

FERGUSON TOWNSHIP BOARD OF SUPERVISORS

Regular Meeting Agenda

Tuesday, June 7, 2022

7:00 PM

MEETING PARTICIPATION OPTIONS

VIRTUAL:

Join Zoom Meeting Link:

<https://us02web.zoom.us/j/87031665680>

Meeting ID: 870 3166 5680

[Zoom Access Instructions](#)

IN-PERSON:

Ferguson Township Municipal Building

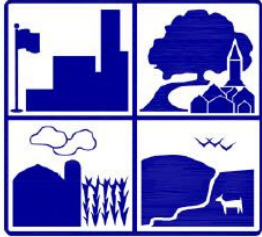
Main Meeting Room

3147 Research Drive

State College, PA

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- I. CALL TO ORDER**
 - II. CITIZENS INPUT**
 - III. APPROVAL OF MINUTES**
 - IV. AUTHORITIES, BOARDS, AND COMMISSION REPORTS**
 - V. SPECIAL REPORTS**
 - VI. COG REGIONAL REPORTS**
 - VII. STAFF REPORTS**
 - VIII. UNFINISHED BUSINESS**
 - 1. Continued Discussion – Amending Township Municipal Code, Ch. 16, Parks and Recreation
 - 2. Zoning Ordinance Text Amendment Application – TSD Zoning and Source Water Protection Overlay District Requirements
 - IX. NEW BUSINESS**
 - 1. Consent Agenda
 - 2. Discussion – Organizational Assessment and Analysis of Township Contract Authorization
 - 3. Public Hearing Resolution Ratifying Collective Bargaining Agreement
 - 4. Discussion – Spin E-Bike Share Program Partnership and Review of Micromobility Share Program Agreement
 - 5. Discussion – Establish Multi-Factor Authentication Policy for all Staff and ABCs with Access to Email Account or Virtual Private Network Owned by the Township
 - 6. Board Member Request – Discussion of Hybrid Regular Meetings and Board Member Attendance
 - 7. Board Member Request – A Proclamation on Jewish American Heritage Month
 - X. COMMUNICATIONS TO THE BOARD**
 - XI. CALENDAR ITEMS**
 - XII. ADJOURNMENT**





TOWNSHIP OF FERGUSON

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BOARD OF SUPERVISORS

Regular Meeting Agenda

Tuesday June 7, 2022

7:00 p.m.

- I. CALL TO ORDER**
- II. CITIZEN'S INPUT** 5 minutes per resident
- III. APPROVAL OF MINUTES**
 - a. May 10, 2022 Board of Supervisors Worksession
 - b. May 16, 2022 Board of Supervisors Regular Meeting Minutes
- IV. AUTHORITIES, BOARDS, AND COMMISSIONS REPORT** 15 minutes
 - a. State College Borough Water Authority
- V. SPECIAL REPORTS** 75 minutes
 - a. Diversity, Equity, and Inclusionary Initiatives – no report.
 - b. Township and Fiscal Responsibility – *C-Net Presentation by Cindy Hahn; Pine Grove Mills Mobility Study, Ron Seybert*
 - c. Community and Economic Development – no report.
 - d. Environment – *Designated Grow Zones as Natural Landscapes Managed by Ferguson Township Public Works, David Modricker*
- VI. COG AND REGIONAL COMMITTEE REPORTS** 15 minutes
 - 1. COG COMMITTEE REPORTS**
 - a. Executive Committee
 - b. Spring Creek Watershed Commission
 - c. Parks and Recreation Governance
 - d. Human Resources Committee
 - e. Land Use Community Infrastructure Committee
 - 2. OTHER COMMITTEE REPORTS**
- VII. STAFF REPORTS**
 - 1. Township Manager's Report
 - 2. Public Works Director Report
 - 3. Planning and Zoning Report
- VIII. UNFINISHED BUSINESS**
 - 1. CONTINUED DISCUSSION ON AMENDING TOWNSHIP OF FERGUSON MUNICIPAL CODE, CHAPTER 16, PARKS AND RECREATION** 25 minutes
Centrice Martin, Township Manager

Narrative

At a Regular Meeting held on March 15, 2022, the Board of Supervisors approved the adoption of text amendments to the Ferguson Township Municipal Code, Chapter 16, Parks and Recreation. Chapter 16, Parks and Recreation, Part 1, Section 106, Regulated Uses, Provision 5, was amended to read as follows, "Selling Concessions. No person shall in any park exhibit, sell, or offer for sale, hire, lease or let out any object, service or merchandise or anything whatsoever, whether corporal or incorporeal, not so adversely limit allowances as provided in Ferguson Township's Code of Ordinances."

Additionally, Chapter 16, Parks and Recreation, Part 1, Section 107, Centre Region Parks and Recreation Department, Provisions 107.1.B, C, and D. to read as follows:

B. To Restrict Use. To designate parks and parts thereof as restricted to the use of certain portions of the public at certain times as the Director sees fit not to adversely limit allowances as provided in Ferguson Township's Code of Ordinances.

C. To Issue Permits. Under uniform conditions to be prescribed by the Director, to issue permits for regulated uses as hereinbefore enumerated.

D. To Fix, Charge and Collect Fees. To fix, charge, and collect such fees and deposits for the use of park areas or facilities or privileges as the Director deems advisable to help defray the expense of the parks and their facilities.

Township Manager and Director of Planning and Zoning met with the Director of Centre Region Parks and Recreation (CRPR) to discuss how best to facilitate the issuance of permits to food truck vendors based on the recent ordinance amendment adopted by the Board of Supervisors. Staff and CRPR Director discussed that trends in the food truck industry have evolved during the pandemic and, consequently, presents an opportunity to reimagine the management of food trucks. CRPR Director and Director of Planning and Zoning are in coordination to identify parking zone areas to include with approved permits. CRPR is agreeable to Ferguson Township receiving, reviewing and issuing approved permits to food truck vendor applicants. Director of Planning and Zoning and the Township Communications Coordinator will prepare a press release to inform the public that food trucks with approved permits by Ferguson Township that satisfy Pennsylvania Food Code requirements will be enforced by the State College Borough Health Technician.

Provided with the agenda is a copy of the Chapter 16, Parks and Recreation, ordinance for the Board to review, discuss, and consider what, if any, items were not addressed as part of the ordinance amendment. As part of the Board's discussion, at the March 15, 2022, Regular Meeting, there was a request to further review and discuss either clarification or additional amendments.

Staff Recommendation

That the Board of Supervisors *discuss* Chapter 16, Parks and Recreation.

**2. ZONING ORDINANCE TEXT AMENDMENT APPLICATION-TERRACED
STREETSCAPE ZONING DISTRICT AND SOURCE WATER PROTECTION OVERLAY
DISTRICT REQUIREMENTS 20 minutes**

Jenna Wargo, Director of Planning and Zoning

Narrative

On May 11, 2022, Pamela Steckler submitted an application for a text amendment to the Terraced Streetscape Zoning District (§27-304.2.A.—Permitted Principal Uses). The Board received the application at the May 16, 2022, regular meeting and referred the request for further review to the Planning Commission. Included in the agenda is the application submitted by Ms. Steckler requesting to permit home burials in the Terraced Streetscape Zoning District and allow exemptions from concrete grave liners based on spiritual beliefs.

Chapter 27—Zoning defines a cemetery as “Land used or dedicated to the burial of the dead, including, mausoleums, necessary sales and maintenance facilities.” Cemeteries are permitted as a principal use in the Rural Agricultural (RA) Zoning District and as an accessory use in the Rural Residential (RR) Zoning District.

The Zoning Ordinance does not include a definition or regulations for home burials. The Zoning Administrator has determined the definition of cemetery applies to home burial, which only permits home burials as a principal use in the Rural Agricultural (RA) Zoning District and as an accessory use in the Rural Residential (RR) Zoning District.

Staff has included in the agenda a staff report that was presented to Planning Commission summarizing existing regulations in the Township Code with regulations to consider if the Township would move forward with the request, as well as a memorandum summarizing Planning Commission’s discussion from the May 23, 2022, meeting.

Planning Commission met May 23, 2022, to review the amendment request in relation to §27-304.2.A.—Permitted Principal Uses in the Terraced Streetscape (TS) Zoning District and recommended to the Board of Supervisors denial of the text amendment application due to the establishment and purpose of that zoning district as included in Chapter 27—Zoning.

In addition, Planning Commission recommended to the Board of Supervisors to authorize staff to amend Chapter 27—Zoning to define ‘Home Burial’ and explore regulations related to that use. Provided with the agenda is a copy of the application and memo from Kristina Bassett, Community Planner, dated May 31, 2022, to the Board of Supervisors summarizing the discussion.

Recommend Motion: That the Board of Supervisors deny the application request for a text amendment to Chapter 27—Zoning.

Staff Recommendation

That the Board of Supervisors **deny** the application request.

IX. NEW BUSINESS

1. CONSENT AGENDA

5 minutes

- a. Contract 2016-C11-ATSPM, Traffic Signal System, Pay App #1: \$41,661.00
- b. Contract 2018-PWGGS (Solar), Pay App #2: \$81,438.04
- c. Contract 2022-C5-CCTV Final, Pay App #3: \$25,352.26
- d. Contract 2022-C6-Curb/Ramp Upgrades, Pay App #2: \$94,403.10
- e. Treasurer’s Report – April 2022 *for acceptance*
- f. Special Events Permit – Block Party – N. Hills Place
- g. Rogan Subdivision Surety Reduction No. 1: \$32,973.11 (*revised balance: \$0.00*)
- h. Board Member Request – Proclamation on Juneteenth

2. DISCUSSION ON AN ORGANIZATIONAL ASSESSMENT AND ANALYSIS OF FERGUSON TOWNSHIP AND AUTHORIZATION TO EXECUTE AGREEMENT 15 minutes

Centrice Martin, Township Manager

Narrative

Provided with the agenda is an engagement letter and services agreement for GovHR USA to conduct an organizational assessment and analysis and audit of Ferguson Township's operations. Outlined in the engagement letter is a brief description of the services proposed to be provided. GovHR is expected to provide a draft report and a final written report with recommendations. The deliverable will follow a review of administration and finance core functions for process improvement and efficiencies, an analysis of human resources functions, and an information technology analysis. The assessment and analysis will also support recommendations that will focus on succession planning and diversity, equity and inclusion initiatives within the Township's organization's service delivery and management practices. As the Board of Supervisors of Ferguson Township, the Board is being asked to authorize the Township Manager to execute the engagement letter and agreement.

Recommended Motion: That the Board of Supervisors authorize the Manager to execute an agreement with GovHr USA for an organizational assessment and audit of the Township's operations in an amount not to exceed \$25,000.

Staff Recommendation

That the Board of Supervisors **authorize** the Manager to execute an agreement with GovHr.

3. A PUBLIC HEARING ON A RESOLUTION OF THE TOWNSHIP OF FERGUSON, CENTRE COUNTY, PENNSYLVANIA RATIFYING A TENTATIVE AGREEMENT WITH THE TEAMSTERS LOCAL UNION 764 ON BEHALF OF THE FERGUSON TOWNSHIP PUBLIC WORKS DEPARTMENT TO CONSTITUTE AN INITIAL COLLECTIVE BARGAINING AGREEMENT FOR AN EFFECTIVE TERM BEGINNING JANUARY 1, 2022, AND ENDING DECEMBER 31, 2024. 5 minutes

Centrice Martin, Township Manager

Narrative

Provided with the agenda is a copy of a resolution advertised for public hearing ratifying a tentative agreement to constitute an initial collective bargaining agreement (CBA) between Ferguson Township and the Ferguson Township Teamsters Local Union 764. The Township and Teamsters have conducted good faith negotiations, and the ratification of the tentative agreement by both parties will formally conclude the process. The term of the contract is three years ending December 31, 2024. Also provided with the agenda is a copy of the tentative agreement, which includes the terms to be incorporated into the collective bargaining agreement following adoption of the resolution.

Recommended Motion: That the Board of Supervisors adopt the resolution ratifying the tentative agreement with the Ferguson Township Teamsters Local Union 764 and directing the Township Manager execute a collective bargaining agreement containing such terms between the Township and the Teamsters Local Union 764.

Staff Recommendation

That the Board of Supervisors **ratify** the collective bargaining agreement between the Ferguson Township Public Works and the Township.

4. DISCUSSION ON SPIN E-BIKE SHARE PROGRAM PARTNERSHIP AND REVIEW OF THE SPIN MICROMOBILITY SHARE PROGRAM AGREEMENT 15 minutes
Jenna Wargo, Director of Planning and Zoning

Narrative

Penn State Transportation Services has partnered with Spin, a San Francisco-based micromobility unit of Ford Motor Co., to offer Penn State and State College communities a new bike share program. Approximately 300 Spin electric-assist bikes (e-bikes) are available across campus and in neighboring municipalities to offer both Penn State and community members convenient access to the bikes. Users are able to see all e-bike locations on the Spin App as well as service areas, no-ride zones, and the location of preferred parking spots.

Spin e-bikes users must be at least 18 years old to ride and all users are encouraged to wear a helmet while riding. Penn State students, employees and local community members with limited incomes may apply for the new Spin Access program, which provides discounted fares for those who qualify.

Ferguson Township is the most recent municipality joining in on the partnership with Penn State, the Borough of State College and Patton Township. Provided with the agenda is a copy of the Spin Micromobility Share Program Agreement for review. Township staff will work with Spin on identifying deployment locations for e-bikes, parking points, and geofencing zones including no ride zones, slow ride zones and no park zones.

Recommended Motion: That the Board of Supervisors authorize staff to move forward with the Spin Micromobility Share Program.

Staff Recommendation

That the Board of Supervisors **discuss** the Spin Micromobility Share Program.

5. DISCUSSION OF THE ESTABLISHMENT OF A MULTI-FACTOR AUTHENTICATION POLICY FOR ALL STAFF AND AUTHORITIES, BOARDS, AND COMMISSIONS WITH ACCESS TO EMAIL ACCOUNT OR VIRTUAL PRIVATE NETWORK OWNED BY THE TOWNSHIP 15 minutes
Centrice Martin, Township Manager

Narrative

Provided with the agenda is a copy of the drafted resolution including a draft policy that requires the implementation of multi-factor authentication (MFA) for all staff and Authorities, Boards, and Commissions. Ferguson Township's cybersecurity insurance coverage has previously strongly recommended and now will now require MFA to maintain coverage beginning January 1, 2023.

Recommended Motion: That the Board of Supervisors authorize staff to finalize and advertise the drafted resolution for public hearing establishing a multi-factor authentication policy for all Ferguson Township staff and Authorities, Boards, and Commissions with access to the virtual private network or a township issued email account.

Staff Recommendation

That the Board of Supervisors **authorize** the resolution for public hearing.

6. **BOARD MEMBER REQUEST – DISCUSSION OF HYBRID REGULAR MEETINGS AND BOARD MEMBER ATTENDANCE**
Patty Stephens, Supervisor 30 minutes

Narrative

Provided with the agenda is a copy of the general summary of this agenda request. Supervisor Stephens requests to discuss hybrid meetings understanding that zoom has revolutionized traditional thoughts about public meetings and how Board of Supervisors and the public attend and participate.

Staff Recommendation

That the Board of Supervisors **discuss** the Board of Supervisors Regular Meetings.

7. **BOARD MEMBER REQUEST – A PROCLAMATION ON JEWISH AMERICAN HERITAGE MONTH OF MAY IN 2022**
Hilary Caldwell, Supervisor 10 minutes

Narrative

Provided with the agenda is a draft proclamation to recognize the Jewish American Heritage Month of 2022.

Recommended Motion: That the Board of Supervisors adopt the proclamation to recognize Jewish American Heritage Month of May in 2022.

Staff Recommendation

That the Board of Supervisors **adopt** the proclamation.

X. COMMUNICATIONS TO THE BOARD

XI. CALENDAR ITEMS – June

- a. Fire Safety Event, Baileyville Hall, June 11, 10:00 am – 2:00 pm
- b. Ferguson Township Upcoming Meetings
 - 1. Parks & Recreation Committee, June 9
 - 2. Planning Commission, June 13 and 27
 - 3. Tree Commission, June 21
 - 4. Pine Grove Mills Small Area Advisory Committee, June 23

XII. ADJOURNMENT

FERGUSON TOWNSHIP BOARD OF SUPERVISORS

**Overview on SPPA Working Group and
Strategic Plan Update**

Monthly Worksession Minutes

**Tuesday, May 10, 2022
2:00 p.m.**

ATTENDANCE

The Board of Supervisors held a worksession to discuss the status updates for the Solar Power Purchase Agreement Working Group and the Strategic Plan Update on Tuesday, May 10, 2022, as a hybrid meeting. In attendance were:

Board:	Laura Dininni, Chair	Staff:	Centrice Martin, Interim Township Manager
	Lisa Strickland, Vice-Chair		Chris Albright, Chief of Police
	Patty Stephens		Dave Modricker, Public Works Director
	Hilary Caldwell		Nick Beiling, Communications Coordinator
	Tierra Williams		

Others in attendance included: Peter Buck, Bill Keough.

I. CALL TO ORDER

Ms. Dininni called the Tuesday, May 10, 2022, worksession to order.

Ms. Martin welcomed everyone to the meeting and noted that the worksession had been advertised in accordance with the PA Sunshine Act as a hybrid meeting with an option to attend online utilizing zoom and the main meeting room for any public members to participant. Persons attending the worksession as members of the public and wanted to participate were asked to state their name, municipality, and topic. Members of the public were asked to be muted during the worksession and must be acknowledged by the Chair and then unmute for comment. Ms. Martin took Roll Call and there was a quorum. Ms. Strickland attended in person. Ms. Williams was not present for the first part of the worksession.

There are no items for the Board to take action on at this worksession.

II. CITIZENS INPUT - There were no comments.

Ms. Dininni noted the items to discuss are reversed on the agenda due to the presenter for the Solar PPA topic will be joining the meeting later in the meeting.

III. UNFINISHED BUSINESS

1. STATUS UPDATE ON STRATEGIC PLAN

Ms. Martin reviewed the updates to the Strategic Plan in detail. Follow-up from Ms. Strickland on comments. Discussed a Friday deadline to have goals for the Board's review. Noted more detail was needed than what was provided by the consultant Peter Melan. Discussed additional sections to

include. Ms. Martin noted still working on staff and Board goals to incorporate into the document and breaking into objectives and action steps.

Ms. Williams joined the meeting at this time.

Recommendation for next worksession meetings to review and identify objectives and associated costs. Noted some overlap in views, interests and comments from the public.

Ms. Martin noted that Chapter 6 could be emailed to the Board following the worksession. A Doodle poll can be sent out for the next worksession on the Strategic Plan. Noted was the topic Financial Stability was changed to Financial Resiliency. Priorities and process reviewed.

Ms. Dininni asked for reflection on the document and to send on Friday. Continue to move forward. No intention to have on next agenda. Plan and do not rush it.

Ms. Strickland noted it is a good method for updating and taking everybody's comments. Discussion followed on having the draft document for review before having another subcommittee meeting to get a good picture of prioritizing goal setting and associated costs.

Per Ms. Strickland's comments on the survey and graphs section, consider what emphasis we want on the survey since it is a substantial part of plan. Focused discussion followed. Ms. Dininni discussed structure of the draft document and regarding Economic Development to consider "Community and Economic Development" as a topic option. Ms. Martin noted she will add that into the document and noted that there was a proposed alternative. In wrapping up the discussion, Ms. Martin noted she would have the updated draft document to the Board members next week and to note that she has only devoted time to Chapter 6-Goals and Action Steps. Once the Board has aligned the goals and objectives, then the Board may consider reevaluating chapters 2, 3 and 4.

Ms. Dininni discussed the more built-out goals and having a separate discussion about that particular goal and the new reporting section and staff interaction.

Mr. Keough was recognized for comment. Discussion followed with Ms. Dininni and Mr. Keough on whether there will be additional public meetings for feedback on the draft document before final adoption. Mr. Keough expressed his concern on the consultant's deliverables. Ms. Dininni clarified that there will be opportunities at our regularly scheduled meetings for public comment and that the full draft will be available at the next regular meeting for public comment. Ms. Dininni noted that the Township does not have the resources to provide a separate event just for public comment on the Strategic Plan Update. Mr. Keough commented if it is possible to have this as an agenda item for the Township's Planning Commission for review. Ms. Martin was asked about the process. She noted that we were not satisfied with the consultant's facilitated deliverable. We can reference the public opinion survey of some of the responses we have received. Ms. Martin noted the Strategic Plan Update was presented to the ABC committees, including Planning Commission, and was given the opportunity to provide feedback at that time prior to this meeting. Ms. Dininni said at this time we are not going to place this on the Planning Commission's agenda and thanked him for his input. She encouraged him to reach out to staff and Board members to discuss the document outside this worksession.

Ms. Dininni moved the meeting forward to the next agenda item.

