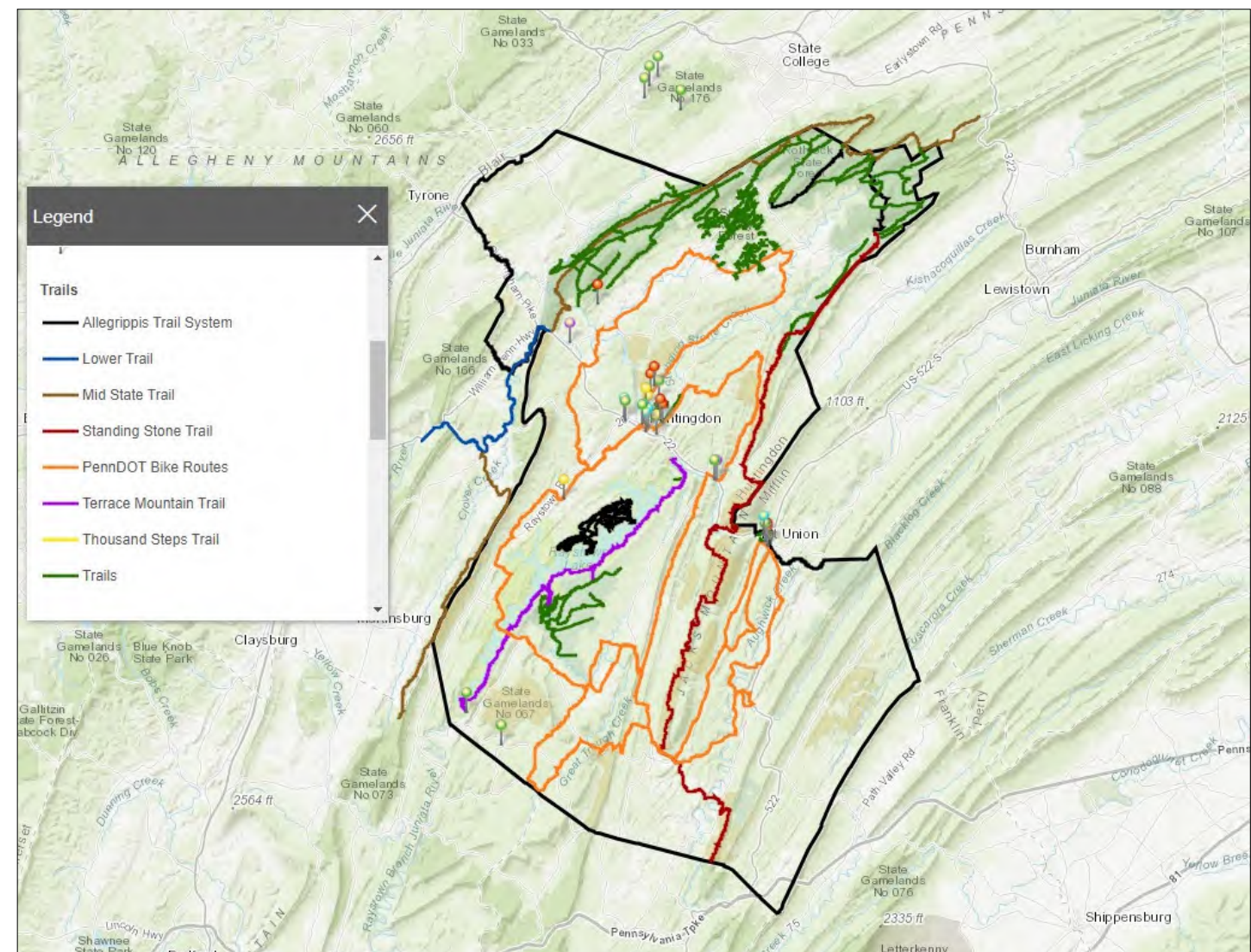
Huntingdon County Active Transportation Plan

Local Promotion of Walking, Biking (mountain, on-road, gravel) and Paddling Resources –

The Huntingdon County Visitors Bureau (HCVB) does a tremendous job of producing marketing materials, on-line guides and other resources aimed at attracting visitors from outside of the County to come and enjoy the trails, waterways and other outdoor recreation resources in the County. Representatives from the HCVB noted that their primary focus is to market outside of the County and not inward on a municipal level. Input received from the Community Survey suggested that an effective action item of this Active Transportation Plan would be to develop approaches for educating residents on the walking, biking and water resources in Huntingdon County.

The following are action items identified by the Active Transportation Committee:

- The County's GIS Trail Mapping files will be Updated and Maintained.
 - Fix errors or gaps in trail system routes
 - Include missing or not shown trail resources
- Mapping will be produced, and an on-line presentation made to show walking and biking opportunities organized by:
 - Local Trail systems
 - County Wide Walking/Biking Trails
 - Trails on public State-owned Lands
 - Gravel Road Trails
 - Trail heads, access points and parking areas
- Mapping will be produced, and an on-line presentation made to highlight paddling opportunities:
 - Water Trails
 - Navigable waterways
 - Existing canoe/kayak launches
- County/municipal sponsored programs/activities/events related to walking, biking and paddling. Examples include open street events, bicycle education programs in schools, bike safety events, guided trail walks, group bike rides, local community walks, monthly featured trail promotion and related activities focused on featuring a walking/biking opportunity in the County.
- Develop a shared calendar or similar approach for trail groups to post information about their events. Publicize existing event calendars/event postings using various types of print and electronic advertising methods.



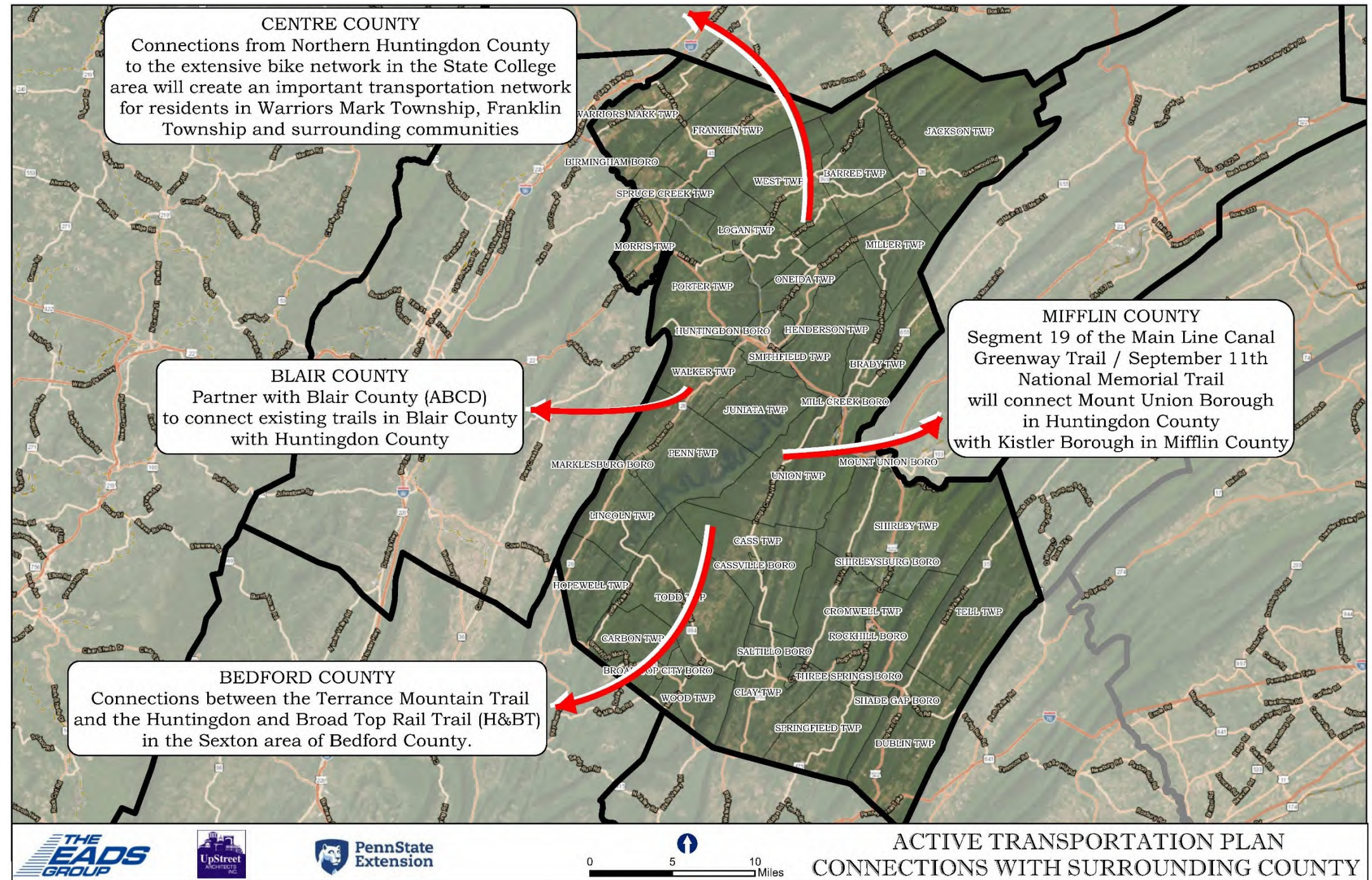
Huntingdon County Active Transportation Plan

Connections to Centre, Bedford, Blair and Mifflin Counties –

Huntingdon County will work with surrounding Counties to support regional trail connections. This will require partnerships outside of Huntingdon County.

The following are action items identified by the Active Transportation Committee:

- Centre County** - Connections from Northern Huntingdon County to the extensive bike network in the State College area will create an important transportation network for residents in Warriors Mark Township, Franklin Township and other communities in the northern part of the County. Most likely connections will be to use existing trails in the Spruce Creek areas, Rothrock State Forest service roads and trails in State Game Lands 176 (Scotia Range Trailhead - Lynn Circle Trailhead - Mahala Street Trailhead). Coordinate with Recreational Forester for connections between State Forest and State Game Lands.
- Mifflin County** – Segment 19 of the Main Line Canal Greenway Trail / September 11th National Memorial Trail will connect Mount Union Borough in Huntingdon County with Kistler Borough in Mifflin County.
- Bedford County** – Connections between the Terrace Mountain Trail and the Huntingdon and Broad Top Rail Trail (H&BT) in the Sexton area of Bedford County. Requires completion of the H&BT between Riddlesburg and Saxton.
- Blair County** - Blair County (ABCD) is looking to connect existing trails in Blair County with Huntingdon County. Trail expansions and connections may also be supported by the Rails to Trails of Central PA. Continued coordination with these organizations is recommended.



Coordination with the Southern Alleghenies Transit study and outreach to determine if transit services (commuter bus or van transportation) to State College, Lewistown or other regional areas is needed. Also, to determine if Park and Rides are needed in some communities. If Park and Rides are found to be needed, identify appropriate locations and/or existing lots with available parking that could be shared Park and Ride facility.

