

Meeting Minutes

Huntingdon County Active Transportation Committee

Friday, August 4, 2023

The Huntingdon County Active Transportation Committee was called to order by Chairman Matt Price at 9:45 A.M. The meeting was in the Huntingdon Borough Municipal Building-Borough Council Chambers, 530 Washington Street, Huntingdon, PA 16652.

Attending:

Matt Price, Jen Bellis, Jayme Reck, Brian Wiser, Mark Lazzari (EADS Group), Barb Hauge (UpStreet Architects, Inc.), Jim Lettiere, John Turack (Penn State Extension), Neal Fogle (Penn State Extension), George Conrad and Laura White

Not in attendance:

Judy Scott, Debra Clark-Loner, Chris Stevens, Vince Greenland, Charles Harper, Wendy Melius and Zach Lee.

Minutes

Matt Price called the meeting to order at 9:45 A.M. The first item up for review and action were the meeting minutes from June 30, 2023. Matt asked for a motion to accept the minutes as presented. Laura made the motion and George seconded it. All were in favor and the motion carried.

The next item up for discussion was Kirby Lockard's April 27, 2023 surveying estimate for Segment 13 of the Main Line Canal Greenway (A segment of the 9/11 National Memorial Trail). HCBI's decision from July 19 Board of Directors meeting to assist with funding and other commitments. Debra was not present at the meeting, so this topic was unable to be discussed.

Mark Lazzari with The EADS Group gave an update regarding the draft of the Huntingdon County Active Transportation Plan. The goal at this meeting was to confirm some procedural elements such as dates, who will be giving approval, administrative details and to get the group's comments on any changes to be made to the draft. The draft was sent to Sam Pearson (Walk Works) as well. Matt, Jim and Mark met with her on August 1, 2023 and she provided the group with her suggestions. Some of her suggestions were as follows:

- Add a county-wide traffic volume map, especially focusing on priority corridors
- Use Strava Heat Map (George is familiar with this and can assist the EADS Group)

- Add location of schools, focusing on if they fall within the priority and lifeway corridors
- Lifeway corridors section, focusing on local streets and where sidewalks are appropriate (possible grant funding could be available).
- Re-checking health assessment data
- Putting the survey in the Appendix
- Proofreading and typo corrections
- Add updated funding section

Barb mentioned that some of the information from the Key Stakeholder Summary hasn't been incorporated into the priorities. So, she wants to double check and make sure those become a part of the priorities. She also asked the committee to look at specifics when reviewing the draft; such as is everything captured in the maps, reviewing details of the communities to make sure it's consistent, etc.

Jim mentioned he would like to take the Plan to the next Planning Commission meeting on August 17, 2023 and have them review it before presenting it to the County Commissioners. It was agreed upon, per Matt's suggestion, to provide the Planning Commission with the draft of the Plan and letting them know that it has been reviewed by the committee. The EADS Group will work on edits and have an updated second draft to the Planning Department by August 16, 2023 in time for the Planning Commission meeting the next day. After the Planning Commission's review, it can then be taken to the next Commissioner's Meeting (they meet every Tuesday at 9:30 A.M.—September 5, 12, 19 or 26). Mark will also be providing Jim with a draft resolution which Jim will have to prepare for the Commissioner's signatures.

Jim stated that the invoicing for The EADS Group has to be paid by September 15, 2023 and he will convey that information to Laurie so that payment can be processed. The Plan has to be approved and adopted by the Commissioner's by September 30, 2023. Mark will submit the invoice in August that, way Jim can get it in process before he leaves.

Jim mentioned some of his changes/corrections for the draft. They are as follows:

- Andrew Sharp was with the County Mapping Department, not the Planning Department
- On Page 2 "About PA Walk Works Program", it mentions public transit, which Huntingdon County doesn't have. Barb and Mark stated that this is in Walk Works actual definition with the reasoning being you have to "walk" to the bus stop. It is included in the definition, which is why it was included in the wording. Barb stated they will double check and pull anything that mentions transit out of the Plan.

- Also on Page 2, under “About PA Walk Works Program”, third bullet point, Jim read that it says “or skin color”. Jim suggested using nationality instead. Mark and Barb will double check this to see if this is the actual Walk Works wording.
- Also on Page 2, under “Community Engagement,” it is mentioned that the public meeting was held in the Bailey Building. This is incorrect, as it was held in the Huntingdon Borough Municipal Building.

Jayne mentioned she is listed as a voting member of the committee, but she is actually a non-voting member. Jim stated that the critical point after he leaves is to sell this Plan to the municipalities. Schedule meetings to get on their agenda to stress the importance of getting this Plan adopted at the local level, either through resolution or some guiding document for them to get momentum to apply for funding.

Laura had a question about page 10 under the, “Transportation and Priorities” section. A bullet point about foot impact from town next to Cold Springs Road all the way out to Route 26 near Grugan Field. Geographically, that didn’t make sense to her. She wondered if that bullet point combined two separate comments that maybe should have been put in a path from town next to Cold Springs Road all the way out to Route 26 as one objective, and then the other one being use the gravel road to go from town out to Route 26 near Grugan Field. George agreed that it doesn’t make sense and he wonders if it’s referencing using 31st Street from Emmett Avenue to Grugan Field. Barb asked Laura to send them (2) bullet points that makes sense for this. Mark suggested copying himself, Matt and Jim on emails with any more comments on the draft with a deadline of August 15, 2023.

Jim mentioned Chris Stevens had met with a representative from Norfolk Southern regarding an easement for a water hydrant by the tracks, and then traversing under and over the track. The representative didn’t see a problem with that, but the question is if this individual has the authority to make that decision. But, Jim felt it was some good feedback.

John mentioned some links to “Official Map” resources. Mark can mention/add it to the plan. The links are listed below:

- https://conservationtools.org/library_items/605-MPC-Quick-Guide-Official-Map
- <https://dced.pa.gov/download/pennsylvania-municipalities-planning-code-act-247-of-1968/>
- https://www.crcog.net/vertical/Sites/%7B6AD7E2DC-ECE4-41CD-B8E1-BAC6A6336348%7D/uploads/Official_Map_Tip_Sheet_DCED.pdf
- <https://www.chescoplanning.org/MuniCorner/eTools/68-OfficialMap.cfm>

- https://conservationtools.org/library_items/931
- <https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:aafd2b2d-7c81-32ba-a60c-d35d06ca5f7d>
- **The PennDOT Official Map Handbook –**
<https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20703.pdf>

The Official Map

FACT SHEET

for Local Officials

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.

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.

The next item up for discussion was the PennDOT 2023 Transportation Alternatives Set-Aside program for Segment 19 of the Main Line Canal Greenway (A segment of the 9/11 National Memorial Trail). Jim, Brian and the committee discussed applying for this and the conclusion was that the estimates were "stale." The timing is not right to submit an application for it. Brian feels after this Plan is in place, the committee should talk with the municipalities and let them know this funding source is coming up. They would then have time to update estimates and come to a consensus to submit the application.

The next meeting is scheduled for Friday, August 25, 2023 at 9:30 A.M. at the Huntingdon Borough Municipal Building-Borough Council Chambers, 530 Washington Street, Huntingdon, PA 16652.

Adjournment

The meeting was adjourned at 10:53 A.M.

Respectfully submitted,

Jayne Reck
Assistant Community Development Administrator