2. STATUS UPDATE AND OVERVIEW ON SOLAR POWER PURCHASE AGREEMENT WORKING GROUP

Mr. Buck presented the topic. He thanked the Board for having his presentation and being supportive of the SPPA Working Group. He noted Mr. Eric Endresen has been a good representative in those meetings. He previously provided a fact sheet to the Board to reference and discussed the Long-Term Solar Install Costs Projections. He noted that Ferguson Township has had the most aggressive climate goals in the region and state. He noted what is needed for the request for proposal is the range of electricity or size from each entity for purchase through a solar PPA. It does not consign any entity to purchase any solar power through this agreement. Desired timeline was reviewed. PJM market price vs. estimate solar PPA discussed. Utility-Scale PV: Fixed tilt vs. One-Axis Tracker reviewed. Mr. Buck noted the price of solar has gone down about 20% of what it was about ten years ago and continues to decline due in part to panel efficiencies. He noted that we should be able to get a cost-competitive project or a project that beats the price we are paying institutionally now among our member organizations.

The last item discussed came from a previous question from Ms. Dininni on avoiding deforestation. Mr. Buck stated that in the proposal request, it is possible to place siting criteria into the request to avoid deforestation. Mr. Buck noted criteria developed by the Nature Conservancy can be used by using their connected and resilient habitat. It protects forests and migratory pathways for animals in North America.

Mr. Buck reiterated the request for range of electricity or size from each entity for a potential purchase through a solar PPA and that it does not consign or mandate any entity to purchase any solar power through this agreement when the request for proposal (RFP) comes back. Price and other criteria may guide the decision. Ms. Dininni clarified the deadline for the initial range of electricity determination for the RFP is May 25. No comments were made.

We will discuss this at our next regular meeting to determine the range and give the project team an idea of what we are interested in procuring.

Mr. Modricker commented that the Finance Director could gather all the electric consumption for the Township and provide that to the group. Discussed estimating the annual production and usage and the consumption process.

Ms. Stephens noted this topic was discussed at a Facilities Committee meeting and will be discussed at an Executive Committee meeting. The number that was discussed at Facilities was 50-90% but COG is a larger user of electricity. Ms. Stephens asked Mr. Buck if they will let us know once we determine our range if we have any dyspepsia with the range, i.e., met or exceeded and/or need to adjust for the 20 million kWh. Mr. Buck noted to avoid this dyspepsia you need to be comfortable with a model number to work within the range. We have 2018 figures right now. Look at the number

and do a meaningful projection. Mr. Buck noted the numbers can be aggregated to the services of the consultant to get the best information to determine your range.

IV. CALENDAR ITEMS – MAY as noted.

V. ADJURNMENT

With no further business to come before the Board of Supervisors, Ms. Stephens motioned to **adjourn** the meeting. The meeting adjourned at 3:02 p.m.

Respectfully submitted,

Centrice Martin, Township Manager
For the Board of Supervisors

DRAFT

FERGUSON TOWNSHIP BOARD OF SUPERVISORS

Regular Meeting
Monday, May 16, 2022

ATTENDANCE

The Board of Supervisors held its second regular meeting of the month on Monday, May 16, 2022 as a hybrid meeting. In attendance were:

Board:	Laura Dininni, Chair	Staff:	Centrice Martin, Township Manager
	Lisa Strickland, Vice Chair		Jaymes Progar, Assistant Township Manager
	Hillary Caldwell		Dave Modricker, Director of Public Works
	Patty Stephens		Jenna Wargo, Director of Planning and Zoning
	Tierra Williams		Chris Albright, Chief of Police

Others in attendance included: Rhonda Demchak, Recording Secretary; Charima Young, PSU; Dr. Seria Chatters, PSU; Mark Kunkle, Ferguson Township Resident; Barbara Ziff, Schlow Library; Lisa Rives Collens, Schlow Library; Scott Conklin, PA State Representative; Betsy Dupuis, Township Solicitor; Pam Steckler, Ferguson Township Resident; Brian Ellis-Nickles, Ferguson Township Resident, Laura Shadle, Ferguson Township Resident; Kayla Sykes, Ferguson Township Resident

I. CALL TO ORDER

Ms. Dininni called the Monday, May 16, 2022, regular meeting to order at 7:00 p.m.

Ms. Martin welcomed everyone to the meeting and noted that the Board of Supervisors meeting had been advertised in accordance with the PA Sunshine Act as a hybrid meeting with an option to attend online utilizing zoom and the main meeting room for any public members to participant. Persons attending the meeting as members of the public and wanted to participate were asked to state their name, municipality, and topic. Members of the public are to be muted during the meeting and must be acknowledged by the Chair. Board members are asked to indicate their name when motioning or seconding a motion so that the minutes are accurate. Ms. Martin took Roll Call and there was a quorum.

II. CITIZENS INPUT

Rep. Scott Conklin spoke about legislation that he presented to block individuals guilty of domestic violence from holding any state office. Rep. Conklin talked about personal friends that lived close to him growing up in Chester Hill losing their lives to domestic violence. Public awareness and education are still needed.

Ms. Martin introduced Jaymes Progar as the new Assistant Township Manager of Ferguson Township.

III. APPROVAL OF MINUTES

Ms. Stephens moved that the Board of Supervisors **approve** the May 3, 2022, Board of Supervisors Regular Meeting Minutes. Ms. Williams seconded the motion. The motion passed unanimously.

IV. AUTHORITIES, BOARDS, AND COMMISIONS REPORT

a. Schlow Library

Ms. Barbara Ziff and Lisa Rives Collens, library representatives reviewed their report that was included in the agenda packet. Ms. Collens encouraged the community to have their kids read during the summer months. There will also be a lot of music programs this summer as well.

Ms. Dininni reported that the library will be attending the weekly Pine Grove Mills Farmers Market.

V. SPECIAL REPORTS

a. Diversity, Equity, and Inclusionary Initiatives – Status Update on Policing and Communities of Color

Dr. Seria Chatters, PSU gave the report via a PowerPoint presentation and highlighted the following:

2021 Report Recommendations

- Hire an external consultant
- Diversify the Workforce – Cluster Hiring; DEI Director; Mentorship Program
- Data Consistency and Training – Consistent collection across all local policing agencies; Data Management; Specialized Training; Crisis Intervention Team; and Continuous Training
- Community Engagement – Police officer is required to provide “service hours” to local nonprofits

2021 Report Objections

- To advance the 2021 taskforce report recommendations and address issues in perpetuity. Advisory Committee members
- Data Collection

Ms. Charima Young, PSU reviewed the scope of work for the consultant to review

- Assess perceptions of Policing in Communities of Color in the Centre Region – survey; conduct focus groups; identify any additional research techniques
- Assess the working relationship between local police agencies and UPPS during large events which attract non-white attendees
- Case Processing and Cluster Hiring/Recruitment
- Data Collection

Ms. Young reviewed the external consultant qualifications:

- Ph.D. required in the criminal justice field, political science, public affairs, or similar field
- 10 plus years of research and statistical analysis
- 10 plus years of experience with survey analysis and focus groups
- Preferred qualifications – Professional affiliation with police research and reform organization

Ms. Stephens asked where the RFP’s will be sent. Ms. Young stated that they will be sent to well-known professors from all over the country and a number of policing organizations.

Ms. Dininni asked who the members are of the RFP Committee. Ms. Young noted that the review committee for the RFP will include the full committee and PSU professors. Ms. Young reported that the membership is full but if others wanted to participate, they are open to including more members.

Ms. Kayla Sykes, Ferguson Township Resident, stated that most of the township doesn't relate to PSU and who will be paying for the employees of the committee. Ms. Young noted that PSU and the State College Borough will be the entities paying.

- b. Township and Fiscal Responsibility – No Report
- c. Community And Economic Development – No Report
- d. Environment – Municipal Separate Storm Sewer System Report

Mr. Modricker stated that this is an annual report and presented via PowerPoint slides that were included in the agenda packet.

Mr. Modricker noted that before starting any projects the Board will prioritize the projects.

Ms. Stephens asked if it would be beneficial if Centre Region Parks held a class on gardening because it could be a benefit to the system. Mr. Modricker agreed.

Ms. Williams asked how many highways are left to adopt in the Township and how to go about adopting. Mr. Modricker reported there are plenty left to adopt, and he can be contacted through the Township. Ms. Williams asked if there is a way to educate the public with illegal dumping. Mr. Modricker reported that public outreach is a big part of educating the public on what is illegal dumping.

Ms. Stephens asked how long it takes for water in pools/spas not to have chemicals in them. Mr. Modricker reported that in the past as long as the water is dechlorinated it can be released into the stormwater system; however, that is no longer allowed. Mr. Modricker stated that the Township should be contacted on how to get rid of the water.

Ms. Strickland asked if other Townships have stormwater drain stenciling because it would help with education. Mr. Modricker reported that other Township's do and is hopeful Ferguson will be stenciling soon. Ms. Strickland thanked Mr. Modricker for remembering the Proposed Primary Load Reduction Projects that can be done at the Township and asked if the ones on the list will always be done at the Township. Mr. Modricker stated that there might be an opportunity for other municipalities based on the load reduction.

VI. COG AND REGIONAL COMMITTEE REPORTS

1. COG COMMITTEE REPORTS

All reports are included in the agenda packet.

a. Human Resources

Ms. Williams highlighted the library issue with regards to increasing pay. Ms. Dininni stated that she agrees with the increase.

b. Land Use and Community Infrastructure (LUCI) Committee

Ms. Strickland noted that her report is in the packet and highlighted that they had presentation on the SPIN bike program at PSU. Ms. Martin reported that the Township has been approached to participate and will be on a future Board agenda.

c. Climate Action and Sustainability Committee

Ms. Caldwell reported that the agenda in the packet is what the committee did discuss. Ms. Caldwell highlighted the compost drop-off pilot, and the COG is 1 of 8 finalist for the International Council of Local and Environmental Initiatives Action Fund.

d. Public Safety Committee

Ms. Stephens noted that her report is in the agenda packet. Ms. Dininni highlighted the concerns that may impact EMS especially the slow response times in the West Ferguson area.

e. Parks Capital Committee

Ms. Dininni noted that they had a good meeting, and the report is in the agenda packet. Ms. Dininni highlighted the upcoming Capital Improvement Program by the COG specific to parks.

f. Finance Committee

Ms. Dininni noted that the report is in the agenda packet and highlighted the Solar Power Purchase Agreement; approved use of insurance reserve budget; CIP presentation; and discussed the COG building ownership.

g. Facilities Committee – May 3, 2022 meeting

Ms. Stephens noted that the report is included in the agenda packet

2. OTHER COMMITTEE REPORTS

There were none.

VII. STAFF REPORTS

All reports are included in the agenda packet.

a. Township's Manger's Report

Ms. Martin reported that she had a meeting with Dr. Daniel Foster, professional parliamentarian, and he has provided dates to have a training for the Board.

b. Public Works Director Report

c. Planning and Zoning Report

d. Chief of Police Report

VIII. UNFINISHED BUSINESS

1. Public Hearing – Amending Code of Ordinances- Official Map

Ms. Wargo reported that provided in the agenda is a copy of the ordinance as advertised for public hearing adopting a new Official Map for the Township. The map has been reviewed by regional and local planning commissions, as well as staff and neighboring municipalities. At the Regular Meeting on December 13, 2021, the Board authorized staff to advertise for a public hearing to adopt a new Official Map for Ferguson Township. The Official Map is a tool authorized by the PA

Municipalities Planning Code (MPC) that aids the Township in planning its short and long-term infrastructure and capital improvement projects.

Public Hearing – There were not comments.

Ms. Strickland moved that the Board of Supervisors **adopt** the ordinance as advertised repealing all former Official Maps and adopting a new Official Map of the Township of Ferguson. Ms. Caldwell seconded the motion.

Ms. Dininni thanked the staff.

ROLL CALL: MS. DININNI – YES; MS. STEPHENS – YES; MS. STRICKLAND – YES; MS. WILLIAMS – YES; MS. CALDWELL – YES

The motion passed unanimously.

2. Discussion – Contract 2019-C21 PGM LED Light Conversion Options

Mr. Modricker noted that final design for this project is near completion. Prior to putting the project out to bid, staff seeks input and direction from the Board of Supervisors regarding various scope of work options and associated estimated costs. Provided with the agenda is a memorandum from Ronald Seybert, Township Engineer, dated May 11, 2022, outlining the various options and costs. The Board is being asked this evening to discuss and select one of the options. The option selected will be included in the scope of work presented in the bid documents that will be solicited for bids.

Mr. Modricker reviewed the options that were listed in the agenda packet.

Ms. Stephens stated that she would like to stay under budget.

Ms. Strickland stated that she would like to stay close to budget and discussed options 3 & 6.

Ms. Williams stated that she would choose option 5 to keep in budget. Ms. Williams inquired about Nixon Road and how much work should be done. Mr. Modricker stated that they would like to have Nixon Road and Pine Grove Mills have their own cutoffs. (Please note that audio was shaky here).

Ms. Dininni noted that options 2 & 5 don't include cutoff switches on Nixon Road. Ms. Dininni supports completing the entire project even though it is over budget, but if that is not possible supports all the cutoffs being installed.

Ms. Dininni asked what the distinction is with option 3. Mr. Modricker explained that they would not be installing brand new heads, but retro fit them with LED and noted it accomplishes the goal. Ms. Dininni noted that she likes option 3. Ms. Caldwell voiced her support for option 3. Mr. Modricker stated that he is comfortable with option 3. Ms. Williams will go with the majority of what the Board decides but noted she liked option 7.

Ms. Caldwell moved that the Board of Supervisors **approve** option 3 to be included in the scope of work that will be presented in the bid documents that will be solicited for bids. Ms. Stephens seconded the motion. The motion passed unanimously.

IX. NEW BUSINESS

1. Consent Agenda

- a. Contract 2022-C6, Curb and Ramp Upgrades, Pay Application 1: \$33,998.40

- b. Special Events Permit – Mayor’s Family Fun Ride
- c. Board member request – Discussion on hybrid meetings
- d. Board member request – Proclamation to honor National Jewish American Heritage Month

Ms. Stephens moved that the Board of Supervisors **approve** the Consent Agenda. Ms. Strickland seconded the motion. The motion passed unanimously.

2. Public Hearing Resolution to support Legislation Prohibiting Domestic Violent Offenders from Holding State Office

Ms. Dininni reported that provided with the agenda is a resolution to support legislation that prohibits domestic violence offenders from holding state office. Senator Conklin announced on April 4, 2022, legislation that would bar individuals convicted of domestic violence offenses from serving in the General Assembly or holding public office in Pennsylvania government. Ferguson Township calls upon the General Assembly to enact legislation to guarantee that any person convicted of domestic violence shall be ineligible to serve in the General Assembly, or of holding any office of trust or profit in this Commonwealth.

Ms. Williams stated that she didn’t agree because there are people who will get reformed in prison and paid their dues to society. Ms. Caldwell concurred with Ms. Williams because it could set a precedent and it is not clear what it is actually doing to support victims of domestic violence. Ms. Williams made it clear that she doesn’t agree with domestic violence.

Ms. Strickland suggested postponing until the Board obtains specific information. Continued discussion resumed regarding the distinction between misdemeanor versus felony and type of crime.

Ms. Caldwell moved that the Board of Supervisors **postpone** the resolution of the Township of Ferguson, Centre County, Pennsylvania, to support legislation that prohibits domestic violence offenders from holding state office. Ms. Stephens seconded the motion. The motion passed unanimously.

Ms. Caldwell excused herself due to the primary election tomorrow and her work commitment to it.

3. Public Hearing Resolution Designating Township Manager as CAO of Ferguson Township Police and Employees’ Pension Plans

Ms. Martin reported that provided with the agenda is a copy of a resolution appointing Centrice Martin, Township Manager, as Chief Administrative Officer of the Ferguson Township Police Pension Plan and Employees’ Pension Plan. This position has typically been occupied by the Township Manager and shall have the authority to supervise the preparation of any actuarial reports relative to the plan; determine the financial requirements of the plan based on the most recent actuarial reports; and determine the minimum municipal obligation (MMO) of the Township with respect to the funding of the plan for a given plan year. At a Regular Meeting held on May 15, 2017, the Board of Supervisors designated former Township Manager, David Pribulka, by resolution to serve this role for the Township. With Mr. Pribulka’s resignation and the new Township Manager’s appointment on April 19, 2022, the Board is asked to take action on this matter.

Public Hearing – There were not comments.

Ms. Williams moved that the Board of Supervisors **adopt** the resolution designating Centrice Martin as Chief Administrative Officer of the Ferguson Township Police Pension Plan and Employees' Pension Plan. Ms. Strickland seconded the motion.

ROLL CALL: MS. STEPHENS – YES; MS. STRICKLAND – YES; MS. WILLIAMS – YES; MS. DININNI – YES

The motion passed unanimously.

4. Zoning Ordinance Text Amendment Application – TSD Permitted Principal Uses

Ms. Martin noted that on May 11, 2022, the applicant submitted to the Director of Planning and Zoning an application for a text amendment to the Terraced Streetscape Zoning District (§27-304.2.A.—Permitted Principal Uses) and the Source Water Protection Overlay District (§27-405.7.B.8.—Cemeteries). Included in the agenda is the application submitted by the applicant. The applicant requests the Board to amend the ordinance, Terraced Streetscape Zoning District (§27-304.2. A.) to permit home burials in the Terraced Streetscape Zoning District and allow exemptions from concrete grave liners based on spiritual beliefs.

By zoning, this type of use is defined as a cemetery and green home burials that have a lower impact than cemeteries. As conservationists, it has always been the applicant and her spouse's desire to replenish and restore the ecological integrity of the land. It has been their belief that nature is sacred and that humans are a part of nature—that the natural cycles of birth, growth, and death carry profound spiritual meaning.

The Board of Supervisors enacted the Source Water Protection Overlay District Requirements, Chapter 27, § 27-405, on November 18, 2019, Ordinance No. 1049. The purpose and intent of this ordinance is to protect the health, safety, and welfare of residents and the ecosystems of the Township, provide protections for sources of public drinking water supplies, and safeguard the future supply of safe and sustaining drinking water. The applicant's property is situated within the established and delineation of the Source Water Protection Overlay District and Wellhead Protection Zones (§ 27-405.4). The Source Water Protection Overlay District shall be defined as the entire area within the boundaries of Ferguson Township. The Board should give consideration to the legal requirements or responsibilities involved with this decision. The Solicitor, Betsy Dupuis, is in attendance to answer questions or comment as the Board gives consideration on a response to this decision.

Ms. Dininni inquired about the concrete lining and its specific use. Ms. Wargo stated that the use is for bodies that have been embalmed so that the chemicals don't leak. Ms. Dininni asked why home burials wouldn't be allowed since it is legal in PA. Ms. Wargo stated that the ordinance doesn't differentiate between home burials and cemeteries. Ms. Wargo shared that home burials are permitted in RA and RR because there are family plots on farms and churches. Ms. Dininni is interested in learning more about the science.

Ms. Dupuis shared her thoughts and asked that the Township to figure where this use will be permitted in the zoning districts.

Ms. Strickland stated that it is worth investigating further but concerned with the small lots in the TSD.

Ms. Stephens had concerns on how one would keep track of who is on the property if the property is sold. Ms. Dupuis noted that if there is a body on a property it must be recorded on the deed and there are other regulations that must be followed.

Ms. Dininni stated that she is comfortable allowing a principal use with conditions in all zoning districts pending information from staff that the source water protection wouldn't be compromised. Ms. Dininni prefers not to include the containment unit.

Ms. Pam Steckler, Ferguson Township Resident, asked about the timeline. Ms. Martin suggested hiring a third party to conduct an analysis, but the Board can send to the next Planning Commission meeting. Ms. Steckler inquired about exception use. Ms. Dupuis noted that there are questions that need to be addressed and should go before the County and the CRPA. Ms. Dininni stated that the Board will send to the Planning Commission on May 23rd, and have staff talk to someone at the State College Borough Water Authority to get an analysis. Ms. Dininni stated that it will then come back to the Board on June 2nd.

5. Variance Request – 3450 West College Avenue – Paint Ninjas

Ms. Wargo noted that provided with the agenda is a copy of an application submitted by A. Oakes Fletcher for property located at 3450 W. College Avenue. The applicant is requesting a variance from §27-209.1. to permit a structure within the side yard setback.

The General Commercial (C) Zoning District has a side yard setback of 15 feet and the applicant would like to place a storage structure 10 feet into the side yard setback.

Ms. Dininni inquired about the location and if it is next to a residential area. Ms. Wargo reported that they abut RA and there is commercial on both sides.

Ms. Strickland moved that the Board of Supervisors remain **neutral** on the variance request. Ms. Stephens seconded the motion. The motion passed unanimously.

6. Continued Discussion on Amending Chapter 16 Parks and Recreation

Ms. Dininni suggested moving the agenda item to the next meeting, due to the late hour of the meeting.