Huntingdon County Active Transportation Plan

Paddling Opportunities and Improvements

Huntingdon County will work with municipalities to provide new Public Water Access Points in locations that have safe and reliable connections to communities, residential areas and local resources. The following action items were identified during the planning process.

Alexandria:

- Install a public boat launch on Borough-owned land at the end of Hartslog Street in Alexandria – this will establish a water trail connection with the boat launch at the Alfarata Trailhead on the Lower Trail. Will also create a connection with the informal water access behind Bluegills Bar and Grill.

Lower Trail:

- Improve the existing boat launch at the Alfarata Trailhead on the Lower Trail.

Mill Creek Borough:

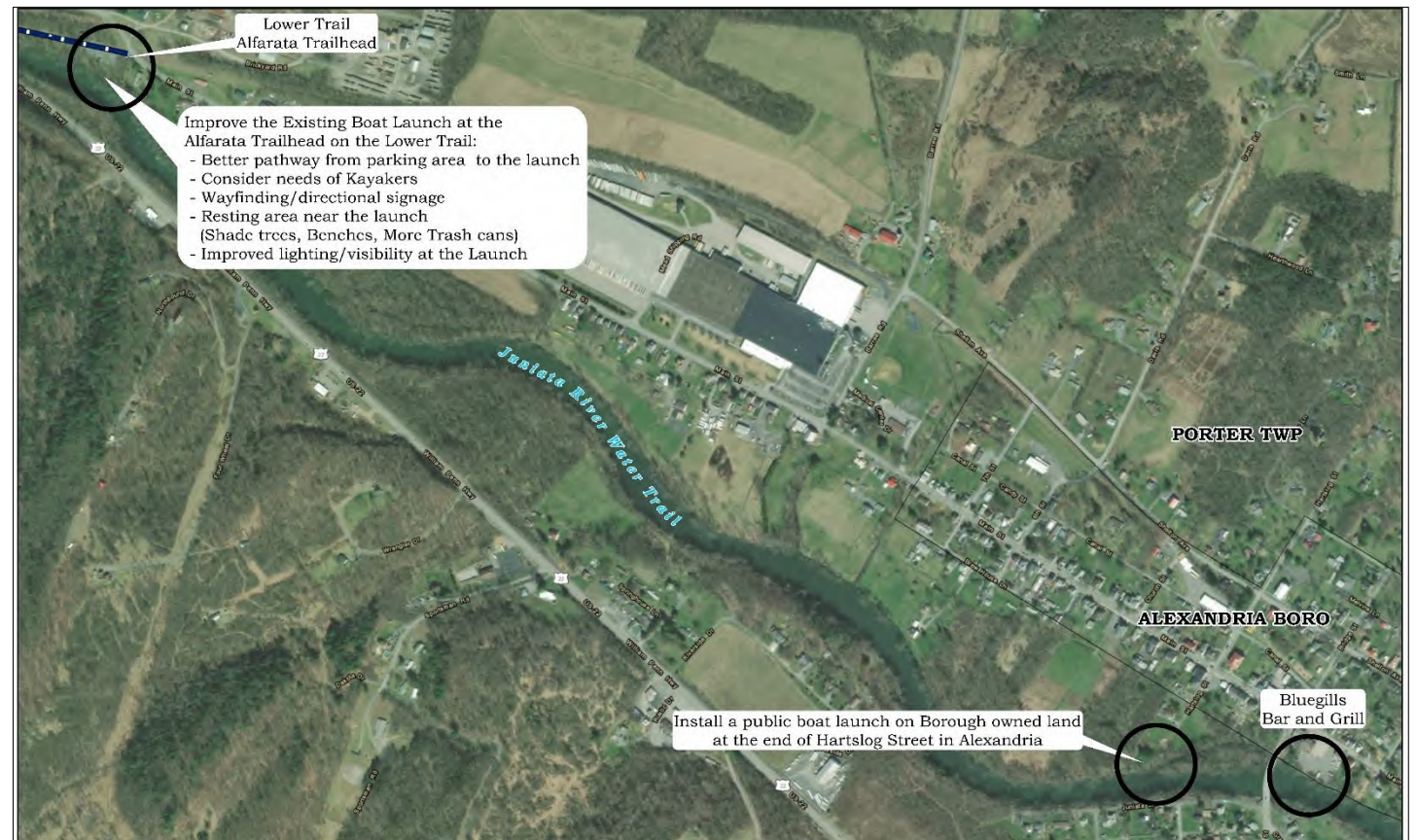
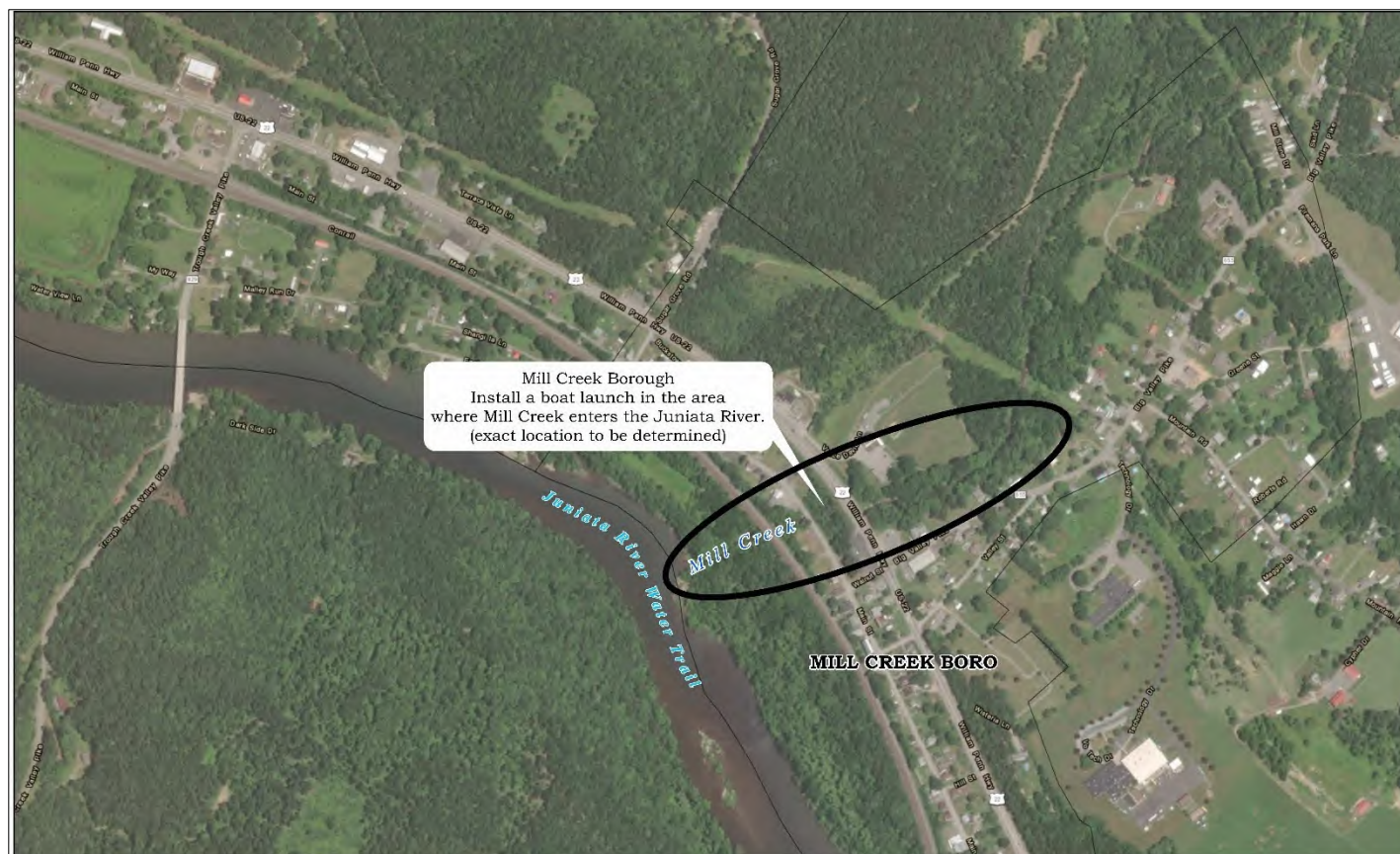
- Install a boat launch in the area where Mill Creek enters the Juniata River. Exact location to be determined.

Scheduled Shuttle Service for Paddlers:

- Results of the Community Survey indicated that a shuttle service for paddlers at put-in or take-out kayak launches is a wanted service.

Pedal and Paddle Opportunities:

- The intent is to create round-trip bike/paddle adventures that begins and ends from the same location along a waterway/trail. The outdoor activity would include a group bike ride, upstream, along an existing trail followed by a group paddle, downstream, to the initial starting point.



Huntingdon County Active Transportation Plan

Communication Approach –

Implementing the actions items presented in this Active Transportation Plan and successfully achieving the Priorities will require multiple partners and layers of implementation responsibilities. Huntingdon County and the Active Transportation Committee will not be able to take the lead on every project or action item. The County Commissioners, County Planning Commission and Planning staff and individual municipalities will all need to work together and support each other on implementation tasks. The Active Transportation Committee is forward thinking and realizes that an Early Action Item of the Plan needs to be talking with potential implementation partners about the value of the Plan and the benefits that will be realized from successfully achieving active transportation improvements in the County.

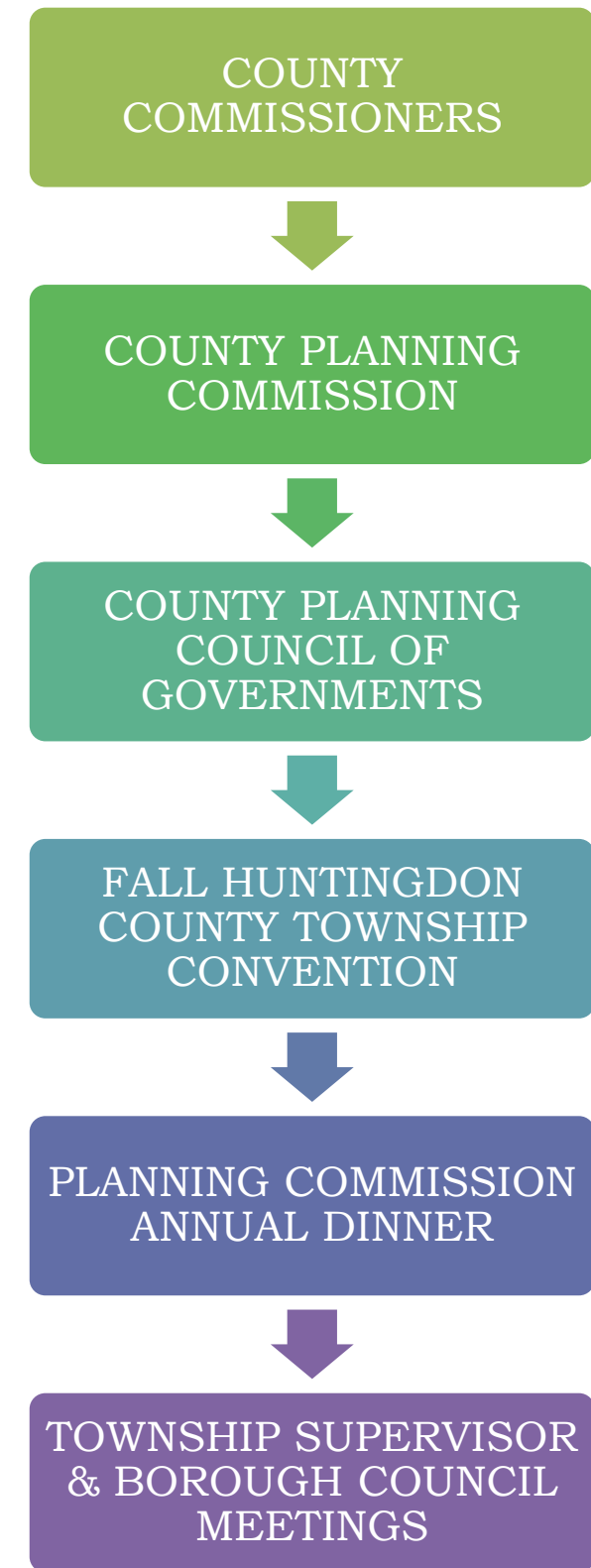
The Active Transportation Committee will present the Plan at the County and municipal level. An ultimate goal will be for every County municipality to formally adopt the Plan as their own active transportation guide. The Active Transportation Committee will focus on describing the value and benefits of adopting the Plan on a municipal level. The Committee will explain why and how the County and communities will benefit from implementing the Plan. Benefits will include recreation, transportation, health/wellness, equity and economic benefits.