Ms. Strickland moved that the Board of Supervisors **postpone** the discussion on Amending Chapter 16 Parks and Recreation to the next Board of Supervisors meeting. Ms. Stephens seconded the motion. The motion passed unanimously.

7. Discussion on Solar Power Purchasing Agreement

Ms. Martin reported that Ferguson Township, as part of the Solar Power Purchase Agreement (SPPA) Working Group is being asked to consider an appropriate range of electricity demand to potentially allocate to solar energy. Provided with the agenda is a document prepared by the SPPA Working Group to assist with the discussions. The Board is being asked to consider the overall electricity demand that should be considered as appropriate for the Township to include in the Request for Proposal (RFP) for a solar power purchase agreement (SPPA). The Board will need to discuss and determine the expected minimum percentage of electricity purchased as solar through SPPA as well as determine the expected maximum percentage of electricity purchased as solar through SPPA. This range will be used to help inform the SPPA Working Group as they draft the RFP. The working group requests for all questions or comments involving or related to the RFP for a solar power purchase agreement as well as Ferguson Township's range of electricity demand to potentially allocate to solar energy. The SPPA Working Group present five (5) questions, listed below, for consideration by the Board.

Ms. Dininni reviewed each question.

1. What is the expected minimum % of electricity purchased as solar through SPPA? Ms. Martin reported that staff agreed with 65%.
2. What is the expected maximum % of electricity purchased as solar through SPPA? Ms. Martin reported that staff agreed with 85%
3. Does COG know it's expected amount of solar electricity from the PPA? Ms. Dininni reported the question wasn't relevant.
4. Do we expect to purchase or retain renewable energy credits? Ms. Dininni declined to answer because it will be written in the RFP as an option.
5. Any other questions or concerns? Ms. Dininni reported that the Climate Action Committee prefers it to be an existing built facility. Ms. Dininni requested that the Board support the idea of a resilient site written in the RFP.

Ms. Strickland would like to explore the length of the contract and supports a shorter contract of three years. Ms. Strickland suggested adding the pricing metrics as well.

Ms. Strickland moved that the Board of Supervisors **direct** the Township Manager to write a letter to the Solar Power Purchasing Agreement Working Group to inform that Ferguson Township's range of electricity percentage demands for buildings 1 – 5 is 65-85%, which excludes building 6, to be considered for the SPPA RFP. Ms. Williams seconded the motion. The motion passed unanimously.

8. Award Contract 2022-C9a, In-Town Microsurfacing

Mr. Modricker reported that on April 26, 2022, bids were opened publicly and read aloud for contract 2022-C9a microsurfacing (in town). This contract includes microsurfacing certain roads "in town" and Benner Township and Harris Township are piggybacking on this contract. The bid was advertised in the Centre Daily Times and was sent to potential bidders. Provided with the agenda is a memorandum from Ryan Scanlan, Assistant Township Engineer, dated May 4, 2022, recommending award of the contract.

Ms. Williams moved that the Board of Supervisors **award** Contract 2022-C9a, Microsurfacing (in town), to Asphalt Paving Systems, Inc., in the amount of \$389,752.89. Ms. Stephens seconded the motion. The motion passed unanimously.

9. Public Award Contract 2022-C9b, West End Microsurfacing

Mr. Modricker reported that on April 26, 2022, bids were opened publicly and read aloud for contract 2022-C9b Microsurfacing (west end). This contract includes microsurfacing Whitehall Road from Breezewood Drive to Tadpole Road, and Nixon Road from Whitehall Road to SR 26/45 (Pine Grove Road). The bid was advertised in the Centre Daily Times and was sent to potential bidders. Provided with the agenda is a memorandum from Ryan Scanlan, Assistant Township Engineer, dated May 4, 2022, recommending award of the contract.

Ms. Dininni moved that the Board of Supervisors **award** Contract 2022-C9b, Microsurfacing (west end), to Asphalt Paving Systems, Inc., in the amount of \$436,810.99. Ms. Stephens seconded the motion. The motion passed unanimously.

X. COMMUNICATIONS TO THE BOARD

Ms. Williams acknowledged the tragedy in Buffalo, NY and reported that there is group of people meeting at the MLK Memorial Plaza for a vigil to honor the victims on Wednesday at 7:00 p.m.

Ms. Stephens received a lot of communications from her neighbors regarding their displeasure with the weed ordinance.

Ms. Dininni inquired about the trash pickup times and asked if it is setting a precedent. Ms. Martin stated that the Township Solicitor reported that the ordinance exempts public services from the noise ordinance. Ms. Martin interpreted from the solicitor that it would not be setting a precedent especially for contractors because for any type of noise exemption, it would need to come before the Township for approval. Ms. Dininni noted that in the future it would great if the COG would confer with the Township regarding preferences of the residents.

XI. CALENDAR ITEMS – MARCH

- a. Authorities, Boards and Commissions Appreciation Event, June 2
- b. Fire Safety Event, Baileyville Hall, June 11, 10:00 am – 2:00 pm
- c. Ferguson Township upcoming committee meetings:
 - 1. Planning Commission – May 23 and June 13
 - 2. Parks & Recreation Committee – June 9
 - 3. Tree Commission – June 21
 - 4. Pine Grove Mills Small Area Advisory Committee – June 23

XII. ADJOURNMENT

With no further business to come before the Board of Supervisors, Ms. Stephens motioned to **adjourn** the meeting. The meeting adjourned at 10:25 p.m.

Respectfully submitted,

Centrice Martin, Township Manager
For the Board of Supervisors

SCBWA Report to Ferguson Township Supervisors
Date: May 21, 2022 for June meeting

1. Name of Representative: Ford Stryker
2. Reporting on: State College Borough Water Authority
3. Requires Supervisors comments/response: NO
4. Links to SCBWA agendas and minutes: See following website <https://www.scbwa.org/board-meetings>.
5. Copy of SCBWA May meeting agenda, see attached.
6. Brief overview of authority actions related to Ferguson Township:
 - The Authority commissioned an ad hoc committee to study whether to continue fluoridation of our water. Dr. Brennan, committee chair, reported out at the May meeting. The committee recommended by a 2-1 vote to cease adding fluoride to the water. Dr. Brennan presented a thorough report which cited four principal reasons to discontinue adding fluorine:
 - Tooth brushing with fluoride containing toothpaste has shown the same or better results preventing cavities.
 - Prenatal consumption of fluoride has been shown to result in lower IQ in children. There is no easy way to remove the fluoride from drinking water once added.
 - Consumption of fluoride by children has been shown to result in increased risk of fluorosis.
 - The expense and risk of buying, storing and injecting fluoride in the water supply.
 - The study will be posted on the Authority's website with links to referenced peer reviewed studies. Additionally, the chair will draft an OP Ed piece to inform the community that they are considering this which should become public the week of May 21.
 - It will be debated at the June and possibly July meetings, and if the full board decides to move forward with the recommendation, the Authority will need to apply to DEP to change their water chemistry permit. A 30-day public comment period will be part of the permit change process.
 - It is up to the Authority to decide whether or not to fluoridate the water as EPA and the Commonwealth have ceded this decision to local water authorities. As a point of information, Bellefonte recently ceased adding fluoride to their water and College Township does not add fluoride to theirs. Likewise, most countries in the EU do not fluorinate their water.
- Completion of construction of the Nixon/Kocher water treatment plant has been delayed due to supply chain issues. The plant is now scheduled to come online in September 2022.

Attachment: May 18 meeting agenda



A G E N D A

May 19, 2022 (THURSDAY) - 4:00 P.M.

ROLL CALL: Jeffrey R. Kern E. Emory Enscore Gary W. Petersen
Rachel A. Brennan Jason R. Grottini Nathaniel Warner
Bernard Hoffnar

ADDITIONS OR CORRECTIONS TO MINUTES: *Pages 1 thru 4*

HEARING OF CITIZENS (*five-minute time limit per citizen*):

RATIFICATION OF PAYMENTS: *Pages 5 thru 11*

BOARD RESERVE FUND REQUISITIONS FOR PAYMENT: *Page 12*

PENNVEST LOAN FUNDS DISTRIBUTION AUTHORIZATION: *Pages 13 thru 14*

UNFINISHED BUSINESS:

NEW BUSINESS:

- (1) Water Connection Applications *Pages 15 thru 17*
- (2) C-Net Presentation

STATE COLLEGE BOROUGH WATER AUTHORITY'S AGENDA, continued
May 19, 2022

COMMITTEE REPORTS:

- (1) FINANCE - Mr. Jeffrey Kern
- (2) FACILITIES, OPERATING and PLANNING - Mr. Jason Grottini
- (3) APPEALS - Mr. Bernard Hoffnar
- (4) PUBLIC RELATIONS -
- (5) SOURCE WATER PROTECTION - Mr. Gary Petersen
- (6) HR EVALUATION - Mr. Emory Ensore
- (7) FLUORIDE (AD HOC) - Ms. Rachel Brennan : *Presentation*
- (8) MONTHLY REPORT -Executive Director

LIAISON REPORTS:

- (1) Borough Staff - Mr. Brian Robbins
- (2) Benner Township Water Authority Liaison -
- (3) Centre Regional Planning Commission - Mr. Corey Rilk
- (4) College Township Water Authority - Mr. Richard Harris
- (5) Ferguson Township Supervisors - Mr. Ford Stryker
- (6) Halfmoon Township Supervisors
- (7) Harris Township Supervisors - Mr. Mike Smith
- (8) Patton Township Supervisors - Ms. Patricia Monteith
- (9) University Area Joint Authority - Mr. Brian Dempsey

CONSULTANT REPORTS:

- (1) Solicitor - Mr. Robert Mix
- (2) Engineer - Mr. Mark Glenn
- (3) Treasurer/Financial Consultant - Mr. Dennis Hampton

NEXT MEETING DATE
Thursday, June 16, 2021

**MINUTES OF THE REGULAR MEETING OF THE
STATE COLLEGE BOROUGH WATER AUTHORITY
April 21, 2022**

CALL TO ORDER

The meeting was called to order at 4:00 P.M., prevailing time, Thursday, April 21, 2022 with Chair Person Jeffrey Kern presiding.

Special note: Due to the CoVID-19 pandemic this meeting was conducted via Zoom and met all open meeting requirements.

PRESENT

Board Members: Chair Person Jeffrey Kern, Rachel Brennan, Jason Grottini, Emory Ensore, Bernard Hoffnar, Nathaniel Warner, Gary Petersen; Solicitor, Robert Mix; Engineer, Mark Glenn; Treasurer, Dennis Hampton; State College Borough Liaison, Brian Robbins; CRPC, Corey Rilk; College Township Water Authority, Richard Harris; Ferguson Township Liaison, Ford Stryker; Harris Township Liaison, Mike Smith Patton Township Liaison, Patricia Monteith; Executive Director, Brian Heiser; Assistant Executive Director, Katie McCaulley; Director of Finance, Denise Smith; Communications and Projects Coordinator, Julia Shaffer.

APPROVAL OF MINUTES

It was moved by Ensore, seconded by Petersen that the minutes of the March 17, 2022 meeting be approved. Motion carried unanimously.

HEARING OF CITIZENS

No comments were presented.

Special note: There was a designated area provided for public access to provide public comment and listen to the proceedings of the meeting.

RATIFICATION OF PAYMENTS

It was moved by Hoffnar, seconded by Ensore that bill payments in the amount of \$1,596,332.79 be ratified as presented. Motion carried unanimously.

APPROVAL OF BOARD FUND REQUISITIONS

It was moved by Grottini, seconded by Petersen that the Board Reserve Fund requisitions in the amount of \$184,884.75 be approved as presented. Motion carried unanimously.

APPROVAL OF PENNVEST LOAN FUND DISTRIBUTION

Mr. Glenn provided comment on material delivery status and installation of permanent power.

It was moved by Hoffnar, seconded by Grottini that the PennVest Loan Fund distributions in the amount of \$178,599.59 be approved as presented. Motion carried unanimously.

WATER CONNECTION APPLICATIONS

Mr. Kern reported that there are eleven new water connection applications for approval this month. The applications are as follows:

Aspen Whitehall Partners LLC & Apsen Rt 26 Partners LLC	Lot 2, 3283 West College Ave	Ferguson	2"
Long Ridge Construction	Lot 1, 106 Apple View Dr	Ferguson	1"
Rockey Ridge Partnership	Lot 417, 298 Derek Dr	Harris	1"
Long Ridge Construction	Lot 16, 166 Apple View Dr	Ferguson	1"

S & A Homes	Lot 216, 241 Beaumanor Rd	Patton	1"
S & A Homes	Lot 213, 229 Beaumnaor Rd	Patton	1"
Rockey Ridge Partnership	Lot 413, 324 Derek Dr	Harris	1"
Jeff Billig	Lot 21B, 453 Homestead Ln	Harris	1"
Key Lab Holdings LLC	1220 Ghaner Rd	Patton	1"
Mike Crouse	1221 Ghaner Rd	Patton	1"
Long Ridge Construction	Lot 11, 146 Apple View Dr	Ferguson	1"
S&A Homes	Lot 204, 193 Beaumanor Road	Patton	1"
Long Ridge Construction	Lot 12, 150 Apple View Drive	Ferguson	1"
Christopher & Jennifer Rogan	Lot 1R, 264 Sycamore Drive	Ferguson	1"

It was moved by Hoffnar, seconded by Enscoe that these connections be approved subject to the Authority's Rules & Regulations. Motion carried unanimously.

APPROVAL OF THE AIRPORT PARK STATE COLLEGE, LLC EASEMENT AGREEMENT

Executive Director Heiser stated the easement presented is intended to replace an existing easement as part of the land swap agreement for the land around the Alexander well field. Berks Homes is going to provide a fifty foot wide easement to replace the twenty foot wide easement. The easement agreement has been reviewed by the solicitor and recommending that the Board approves the easement.

It was moved by Enscoe, seconded by Petersen that the Airport Park State College, LLC easement agreement be approved. Motion carried unanimously.

Rachel Brennan joined the meeting at 4:09 P.M.

APPROVAL OF THE N ATHERTON SECTION 153 UTILITY RELOCATION REIMBURSEMENT AGREEMENT

Executive Director Heiser stated the reimbursement agreement is a standard PennDOT Agreement and is for the current section of Atherton Street that is to be updated. Entering into the agreement with PennDOT will give the Authority the ability to be reimbursed by PennDOT for the portions of the project that are eligible for reimbursement. This has been reviewed by the solicitor and recommending that the Board approves the reimbursement agreement.

It was moved by Grottini, seconded by Warner that the N Atherton Section 153 Utility Relocation Reimbursement agreement be approved. Motion carried unanimously.

COMMITTEE REPORTS

Finance Committee – No report.

Facilities, Operations and Planning Committee – Mr. Grottini reported the project management subset of the Solar Power Purchasing working group continues to meet on a weekly basis. Two dates to be aware of, Monday April 25th when members of the project management group are going to present at COG general forum to provide update of where the project is currently and some of the immediate next steps, driving to release the formal RFP for the power purchase agreement by June 24th. The other key date is May 25th, looking to provide data on the annual energy usage and how much of that the Authority is looking to offset.

Appeals – No report.

Public Relations – No report.

Source Water Protection – No report.

HR Evaluation – No report.

Fluoride (AD HOC) - Ms. Brennan reported the committee met on April 11th and are currently assembling materials to share with the Board at the next meeting.

EXECUTIVE DIRECTOR'S REPORT

DISTRIBUTION- Crews repaired a fire hydrant on Main Street in Boalsburg that broke the Saturday of Easter Weekend. The broken valve caused a considerable amount of damage to the street. The valve was fixed temporarily with permanent repairs occurring Monday and Tuesday of this week. The permanent repairs included replacement of a hydrant, valve replacement and a rebuild of a valve that was exposed during the excavation. Flushing and hydrant maintenance continues. Lead and copper service line inspections continue.

PRODUCTION- The motor and pump at well 57 has been reinstalled and operational. The fluoride that was ordered through the bid has been delivered in full. All of the operators have successfully completed their annual proficiency testing for bacteria analysis.

METER SHOP- Private fire hydrant flushing has started. A contractor that installed the fire hydrant at the new Harris Township maintenance building has corrected the mistake from the original installation, the hydrant is now in service. Water service at the former Days Inn on Pugh Street has been terminated for demolition of the building.

BILLING AND CUSTOMER SERVICE- A new form for setting up autopay went live on the website this week. Up to 1,650 customers are using the e-billing option.

ADMINISTRATIVE TEAM- Assistant Executive Director McCaulley and Executive Director Heiser attended the Harris Township Supervisors meeting on April 11th to answer questions regarding the fire hydrant rate. The inventory system that was purchased in late 2021 is now live. The annual water quality report is on the website as well as a direct link for the report has been included in the April bills and will continue for the next six months. Staff is reviewing a draft of the annual audit. Planning for next year's Kennard Road project continues, the surveying and service line inspections have been completed, moving into the design phase.

MAJOR PROJECTS- The final phase of Boalsburg Pike project has started, the section from Lee Avenue to Memorial Drive should be completed by Memorial Day. The final section from Boal Avenue to the bridge will begin after Memorial Day. The Kemmerer Road project, located in the Borough should start sometime in the next two weeks. Calder Way planning continues. Crews have completed the exterior portion of the service line verification; the interior portion of the service line verifications will begin soon. Penn Terra Engineering is preparing to submit variance requests for the land development plan for the main office expansion to Harris Township. Nixon Kocher plant- the electric panel that was scheduled for delivery in March was pushed back to April and has since been pushed back to May. Currently both electrical panels are to be delivered in May. Work does continue with pipe installation, painting and electrical work. Questions presented were addressed.

LIASON'S REPORT

State College Borough Staff Liaison – No report.

Benner Township Water Authority Liaison– Not present.

Centre Regional Planning Commission- Mr. Rilk reported they received a new Act 537 plan amendment for a larger pump station in Patton Township. It will be presented to the LUCI committee and CRPC at the end of May.

College Township Water Authority Liaison – No report.

Ferguson Township Liaison – No report.

Halfmoon Township – Not present.

Harris Township Liaison – Mr. Smith thanked Executive Director Heiser and Assistant Executive Director McCaulley for attending the Harris Township Supervisors meeting on April 11th. Mr. Smith explained the Township requested them to attend the meeting to answer any questions they had in regards to fire hydrant rates and the communication that was intended. Executive Director Heiser stated a written response would be sent to Harris Township in regards to the fire hydrant rates.

Patton Township Water Authority Liaison – No report.
University Area Joint Authority Liaison – Not present.

CONSULTANTS REPORT

Solicitor – No report.

Engineer – Nothing further than the written report. Questions presented were addressed.

Treasurer –Mr. Hampton stated he reviewed the first quarter finances and they are in order.

Chairman Kern asked Board members to think about having in person Board meetings in the next few months.

ADJOURNMENT

At 4:33 P.M., it was moved by Hoffnar, that the meeting be adjourned. Motion carried.

**STATE COLLEGE BOROUGH WATER AUTHORITY
RATIFICATION OF PAYMENTS May 19, 2022**

NO.	PAYEE	FOR	AMOUNT
1	SCBWA-Health Reimbursement Acct	Reimbursement HRA Account	\$ 8,564.53
2	Advanced Analytical Solutions, LLC	Proficiency Testing Supplies	\$ 2,374.70
3	Ace Hardware of State College	Hooks for Truck Keys	\$ 3.66
4	American Water Works Association	Membership Renewal	\$ 248.00
5	Bain Enterprises	Valve Machine Tube	\$ 360.00
6	Baker Tilly US, LLP	2021 Audit (Progress Payment)	\$ 7,186.68
7	Bi-Lo Supply	Drain Pipe Couplings	\$ 37.48
8	McQuaide Blasko	Customer Reimbursement	\$ 8.13
9	State College Borough, PA	Fuel Charges for March	\$ 6,275.14
10	Burgmeier's Shredding	Commercial Shredding	\$ 85.00
11	C-Net	First Quarter Membership	\$ 2,229.00
12	Fred Carson Disposal Inc.	Waste Service, Recycling and Cardboard Removal	\$ 256.66
13	Centre Concrete	Concrete	\$ 502.25
14	John R Coffman	Boot Allowance	\$ 150.00
15	COG	Septic Inspection	\$ 40.00
16	Comcast Cable	Digital Voice & High Speed Internet	\$ 817.16
17	Commonwealth of Pennsylvania	Comprehensive Monitoring Plan Application	\$ 2,450.00
18	Dennis Sales & Service Inc.	Fluoride Pump Rebuild Kits for Wellfields 2, 5 & 6	\$ 339.23
TOTAL- Page 1			\$ 31,927.62

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STATE COLLEGE BOROUGH WATER AUTHORITY PAYMENTS, continued
May 19, 2022

NO.	PAYEE	FOR	AMOUNT
19	Ferguson Township Tax Office	Stormwater Collection & Management Fee	\$ 2,091.32
20	Fisher Auto Parts	Windshield Washer Hose for Truck #131	\$ 12.33
21	Gannett Fleming Inc.	Quarterly Notify Fee	\$ 2,300.00
22	Groundwater Sciences Corporation	2022 Water Level Monitoring	\$ 1,300.00
23	Dennis E Hampton	Quarterly Consulting Fees	\$ 3,300.00
24	The Hartman Agency	Insurance Premium Adjustment	\$ 209.00
25	Idexx Laboratories Inc.	Bacteria Analysis Supplies	\$ 414.98
26	KB Offset Printing, Inc.	Bill Backs	\$ 1,587.20
27	Rodney Kennedy	Customer Reimbursement	\$ 125.86
28	Link Computer Corporation	April 2022 Billing & Web Presence	\$ 4,447.83
29	Lowe's Home Centers	Cable Ties, Water Hoses, Safety Goggles, Safety Yellow & Blue Paint	\$ 1,014.58
30	Eric Miller	Boot Allowance	\$ 150.00
31	Nittany Supply, Inc.	WD40 Spray & GoJo Wipes	\$ 60.77
32	Nittany Office Equipment	Folding Machine	\$ 2,395.00
33	Quill Corporation	Ink Cartridges and Office Supplies	\$ 3,120.49
34	RBA Professional Data Systems Inc.	Monitor & Printer Purchase/April 2022 Monthly Subscription	\$ 2,610.57
35	Scaleton Industries	Chlorine Scales Recalibration & Repair	\$ 317.06
36	State College Battery Outlet	Emergency Light Battery	\$ 320.00
TOTAL- Page 2			\$ 25,776.99

STATE COLLEGE BOROUGH WATER AUTHORITY PAYMENTS, continued
May 19, 2022

NO.	PAYEE	FOR	AMOUNT
37	Schaedler Yesco	Red lithium Battery, 4" Block Screwdriver & Fuel Switch	\$ 531.64
38	Schuykill Mobile Fone, Inc.	Monthly Pager Service	\$ 1,890.00
39	Scott's Landscaping Inc.	Top Soil for Lead & Copper Restoration	\$ 343.60
40	Skills of Central PA	Insert Envelopes With Return Envelopes	\$ 250.00
41	Smith's Janitorial	Office Cleaning	\$ 1,375.00
42	Spikes Baseball LP	Public Relations Events	\$ 900.00
43	John Tennis Towing	PA State Inspection for Truck #200	\$ 34.00
44	Tractor Supply Credit Card Plan	Heavy Duty Towels	\$ 74.95
45	USA Bluebook	Lab Equipment	\$ 628.21
46	Verizon Wireless	Cell Phone & USB Remote Access	\$ 2,571.44
47	Board Reserve Fund	Receipts April	\$ 394,030.82
48	State College Sewer Authority	Sewer Rentals for April	\$ 176,067.41
49	PAYROLL- SALARY & HOURLY	April 1-15, 2022	\$ 77,998.88
50	PAYROLL LIABILITIES	Payroll Liabilities	\$ 32,468.98
51	Vigilant Security Inc.	Monitoring May 1, 2022 - July 31, 2022	\$ 182.73
52	Way Da Mow	Clean Up & Mulch at Pump Stations, Tanks & Office	\$ 3,150.00
53	Wheatfield Nursery	Tree Replacement Due to Leak at 197 Honor's Lane	\$ 193.52
54	United States Treasury	1st Quarter Payment for STD	\$ 209.13
TOTAL- Page 3			\$ 692,900.31

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STATE COLLEGE BOROUGH WATER AUTHORITY PAYMENTS, continued
May 19, 2022

NO.	PAYEE	FOR	AMOUNT
55	Ace Hardware of State College	Ant Traps	\$ 6.99
56	ASAP Hydraulics	Hose for Vac Machine & Hose for Flushing	\$ 598.12
57	Justin Borst	Boot Allowance	\$ 148.35
58	Commonwealth of Pennsylvania	Annual Fee for NPDES Permit	\$ 500.00
59	Jeff Claar	Boot Allowance	\$ 148.49
60	Dennis Sales & Service Inc.	Well Field Fluoride Pump Rebuild Kits	\$ 1,340.00
61	DEP	Operator Certificate Renewal (2)	\$ 370.00
62	Dr. Paul's Family & Urgent Care PLLC	CDL Drug & Alcohol Testing	\$ 100.00
63	Geisinger Quality Options Inc.	Health Insurance Premium	\$ 42,543.00
64	Guardian-Bethlehem	STD, Dental, Vision & Life Insurance	\$ 8,733.45
65	Gwin Dobson & Foreman Inc.	Monthly Retainer Fee	\$ 1,100.00
66	Harris Township	Customer Reimbursement	\$ 4,479.00
67	Glenn O Hawbaker Inc.	Tipping Fee	\$ 2,248.36
68	Home Depot Credit Services	Paint Brushes, Yellow Paint, Primer & Green Gloss	\$ 539.22
69	KB Offset Printing, Inc.	Water Quality Report	\$ 272.74
70	Kohl Brothers Inc.	Pump Motor for Well Field #5	\$ 20,850.00
71	LB Water Service Inc.	Locate Flags, Curb Box Lids & Romac Restraint Couplings	\$ 5,793.86
72	Lee Green & Reiter Inc.	Legal Services	\$ 806.00
TOTAL- Page 4			\$ 90,577.58

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STATE COLLEGE BOROUGH WATER AUTHORITY PAYMENTS, continued
May 19, 2022

NO.	PAYEE	FOR	AMOUNT
73	Miller Welding Service	Lifting Rings for Leak Detection Loggers	\$ 85.00
74	National Safety Council	Membership Renewal	\$ 425.00
75	United States Postal Service	Postage	\$ 3,500.00
76	PAYROLL- SALARY & HOURLY	April 16-30, 2022	\$ 77,094.72
77	PAYROLL LIABILITIES	Payroll Liabilities	\$ 32,114.34
78	Scott's Landscaping Inc.	Top Soil & River stone	\$ 816.90
79	Sherwin-Williams	Paint Rollers & Extensions	\$ 32.42
80	Smith's Janitorial	Office Cleaning	\$ 1,100.00
81	Arthur Roy Stiffel IV	Customer Reimbursement	\$ 39.00
82	Univar USA Inc.	Chlorine & Water Treatment Chemicals	\$ 2,008.00
83	Valvoline Instant Oil Changes	Oil Changes for Truck #142, #145 & #200	\$ 244.72
84	Verizon Wireless	Cell Phone & USB Remote Access	\$ 1,749.37
85	Vigilant Security Inc.	Service Call	\$ 184.75
86	Petty Cash Fund	OT Meals & Phone Stipend	\$ 255.02
87	SCBWA-Health Reimbursement Acct	Reimbursement HRA Account	\$ 5,830.53
88	Cooper Electric	Anchor Kit	\$ 10.23
89	FNB	Banking Fees	\$ 2,583.03
90	HACH Company	Laboratory Reagents	\$ 4,281.04
TOTAL- Page 5			\$ 132,354.07

STATE COLLEGE BOROUGH WATER AUTHORITY PAYMENTS, continued
May 19, 2022

10

NO.	PAYEE	FOR	AMOUNT
91	Heller's Gas	Propane	\$ 28.46
92	Kiplinger	Subscription	\$ 148.00
93	LB Water Service	Repair Clamps, Restraints, Couplings, Curb Box Extensions	\$ 11,843.03
94	Lehigh Hanson	Stone	\$ 90.58
95	McNees Wallace & Nurick	Seminar	\$ 239.00
96	Paymentus	Transaction Fees for April	\$ 3,658.00
97	Pitney Bowes	Red Ink Cartridge & Sealer	\$ 306.83
98	Plaza Azteca	Executive Committee Lunch	\$ 42.50
99	PMAA	(2) Management Workshop	\$ 290.00
100	Spikes Baseball LP	Company Picnic	\$ 5,520.00
101	The Field Burger & Tap	Annual Distribution Crew Training Luncheon	\$ 471.32
102	The UPS Store	Shipping	\$ 25.20
103	West Penn Power	Electric Charges for April	\$ 21,620.75
104	Zoom	Subscription	\$ 599.60
TOTAL- Page 6			\$ 44,883.27

STATE COLLEGE BOROUGH WATER AUTHORITY PAYMENTS, continued

May 19, 2022

TOTAL- Page 6	\$ 44,883.27
TOTAL- Page 5	\$ 132,354.07
TOTAL- Page 4	\$ 90,577.58
TOTAL- Page 3	\$ 692,900.31
TOTAL- Page 2	\$ 25,776.99
TOTAL- Page 1	\$ 31,927.62
TOTAL AMOUNT OF PAYMENTS TO BE APPROVED	\$ 1,018,419.84

* Sewer Rentals Account: \$176,067.41

** Board Reserve Fund Receipts: \$394,030.82

Water Revenue Account: \$448,321.61

TOTAL: \$1,018,419.84

BOARD RESERVE FUND REQUISITIONS
To Be Approved at the May 19, 2022 Board Meeting

REQUISITION NO.	PAYEE	DESCRIPTION	AMOUNT TO BE PAID
BRF - 2172	Gary & Carol Myers	Nixon/Kocher Treatment Plant	\$ 1,000.00
BRF - 2173	Gwin Dobson & Foreman	Engineering Service for Kennard Rd Waterline Replacement	\$ 4,202.64
BRF - 2174	Lehigh Hanson	Boalsburg Pike Materials	\$ 3,516.89
BRF - 2175	Glenn O. Hawbaker Inc.	Boalsburg Pike Materials	\$ 2,084.60
BRF - 2176	PennTerra Engineering, Inc.	Equipment Building Planning	\$ 1,347.00
BRF - 2177	RBA	Meter Shop Computer	\$ 1,219.00
BRF - 2178	Robinson Septic Service, Inc.	Services for Boalsburg Pike	\$ 105.00
TOTAL AMOUNT OF BOARD RESERVE FUND REQUISITIONS TO BE APPROVED			\$ 13,475.13

PENNVEST LOAN DISBURSEMENTS
To Be Authorized at the May 19, 2022 Board Meeting

REQUISTION NO.	PAYEE	DESCRIPTION	AMOUNT TO BE DISBURSED
PV-00 75	Gwin Dobson & Foreman	Nixon / Kocher Treatment Plant	\$ 8,762.16
PV-00 76	Lobar Inc.	Pay Application 24 (Electrical)	\$ 24,076.99
PV-00 77	Lobar Inc.	Pay Application 26 (General)	\$ 212,972.89
TOTAL AMOUNT OF PENNVEST DISBURSEMENT			\$ 245,812.04



May 5, 2022

Brian C. Heiser, Executive Director
State College Borough Water Authority
1201 West Branch Road
State College, PA 16801

**RE: State College Borough Water Authority
Nixon-Kocher Water Treatment Facility
Contractor Application for Payment Recommendation
PENNVEST Request No. 26**

Dear Brian:

Please see attached Lobar Inc.'s Application for Payment No. 26 (Contract No. 10-2019: General-Mechanical Work) and Lobar Inc.'s Application for Payment No. 24 (Contract No.11-2019: Electrical Work) for the above referenced project. The Application for Payment's have been reviewed and approved by GD&F.

We recommend payment to Lobar Inc. for Contract No. 10-2019: General-Mechanical Work in the amount of \$212,972.89 and for Contract No. 11-2019: Electrical Work in the amount of \$24,076.99.

Please sign and date the Applications, keep three (3) copies for your files and return three (3) fully executed copies to our office. According to the Contract Documents, the Authority has 30 days to make payment to Lobar upon receipt of Engineer's recommendation.

Should you have any questions, please do not hesitate to contact our office at your convenience.

Respectfully submitted,
GWIN, DOBSON & FOREMAN, INC.

Christopher M. Eckenrode, P.E.
Senior Project Engineer

Enclosures
DEP/amk
18071/Ltr/SCBWA_PayAppNo.26_5-5-22.doc
cc: File

RECEIVED
MAY 09 2022
STATE COLLEGE BOROUGH
WATER AUTHORITY

**STATE COLLEGE BOROUGH WATER AUTHORITY
NEW CONNECTIONS TO BE APPROVED AT THE May 19, 2022 BOARD MEETING**

SERVICE ORDER NO.	APPLICANT	SERVICE ADDRESS	MUNICIPALITY	CONNECTION SIZE
12232L	Berks Homes	Lot 2, 145 Emma Court	Harris	1"
12233L	S&A Homes	Lot 190, 104 Phoebe Road	Patton	1"
12234L	S&A Homes	Lot 192, 114 Phoebe Road	Patton	1"
12235L	S&A Homes	Lot 201, 178 Phoebe Road	Patton	1"
12236L	S&A Homes	Lot 193, 120 Phoebe Road	Patton	1"
12237L	S&A Homes	Lot 191, 108 Phoebe Road	Patton	1"

TOTAL NUMBER OF TAPS GRANTED - 6

2021 SUMMARY OF NEW CONNECTIONS

CONNECTIONS BY MUNICIPALITY	
January 01, 2022 thru March 31, 2022	
Borough of State College	1
Benner Township	0
College Township	0
Ferguson Township	6
Harris Township	4
Patton Township	5
April 01, 2022 thru April 30, 2022	
Borough of State College	0
Benner Township	0
College Township	0
Ferguson Township	0
Harris Township	1
Patton Township	5
NEW CONNECTIONS FOR 2022	22

Connections:

- Connections approved for **April - 6**
- Total number of connections installed thru **April - 22**
- SCBWA total ACTIVE connections to date: **14,659**

**STATE COLLEGE BOROUGH WATER AUTHORITY NEW CONNECTIONS, continued
May 19, 2022**

**SUMMARY OF ESTIMATED MAXIMUM DEMAND
ADDED IN 2022**

January 1, 2022 thru March 31, 2022	GPD
14 Residential Units @ 150 GPD	2,100
1 Commercial Unit @ 1,082 GPD	1,082
1 Shopping Center @ 700 GPD	700
April 01, 2022 thru April 30, 2022	GPD
6 Residential Units @ 150 GPD	900
TOTAL ESTIMATED MAXIMUM DEMAND FOR 2022	4,782

SUMMARY OF AVAILABLE SUPPLY

(System-wide 8 MGD, 30 day average withdrawal limit
Established by SRBC decision dated 03/15/19)

SRBC System-Wide Available Supply	8,000,000 GPD
Peak Month, Average Day (Past 12 Months)	<u>5,358,300</u> GPD
TOTAL DAILY AVERAGE AVAILABLE SUPPLY:	2,641,700 GPD

STATE COLLEGE BOROUGH WATER AUTHORITY

RECEIPTS

For the Four Months Ending April 30, 2022

	Current Month	Year to Date	Annual
REVENUES			
BILLED INCOME	\$ 1,034,404.53	\$ 3,985,221.32	3,799,149.68
SERVICES PROVIDED TO OTHERS	1,303.50	13,937.50	17,666.68
PENALTIES	9,426.51	38,125.28	33,333.32
OTHER OPERATING REVENUE	4,037.36	16,062.88	10,000.00
CUSTOMER REFUNDS	(922.84)	(13,853.95)	0.00
INVESTMENT INCOME	465.81	(365,728.43)	66,850.04
OTHER NON OPERATING INCOME	30,950.00	423,698.55	74,133.32
TOTAL REVENUE	1,079,664.87	4,097,463.15	4,001,133.04
COST OF SERVICE			
TOTAL COST OF SERVICE	0.00	0.00	0.00
TOTAL REVENUE	1,079,664.87	4,097,463.15	4,001,133.04
EXPENSES			
CHEMICAL TREATMENT EXPENSES	7,887.03	100,884.26	94,833.32
PUMPING EXPENSES	7,888.19	100,813.90	127,000.00
FILTRATION EXPENSES	20,698.74	94,797.14	200,866.60
DISTRIBUTION EXPENSES	64,486.43	257,485.41	281,500.00
SERVICE BUILDING	3,730.70	29,082.62	32,333.32
MAINTENANCE & REPAIRS	14,046.74	89,473.21	89,333.36
VEHICLES	1,755.63	33,289.48	53,833.36
MISCELLANEOUS & OTHER EXPENSES	0.00	0.00	16,000.00
COVID-19	0.00	0.00	0.00
PAYROLL	80,021.03	303,860.24	291,266.68
BENEFITS	39,489.72	672,107.65	726,166.68
INSURANCES	54,709.21	411,525.16	454,833.36
SERVICES	18,074.45	134,407.89	145,900.00
OFFICE EXPENSE	7,862.64	49,110.87	64,166.68
COLLECTION EXPENSE	2,058.40	6,997.78	8,666.68
MISCELLANEOUS G&A	27,983.06	104,095.47	56,666.68
TOTAL EXPENSES	350,691.97	2,387,931.08	2,643,366.72
NET INCOME	\$ 728,972.90	\$ 1,709,532.07	1,357,766.32

STATE COLLEGE BOROUGH WATER AUTHORITY

Well Field Water Levels & Total Precipitation

	2020						2021						2022					
	No. 7	No. 19	No. 25	No. 43	No. 62	Precip*	No. 7	No. 19	No. 25	No. 43	No. 62	Precip*	No. 7	No. 19	No. 25	No. 43	No. 62	Precip*
JANUARY	14'	310'	14'	80'	190'	-0.47	11'	323'	13'	84'	189'	-1.34	14'	329'	16'	86'	194'	-0.44
FEBRUARY	14'	310'	12'	79'	190'	-0.53	13'	337'	17'	92'	190'	+0.49	14'	329'	15'	88'	194'	+2.07
MARCH	13'	300'	10'	78'	189'	+1.52	12'	329'	16'	86'	190'	+0.04	12'	331'	9'	86'	192'	-1.43
APRIL	12'	311'	9'	70'	184'	+1.20	11'	331'	13'	92'	189'	-0.89	13'	331'	11'	85'	192'	+0.05
MAY	12'	311'	9'	70'	184'	+0.13	11'	333'	13'	88'	190'	+1.12						
JUNE	13'	312'	12'	71'	185'	+0.84	11'	331'	13'	88'	190'	+0.22						
JULY	11'	302'	13'	76'	180'	-2.14	11'	319'	14'	88'	193'	+2.25						
AUGUST	13'	314'	19'	72'	181'	-1.82	12'	313'	15'	93'	194'	+1.02						
SEPTEMBER	13'	314'	21'	74'	182'	-0.25	12'	308'	13'	86'	194'	+6.26						
OCTOBER	15'	315'	21'	81'	188'	+0.26	11'	309'	13'	82'	193'	+0.46						
NOVEMBER	15'	315'	21'	82'	184'	-0.15	11'	310'	13'	86'	193'	-1.60						
DECEMBER	15'	312'	23'	81'	189'	+1.61	14'	319'	15'	84'	193'	-0.51						
TOTAL	+0.20						+7.44						+0.25					

Lowest water levels below ground level during the month.

Monthly Precipitation above (+) or below (-) average Based on 2011 Data from PSU Dept of Meteorology (30 year annual average is 38.52")

[^]Unable to probe due to well building being under construction

[‡] Well 62 pump pulled for repairs

Well Field #1 - Thomas (Well No. 7)

Well Field #2 - Gray's Woods (Well No. 19)

Well Field #3 - Harter (Well No. 25)

Well Field #4 - Nixon (Well No. 43)

Well Field #6 - Alexander (Well No. 62)



Pumping Report April 2022

1. Average daily production for **April 2022**

2021 – 4,582,758 gpd

2022 – 4,968,325 gpd

INCREASE in average daily production: 385,567 gpd

2. Maximum demand day thru **April 30** was as follows:

2021 – 5,160,610 (4/25/21)

2022 – 5,468,641 (4/24/22)

3. Water levels in the Thomas Farm, Nixon Farm and Gray's Woods Well Fields on **April 30**:

YEAR	THOMAS	NIXON	GRAY'S WOODS
2018	8'	63'	355'
2019	6'	42'	326'
2020*	12'	70'	311'
2021	10'	79'	328'
2022	13'	72'	321'
Safe Pumping Level	31'	105'	412'

* Well level monitoring equipment unhooked due to building renovations

4. Water supplied thru **April 30**:

YEAR	WELLS	FILTER PLANT	TOTALS
2018	250,523,000	337,251,000	587,774,000
2019	258,489,000	336,649,000	595,138,000
2020*	222,554,000	346,063,000	595,617,000
2021	223,834,000	326,097,000	595,617,000
2022	250,979,000	345,220,000	596,199,000

*Leap Year

INCREASE in pumping for 2022 – 582,000 gallons.

**STATE COLLEGE BOROUGH WATER AUTHORITY
ENGINEER'S REPORT
MAY 19, 2022**

Nixon-Kocher Water Treatment Facility

- Minor process piping/sample taps, air system piping, wiring/conduit and HVAC work completed since the last meeting. Awaiting electrical panelboard deliveries which are scheduled for factory shipment later this month.
 - Substantial and Final Completion are scheduled for September 19 and December 15, 2022. The next progress meeting is tentatively scheduled for June 15.
 - Lobar Inc., submitted the following Applications for Payment for approval:
 - Contract No. 10-2019: GM Work - \$24,076.99
 - Contract No. 11-2019: Electrical Work - \$212,972.89
- These payment applications along with engineering costs (\$8,762.16) are included in PennVest Reimbursement Request No. 26 totaling \$245,812.04.