The following are action items identified by the Active Transportation Committee. The Committee will meet with and will present the Plan in the following way:

- To the County Commissioners and the County Planning Commission – September 2023
- To the Council of Governments – Fall 2023
- At the Huntingdon County Township Convention – Fall 2023
- To municipalities at Township Supervisor and Borough Council meetings - Fall 2023 – Spring 2024
 - Municipalities will be encouraged to adopt the plan by resolution.
 - Municipal solicitors will be provided a copy of the Plan for their review and support to expedite the municipal adoption process.
- At the Planning Commission's Annual Dinner - Spring 2024

Huntingdon County, the Active Transportation Committee, municipalities and partners will conduct programming and actions that communicate the value and benefits of active transportation to County residents. Examples include hosting Bicycle-Friendly Driver training events, promotion of businesses that encourage walking and biking to work, promotion of schools that conduct bike-safety programs and bike to school days, group walking and biking events, and related activities.

The following section organizes the Priorities by County Planning region and by Municipality.



Huntingdon County Active Transportation Plan

Priorities – by Planning Region

There are eleven (11) Planning Commission designated Planning Regions in the County. Each Planning Region has a representative who sits on the County Planning Commission. It is the mission of the Huntingdon County Planning Commission to develop and implement a positive vision for Huntingdon County; one that reflects economic prosperity, a rural and small-town atmosphere, protection of natural resources, centers-focused development, greenway corridors, improved highway and communication access and a high standard of excellence in both personal and community development. The Active Transportation Committee will maximize the resources of the Huntingdon County Planning Commission to support implementation of the Priorities presented in the County's Active Transportation Plan. The following lists the Priorities for each Planning Region.

Planning Region 1

- Warriors Mark Lifeway Corridor
- Warriors Mark to State College Connection Corridor
- Connections to Centre County/State College Area

Planning Region 2

- McAlevys Fort – to Couch's Subs & Grocery Lifeway Corridor

Planning Region 3

- Segment 1 – 9/11 Trail
- Improve Boat Launch at the Alfarata Trailhead
- New Community Boat Launch in Alexandria
- Alexandria Lifeway Corridor
- Petersburg Lifeway Corridor
- Alexandria – Huntingdon – Mount Union Connection Corridor

Planning Region 4

- Segment 13 – 9/11 Trail
- Alexandria – Huntingdon – Mount Union Connection Corridor
- Huntingdon Borough Lifeway Corridor
- Huntingdon Borough Community Connection Improvements
- Smithfield Township Lifeway Corridor
- Smithfield Township Community Connection Improvements

Planning Region 5

- Connections to Blair County

Planning Region 6

- Cassville/Cass Township Lifeway Corridor

Planning Region 7

- Segment 19 – 9/11 Trail

Mount Union Lifeway Corridor

- Alexandria – Huntingdon – Mount Union Connection Corridor
- Connections to Mifflin County

Planning Region 8

- Orbisonia – Saltillo – Three Springs Connection Corridor
- Rock Hill - Orbisonia - Rt 522 Lifeway Corridor

Planning Region 9

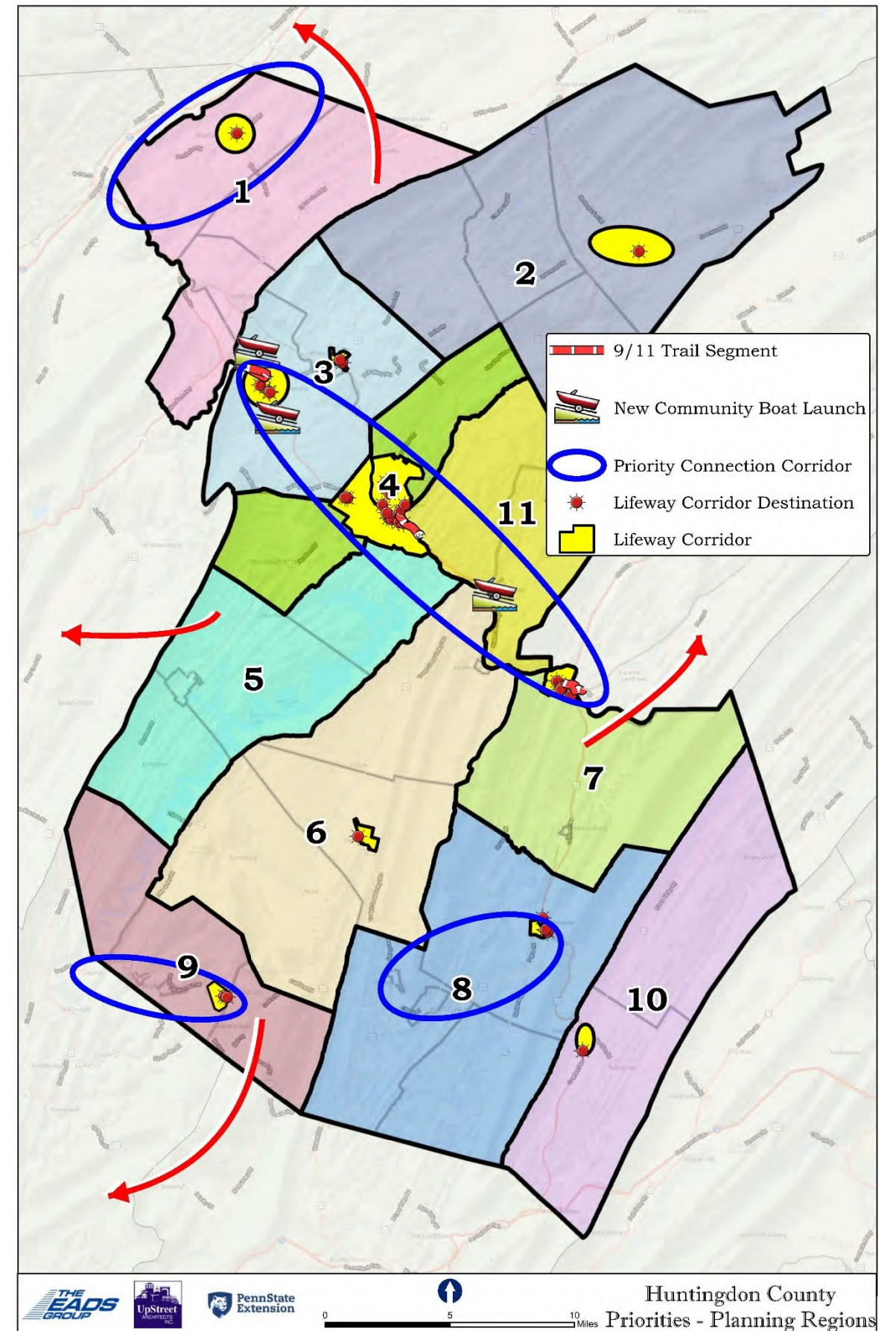
- Connections to Bedford County
- Broad Top City Lifeway Corridor
- Coalmont – Broad Top City – Dudley – Saxton Connection Corridor

Planning Region 10

- Shade Gap Lifeway Corridor

Planning Region 11

- Alexandria – Huntingdon – Mount Union Connection Corridor
- New Community Boat Launch in Mill Creek Borough



Huntingdon County Active Transportation Plan

Priorities – by Municipality

The Active Transportation Committee will maximize the resources of Huntingdon County Municipalities to support implementation of the Priorities presented in the County's Active Transportation Plan. The following lists the Priorities by their Municipal location.

Alexandria Borough

- Segment 1 – 9/11 Trail
- Alexandria Lifeway Corridor
- Alexandria – Huntingdon – Mount Union Connection Corridor
- New Community Boat Launch

Porter Township

- Segment 1 – 9/11 Trail
- Alexandria – Huntingdon – Mount Union Connection Corridor
- Improve Alfarata Trailhead Boat Launch
- Alexandria Lifeway Corridor

Petersburg Borough

- Petersburg Lifeway Corridor

Huntingdon Borough

- Segment 13 – 9/11 Trail
- Alexandria – Huntingdon – Mount Union Connection Corridor
- Huntingdon Lifeway Corridor
- Huntingdon Connection Improvements

Smithfield Township

- Smithfield Township Lifeway Corridor
- Smithfield Connection Improvements

Henderson Township

- Segment 13 – 9/11 Trail
- Alexandria – Huntingdon – Mount Union Connection Corridor

Mount Union Borough

- Segment 19 – 9/11 Trail
- Alexandria – Huntingdon – Mount Union Connection Corridor
- Mount Union Connection Improvements

Mill Creek Borough

- Alexandria – Huntingdon – Mount Union Connection Corridor
- New Community Boat Launch

Warriors Mark Township

- Warriors Mark Lifeway Corridor
- Warriors Mark to State College Connection Corridor
- Improve walking/biking conditions along Dry Hollow Rd.