2021 Annual Report – Draft report was reviewed by SCBWA staff with minor revisions made. Awaiting auditor's report to include in our final report.

Kennard Road Waterline – Base mapping and deed and easement research are complete. Currently plotting property boundaries and existing waterline easements. A preliminary design meeting will be scheduled this month with SCBWA staff.

Calder Way Waterline Replacement - A second design meeting with SBCWA staff will be held this month. Using hydraulic modeling of the Calder Way piping network, a new 8-in. main will be installed. As part of the upgraded downtown distribution grid, this main will ensure sufficient water supply and meet all fire demands for adjacent buildings. A project design schedule is shown below.

May - July:	Complete sanitary, storm and water utility preliminary design.
Aug – Sept:	Complete pre-final design of sanitary, storm, water and electrical/telecom.
Sept – Oct:	Incorporate remaining utility designs into the developed design drawings.
Oct – Dec:	Finalize design drawings, prepare specifications and bidding documents.

Kennard Road Waterline – Base mapping and deed and easement research are complete. Currently plotting property boundaries and existing waterline easements. A preliminary design meeting will be scheduled this month with SCBWA staff.





**Presentation to the
Ferguson Township
Board of Supervisors
June 7, 2022**



Township of
FERGUSON
Pennsylvania

2021 C-NET Highlights



- Hybrid meetings became the norm in 2021
 - Most C-NET member organizations, in collaboration with C-NET, arrived at its own solution for providing hybrid meetings
- 511 Programs produced by C-NET staff in 2021
 - Represents an increase of 13% from 2020
- **Added Amazon Fire to “over the top” viewing options**
- Board of Directors approved an update to the C-NET Strategic Plan

2021 Highlights



- 2021 saw an increase in the number of programs which are live streamed on either youtube or cnet1.org. Currently 12 regular programs are live streamed:
 - Bellefonte Borough Council
 - College Township Council
 - Ferguson Township BOS
 - Halfmoon Township BOS
 - Harris Township BOS and Planning Commission
 - Patton Township BOS and Planning Commission
 - State College Borough Council
 - State College Area Board of School Directors
 - Centre County Board of Commissioners
 - Centre Region COG General Forum

2021 Ferguson Township Programming

- 27 Board of Supervisors Meetings
- 16 Planning Commission Meetings

TOTAL of 43 Programs



2021 Ferguson Township Programming



- 77 Bulletin Board Messages
- Messages are used to advertise meeting agendas and occasional job announcements
- Bulletin Board messages are valued as $1/10^{\text{th}}$ of a program
- **77 Bulletin Board messages = 7.7 “programs”**

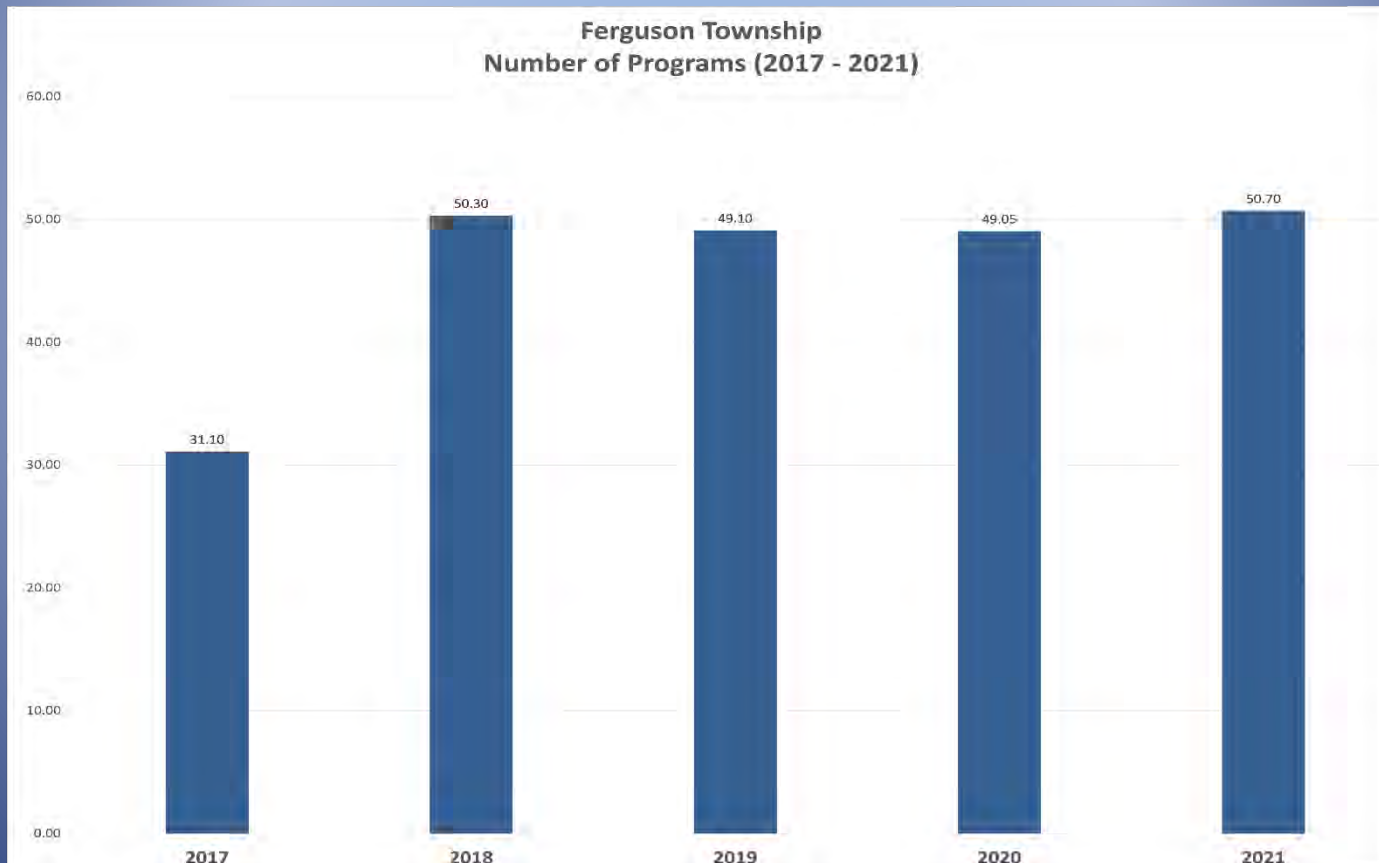
2021 Ferguson Township Programming

- 43 Programs
+ 7.7 Bulletin Board Messages
50.7 Total Programs in 2021

- Ferguson Township sponsored 9.5% of all programming by C-NET members in 2021.
- Ferguson Township sponsored 9.5% of all programming by C-NET members in 2020



Ferguson Township Programming 2017 - 2021

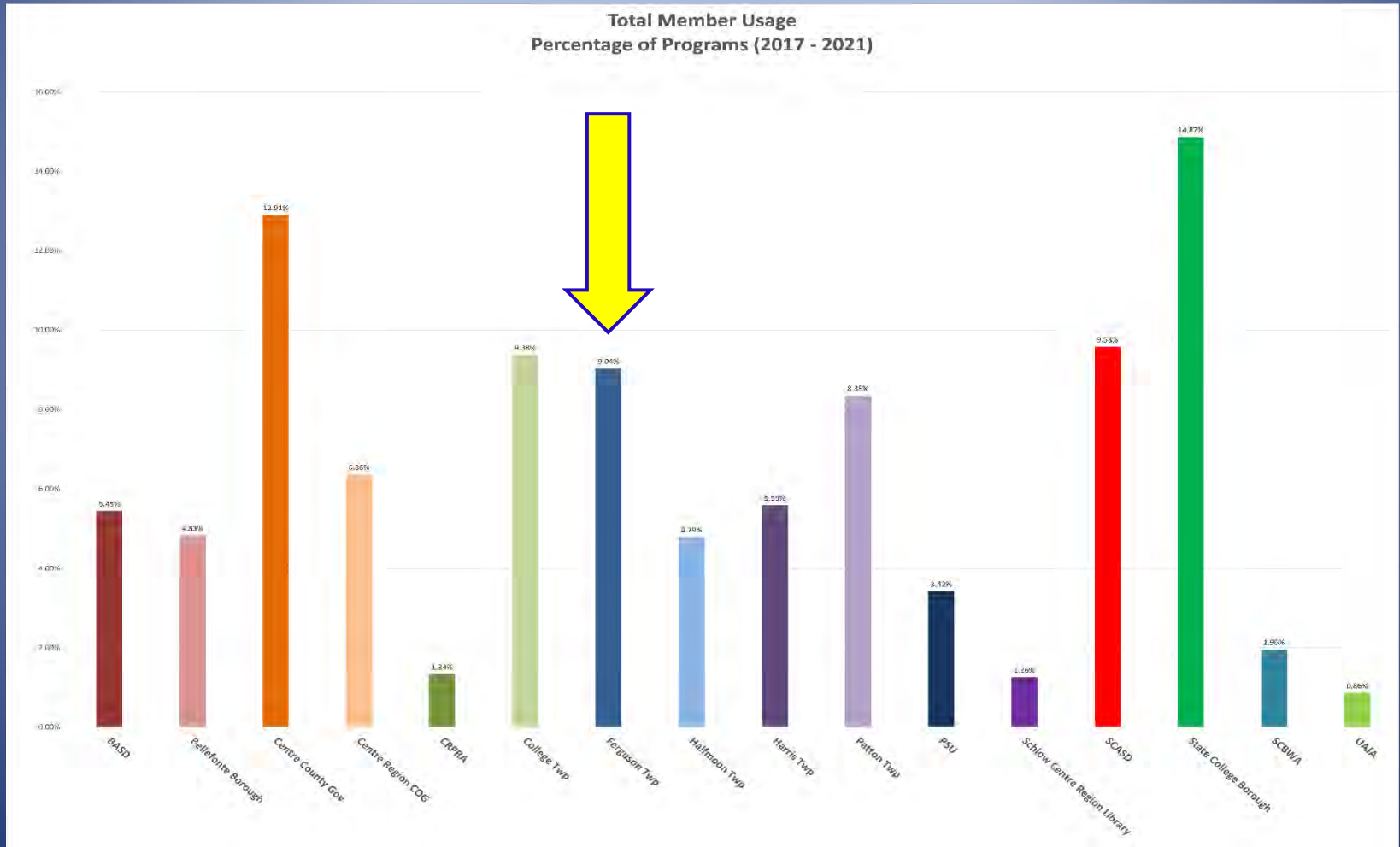


Ferguson Township Programming 2017 - 2021



- **C-NET's Funding Formula is determined by a 5-year rolling average – Programming in 2017 – 2021 will determine the Township's 2023 C-NET "dues"**
- Ferguson Township sponsored **9.04%** of all programming by all C-NET members in 2017 – 2021
- Percentage of programming sponsored in 2016 - 2020 = **8.57%**

All C-NET Member Programming 2017 - 2021





How and Where to Watch



- **C-NET Channel 7**
 - **Tuesday night Board of Supervisors' meetings are televised at the following times:**
 - **LIVE Tuesday at 7:00 pm**
 - **Thursday at 9:00 am**
 - **Friday at 6:00 am**
 - **Saturday at 12:00 am**
- **Streamed LIVE on Youtube (CNETCentreCounty)**
 - **C-NET's Youtube Channel currently has 871 subscribers**



How and Where to Watch



- C-NET1.org
 - ALL C-NET programs are available to view Online, OnDemand at cnet1.org.
 - Meetings are generally online within 48 hours of recording, often sooner
 - Meetings are “chaptered” by agenda items
 - Meetings remain available online for a minimum of 12 months



How and Where to Watch



Roku

Set-Top Box or Streaming Stick

The Apple TV logo, featuring the Apple logo in a light blue color followed by the text "tv" in a white, lowercase, sans-serif font. Below the logo, the text "Powered by Apple" is visible in a smaller font.

tv

Set-Top Box

The Amazon Fire TV logo, featuring the word "fire tv" in a white, lowercase, sans-serif font. Below the text is the Amazon smile logo, a white arrow pointing from the letter "a" to the letter "z". The entire logo is set against a red-to-orange gradient background.

fire tv

Streaming Stick

Online Programming Average # of Views

MEETING	Jan 2021 - April 2022 CNET1.ORG	Jan 2021 - April 2022 - YOUTUBE
FERGUSON TOWNSHIP BOARD OF SUPERVISORS	AVG # = 92.17	AVG # = 40.1
FERGUSON TOWNSHIP PLANNING COMMISSION	AVG # = 70.39	N/A

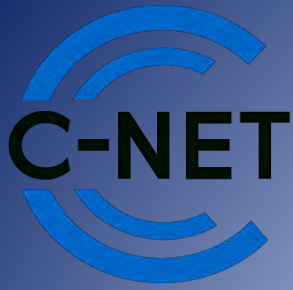
** Keep in mind these are only online views – cable television viewing data is not available



Franchise Basics



- Ferguson Township Franchise with Comcast
 - Franchise was negotiated between Comcast and the 8 municipalities of the Centre Area Cable Consortium
 - All 8 municipalities have an identical franchise with Comcast
- Franchise agreement provides for
 - Franchise fees to Ferguson Township are equal to 5% of Comcast gross revenue within the Township (\$250,421 in 2021)
 - A subscriber pass-through of approximately 32 cents per subscriber per month for C-NET capital needs
 - Provision for one HD channel in the future
 - Continued access to the Comcast Digital Guide to display C-NET programming on the Guide



Help Us Help You

- **Tips for Successful Meeting Coverage**
 - Avoid leaning back too far away from your mic
 - Make sure that your microphone is directly in line with your mouth
 - Insist that all presenters and speakers come to and remain at the podium to speak







TOWNSHIP OF FERGUSON

3147 Research Drive • State College, Pennsylvania 16801

Telephone: 814-238-4651 • Fax: 814-238-3454

www.twp.ferguson.pa.us

TO: Ferguson Township Board of Supervisors

FROM: Ronald A. Seybert, Jr., P.E.
Township Engineer

DATE: June 1, 2022 

SUBJECT: **PINE GROVE MILLS MOBILITY STUDY
DRAFT REPORT PRESENTATION**

On behalf of the Pine Grove Mills Mobility Study Working Group, attached please find the final draft report of the Mobility Study for Pine Grove Mills. This document has been compiled by McCormick Taylor with input from the public through meetings and comment forms as well as input from the Working Group during 5 different meetings during the study process.

McCormick Taylor will be making a presentation at the June 7 BOS Meeting to briefly review the overall study process but will mostly focus the presentation on the project recommendations that came from the process. For some of the project locations, there was no clear recommended project, rather two options could be considered for implementation. The Board of Supervisors could make a specific recommendation on which project should be included in the final report or could opt to keep both options in the report for future consideration, possibly phasing the projects.

I would also like to highlight that all the comments received after the second public meeting on the potential projects are included within the draft final report in Appendix B. I hope that you will find time to read through the full narrative of the draft report as well as read the feedback on the concepts that was received in Appendix B.

After the presentation, there will be time for questions and answers with McCormick Taylor and myself. There may be some members of the Working Group in attendance at the meeting as well to provide their input. Our desire is to have the Board of Supervisors provide feedback on the draft report so it can be finalized and used as a resource for planning of capital expenditures.

Thank you for the opportunity to work on this project.

Attachments: PGM Mobility Study Report (2022-06-01) DRAFT_v3
PGM Mobility Study Report Appendix (2022-06-01) DRAFT_reduced
APPENDIX B_ALL

cc: McCormick Taylor staff
PGMMS Working Group Members
PGMMS BOS Meeting File

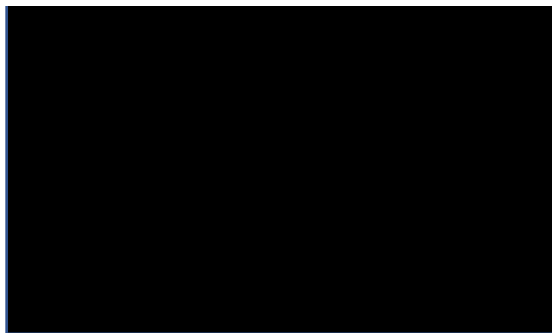


Photo courtesy of Centre Regional Planning Agency.

Township of Ferguson

PINE GROVE MILLS TRANSPORTATION MOBILITY STUDY REPORT

DRAFT – JUNE 2022



Submitted to:



Submitted by:



EXECUTIVE SUMMARY

Introduction

The Pine Grove Mills Mobility Study follows the 2019 Pine Grove Mills Small Area Plan (SAP)¹ and advances one of the key goals of the SAP—to “improve safety and provide for multiple modes of transportation.” Therefore, the objective of the Pine Grove Mills Mobility Study is to evaluate the transportation issues, concerns, and opportunities identified in the SAP and identify concepts and recommendations to address those items and improve overall safety and mobility within Pine Grove Mills.

The study focuses on the Village of Pine Grove Mills and the adjacent neighborhood areas, located southwest of State College Borough between Boalsburg and Pennsylvania Furnace. Pine Grove Mills is physically separated from the more urbanized areas in the Centre Region by an expanse of agricultural lands to the west, north, and east, with Tussey Mountain immediately to the south.

The key product of the Pine Grove Mills Mobility Study is a prioritized listing of new projects, strategies, and other recommendations that may be implemented by staff or be funded through the Ferguson Township Capital Improvement Plan, grant programs, or the state/federal Transportation Improvement Program (TIP).

Partnerships

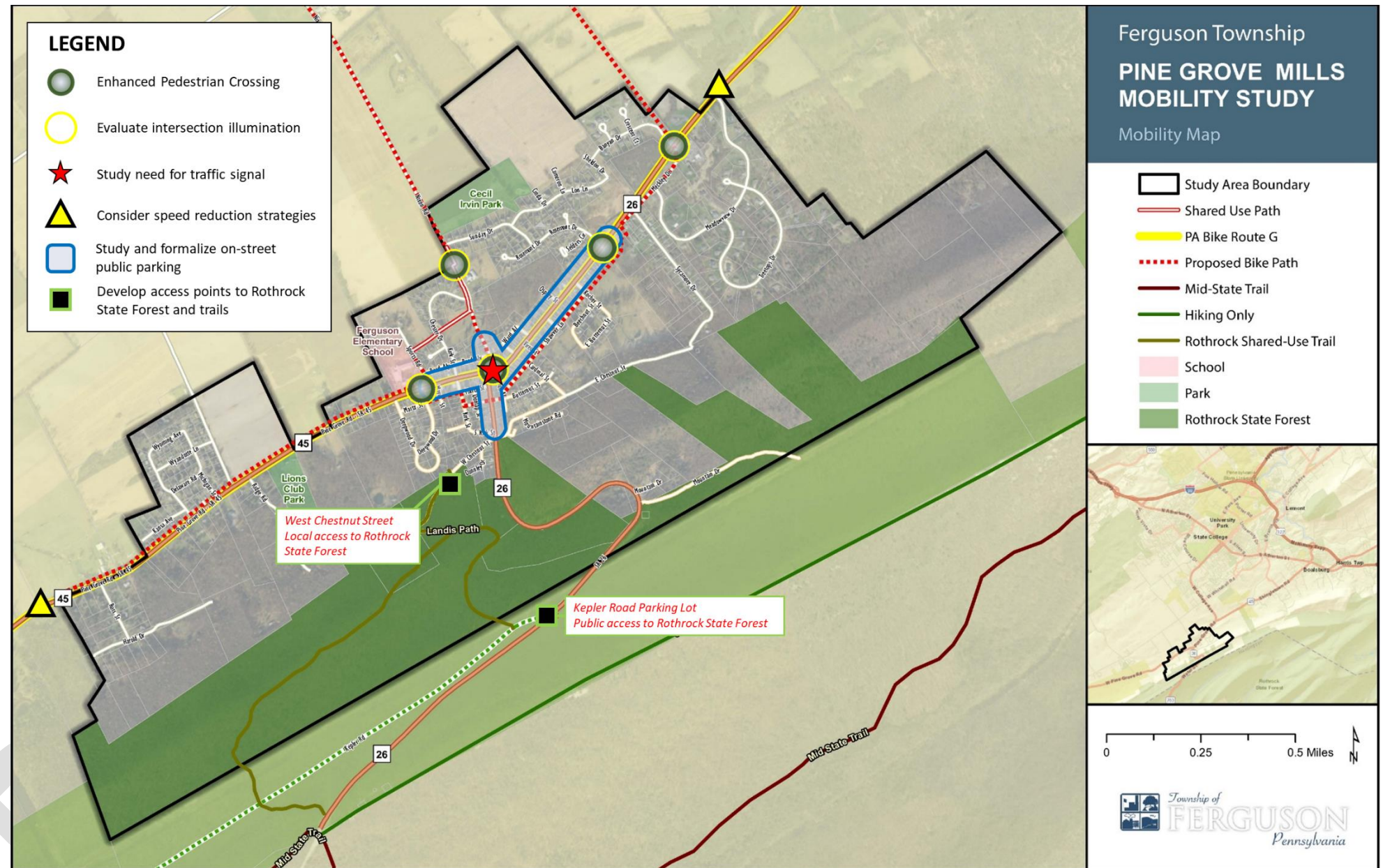
Planning partnerships between Ferguson Township and the following entities were drawn upon for perspectives on transportation in the Pine Grove Mills area and how it functions within the Township, the Centre Region, and Central PA:

- Centre Area Transportation Authority (CATA)
- Centre Regional Planning Agency (CRPA)
- PennDOT Engineering District 2-0

Representatives of these entities participated with Ferguson Township staff and the McCormick Taylor consultant team in the Project Working Group, which was chaired by Ron Seybert, Ferguson Township Engineer. The Working Group met at key points in the study process, staffed the public outreach meetings, and provided continual review of project progress and deliverables.