Jackson Township

- McAlevys Fort Lifeway Corridor

Cassville Borough

- Cassville/Cass Township Lifeway Corridor

Shade Gap Borough

- Shade Gap Lifeway Corridor

Rockhill Borough

- Rock Hill - Orbisonia - Rt 522 Lifeway Corridor
- Orbisonia – Saltillo – Three Springs Connection Corridor

Orbisonia Borough

- Rock Hill - Orbisonia - Rt 522 Lifeway Corridor
- Orbisonia – Saltillo – Three Springs Connection Corridor

Saltillo Borough

- Orbisonia – Saltillo – Three Springs Connection Corridor

Three Springs Borough

- Orbisonia – Saltillo – Three Springs Connection Corridor

Broad Top City Borough

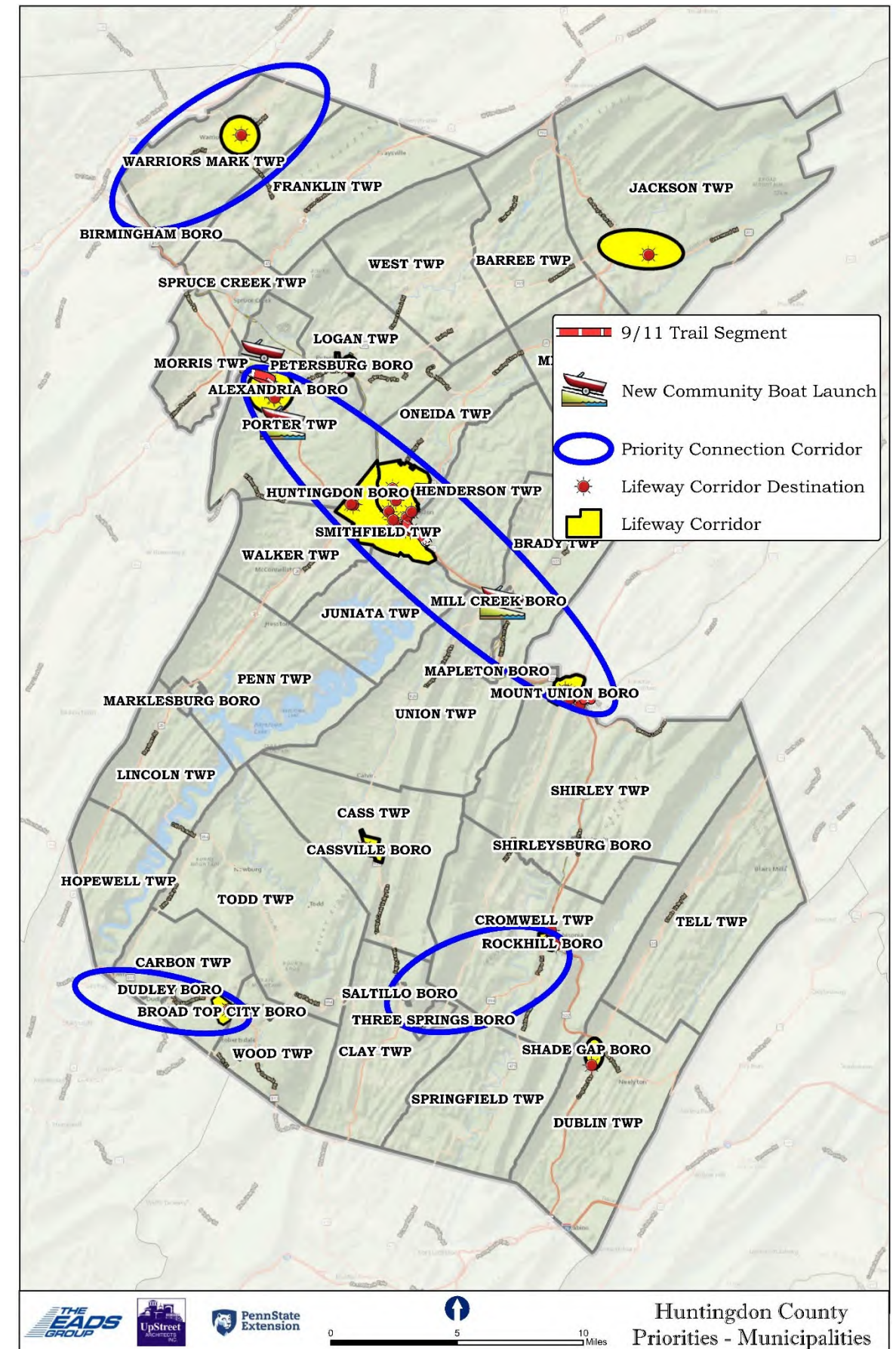
- Coalmont – Broad Top City – Dudley – Saxton Connection Corridor
- Broad Top City Borough Lifeway Corridor

Dudley Borough

- Coalmont – Broad Top City – Dudley – Saxton Connection Corridor

Coalmont Borough

- Coalmont – Broad Top City – Dudley – Saxton Connection Corridor



FUNDING AND IMPLEMENTATION STRATEGY

Huntingdon County Active Transportation Plan

The priorities included in this Plan are oriented towards developing and maintaining safe, accessible streets, sidewalks and other transportation facilities that support all modes of transportation, all potential users including vulnerable and underserved populations, such as low-income residents, people of color, children, persons with disabilities and older adults. The priorities are also oriented towards making Huntingdon County more livable and attractive for residents of all ages and abilities, families, visitors, and business owners. Developing this Active Transportation Plan shows Huntingdon County's commitment to improve the health and quality of life of their residents and their commitment to facilitate ongoing and proposed walking and biking enhancement projects within the County and its communities.

County Support

Representatives from Huntingdon County were a critical part of this active transportation planning process. Successfully implementing the County's Active Transportation Plan Priorities will involve many different participants and steps and will rely on obtaining public, private and local funding and various forms of support. In some cases, Huntingdon County will need to execute maintenance agreements or will need to provide documentation of their acknowledgement and support of the projects completed by County municipalities and other entities and agencies. Continuing support by Huntingdon County Commissioners, the Active Transportation Committee, municipalities, organizations and residents will be necessary for implementation efforts to be successful. Huntingdon County is prepared to support its municipalities' and partner organizations' implementation efforts by providing Letters of Support for grant applications, committing to have regular discussions regarding active transportation efforts, and jointly advocating for transportation improvement projects. Huntingdon County will also work with neighboring Counties to support regional active transportation connections.

An intended outcome of this Plan is to identify some projects and initiatives that can be completed 'in-house' and without the need for grant funding. For instance, one of the top Priorities includes actively meeting with the Planning Commission, municipalities and others to educate them on the value and benefits of the Plan and to entice them into moving forward with improvement projects. Another top Priority includes local promotion of walking, biking (mountain, on-road, gravel) and paddling resources through preparation and presentation of mapping and other products that showcase County resources. The County will also demonstrate the value and benefits of active transportation improvements by working with partners to host walking, biking and paddling programs, activities and events and by featuring active transportation amenities identified in this Plan. Another Priority involves collaboration and communication with trail groups and organizations operating in the County.

Other Implementation Partners

Huntingdon County Commissioners, Planning Department and the Active Transportation Committee will not be able to implement the priorities alone. Many local partners and community organizations, healthcare related service providers and residents will need to take ownership of projects and will need to carry the momentum forward towards implementation. In addition, state and regional agencies, including the Southern Alleghenies Planning and Development Commission; PennDOT and others must also have a significant role in implementing the priorities. In addition, favorable grant funding consideration from the DCED, DCNR, USDA/Rural Development, HUD, Pennsylvania Downtown Center, Private Foundations, PennDOT, Regional Tourism Promotion entities, and others will be vital to successful implementation. Huntingdon County will also rely on non-traditional project partners and grant administrators such as Housing Authorities, Conservation District, Businesses/Employers, School Districts, Health and Human Services organizations, Healthcare providers, etc. to assist in the project funding/completion process.

The Plan Development Team Consultants who prepared this Active Transportation Plan and members of the Active Transportation Committee will need to work with Huntingdon County to support, facilitate and coordinate implementation efforts. [Penn State Extension](#) has additional training resources to improve the capacity of local leaders to [acquire grants](#), hone [leadership](#) skills, [engage and enhance community resources](#), and otherwise grow volunteers' and staff capabilities. Huntingdon County can rely on the expertise and capacity of all the Plan Development Team Consultants to help keep things moving and to encourage implementation actions.

Penn State Extension also periodically provides in-person [grant writing training](#) to build the capacity of grant writers in the community, whether they be volunteers, paid consultants, or municipal staff and committee members. An online version of Penn State Extension's training is also available: [grant-writing-how-to-find-funds-and-write-a-winning-proposal](#).

Local Match Sources

Common among most funding sources is the requirement of a local cash or in-kind service match. In most cases, a contribution of local funding or contribution of in-kind services will need to be documented prior to submitting grant applications. The responsibility for providing local match funding will most often fall to Huntingdon County or a municipality if other sources are not readily available. Local organizations, groups and health care providers must be prepared to contribute financially and/or with in-kind services to cover match requirements. It will take the creativity of County leaders and their local partners to identify, secure, and document sources of local match funding. Each grant source may have different match requirements and allowances. Huntingdon County leaders will need to carefully interpret those requirements and, when appropriate, coordinate multiple grant applications and matching funds documentation to take advantage of opportunities where one grant can be matched with the award of another. As noted, in some cases, in-kind services can also be used as part of the matching funds. Huntingdon County and others capable of providing this level of support must be aware that documentation and tracking of the services provided will need to be kept current as the project progresses to claim in-kind services as match. Appropriate documentation is typically submitted to the granting agency for their approval. As suggested in the beginning of this section, Huntingdon County leaders can call upon the Planning Development Team Consultants to help support, facilitate and coordinate project funding efforts.

Huntingdon County Active Transportation Plan

Project Funding - Potential funding options for the priorities are provided below. Options generally include direct grant funding from State and Federal sources, foundations, direct municipal funding including in-kind services, and local donors providing financial contributions and volunteer support. Special funding through Huntingdon County resources should also be explored. These include, but are not limited to, the [Huntingdon County Community Foundation - Huntingdon County Chamber of Commerce](#) and the [Huntingdon County United Way](#).

Huntingdon County's Active Transportation priorities may need to be funded in stages (i.e. Design/Engineering then follow-up submissions for construction) or in phases (completion of a new sidewalk or trail segment including installation of signage followed by the next segment, etc.), based on funding available. Due to ever-changing grant funding requirements, availability of funding and the variety of funding levels, it is difficult to predict with certainty or to describe an exact funding path for each project. What can be said with certainty is that Huntingdon County, or other to-be-identified application sponsors, must relentlessly seek funding from multiple sources/options and will need to creatively combine and match multiple types of funding awards with multiple priorities. What can also be said with certainty is that funding sources will require a level of local match (cash), in-kind service contributions, maintenance agreement(s) and/or other documentation. Project Leaders or project champions in each priority area will need to be identified and a structure for coordination of the priority tasks agreed upon and institutionalized.

- **State Funding Sources**- The following provides a summary of state-level funding sources applicable to the priorities included in this Plan.

Criteria	DCNR – C2P2	DCNR - PRT	DCED CFA - GTRP	PennDOT – TA-Set Aside	PennDOT – MTF	CFA– MTF
Grant Award Amounts	varies	varies	Up to \$250,000	\$50,000 – \$1,000,000	\$100,000 – \$3,000,000	\$100,000 – \$3,000,000
Funding Level	single source	supplemental	supplemental	supplemental	single source	single source
Local Match Requirement	50%	20%	15%	Pre-Construction Activities	30%	30% (may be waived)
Typical Submission Cycle	Annually - April	Annually - April	Annually - May	2-yr cycle	Annually - Fall	Annually - Spring

DCNR - Department of Conservation and Natural Resources
 DCED - Department of Community and Economic Development
 CFA - Commonwealth Financing Agency

PennDOT - Pennsylvania Department of Transportation
 C2P2 - DCNR's Community Conservation Partnerships Program
 PRT – DCNR's Pennsylvania Recreational Trails Program

GTRP – CFA's Greenways, Trails and Recreation Program
 TA-Set Aside – PennDOT's Transportation Alternatives Program / Safe Routes to Schools
 MTF – Multimodal Transportation Fund

State funding sources also include Statewide Local Share Account (LSA) funds [Local Share Account - Statewide](#). Funding in this program is available to design and build sidewalks that are for public use. This includes sidewalk projects located on private property. This funding is relevant to communities that want to improve existing sidewalks that are in poor conditions and are located on private property. This funding is also relevant to communities who want to acquire right-of-way to construct new sidewalks to make key connections in the pedestrian network. Funding amounts range from \$25,000 to 1 million. No local matching funds are required. Applications are accepted annually in the fall (September 1 to November 30).

The PennDOT – TA Set Aside program also includes funding for Safe Routes to School projects [Safe Routes to School \(pa.gov\)](#). Safe Routes to School funding is managed as a subset of the PennDOT - TA Set Aside program. Funding amounts for infrastructure construction projects is between \$50,000 and 1.5 million. Awards up to 2 million can be justified on a case-by-case basis. Traditionally, such projects include sidewalks, bike lanes, cross-walks, signs and signals, although smaller improvement projects such as bike racks and bike lockers will qualify too. There is no minimum award amount for Safe Routes related planning and programming projects that serve to increase awareness, encourage safe use of existing or future facilities, and those that develop, implement or expand programs that educate, promote equity and encourage, engage and evaluate safe routes to schools. Applications are accepted on a 2-yr cycle. Pre-application submissions are due in July. Final applications are due in September.

- **Foundations** - Many opportunities can be found here: <https://gwpa.org/directory>. County and Community leaders should explore this list for appropriate project funders and cultivate relationships with their staff and/or trustees. Additional guidance can be found at <https://gwpa.org/grantseeker-resources>.
- **PA WalkWorks and Pennsylvania Downtown Center** – Huntingdon County is encouraged to continue seeking assistance and support from the WalkWorks program and the [Pennsylvania Downtown Center](#). The Pennsylvania Downtown Center offers support to communities and encourages walking, biking, transit, wheeling, etc., improvements through events, routes, programs, and groups.

Individual municipalities within Huntingdon County are encouraged to apply for WalkWorks funding to complete local outreach and more detailed studies of their local active transportation conditions and opportunities. This is most relevant to the municipalities identified in this Plan as being in a Priority Connection Corridor and/or a Lifeway Corridor. It is a logical outgrowth of this Plan that these municipalities (or multi-municipal applicants) apply for WalkWorks funding to continue improving active transportation within their communities.

Huntingdon County Active Transportation Plan

- [Federal Funding](#) - The following provides information on Federal - US Department of Transportation funding programs for Pedestrian and Bicycle safety and infrastructure projects.

[Pedestrian and Bicycle Funding Opportunities](#)

Includes U.S. Department of Transportation Transit, Safety, and Highway Funds. A summary table of these federal sources is provided on the following pages. The tables indicate potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Project sponsors should integrate safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects

[Safe Streets and Roads for All \(SS4A\) Grant Program](#)

The program supports the development comprehensive safety action plans (Action Plan) that identify the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

[Distressed Area Recompete Pilot Program \(Recompete Pilot Program\) | U.S. Economic Development Administration](#)

The Distressed Area Recompete Pilot Program (Recompete Pilot Program) will invest \$200 million in persistently distressed communities to create and connect people to good jobs.

[Thriving Communities Program | US Department of Transportation](#)

The newly created Thriving Communities Program (TCP) will provide in-depth, hands-on technical assistance to regions and local communities resulting in accelerated project plans and effective project implementation. The purpose is to advance community-driven, transformative investments in underserved and overburdened communities using a coordinated place-based approach that strengthens local capacity to develop and execute infrastructure projects from cradle to grave. The program can support local communities in advancing transformative, equitable, and climate-friendly infrastructure projects that reduce transportation cost-burden, improve housing conditions, enhance connections to health care, education, and food security, and increase access to economic opportunity to help communities thrive.

[Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation](#)

The program provides funding to address the following:

- Prioritizing disadvantaged communities;
- Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation;
- Fostering equitable development and restoration;
- Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

[Rural and Tribal Assistance Pilot Program | US Department of Transportation](#)

The Rural and Tribal Assistance Pilot Program is intended advance transportation infrastructure projects in rural and tribal communities by supporting development-phase activities for projects reasonably expected to be eligible for certain DOT credit and grant programs. Grants will fund financial, technical, and legal assistance to states and rural and tribal communities. The grants are intended to increase organizational capacity in communities that may not have resources available to evaluate and develop projects that qualify for federal funding and financing programs.

[Alternative Fuels Data Center: Federal Laws and Incentives \(energy.gov\)](#)

Included are federal incentives, laws and regulations, funding opportunities, and other federal initiatives related to alternative fuels and vehicles, advanced technologies and improving air quality.

[Community Facilities Direct Loan & Grant Program | Rural Development \(usda.gov\)](#)

This program provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial or business undertakings

Huntingdon County Active Transportation Plan

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																													
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
Activity or Project Type	OST Programs						Federal Transit				NHTSA		Federal Highway Administration																
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$			\$	\$	\$	\$				\$	\$	\$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$				\$						\$	\$	\$		\$		\$	\$	
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$	
Bicycle plans			~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$	\$	\$	\$	
Bicycle helmets (project or training related)												\$									\$	\$SRTS		\$				\$	
Bicycle helmets (safety promotion)																					\$	\$SRTS		\$				\$	
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$		~\$	\$	\$	\$		~\$				\$	\$			\$		\$	\$	\$	\$		\$	\$	\$	
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$		~\$				\$	\$					\$	\$					\$	\$	
Bicycle repair station (air pump, simple tools)	~\$		\$	~\$		~\$	~\$	\$	\$						\$						\$	\$					\$	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$		\$	\$					\$	\$	
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$		~\$	\$	\$	\$						\$	\$					\$	\$					\$	\$	
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$	\$	\$	\$				\$	\$	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$							\$				\$						\$	\$SRTS		\$				\$	
Community Capacity Building (develop organizational skills/processes)				\$	TA					\$	\$														\$			\$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$
Counting equipment		\$	\$	\$			~\$	\$	\$												\$	\$	\$	\$	\$	\$		\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	\$	\$	\$	\$					\$				\$		\$	\$	\$	\$	\$		\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$			\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$	\$			\$	\$	
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~\$	~\$		~\$	~\$	\$	\$		~\$				\$						\$	\$				\$	\$	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				~\$	\$	\$	\$					\$	\$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	\$	~\$				\$	\$					\$	\$		\$	\$	\$		\$	
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$				\$	\$					\$	\$					\$	\$	
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$							\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	
Pedestrian plans	\$	~\$	~\$	\$				\$		\$	\$				\$						\$	\$	\$		\$	\$		\$	
Rail at-grade crossings	\$	\$	\$	~\$		\$	\$	\$	\$						\$				\$	\$	\$	\$	\$	\$			\$	\$	\$
Recreational trails	\$		\$	~\$			~\$														\$	\$	\$	\$		\$	\$	\$	
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		~\$	~\$			\$	~\$			~\$	~\$	~\$			\$	\$	\$	\$	\$	\$		\$	\$	\$	
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$		~\$	\$								\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	

Huntingdon County Active Transportation Plan

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																														
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																														
Activity or Project Type	OST Programs							Federal Transit				NHTSA		Federal Highway Administration																
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	
Road Safety Assessment for pedestrians and bicyclists			\$	\$	TA		~\$				~\$						\$	\$			\$	\$			\$		\$	\$	\$	
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				\$							~\$	\$	\$				\$					SSRTS	SSRTS		\$	\$			\$	
Safety education positions				\$							~\$	\$										SSRTS	SSRTS		\$				\$	
Safety enforcement (including police patrols)				\$							\$	\$					\$					SSRTS	SSRTS		\$				\$	
Safety program technical assessment (for peds/bicyclists)			\$	~\$	TA						~\$	\$					\$					SSRTS	SSRTS		\$	\$		\$	\$	
Separated bicycle lanes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	
Shared use paths / transportation trails	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	
Sidewalks (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$		\$	\$	\$	\$	\$		\$		\$	\$	\$	
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~\$	\$			~\$				\$		\$	\$	\$			\$	\$	\$	\$			\$	\$	
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	~\$		~\$	~\$	\$	\$								\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	
Traffic calming	\$	\$	\$	\$		~\$	~\$	\$							\$		\$		\$	\$	\$	\$	\$		\$		\$	\$	\$	
Trail bridges	\$	\$	\$	~\$		~\$	\$								\$	~\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	
Trail construction and maintenance equipment				~\$		~\$	~\$								\$							\$	\$	\$				~\$	~\$	~\$
Trail/highway crossings and intersections	\$	\$	\$	\$		~\$	~\$							\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$					~\$	~\$								~\$							\$	\$	\$			\$	\$	\$	
Training				\$	TA						~\$	\$				\$	\$					\$	\$	\$	\$	\$			\$	
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$			~\$	\$					SSRTS	SSRTS		\$				\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$		\$	\$	\$	\$						\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	
Vulnerable Road User Safety Assessment			\$	\$	TA												\$					\$	\$		\$	\$			\$	

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

INFRA: Infrastructure for Rebuilding America Discretionary Grant Program

RCP: Reconnecting Communities Pilot Program

SS4A: Safe Streets and Roads for All

Thrive: Thriving Communities Initiative (TA: Technical Assistance)

RRIF: Railroad Rehabilitation and Improvement Financing (loans)

TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)

FTA: Federal Transit Administration Capital Funds

ATI: Associated Transit Improvement (1% set-aside of FTA)

TOD: Transit-Oriented Development

AoPP: Areas of Persistent Poverty Program

NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program

NHTSA 405: National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)

BFP: Bridge Formula Program; **BIP:** Bridge Investment Program; **BRR:** Bridge Replacement and Rehabilitation Program

CRP: Carbon Reduction Program

CMAQ: Congestion Mitigation and Air Quality Improvement Program

HSIP: Highway Safety Improvement Program

RHCP: Railway-Highway Crossings (Section 130) Program

NHPP: National Highway Performance Program

PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation

STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program (and related activities)

PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds

NSBP: National Scenic Byways Program

FLTTP: Federal Lands and Tribal Transportation Programs: [Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Tribal Transportation Program](#), [Federal Lands Planning Program](#) and related programs for Federal and Tribal lands

such as the [Nationally Significant Federal Lands and Tribal Projects](#) program.