Public Outreach

The study process placed a strong emphasis on engaging the public in identifying mobility issues, concerns, and potential solutions from their perspective as daily users. The study benefited from a strong public engagement process conducted as part of the SAP, and early in development of the Mobility Study, it was agreed that the variety of transportation goals, objectives, and action steps from SAP would be



Pine Grove Mills Mobility Study Area with Mobility Recommendations from the Pine Grove Mills Small Area Plan

the foundation for the Mobility Study. Regardless, public engagement was the first major study activity, with the intent to verify the SAP outcomes in light of the recent COVID-19 pandemic and changing expectations for transportation. Public outreach was completed through the following:

A Virtual Public Meeting was conducted on October 14, 2021 to introduce the Mobility Study to the community. A brief presentation was followed by more than an hour of open discussion about local perspectives, frustrations, and nuances about day-to-day travel experiences throughout the study area. Twenty-one persons attended the virtual meeting, and 76 persons completed the meeting survey.

An Open House & Concept Display Meeting was conducted on April 18, 2022 in both in-person and virtual formats. The in-person format was held at the Ferguson Township Building using boards showing the study process, findings, and concepts developed. Members of the project Working Group staffed the meeting. The “real-time” virtual format featured the same material, organized via a study area map. One member of the Working Group interacted with online participants.

Virtual participation was also available for two weeks after the Open House through a self-serve portal that offered an introductory video, concept graphics, and an online survey. Study materials were available for viewing and input from April 18 to May 2, 2022.

Poor winter weather conditions on the evening of the Open House likely played a role in the small number of real-time participants (4 in-person and 5 real-time virtual participants). However, 140 total surveys were returned before the virtual plans display portal was closed on May 2.

Assessments

Taking cues from the public engagement activities, including the SAP mobility recommendations, transportation facilities and their operation and safety were evaluated according to data and other indicators that provided insight into trends and potential solutions.

Assessments of travel mobility and function looked at the following

- Warrants for Traffic Signals
- Sidewalk and Bicycle Network Connectivity
- Transit Service
- Parking Inventory, Utilization, and Regulation

Assessments of travel safety looked at the following:

- Crash History – 62 crashes occurred on the study area streets during the last 5 years. These crashes were mapped in GIS and trends were evaluated according to location and collision type. The locations of crash clusters, injury crashes, crashes involving a deer, and crashes occurring at night were specifically investigated.
- Lighting – Nighttime light levels on intersection crosswalks and other street crossing locations were sampled by Township staff using a light meter. The mapped results were compared to industry standards, and locations needing supplemental lighting were identified. About 25% of the lighting samples taken at marked crossings met the minimum standard.
- Pedestrian and Bicycle Roadway Safety Audits – In October 2021, members of the Project Working Group walked and rode bicycles through the study area. They noted areas of safety concern, conflicts with other modes, gaps in the network, and general “state-of-repair” concerns. The observations provided support and input that shaped many of the recommendations developed during the study.

Concept Development

Results from the mobility and safety assessments along with public input received during the initial public meeting in October 2021 suggested the need for a variety of spot location, corridor, and overall study area improvements. Design concepts, options and other strategies were developed and organized according to location or overarching themes, as follows:

- A. Pine Grove Road & Water Street/Nixon Road Intersection**
Three improvement options consider stop-sign or roundabout conversions, add pedestrian crossings, and narrow/shape the street space to influence vehicle speeds and increase roadside buffers and community space.
- B. East Pine Grove Road Gateway**
Two improvement options consider a simpler gateway and pedestrian improvement at the Banyan Drive/Meckley Drive intersection versus a roundabout conversion, which would serve as both a pedestrian and gateway improvement.
- C. Pedestrian and Bicycle Network Improvements**
Seven different sub-concepts were developed for the study area, street corridors, and individual intersections.
 - A Pedestrian and Bicycle Network Opportunities Plan illustrates a functional, integrated network where gaps are completed, and existing facilities are extended to logical junction points.
 - Three enhance pedestrian crossing concepts are recommended at Rosemont Drive, Deepwood Drive (east), and the Nixon Road shared use path.
 - Complete Street concepts are developed for three distinct sections Pine Grove Road, from Ross Street to Meadowview Drive.
- D. Western Pine Grove Road Gateway**
A concept for installing a gateway treatment at the western edge of Pine Grove Mills is developed based on other Pennsylvania experience with traffic calming on state roads.
- E. Speed Limit Changes**
Aspirational speed limit changes and their extent were developed for Pine Grove Road, Water Street, and Nixon Road.
- F. Parking Improvements**
Concepts that clarify and expand parking, mark legal parking spaces, and standardize signing and regulations are recommended.
- G. Rothrock State Forest Trails Access**
The Mobility Study advances opportunities for improved access and connectivity between Pine Grove Mills and the Rothrock State Forest Trails first suggested in the SAP. The Mobility Study adds location-specific implementation ideas for the primary trail access points and the Kepler Road parking area along SR 0026.

Recommendations

The study developed 13 distinct projects and more than 40 mobility Action Steps. The project recommendations were listed and prioritized using a tier system. Urgent and high impact projects were placed in Tier 1, while less urgent and impactful projects were placed in Tiers 2 and 3. Planning-level cost estimates were also developed for each project. Cost estimates include construction and design costs but did not include right-of-way acquisition or utility-relocation costs.

High priority “Tier 1” project recommendations coming out of the Pine Grove Mills Mobility Study included the following:

- Intersection revisions at the Pine Grove Road & Water Street/Nixon Road intersection.
- Adding enhanced pedestrian crossings at Rosemont Drive, Deepwood Drive (east), and the Nixon Road shared use path crossing.
- Developing Pine Grove Road between Ross Street and Rosemont Drive as a Complete Street.
- Implementing a menu of parking improvements to expand, mark, and coordinate parking regulations along Pine Grove Road and Water Street.
- Reconstructing and extending the sidewalk along Water Street between Pine Grove Road and Chestnut Street.

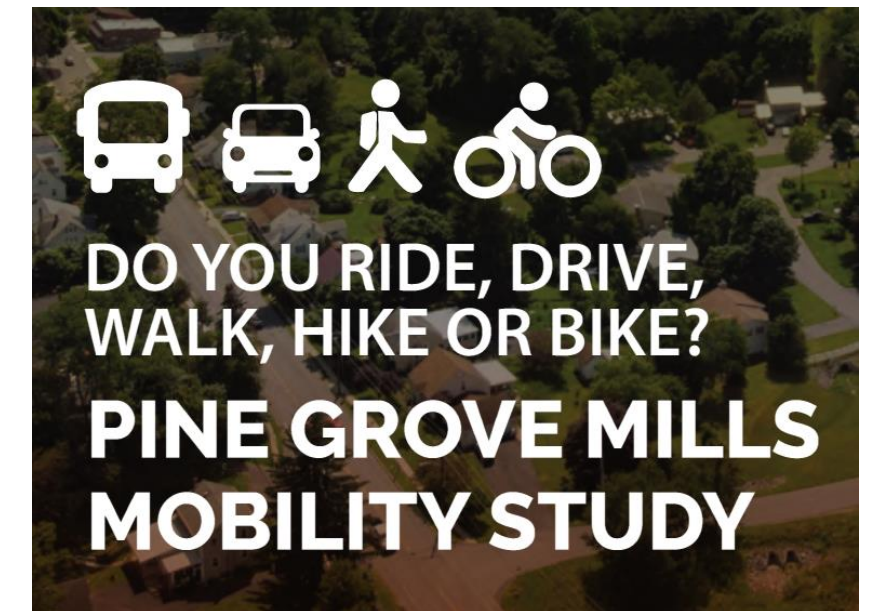


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CHAPTER 1

Introduction

Pine Grove Mills Small Area Plan

In 2019, the Pine Grove Mills Small Area Plan (SAP) was completed as a community-driven process to “figure out what is important to their area, how it fits into the larger community, and how to address issues or concerns of particular importance to their place.” The SAP was facilitated by the Centre Regional Planning Agency but involved intensive engagement with a small group of community-members in developing the plan and identifying action steps for implementation.

In 2020, a Pine Grove Mills Small Area Plan Advisory Committee was established to advance recommendations and implement the SAP.

Pine Grove Mills Mobility Study

“Improve safety and provide for multiple modes of transportation” was one of the key themes of the Pine Grove Mills SAP. Early in development of the Mobility Study, it was agreed that the variety of transportation goals, objectives, and action steps from SAP would be the foundation for the Mobility Study, providing direction on the issues to be addressed, the concepts to be developed, and solutions to be prioritized and advanced.

Therefore, the objective of the Pine Grove Mills Mobility Study is to evaluate the transportation issues, concerns, and opportunities identified in the SAP and identify concepts and recommendations to address those items and improve overall safety and mobility within Pine Grove Mills.

The Mobility Study approach is built on the Premise, Process, and Purpose described in **Figure 1** and included the following elements:

- Review of the Pine Grove Mills SAP.
- Obtain public input on transportation in Pine Grove Mills
- Conduct systematic and spot inventories of existing conditions (land use and transportation), deficiency indicators, infrastructure functionality, facility gaps, and corridor constraints. This included both Pedestrian and Bicyclist Road Safety Audits.
- Identify safety focus areas, critical modal conflict points, missing connective links, and locations where more intensive evaluation and specialized solutions should be developed.
- Conceptualized the desired complete streets network that achieves the Village’s and Township’s multimodal safety goals.

- Evaluate the aspirational cross-section against the existing condition to identify areas where the built infrastructure requires improvement.
- Develop concepts and recommendations
- Obtain public input on proposed improvements
- Develop project concepts cost estimates
- Develop a prioritization framework, according to the mobility goals identified in the SAP. Create a ranked project listing and document project justification.

The identified projects and strategies may become part of the Ferguson Township Capital Improvement Plan or a state/federally funded project through the Transportation Alternatives (TA) Set-Aside or State Transportation Improvement Program (TIP) with PennDOT coordination.

Mobility Study Setting

Figure 2 illustrates the study area, which includes the Village of Pine Grove Mills and the adjacent neighborhood areas. Pine Grove Mills is located southwest of State College Borough between Boalsburg and Pennsylvania Furnace. PA Route 45 (PA 45, SR 0045)—named Pine Grove Road—is the main east/west corridor, while PA Route 26 (PA 26, SR 0026)—named Water Street—runs north/south and over the mountain. Rothrock State Forest is present adjacent to the study area. Starting from the western study area boundary the study area consists of farmlands and suburban housing. As you travel east along Pine Grove Road toward Boalsburg and State College, housing, community facilities, and small businesses are more prevalent. Ferguson Township Elementary School is present on the north side of Pine Grove Road opposite Deepwood Drive and the Forest Edge neighborhood. Newer residential neighborhoods are present along Chester Drive (Somerset), Lois Lane and Banyan Drive (Hillside Farm), and Meadowview Drive and Treetops Drive (Thistlewood).

Pine Grove Mills is physically separated from the more urbanized areas in the Centre Region by an expanse of agricultural lands to the west, north, and east. The agricultural land uses provide a distinct separation from the commercial areas further to the east along PA 26

and the single-family neighborhoods in the Whitehall Road corridor. The agriculture lands to the west, north, and east contribute to the feeling that one is leaving the urbanized area and entering a rural landscape.

The Tussey Mountain Range runs as far as the eye can see to the east and west of Pine Grove Mills. The mountain is seen as more than the backdrop and buffer of greenspace for the Village. Residents see the mountain as part of the identity of the Village, with the community

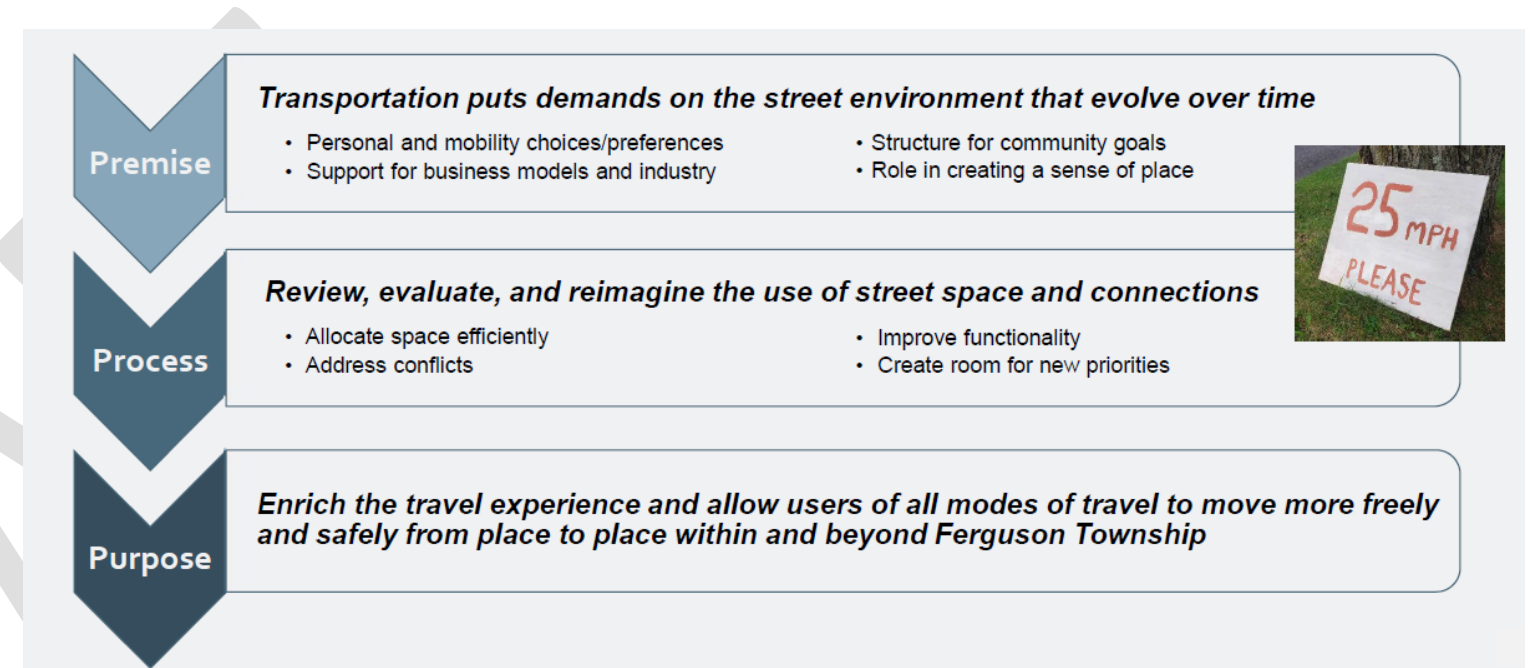


Figure 1. Mobility Study Premise, Process, and Purpose

anchored firmly along the northern slope. A patchwork of active farms, residences, and neighborhoods extend to the southwest along Pine Grove Road to the west end of the study area near Ross Street.

Planning Partnerships

In order to hear multiple perspectives and better understand how the project study area functions, several planning partnerships have been developed for this study.

- Centre Regional Planning Agency (CRPA) is a key planning stakeholder and resource providing a regional perspective for multi-modal transportation. The 2016 Centre Region Bike Plan provides a key resource for bike planning. The CRPA staff also serve as staff of the Centre County Metropolitan Planning Organization (CCMPO).
- PennDOT Engineering District 2-0 owns and maintains the state road system, including PA 26 and PA 45. The proposed study

projects that affect the state system will involve PennDOT, and collaboration with PennDOT during the study and early coordination in project development may benefit project funding and streamline the approval processes.

- The Centre Area Transportation Authority (CATA) previously operated fixed-route transit service within the study area and has proposed on-demand “CATAGo” services for the Pine Grove Mills area starting in Fall 2022. CATA is a key stakeholder, resource for transit service data, and partner in implementing projects that affect CATA bus operations and infrastructure.
- The Pine Grove Mills SAP Advisory Committee was involved to ensure that the mobility issues and opportunities that were identified by the community as a part of the SAP are addressed in the Mobility Study.

Project Working Group

Prior to the start of the study, a Project Working Group was established to provide input into the study and to review draft materials developed as part of the study. The Project Working Group included representation from Ferguson Township as well as CATA, CRPA, the Pine Grove Mills SAP Committee and PennDOT. Collaboration with the working group took place at meetings held between September 2021 and May 2022. **Table 1** gives the members of the Working Group and the organizations they represent. The project team would like to thank the members of the Project Working Group for their participation in the study.

Table 1. Project Working Group Members

Name	Organization
Albert Carlson	PennDOT District 2
Greg Kausch	CATA/CRPA
Trish Meek, AICP	CRPA
Dave Modricker, P.E.	Ferguson Township
Kristina Bassett	Ferguson Township
Ron Seybert, P.E.	Ferguson Township
Jerry Binney	Ferguson Township Planning Commission
Pastor Paul Tomkiel	Pine Grove Mills SAP Committee
Michelle Goddard, AICP	McCormick Taylor
Rob Watts, P.E., PTOE, AICP	McCormick Taylor

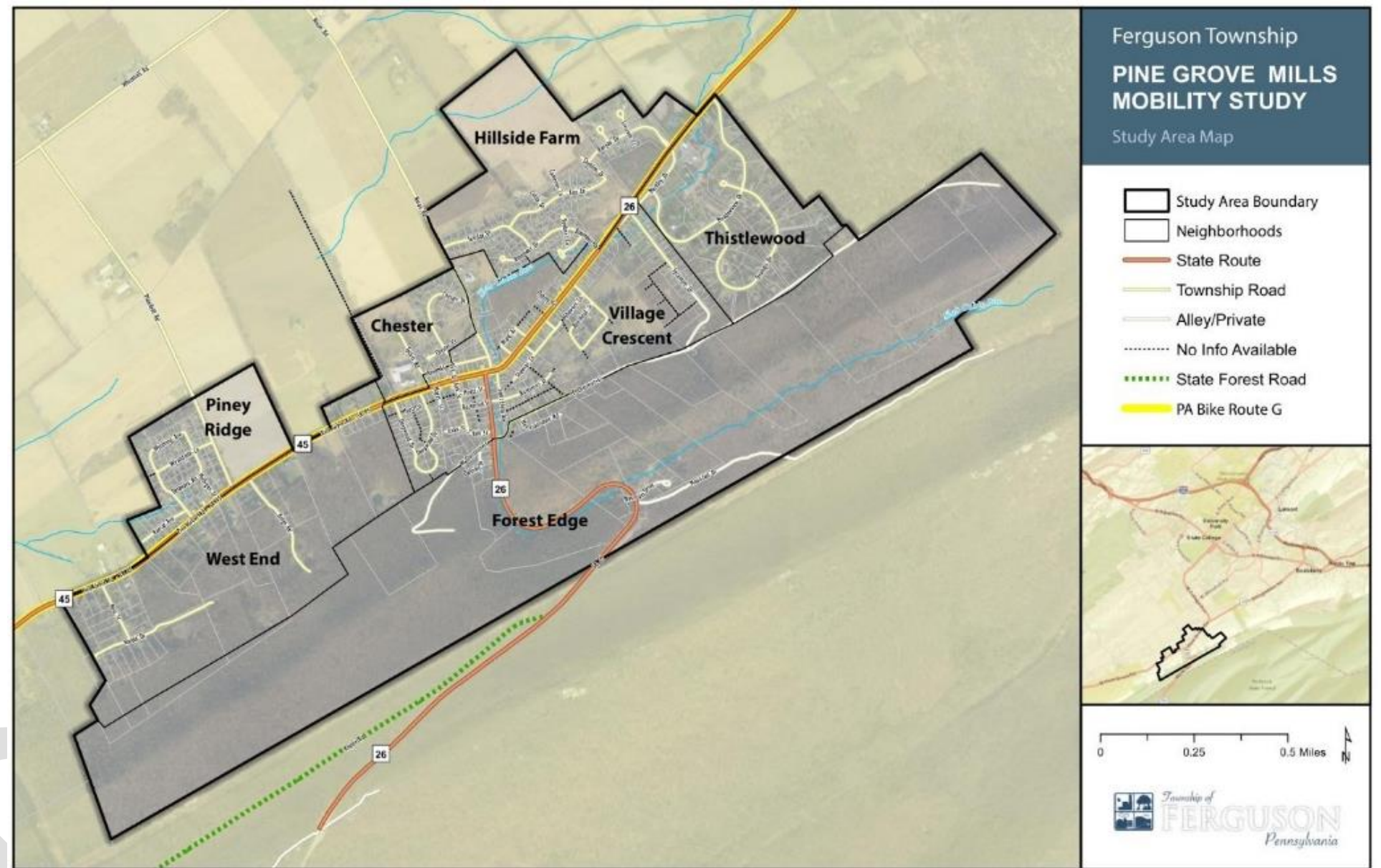


Figure 2. Pine Grove Mills Transportation Mobility Study – Study Area

CHAPTER 2

Context

Land Use

As a village community founded in the 1800s on land purchased by Thomas Ferguson, for whom the Township is named, mixed commercial, residential, and institutional land uses typify the central Village Crescent area. Commercial uses are mostly clustered around the cross-roads area formed by Pine Grove Road (PA 45/PA 26), Water Street (PA 26), and Nixon Road at the center of Pine Grove Mills. Institutional uses (churches and schools) are located along Pine Grove Road to the west of Water Street.