TTP: Tribal Transportation Program

TTPSF: Tribal Transportation Program Safety Fund

Huntingdon County Active Transportation Plan

Official Map

Huntingdon County municipalities are encouraged to move forward with preparing and adopting an Official Map ordinance as an early action implementation step. An Official Map is a planning tool that is an effective way for designating needed trail connections through private property routes. The Official Map tool allows a community to identify needed easements prior to private property being developed. In developing an Official Map, municipalities will effectively prioritize its acquisition needs, enabling it to focus its resources on properties that are most important to the community, or on properties that are most quickly available for making needed community amenity or destination connections.

Municipalities can use an Official Map to pre-express an interest in acquiring specific land (or easements thereon) for community route connections and trails. Essentially, a municipality would be “reserving” certain land for future public use. If a landowner seeks to develop reserved land, the municipality has a year to pursue acquisition of the land from the owner before the owner may freely build or subdivide. Based on experience in other Pennsylvania communities with adopted Official Maps, developers often study the Official Map and incorporate any needed connections into their initial development plans to avoid delays, so the municipality does not then need to go through a full year-long property acquisition process.

Benefits of adopting an Official Map include the following:

- The Official Map greatly increases the likelihood that land will be available for trail connections if and when private land is developed.
- When the private property is developed, a municipality would have up to one (1) year to pursue acquisition of the trail easement before the owner may freely build or subdivide over the reserved land.
- In developing an Official Map, a municipality would effectively prioritize its acquisition needs, enabling it to focus its resources on properties that are most important to the community.

To implement an Official Map, a municipality can do the following:

- Complete a planning process that identifies community-wanted trail connections, walking/biking routes and community connection priorities. Adopting the Huntingdon County Active Transportation Plan may satisfy this step.
- Cultivate a willing and committed Borough Council/Supervisors, planning commission and legal counsel that will work together to lead development of the Official Map.
- Identify implementation funding. Official maps are commonly backed by a funding mechanism whereby a municipality has the financial wherewithal to support its map designations when the time comes. Leaders should explore the regional foundations, the Department of Conservation and Recreation, and other state and federal agencies identified in this Funding and Implementation Section to fund implementation components of the Official Map ordinance.

The following links provide additional information on the Official Map and resources for developing and adopting an Official Map.

- [Official Map Tip Sheet](#)
- [The PennDOT Official Map Handbook](#)

The Official Map FACT SHEET for Local Officials

Municipalities and counties are authorized by Article IV of the Pennsylvania Municipalities Planning Code (MPC) to develop and implement official maps. Official maps may include, but are not limited to:

- Existing and proposed public streets, watercourses, and public grounds, including widening, narrowing, extensions, diminutions, openings, or closings.
- Existing and proposed public parks, playgrounds, and open space reservations.
- Pedestrian ways and easements.
- Railroad and transit right-of-way and easements.
- Flood control basins, floodways and flood plains, storm water management areas, and drainage easements.
- Support facilities, easements, and other properties held by public bodies undertaking the elements of a comprehensive plan.

What is an Official Map?

An "official map" is a combined map and ordinance designed to implement the goals and community vision set forth in the comprehensive plan. The official map shows the locations of planned future public lands and facilities such as transportation, recreational parks and trails, and open space. The official map expresses a municipality's interest in acquiring these lands for public purposes sometime in the future. Official maps can be used by townships, boroughs, cities, and counties. The official map is not to be mistaken for the official zoning map of a municipality.

What are the Benefits?

- The official map can help focus limited financial resources on projects that meet and advance community goals.
- The official map helps municipalities make improvements such as connecting and improving the local street network, intersection improvements, protecting important natural areas, and providing more green space, recreation facilities, trails, and sidewalks.
- The official map saves time and money by informing property owners and developers of municipal goals and intentions in advance of development plans.
- The official map is an effective negotiation tool for municipalities, helping to ensure that development is compatible with and supportive of public goals.
- The official map supports other land use management tools (zoning, subdivision/land development, etc.) by advancing the implementation of infrastructure and public spaces.
- The official map gives municipalities a competitive advantage in securing grants.

What are the Basics of Official Maps?

- A municipality should have an adopted comprehensive plan if they choose to adopt an official map.
- Official maps can cover the entire municipality or only a portion.
- The typical cost to develop an official map and ordinance is \$5,000-\$6,000.
- The governing body is required to provide a 45-day review period and one public hearing (at minimum) prior to adoption.
- Once a property owner or developer notifies a municipality of their intention to build, subdivide, or perform other work on land that is located on an official map, the municipality has up to a year to confirm its acquisition interest and negotiate to acquire the land.
- Acquisition can take the form of dedication by owner, purchase of land or easement by the municipality, negotiations with owner/developer to make desired improvements, or eminent domain (although rare), if the municipality chooses.
- Approximately 64 of Pennsylvania's municipalities, and one county, have an official map. This handbook aims to reduce misunderstandings and misinformation that may have deterred others from achieving the successes made possible by the official map.
- Public outreach and education is key to a successful official map development, adoption, and implementation process.

June 2011 • PennDOT • PA DCNR • PA DCEd • PALTA Fact Sheet 1

Huntingdon County Active Transportation Plan

Appendix

Adopted September 2023



Funding to prepare this Active Transportation Plan was provided by the Pennsylvania Department of Health through the State Physical Activity and Nutrition Grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.

Huntingdon County Active Transportation Plan

Active Transportation Plan Community Survey – Common Introduction Questions

Huntingdon County Active Transportation Plan

The Plan will create a Unified Vision for Walking, Biking, Wheeling & Paddling in Huntingdon County

Huntingdon County is developing an Active Transportation Plan. Active transportation refers to any non-motorized, self-propelled or human-powered mode of transportation, such as walking, bicycling, e-assisted bicycling, wheelchairs, mobility scooters, kayaks/canoes, etc. Use of the term "active transportation" highlights the connection between physical activity, community and resident health, and transportation planning.

A Community Survey has been created to collect everyone's ideas for improving active transportation in Huntingdon County. We want everyone to share their voice in this process. Your suggestions and comments will greatly help in this planning process.

The Survey will only take a few minutes to complete. We would like responses by June 1, 2023. Thank You!

After completing this Survey, please use the County's Interactive Comment Map to provide additional site-specific input and information.

A Public Outreach Meeting will be held on Thursday, June 8, 2023 from 3:00PM-6:00PM in the Huntingdon Borough Council Chambers, at the Huntingdon Borough Municipal Building, located at 530 Washington Street, Huntingdon, PA 16652.

1. Where do you live? (please list the zip code)

2. If employed, where is your workplace? (please list the zip code)

3. Where/how do you, or your household, primarily get food/groceries? (please choose your top 3 options)

- | | |
|--|--|
| <input type="checkbox"/> Grocery Store in your Community | <input type="checkbox"/> Meals on Wheels |
| <input type="checkbox"/> Corner Store/Convenience Store in your Community | <input type="checkbox"/> Local Food Bank |
| <input type="checkbox"/> Larger Grocery Store/Supercenter in Huntingdon County | <input type="checkbox"/> Dollar Store/Other Discount Food Stores |
| <input type="checkbox"/> Larger Grocery Store/Supercenter outside of Huntingdon County | <input type="checkbox"/> Amazon/Other On-Line suppliers |
| <input type="checkbox"/> From a Grocery Delivery Service | |
| <input type="checkbox"/> Farmers Market/Co-Op | |
| <input type="checkbox"/> Other (please specify) | |
| <input type="text"/> | |
| <input type="checkbox"/> N/A - | |

4. What method of Active Transportation do you use the most to move around your community/Huntingdon County? * (please choose from the following choices). Based on your answer - you will be directed to a specific set of mode related questions

- | | |
|---|---|
| <input type="radio"/> Walk/Run/Hike | <input type="radio"/> Boat/Kayak/Paddle Sports |
| <input type="radio"/> Bicycle | <input type="radio"/> N/A - please take me to the last page of the survey |
| <input type="radio"/> Wheelchair/Mobility Scooter | |

Huntingdon County Active Transportation Plan

Active Transportation Plan Community Survey – Walk/Run/Hike Focus Questions

Huntingdon County Active Transportation Plan

Walk/Run/Hike Focus

The following questions are focused on walking, running and hiking

1. What are your reasons for walking? (select all that apply)

- Environmentally friendly
- Get to or from a bus stop
- Get to work or school
- Cheaper than driving a car
- Exercise/recreation
- Improve my health
- Other (please specify)
- Get to doctors/medical services
- Get to grocery/food stores
- Shop, run errands or go out to eat
- Visit friends or family
- Don't have a car or a bike
- General walking - not to any specific destination

2. What destinations do you currently walk/run/hike to?

3. What destinations would you like to be able to walk to?

4. What walking paths or trails in Huntingdon County have you walked/run/hiked on? (select all that apply)

- Mid State Trail
- Standing Stone Trail
- Lower Trail
- Thousand Steps
- Allegrippis Trails at Raystown Lake
- Huntingdon Borough local Trails
- Mount Union local Trails
- Rothrock State Forest Trails
- Tuscarora State Forest Trails
- Greenwood Furnace State Park Trails
- Whipple Dam State Park Trails
- Other (please specify)
- Trough Creek State Park Trails
- State Game Lands 067 Trails
- State Game Lands 071 Trails
- State Game Lands 081 Trails
- State Game Lands 099 Trails
- State Game Lands 112 Trails
- State Game Lands 121 Trails
- State Game Lands 131 Trails
- State Game Lands 251 Trails
- State Game Lands 322 Trails

N/A - I only walk/run/hike locally

5. On average, please indicate how many days a year do you walk, run or hike on a trail in the County?

0 days 365 days

6. If you use a walking path or trail within Huntingdon County, please describe how you primarily access it

- Drive a vehicle to a trailhead
- Drive a vehicle to a municipality, then walk/run/hike to a trailhead
- Walk/Run/Hike from my house/community to a trailhead
- Other (please specify)

N/A - I only walk/run/hike locally

7. If you would like to walk/run/hike more often, but currently do not, what is holding you back? (select all that apply)

- Too much traffic or high speeds or threatening drivers
- Poor condition of roads, trails, and/or sidewalks
- Lack of ADA accessible routes
- Too dangerous for my kids
- Weather
- Lack of time
- Lack of safe networked routes
- Lack of equipment/resources (e.g. no coat, no good shoes, costs)
- Other (please specify)
- Distances too great or too many hills
- Too much to carry
- Perceptions of other people
- Injury or health limitation
- Lack of walking facilities/amenities in my community
- Lack of amenities/incentives at work (e.g. showers, no wellness credit available)

N/A - I do not want to Walk/Run/Hike more

8. What types of walk/run/hike facility/amenity improvements would you like to have in your area (please rank the following in order of importance)

- Off-road paths to connect walk-friendly streets and streets together
- Public restrooms
- More signage to alert drivers of walkers
- Wayfinding/directional signage
- Improved lighting
- Sidewalks where none exist
- Sidewalk repairs
- ADA improvements/curb cuts
- Shade trees
- Benches
- More trash cans
- Connect trails to municipalities
- Update local ordinances

9. What types of walk/run/hike connection improvements would you like to have in your area (please rank the following in order of importance)

- Better walking/running/hiking connections within your community
- Better walking/running/hiking connections to county destinations outside your community
- Better walking/running/hiking connections to existing trails in Huntingdon County
- Better walking/running/hiking connections to surrounding Counties

10. If only one (1) thing could be done to improve walk/run/hike conditions in your community or Huntingdon County, what do you think it should be?

11. When planning your walk/run/hike would a Shuttle Service be helpful?

- Yes
- No

Huntingdon County Active Transportation Plan

Active Transportation Plan Community Survey – Bicycle Focus Questions

Huntingdon County Active Transportation Plan

Bicycle Focus

The following questions are focused on bicycle riding movement

1. What are your reasons for riding a bike? (select all that apply)

Environmentally friendly
 Get to or from a bus stop
 Get to work or school
 Cheaper than driving a car
 Exercise/recreation
 Improve my health
 Other (please specify)

Get to doctors/medical services
 Get to grocery/food stores
 Shop, run errands or go out to eat
 Visit friends or family
 Don't have a car or unable to walk
 General hiking - not to any specific destination

2. What type of biking do you participate in? (select all that apply)

Mountain Biking
 Gravel Road Biking
 On-Road/Touring
 Other (please specify)

City/Commuter Biking
 Rails to Trails Biking
 E-Biking

3. Do you own your own bicycle?

Yes
 No

4. What destinations do you currently bike to?

5. What destinations would you like to be able to bike to?

6. What trails/areas in Huntingdon County have you ridden on? (select all that apply)

Lower Trail
 Allegrippis Trails at Raystown Lake
 Huntingdon Borough local Trails
 Mount Union local Trails
 Rothrock State Forest Trails
 Tuscarora State Forest Trails
 Greenwood Furnace State Park Trails
 Whipple Dam State Park Trails
 Trough Creek State Park Trails
 State Game Lands 067 Trails
 Other (please specify)

State Game Lands 071 Trails
 State Game Lands 081 Trails
 State Game Lands 099 Trails
 State Game Lands 112 Trails
 State Game Lands 121 Trails
 State Game Lands 131 Trails
 State Game Lands 251 Trails
 State Game Lands 322 Trails
 I only ride on streets in my community

7. On average, please indicate how many days a year do you ride on a trail in the County?

0 days 365 days

8. If you ride on a trail within Huntingdon County, please describe how you primarily access it

Drive to a trailhead
 I drive to a municipality, then bike to a trailhead
 I bike from my house/community to a trailhead
 Other (please specify)

N/A - I only bike locally

9. If you would like to bike more often, but currently do not, what is holding you back? (select all that apply)

Too much traffic or high speeds or threatening drivers
 Poor condition of roads, trails
 Lack of ADA accessible routes
 Too dangerous for my kids
 Weather
 Lack of time
 Lack of safe networked routes/Lack of bike lanes
 Lack of equipment/resources (e.g. no bike/helmet/lock)
 Other (please specify)

Distances too great or too many hills
 Too much to carry
 Perceptions of other people
 Injury or health limitation
 Lack of amenities/incentives in my community
 Lack of amenities/incentives at work (e.g. bike parking, showers, no wellness credit available)
 Local ordinance/regulations/restrictions

10. What types of biking facility/amenity improvements would you like to have in your area (please rank the following in order of importance)

Bike lanes
 Off-road paths to connect bike-friendly streets and streets together
 Public restrooms
 Bike parking
 Bike repair stations
 More signage to alert drivers of walkers/bikers
 Wayfinding/directional signage
 Improved lighting
 Shade trees
 Benches
 More Trash cans
 Ordinance/regulations updates

11. What types of biking connection improvements would you like to have in your area (please rank the following in order of importance)

Better biking connections within your community
 Better biking connections to county destinations outside your community
 Better biking connections to existing trails in Huntingdon County
 Better trail connections to surrounding Counties

12. If only one (1) thing could be done to improve biking conditions in your community or Huntingdon County, what do you think it should be?

13. When planning your bike rides, would a Shuttle Service be helpful?

Yes
 No

Active Transportation Plan Community Survey – Wheelchair/Mobility Scooter Focus Questions

Huntingdon County Active Transportation Plan																	
Wheelchair/Mobility Scooter Focus																	
<p>The following questions are focused on wheelchair, motorized scooter and other related assisted movement</p>																	
<p>1. What are your reasons for having mobility in your community (select all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input type="checkbox"/> Get to or from a bus stop</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Shop, run errands or go out to eat</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Get to work or school</td> <td style="border: none;"><input type="checkbox"/> Visit friends or family</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Get to doctors/medical services</td> <td style="border: none;"><input type="checkbox"/> Recreation</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Get to grocery/food stores</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Other (please specify)</td> <td style="border: none;"></td> </tr> </table> <div style="border: 1px solid black; height: 30px; margin-top: 5px;"></div>		<input type="checkbox"/> Get to or from a bus stop	<input type="checkbox"/> Shop, run errands or go out to eat	<input type="checkbox"/> Get to work or school	<input type="checkbox"/> Visit friends or family	<input type="checkbox"/> Get to doctors/medical services	<input type="checkbox"/> Recreation	<input type="checkbox"/> Get to grocery/food stores		<input type="checkbox"/> Other (please specify)							
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<input type="checkbox"/> Get to doctors/medical services	<input type="checkbox"/> Recreation																
<input type="checkbox"/> Get to grocery/food stores																	
<input type="checkbox"/> Other (please specify)																	
<p>2. What destinations do you currently wheel to?</p> <div style="border: 1px solid black; height: 30px; margin-top: 5px;"></div>																	
<p>3. What destinations would you like to be able to wheel to?</p> <div style="border: 1px solid black; height: 30px; margin-top: 5px;"></div>																	
<p>4. If you would like to be more mobile in your community, but currently are not, what is holding you back (select all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input type="checkbox"/> Too much traffic or high speeds or threatening drivers</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Lack of safe networked routes</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Poor condition of roads, trails and/or sidewalks</td> <td style="border: none;"><input type="checkbox"/> Lack of equipment/resources</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Lack of ADA accessible routes</td> <td style="border: none;"><input type="checkbox"/> Distances too great or too many hills</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Lack of ADA facilities/amenities (curb cuts, ramps, ADA access to work/businesses)</td> <td style="border: none;"><input type="checkbox"/> Too much to carry</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Too dangerous for me/my kids</td> <td style="border: none;"><input type="checkbox"/> Perceptions of other people</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Weather</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Lack of time</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Other (please specify)</td> <td style="border: none;"></td> </tr> </table> <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div> <p><input type="checkbox"/> N/A - I do not want to be more mobile</p>		<input type="checkbox"/> Too much traffic or high speeds or threatening drivers	<input type="checkbox"/> Lack of safe networked routes	<input type="checkbox"/> Poor condition of roads, trails and/or sidewalks	<input type="checkbox"/> Lack of equipment/resources	<input type="checkbox"/> Lack of ADA accessible routes	<input type="checkbox"/> Distances too great or too many hills	<input type="checkbox"/> Lack of ADA facilities/amenities (curb cuts, ramps, ADA access to work/businesses)	<input type="checkbox"/> Too much to carry	<input type="checkbox"/> Too dangerous for me/my kids	<input type="checkbox"/> Perceptions of other people	<input type="checkbox"/> Weather		<input type="checkbox"/> Lack of time		<input type="checkbox"/> Other (please specify)	
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<input type="checkbox"/> Lack of time																	
<input type="checkbox"/> Other (please specify)																	
<p>5. What types of wheeling facility/amenity improvements would you like to have in your (local) community (please rank the following in order of importance)</p> <table style="width: 100%; border: none;"> <tr><td style="width: 50%; border: none;"><input type="checkbox"/> Paths to connect wheel-friendly streets together</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Public restrooms</td></tr> <tr><td style="border: none;"><input type="checkbox"/> More signage to alert drivers of people in wheelchairs</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Wayfinding/directional signage</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Improved lighting</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Sidewalks where none exist</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Sidewalk repairs</td></tr> <tr><td style="border: none;"><input type="checkbox"/> ADA improvements/curb cuts</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Shade trees</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Resting areas/Benches</td></tr> <tr><td style="border: none;"><input type="checkbox"/> More Trash cans</td></tr> </table>		<input type="checkbox"/> Paths to connect wheel-friendly streets together	<input type="checkbox"/> Public restrooms	<input type="checkbox"/> More signage to alert drivers of people in wheelchairs	<input type="checkbox"/> Wayfinding/directional signage	<input type="checkbox"/> Improved lighting	<input type="checkbox"/> Sidewalks where none exist	<input type="checkbox"/> Sidewalk repairs	<input type="checkbox"/> ADA improvements/curb cuts	<input type="checkbox"/> Shade trees	<input type="checkbox"/> Resting areas/Benches	<input type="checkbox"/> More Trash cans					
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<p>6. What types of walk/run/hike connection improvements would you like to have in your area (please rank the following in order of importance)</p> <table style="width: 100%; border: none;"> <tr><td style="width: 50%; border: none;"><input type="checkbox"/> Better wheeling connections within your community</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Better wheeling connections to county destinations outside your community</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Better wheeling connections to existing trails in Huntingdon County</td></tr> <tr><td style="border: none;"><input type="checkbox"/> Better wheeling connections to surrounding Counties</td></tr> </table>		<input type="checkbox"/> Better wheeling connections within your community	<input type="checkbox"/> Better wheeling connections to county destinations outside your community	<input type="checkbox"/> Better wheeling connections to existing trails in Huntingdon County	<input type="checkbox"/> Better wheeling connections to surrounding Counties												
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<p>7. If only one (1) thing could be done to improve wheeling conditions in your community or Huntingdon County, what do you think it should be?</p> <div style="border: 1px solid black; height: 30px; margin-top: 5px;"></div>																	
<p>8. In addition to a wheelchair or motorized scooter, do you use any additional mobility devices?</p> <p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p> <p>(if you answered yes, please specify what other type(s) of mobility devices you use)</p> <div style="border: 1px solid black; height: 20px; margin-top: 5px;"></div>																	

Huntingdon County Active Transportation Plan

Active Transportation Plan Community Survey – Boat/Kayak/Paddle Sports Focus Questions

Huntingdon County Active Transportation Plan

Boat/Kayak/Paddle Sports Focus

The following questions are focused on boating/kayaking and other forms of paddle sports

1. What are your reasons for boating/paddle sports? (select all that apply)

Exercise/Recreation Camaraderie with Friends
 Fishing Nature Watching
 Family Tradition Relaxing and Distraction
 To be Outdoors
 Other (please specify)

2. Do you own your own boat?

Yes
 No

3. What waterways/areas in Huntingdon County have you boated/paddled on? (select all that apply)

Juniata River Water Trail Warrior Ridge Dam (aka Petersburg Dam)
 Little Juniata River Lake Perez (Penn State Stone Valley Recreation Area)
 Frankstown Branch Juniata River Whipple Dam State Park
 Raystown Branch Juniata River/Corbin's Island Greenwood Furnace State Park
 Standing Stone Creek
 Aughwick Creek Raystown Lake
 Great Trough Creek
 Other (please specify)

N/A - I do not boat locally

4. What access points/destinations do you currently boat/paddle to?

5. What access points/destinations would you like to be able to boat/paddle to?

6. If you would like to boat/paddle more, but currently are not, what is holding you back? (select all that apply)

Lack of waterway access Lack of equipment/resources (boat, life jackets, helmet)
 Too dangerous for me/my kids Perceptions of other people
 Weather Injury or health limitation
 Lack of time
 Other (please specify)

N/A - I do not want to boat/paddle more

7. What types of boating/paddling facility/amenity improvements would you like to have in your (local) community (please rank the following in order of importance)

More access (take-outs/put-ins) to waterways
 Paths to connect communities to waterways
 Better parking areas near waterway access points
 Public restrooms near waterways
 Wayfinding/directional signage
 Improved lighting at boating take-outs/put-ins
 Resting areas near boating take-outs/put-ins (Shade trees, Benches, More Trash cans)
 Regularly scheduled shuttle service

8. What types of boating/paddling access improvements would you like to have in your area (please rank the following in order of importance)

Better access to waterways within your community
 Better access to waterways outside your community
 Better access to the Juniata River Water Trail
 Better access to Raystown Lake
 Better access to waterways in surrounding Counties

9. If only one (1) thing could be done to improve boating/paddling in your community or Huntingdon County, what do you think it should be?