Around the central village, land use is dominated by single-family residential, with several newer subdivisions/neighborhoods developing within the designated regional growth boundary. Older residential subdivisions and single-lot residential development are noted in the West End, Forest Edge, and Village Crescent. Newer subdivision neighborhoods include Piney Ridge, Somerset, Westfield, Hillside Farm, and Thistlewood. Adjacent to the Hillside Farm neighborhood is the Cecil Irvin Park, which continues to be developed by Ferguson Township as a community park.

Along the slopes of the Tussey Range south of Pine Grove Mills, large tracts of mountain land are incorporated as Rothrock State Forest lands. In all other directions, active agricultural operations surround Pine Grove Mills. Many of the agricultural parcels surrounding Pine Grove Mills are enrolled in farmland preservation programs.

Transportation Features

Streets

Figure 3 shows an excerpt from the Ferguson Township Street Classification Map for the Pine Grove Mills Study Area. **Figure 4** shows street ownership overlaid with transportation data sampled in August 2021. The primary Mobility Study streets are as follows:

Pine Grove Road

A state-owned minor arterial carrying about 8,500 vehicles per day east of Water Street, and 2,300 vehicles per day west of Water Street. It is designated SR 0026/45 to the east of Water Street and SR 0045 west of Water Street. Pine Grove Road is considered the “main street” through Pine Grove Mills. The street is two lanes wide with one lane in each direction. The posted speed varies through the study area, with a 25 mph speed limit “in town”. A reasonably completed sidewalk system is provided on both sides of Pine Grove Road from St. Paul

Lutheran Church (west end) to Rosemont Drive (east end). On-street parking is provided on the north side of the street between the Ferguson Township Elementary School and the Naked Egg Café.

Water Street

A state-owned minor arterial (SR 0026) carrying about 4,600 vehicles per day. The street is two lanes wide with one lane in each direction. The posted speed varies through the study area, with a 35 mph speed limit “in-town”. Sidewalk is present on the west side of Water Street. On-street parking appears to be permitted on both sides of the street, even though the shoulders are not wide enough to be considered a full parking lane.

Nixon Road

A Township-owned local street carrying about 1,000 vehicles per day. The street is two lanes wide with one lane in each direction. The posted speed varies through the study area, with a 25 mph speed limit “in-town”. Sidewalk is present on the west side of Nixon Road. On-street parking is prohibited, except for several spaces on the west side near the intersection with Pine Grove Road. The Nixon Road approach at Pine Grove Road is posted for “No Left Turn” because of sight distance concerns.

Intersections

The study area encompasses the following stop-controlled intersections along the primary Mobility Study streets:

- Pine Grove Road & Ross Street
- Pine Grove Road & Plainfield Road
- Pine Grove Road & Deepwood Drive (East & West)
- Pine Grove Road & Kirk Street
- Pine Grove Road & Water Street/Nixon Road
- Pine Grove Road & Rosemont Drive
- Pine Grove Road & Meckley Drive
- Pine Grove Road & Banyan Drive/Meckley Drive
- Pine Grove Road & Meadowview Drive

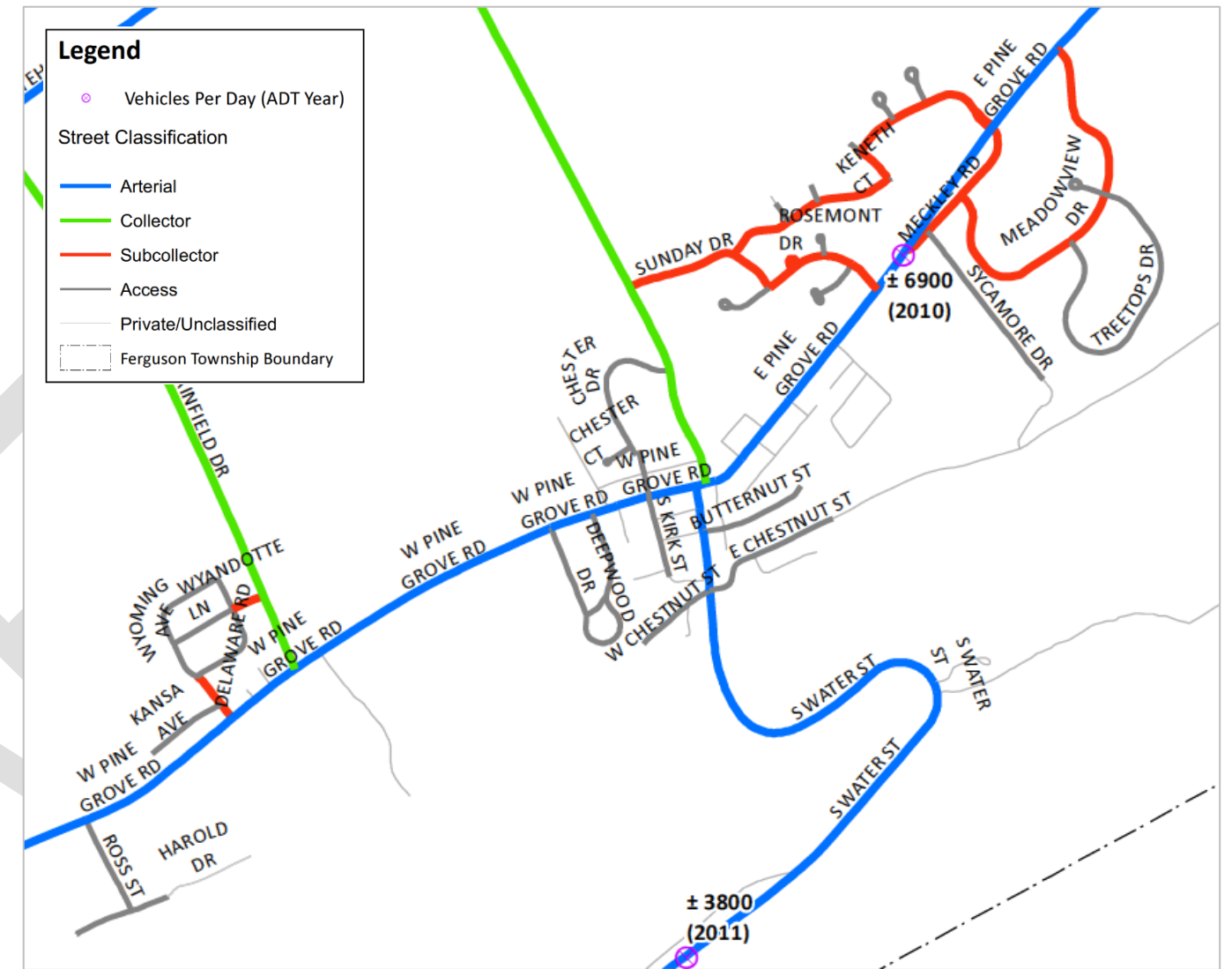
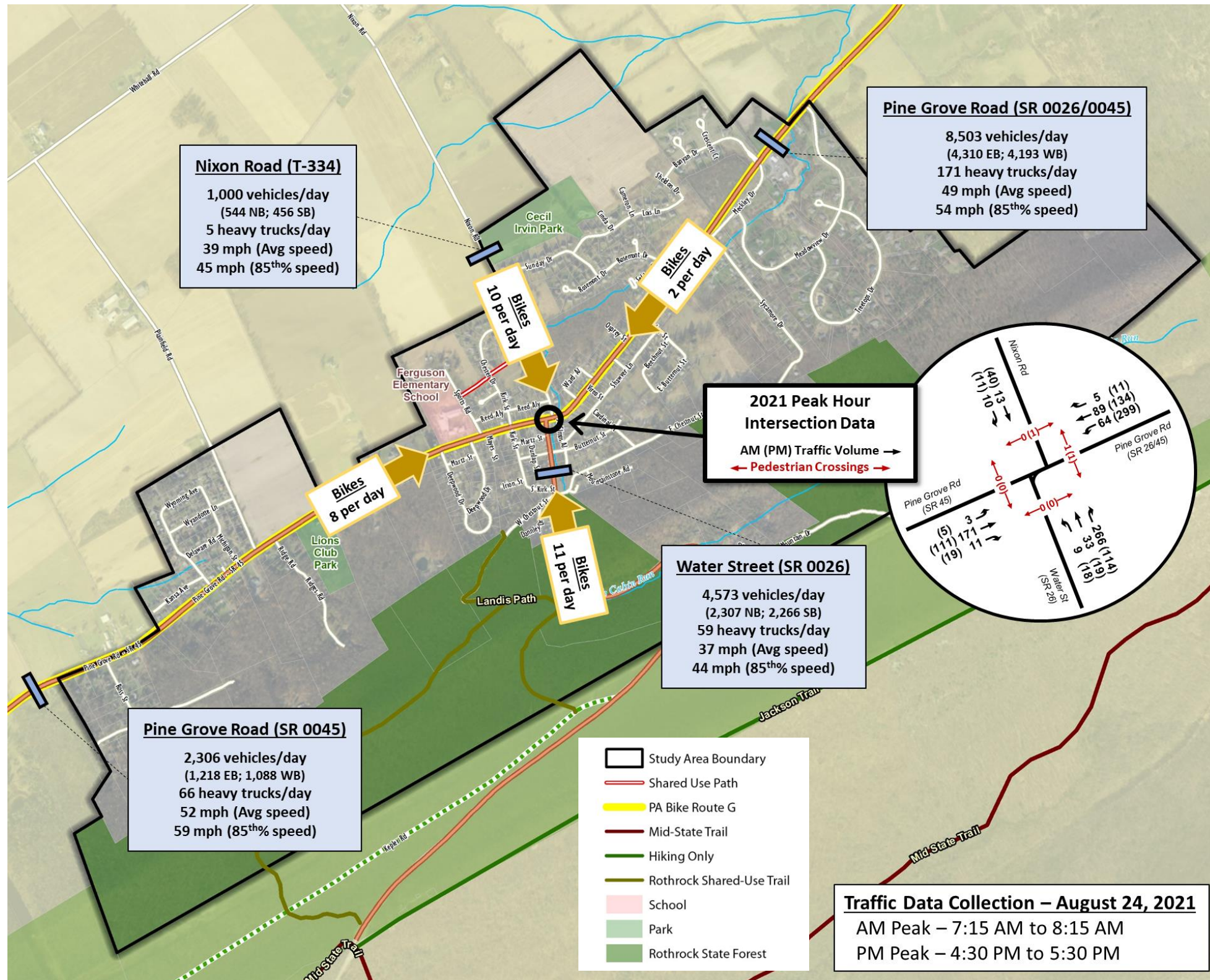


Figure 3. Ferguson Township Street Classification Map (2016)²

- Water Street & Butternut Street
- Water Street & Chestnut Street
- Nixon Road & Chester Drive
- Nixon Road & Sunday Drive

Transit

In 2020 with the onset of the COVID-19 pandemic, the Centre Area Transportation Authority (CATA) discontinued all fixed-route bus service to the Pine Grove Mills area. Prior to 2020, CATA had operated the F Route which served Pine Grove Mills at 20 directional stops along Pine Grove Road (10 inbound/south side; 10 outbound/north side).



Bicycle & Pedestrian Facilities

Continuous sidewalks exist along both sides of Pine Grove Road between Rosemont Drive and St. Paul Lutheran Church, with narrow (3-foot) sidewalks east of Water Street and Nixon Road but wider (5-foot) sidewalks to the west. Sidewalk exists along the west side of Water Street and is narrow and in poor condition. The Township has secured a grant to repair/reconstruct the sidewalk and extend it to Chestnut Street. Narrow sidewalk exists along the west side of Nixon Road. Some neighborhood streets have existing sidewalks on both sides (Banyan Drive, Lois Lane) or one side (Meadowview Drive). Most private streets do not have sidewalk.

A shared use path extends from the Ferguson Township Elementary School and across Chester Drive to Nixon Road. At Nixon Road, the path turns to the north crossing Chester Drive again and continuing to the north along Nixon Road. The path crosses Nixon Road approximately 300 feet south of Sunday Drive and follows the east side of Nixon Road to Sunday Drive. A future extension of the shared use path would connect from Sunday Drive along the east side of Nixon Road and then across to Cecil Irvin Park.

Figure 4. August 2021 Transportation Data Map

CHAPTER 3 Public Outreach

Small Area Plan Outreach

In August 2018, a community survey was distributed, and a total of 205 replies were received.

In response to the question, “What do you value the most about Pine Grove Mills?”, the top 10 responses were:

1. Small town feeling
2. Community/friendly people
3. Green/scenery
4. Location/close to downtown
5. School system
6. History
7. Quaint/quiet
8. Farmers Market
9. Safety
10. Access to parks/natural area

The top ten responses to “What changes would benefit Pine Grove Mills?” were:

1. More community events
2. Better local business opportunities
3. Walking/hiking/biking trails
4. Transportation/traffic concerns
5. Better landscaping and building maintenance
6. Sidewalk connectivity
7. Speeding control
8. Protect/enhances history
9. Streetlight Project
10. Community park/more park land

Taken together, the responses indicated the community’s priority and desire for transportation improvements. One of the themes that came out of the SAP outreach is to “Improve Safety and Provide for Multiple Modes of Transportation.” This theme and its goals and objectives were the catalyst for the Pine Grove Mills Mobility Study.

More information on the SAP is available at <https://www.twp.ferguson.pa.us/planning-zoning/pages/pine-grove-mills-small-area-plan>.

Mobility Study Virtual Public Meeting

On October 14, 2021, Ferguson Township conducted a public meeting to introduce the Pine Grove Mills Mobility Study to the community. Due to COVID-19 protocols, the meeting was held virtually, using the



Figure 5. Postcard Advertising the Mobility Study Survey and Virtual Public Meeting

Microsoft Teams platform. Availability of the meeting and survey was shared through a Ferguson Township press release, the Ferguson Township website, social media by Ferguson Township and partnering agencies, direct mailing to all properties within the study area (Figure 5) and fliers posted through the study area. Meeting materials, including a recording of the virtual meeting, a survey, maps, and graphics, were shared on the Ferguson Township website to allow community members to review the material at any time during the two-week comment period (October 14–28, 2021). Hard copies were also available at the Township building during the comment period.

Twenty-one (21) persons attended the virtual meeting, including team members and presenters. Topics presented at the meeting included:

- Review of the Pine Grove Mills SAP
- Origins of the Pine Grove Mills Mobility Study
- The Mobility Study Process
- Mobility Recommendations from the Pine Grove Mills SAP
- Opportunities for Public Feedback
- Next Steps

A total of 76 participants completed the survey. The following feedback received through the survey was noted:

The top three transportation-related concerns in Pine Grove Mills were identified to be:

1. Excessive vehicle speed
2. Lack of sidewalks/shoulder
3. Lack of bicycle facilities

Survey participants were asked to identify their top five transportation strategies from the SAP and prioritize them with a number--#1 being most important to #5 being less important. The results from highest priority to lowest priority were:

1. Transition S.R. 45 through Pine Grove Mills to a Complete Street with space for all users: drivers, pedestrians, bicyclists, and public transportation riders.
2. Link Pine Grove Mills neighborhoods and community destinations by constructing safe bike paths, bikeways, and walkways.
3. Create comprehensive and safe pedestrian and bike connectivity between regional points of recreation.
4. Improve the intersection of State Routes 26 and 45 with a fully functioning traffic signal and crosswalks.
5. Create/identify/sign access points for established trails in Rothrock State Forest.
6. Create an ADA-accessible streamside walking path and viewing point along Slab Cabin Run on East Chestnut Street.
7. Assess the need for additional on- and off-street parking in the Village Area.

Figure 6 breaks-down the prioritization results for the seven SAP strategies. Each bar graph segment represents the number of priority votes given to that strategy. The segment with the darkest shade of blue represents the number of #1 priority votes. Segments in lighter shades move through the number of #2, #3, #4, and #5 priority votes. The number at the top is a weighted score that accounts for the number of votes by priority. Appendix A includes the Presentation, Meeting Summary, Survey, Summary of Survey Results and Full Survey Results.

The Virtual Public Meeting concluded with a one-hour session reserved for public input and discussion, which enhanced the Working Group’s understanding of local perspectives, frustrations, and nuances about day-to-day travel experiences through the study area.

Mobility Study Open House & Concept Display

On April 18, 2022, Ferguson Township conducted an Open House to present the concepts developed as part of the Pine Grove Mills Mobility Study to the community. Availability of the meeting and survey was shared through a Ferguson Township press release, the Ferguson Township website, social media by Ferguson Township (Figure 7) and partnering agencies, and direct mailing to all properties within the study area. At the Open House, the study concepts and recommendations were displayed, and Working Group members were available to discuss the plan and receive feedback (see Figure 8).

The public was also able to participate in the Open House virtually (online). This included a “real-time” virtual option, where a Working Group member interacted with online participants during the Open

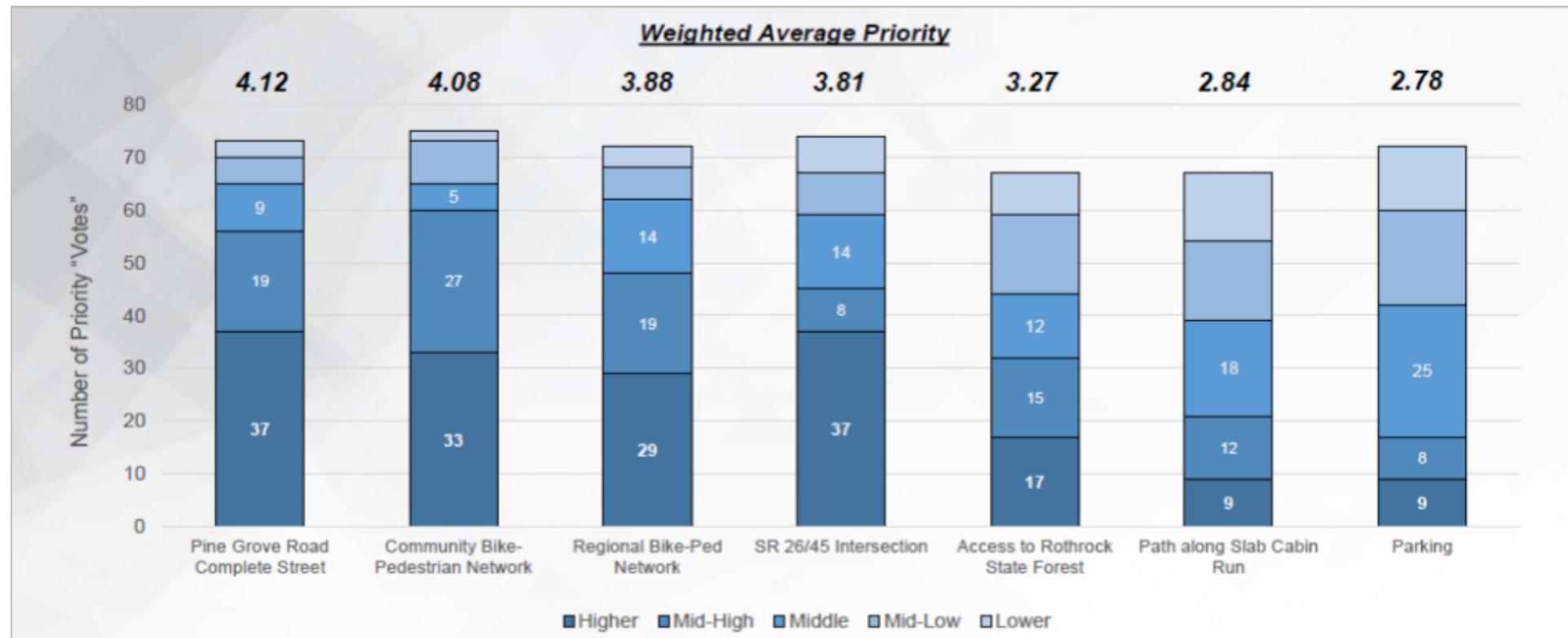


Figure 6. Transportation Related Strategies from the Small Area Plan

House. Virtual participation was also available for two weeks after the Open House through a self-serve portal that offered an introductory video, concept graphics, and an online survey. Study materials were available for viewing and input from April 18 to May 2, 2022.