10. When planning your boating/paddle trips, would a Shuttle Service be helpful?

Yes
 No

Huntingdon County Active Transportation Plan

Active Transportation Plan Community Survey – Common Ending Questions

Huntingdon County Active Transportation Plan		
Please provide input on the following:		
<p>1. Please describe barriers/impediments that keep you from being active more often.</p> <input type="text"/>		
<p>2. Please identify any walking, biking, wheelchair use or boating projects, improvements or plans being proposed or completed in your community, in Huntingdon County or in surrounding areas that we should be aware of.</p> <input type="text"/>		
<p>3. Please provide additional comments that you feel are relevant to walking, biking, wheelchair use or boating conditions in Huntingdon County</p> <input type="text"/>		
<p>4. If there are school-age (K-12) children in your household, how do they primarily get to School</p> <p><input type="radio"/> Walk/Bike/Wheel</p> <p><input type="radio"/> School Bus</p> <p><input type="radio"/> Driven in a Vehicle</p> <p><input type="radio"/> Other (please specify)</p> <input type="text"/>		
<p>5. What is your income range</p> <p><input type="radio"/> Less than \$25,000</p> <p><input type="radio"/> \$25,000 to \$34,999</p> <p><input type="radio"/> \$35,000 to \$49,999</p> <p><input type="radio"/> \$50,000 to \$74,999</p> <p><input type="radio"/> Other (please specify)</p> <input type="text"/>	<p><input type="radio"/> \$75,000 to \$99,999</p> <p><input type="radio"/> \$100,000 to \$149,999</p> <p><input type="radio"/> \$150,000 or more</p>	
	<p>6. What is your highest level of education</p> <p><input type="radio"/> Less than high school graduate</p> <p><input type="radio"/> High school graduate (includes equivalency)</p> <p><input type="radio"/> Some college or associate degree</p> <p><input type="radio"/> Bachelor's degree or higher</p> <p><input type="radio"/> Other (please specify)</p> <input type="text"/>	
	<p>7. Which category best describes your age</p> <p><input type="radio"/> Under 15 years</p> <p><input type="radio"/> 15 to 19 years</p> <p><input type="radio"/> 20 to 24 years</p> <p><input type="radio"/> 25 to 34 years</p> <p><input type="radio"/> 35 to 44 years</p> <p><input type="radio"/> Other (please specify)</p> <input type="text"/>	<p><input type="radio"/> 45 to 54 years</p> <p><input type="radio"/> 55 to 59 years</p> <p><input type="radio"/> 60 to 64 years</p> <p><input type="radio"/> 65 and over</p>
	<p>8. If you want to receive updates on Active Transportation in Huntingdon County, please provide your contact information</p> <input type="text"/>	

Huntingdon County Active Transportation Plan

WalkWorks Metric

Metrics Templates for Potential Linear Miles (sidewalks, bike lanes, multi-use paths), New/Enhanced Destinations (crosswalks, intersections and other destinations) and Programs/Policies

As was indicated in the Funding Opportunity Announcement to which you responded, grant recipients are required to provide information with their final plans and, in subsequent years, to provide similar data as projects are implemented. The following templates are those on which you are to log the *potential new/improved* linear miles of new/improved routes or means of transportation, *potential* destinations that will be connected due to the new or improved routes, and *potential* new and/or enhanced sites as prioritized in your adopted plans or policies. Each table, to which you can add cells, must be completed as part of or as an accompaniment to your active transportation plan. Similar reporting will be requested through September 2023.

Active Transportation Plan Implementation Metrics - Sidewalks

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Potential linear miles: Linear miles of proposed sidewalk, rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Pg. No.	Priority	Project Location	Potential Linear Miles	Connected Destinations
Pg. 36 – 39 Lifeway Corridors–	High	<ul style="list-style-type: none"> Warriors Mark McAlvey's Fort Petersburg Alexandria Cassville/Cass Township Broad Top City Rock Hill – Orbisonia Huntingdon Smithfield Mount Union 	10.0	Municipalities will work towards completing Sidewalk projects, Install Wayfinding and Direction Signage to Resources and Establish Walking/Biking Routes. The focus will be to create safe and reliable connections for all residents to food sources, health care and medical providers, public services, schools, pharmacies and other amenities in their communities. Priority should be given to sidewalk connections in all communities.

Active Transportation Plan Implementation Metrics - Transit Stops, Connections and Routes

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project description: Describe project location and what improvements are being made. *Examples: New bus route, new stop along existing transit route, new bus shelter, etc.*

Potential linear miles: Linear miles of proposed new transit routes (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
Pg. 42 – Connections to Centre, Bedford, Blair and Mifflin Counties	High	Coordination with the Southern Alleghenies Transit study and outreach to determine if transit services (commuter bus or van transportation) to State College, Lewistown or other regional areas is needed.	-	Northern Huntingdon County to State College Central Huntingdon County to Mifflin County
Pg. 42 – Connections to Centre, Bedford, Blair and Mifflin Counties	High	Determine if Park and Rides are needed in some communities. If Park and Rides are found to be needed, identify appropriate locations and/or existing lots with available parking that could be shared Park and Ride facility.	-	-

Huntingdon County Active Transportation Plan

WalkWorks Metric

Active Transportation Plan Implementation Metrics – Paddling Improvements

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Project description: Describe project location and what improvements are being made. *Examples: low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, and signed bicycle routes, bicycle racks, and bike share stations.*

Potential linear miles: Linear miles of proposed bicycle lanes, bicycle boulevards, and low-speed shared streets (if applicable), rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Description	Potential Linear Miles	Connected Destinations
Pg. 43 – Paddling Opportunities and Improvements	High	Alexandria - Install a public boat launch on Borough-owned land at the end of Hartslog Street in Alexandria – this will establish a water trail connection with the boat launch at the Alfarata Trailhead on the Lower Trail.	0.50	Alexandria to Juniata River Water Trail
Pg. 43 – Paddling Opportunities and Improvements	High	Lower Trail - Improve the existing boat launch at the Alfarata Trailhead on the Lower Trail.	0.25	Lower Trail to Juniata River Water Trail
Pg. 43 – Paddling Opportunities and Improvements	High	Mill Creek Borough - Install a boat launch in the area where Mill Creek enters the Juniata River. Exact location to be determined.	0.50	Lower Trail to Juniata River Water Trail

Active Transportation Plan Implementation Metrics - Multi-Use Paths

Map or Page No.: Indicate the map or page number on which each priority is reflected in your plan.

Priority: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).

Potential linear miles: Linear miles of proposed paths, rounded to the nearest tenth of a mile.

Connected destinations: Name the destinations that will be connected with implementation of each project.

Map or Page No.	Priority	Project Location	Potential Linear Miles	Connected Destinations
Pg. 32 – Sept. 11 th National Memorial Trail Segment 1	High	Alexandria	1-mile	Lower Trail – Alexandria Community Park – Alexandria Borough
Pg. 33 – Sept. 11 th National Memorial Trail 13	High	Huntingdon	1.28-mile	Huntingdon Borough – Numers Hollow Rd.
Pg. 34 – Sept. 11 th National Memorial Trail 19	High	Mount Union	1.16-mile	Mount Union (Huntingdon County) - Kistler Borough (Mifflin County)
Pg. 35 - Priority Corridors	High	<ul style="list-style-type: none"> Alexandria – Huntingdon – Mount Union Corridor Warriors Mark to State College Corridor Orbisonia – Saltillo – Three Springs Corridor Coalmont – Broad Top City – Dudley – Saxton Corridor 		

Huntingdon County Active Transportation Plan

WalkWorks Metric

Active Transportation Plan Implementation Metrics - Programmatic and Policy Improvements	
Policy/Project: Project policy or plan development or improvements. <i>Examples: Development of a Complete Streets Policy; Amendment to Ordinance; Evaluation of progress/status of implementation of Active Transportation Plan.</i>	
Policy/Project	Description
Scheduled Shuttle Service for Paddlers:	Results of the Community Survey indicated that a shuttle service for paddlers at put-in or take-out kayak launches is a wanted service.
Pedal and Paddle Opportunities:	The intent is to create round-trip bike/paddle adventures that begins and ends from the same location along a waterway/trail. The outdoor activity would include a group bike ride, upstream, along an existing trail followed by a group paddle, downstream, to the initial starting point
Collaboration Among Trail Groups/Organizations	<ul style="list-style-type: none"> • Create a Trail & Recreation Authority, a shared Circuit Rider position or a County (Multi-County/Regional) Recreation Coordinator position. • Organize, support and maintain communication with existing trail organizations responsible for Trail Maintenance activities. • Direct existing trail organizations to use the County's Active Transportation Interactive Map Program to post project-related updates.
Local Promotion of Walking, Biking (mountain, on-road, gravel) and Paddling Resources	<ul style="list-style-type: none"> • The County's GIS Trail Mapping files will be Updated and Maintained. • Mapping will be produced, and an on-line presentation made to show walking and biking opportunities organized • Mapping will be produced, and an on-line presentation made to highlight paddling opportunities • County/municipal sponsored programs/activities/events related to walking, biking and paddling. • Develop a shared calendar or similar approach for trail groups to post information about their events.
Connections to Centre, Bedford, Blair and Mifflin Counties –	Huntingdon County will work with surrounding Counties to support regional trail connections. This will require partnerships outside of Huntingdon County

Communication Approach	
	<ul style="list-style-type: none"> • To the County Commissioners and the County Planning Commission – September 2023 • To the Council of Governments – Fall 2023 • At the Huntingdon County Township Convention – Fall 2023 • To municipalities at Township Supervisor and Borough Council meetings - Fall 2023 – Spring 2024 <ul style="list-style-type: none"> ▪ Municipalities will be encouraged to adopt the plan by resolution. ▪ Municipal solicitors will be provided a copy of the Plan for their review and support to expedite the municipal adoption process. • At the Planning Commission's Annual Dinner - Spring 2024

Revised: September 2023