Weather conditions on the evening of the Open House likely played a role in the small number of real-time participants (4 in-person and 5 real-time virtual participants). However, 140 total surveys were returned before the virtual plans display portal was closed on May 2.

Refer to [Appendix B](#) for the Open House Presentation, Meeting Summary, Survey Form, and Survey Results.

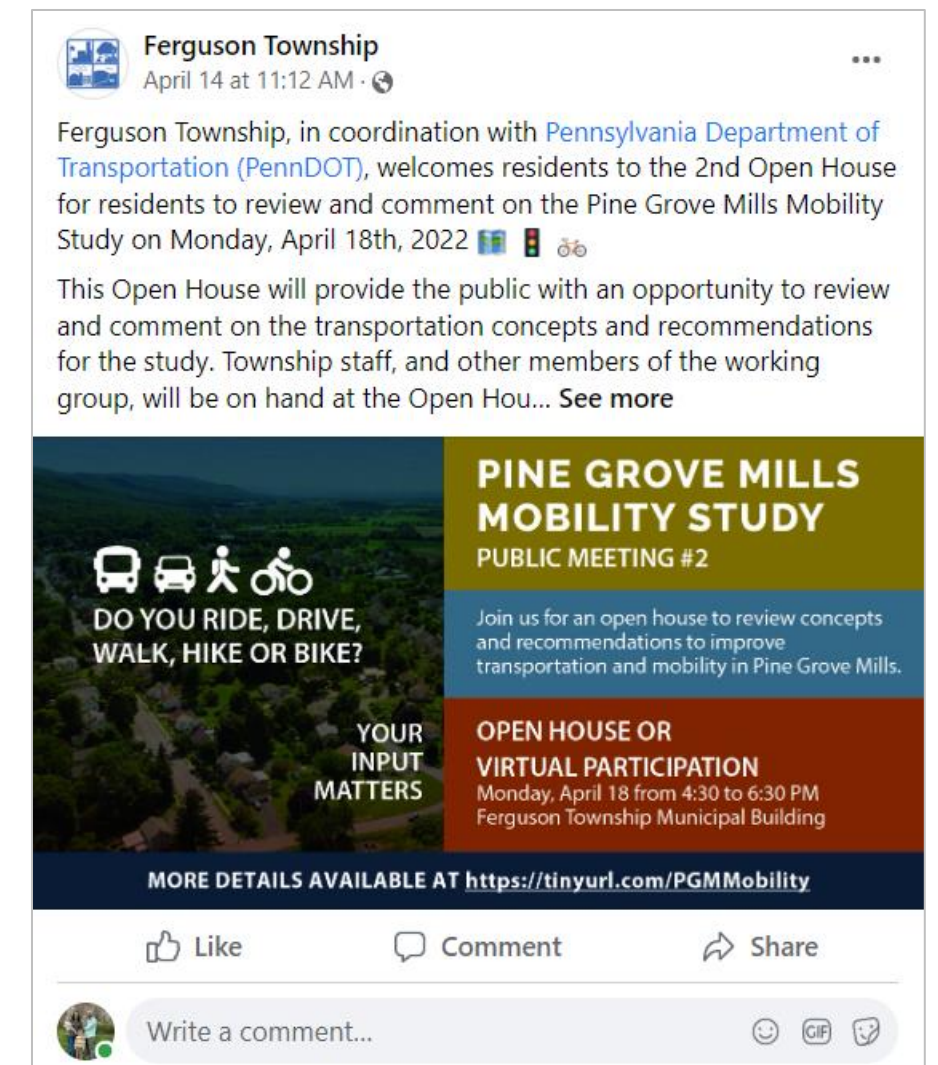


Figure 7. Ferguson Township Facebook Post advertising the Open House.



Figure 8. Open House Plans Display, Ferguson Township Meeting Room, April 18, 2022

CHAPTER 4

Assessments

Pine Grove Road & Water Street/Nixon Road Traffic Signal Warrant Evaluation

A traffic signal warrant study of the Pine Grove Road & Water Street/Nixon Road intersection, completed in November 2021, evaluated the signal warrants found in the Manual on Uniform Traffic Control Devices (MUTCD) according to traffic data sampled in late-August 2021—when both Penn State University and the State College Area School District were in full session. The Eight-Hour Vehicular Volume, Four Hour Vehicular Volume, Peak Hour Vehicular Volume, Pedestrian Volume, and Crash Experience signal warrants were evaluated. None of these warrants was found to be met, and an operational analysis found that the intersection was operating at an acceptable level of service on all approaches. The study concluded that a traffic signal is not warranted at this time. The Signal Warrant Study Report is provided in [Appendix C](#).

Roadway Safety Audits

Pedestrian Roadway Safety Audit

On October 13, 2021, a team of five (5) Working Group members conducted an informal Pedestrian Roadway Safety Audit (RSA) on the primary Township-owned streets and existing shared use paths in the study area, including Pine Grove Road, Water Street, Nixon Road, Meckley Drive, and portions of Kirk Street and Chester Drive. The team paused at key intersections to assess street crossing needs, including crosswalks, ADA-compliant ramps and landing areas, lighting, and potential solutions to the needs noted. The audit started at 9:00 AM and concluded at 12:30 PM and included only daytime conditions. Additionally, nighttime illumination readings were performed. [Appendix D](#) contains the detailed prompt lists and responses compiled from the audit team. The electronic project documentation includes a catalog of photos taken of the street, sidewalk, and shared use path conditions during and immediately prior to the RSA.

Conclusions & Recommendations

- Develop a consistent standard for marking crosswalks and providing ADA-compliant crossings at street intersections.
- The lack of pedestrian crossings at the intersections, particularly across Pine Grove Road, was noted.
- Where sidewalks were narrow, blockages by wheelchair ramps, bikes, toys, trash cans, recycling bins, etc., were noted.
- At a few points long the existing sidewalk, the 3-foot width was obstructed by utility poles or other objects.

- Trees and other vegetation along the sidewalk should be trimmed to allow clear passage.
- Gravel and other debris washes from driveways and private streets onto the sidewalk on the south side of Pine Grove Road.
- Sidewalk maintenance on the Slab Cabin Creek Bridge is the responsibility of the adjoining property owner.

Bicycle Roadway Safety Audit

On October 13, 2021, a team of four (4) Working Group members conducted an informal Bicycle RSA while riding the roadways, sidewalks, and bike facilities in the study area. The audit started at 3:00 PM and concluded at 5:30 PM, including daylight conditions only. [Appendix D](#) contains the detailed prompt lists and responses compiled from the audit team. The electronic project documentation includes a catalog of photos taken of the street, sidewalk, and shared use path conditions during and immediately prior to the RSA.

Conclusion & Recommendations:

- Bicycling on sidewalk is possible but difficult where sidewalk is narrow. Ramps at Pine Grove Road/Water Street/Nixon Road are an impediment to bicycles. An on-road bicycling strategy should be considered.
- Pine Grove Road West – Confident Bicyclists (see [Figure 9](#) FHWA Bicyclist Design User Profiles) may feel comfortable using the road or shoulder between Ross Street and the Elementary School. Vehicle speeds in the travel lanes increase to the west. Adding width to the shoulder and clearing gravel/debris would make the shoulder more attractive as a bicycling route for less confident riders.
- Pine Grove Road East – Confident bicyclists may feel comfortable riding on the road with traffic, but parking creates pinch points, and there is some ambiguity about who has a right to the travel lane. Any on-road bicycling strategy should consider the interaction of bicyclists with parked cars.
- Nixon Road – Somewhat Confident bicyclists may feel comfortable riding with traffic, given the lower traffic volumes. Casual riders would likely opt for the shared use path.
- Shared Use Path –The path provides good connectivity to the Ferguson Township Elementary School, but the section along the cemetery is unpaved and somewhat eroded in spots. Consider paving this section of the shared use path.
- Kirk Street – A lockable gate installed on Kirk Street between Pine Grove Road and Chester Court is an obstacle to bike travel and also disrupts the continuity of the roadway system for vehicles and emergency services traffic. Consider removing the gate as a street networking strategy that would distribute traffic more equitably across the Township-owned streets. This strategy would take vehicular pressure off of the Sunday Drive, Rosemont Drive, and Nixon Road corridors. The strategy would provide a supportive route option and may reduce non-

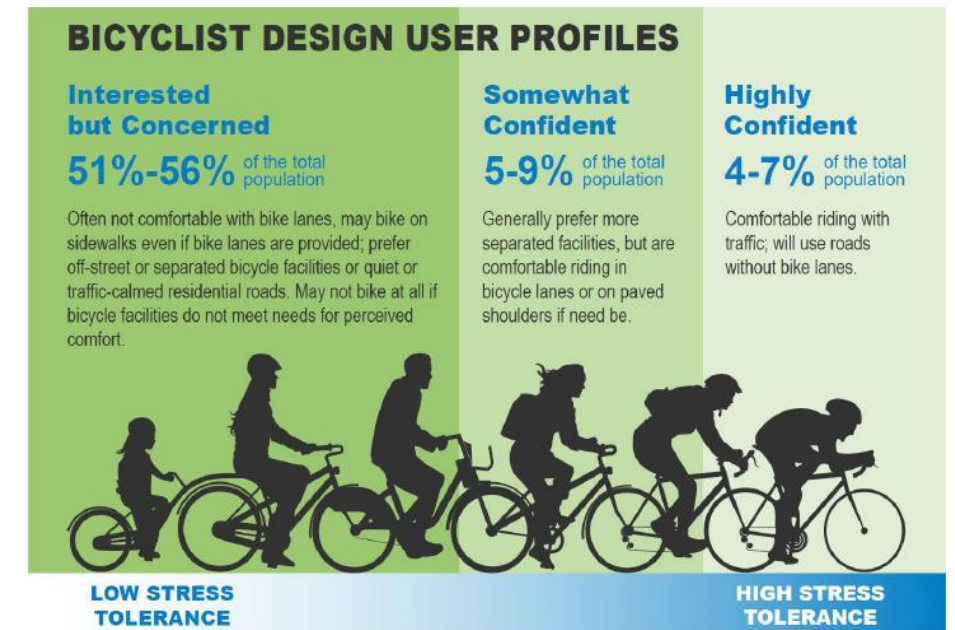


Figure 9. FHWA Bicyclist Design User Profiles³

compliance with the turn restriction on Nixon Road at Pine Grove Road. The strategy has implications related to increased traffic volume and operations at the intersection with Pine Grove Road, which could be tested by removing the gate temporarily. *NOTE: This strategy emerged late in the study process and was not vetted with the community through the Pine Grove Mills Mobility Study public engagement process. The strategy requires additional study.*

Safety & Crash Trend Analysis

Crashes that occurred between January 1, 2015 and December 31, 2020 were mapped to the study area roadways and analyzed for trends that may contribute to mobility issues. Within the five-year timeframe, the following area-wide trends are noted:

- 62 crashes occurred.
- A total of 24 personal injuries and no fatalities were reported.
- No crashes with bike or pedestrian involvement were reported.
- One truck-related crash was reported (East Pine Grove Road, east of Banyan Drive/Meckley Drive).
- 11 of the 62 crashes involved collisions with a deer or avoidance of a deer in the roadway.

Crashes by Collision Type

[Table 2](#) gives the area-wide frequency of crashes by collision type. [Figure 10](#) symbolizes all crashes by collision type and identifies eight crash clusters (three or more crashes in proximity)—seven clusters along Pine Grove Road and one along Water Street.

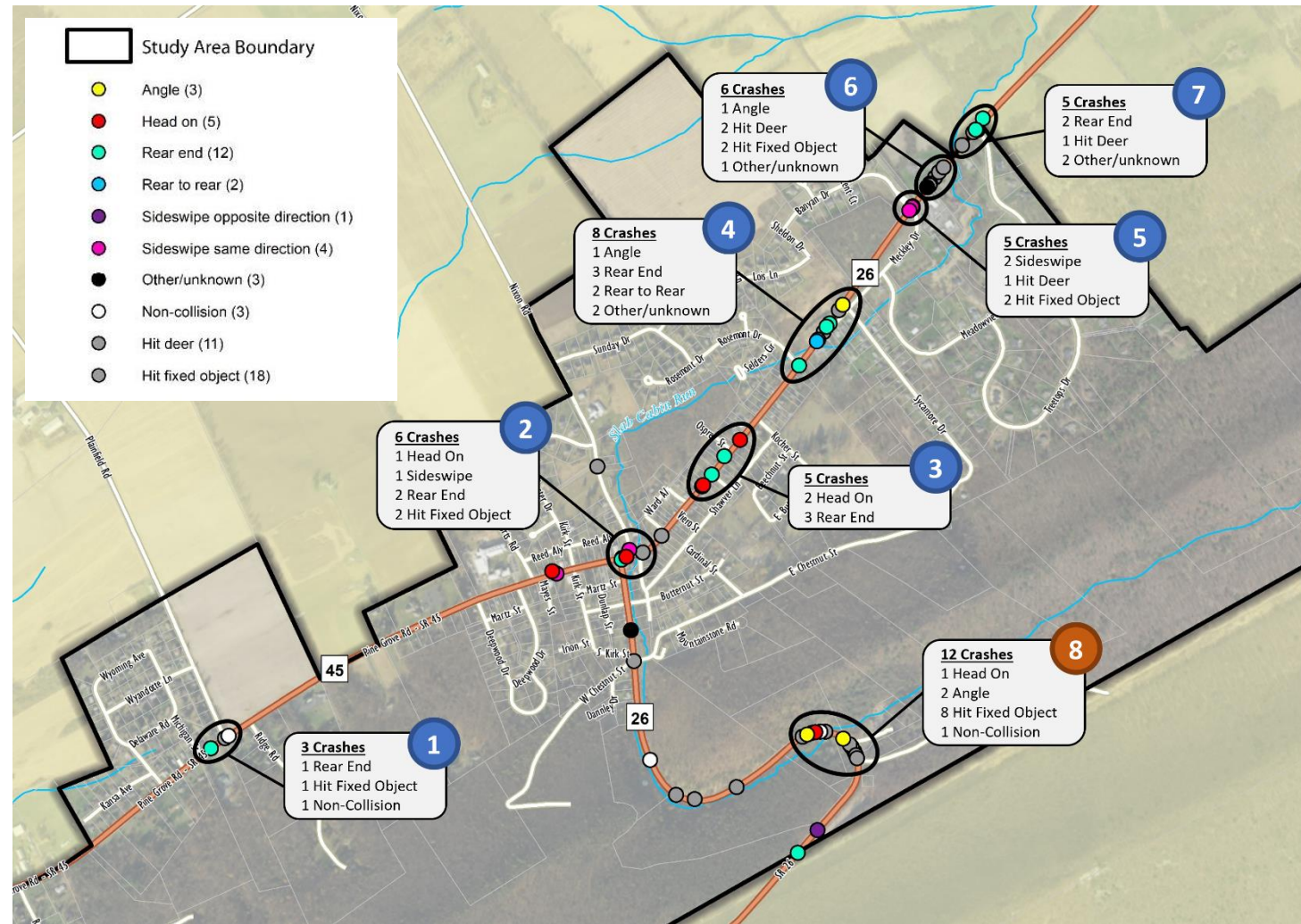


Figure 10. Crashes by Collision Type and Cluster⁴

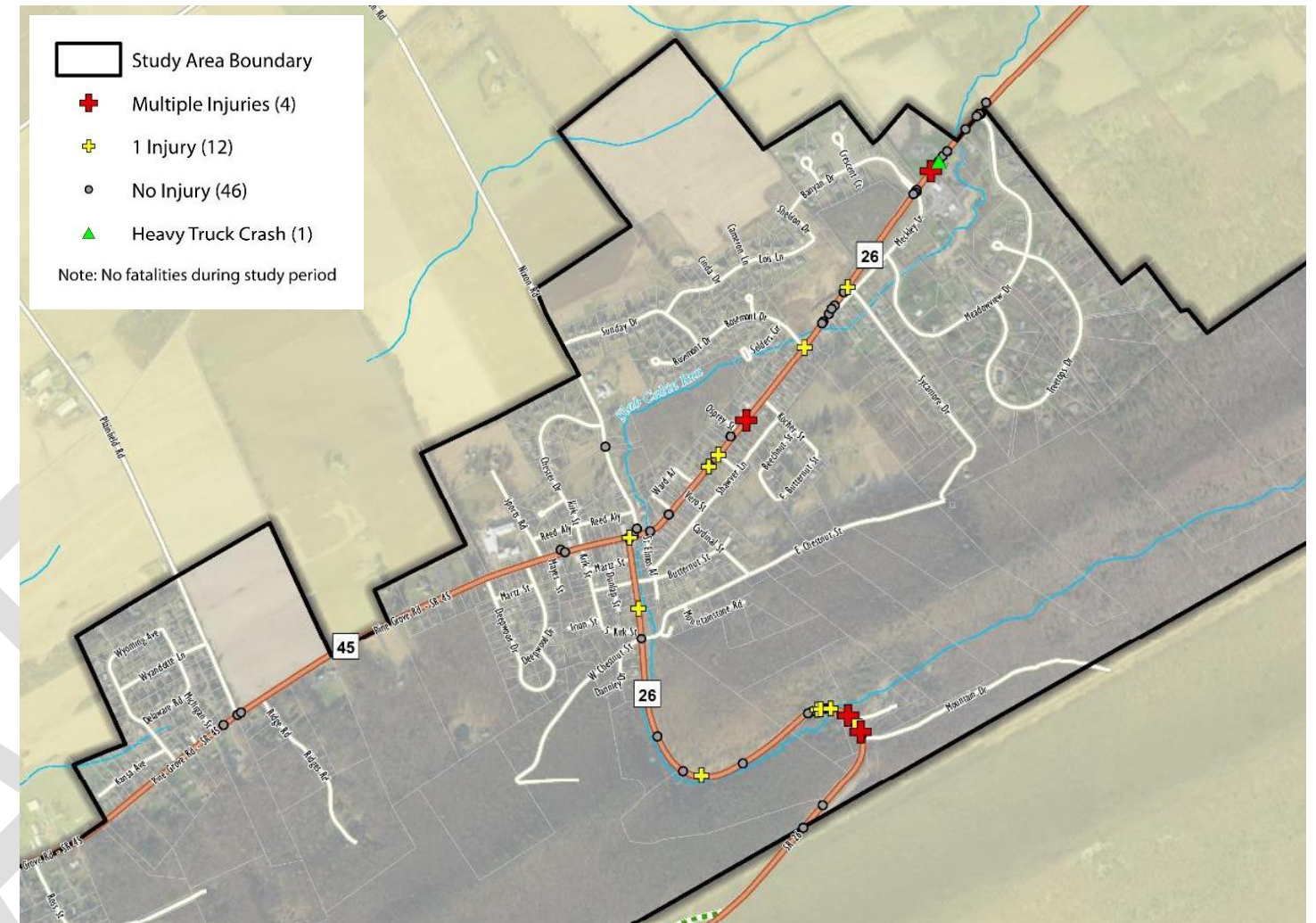


Figure 11. Injury Crashes⁴

Table 2. Crashes by Collision Type

Collision Type	# of Crashes
Angle	3
Head On	5
Rear End	12
Rear to rear	2
Sideswipe	5
Hit Fixed Object	18
Non-Collision	3
Other/Unknown	3
Hit Deer	11
Total Crashes	62

Crashes by Cluster

The following trends are noted for each numbered crash cluster:

1. Pine Grove Road at Plainfield Road – No trends identified. Crash severity was low, and no injuries were reported.
2. Pine Grove Road at Water Street and Nixon Road – Three crashes on Pine Grove Road, two on Water Street, and one on Nixon Road. Collision types are indicative of intersection conflicts and constrained street geometry.
3. Pine Grove Road, between Nixon Road and Viero Street – Two of the five crashes were “head-on”. One of the head-on crashes caused five injuries. Three of the five crashes occurred at night, with the other two affected by wet roadway conditions.
4. Pine Grove Road, between Rosemont Drive and Sycamore Drive – Three of the eight crashes were rear end collisions, with two others being rear-to-rear collisions in the Naked Egg Café parking lot. Crash severity was either minor or vehicle-disabling. Two injuries were reported.
5. Pine Grove Road at Banyan Drive/Meckley Drive – The five crashes were tightly clustered at the intersection. Icy roadway conditions contributed to the two hit fixed object crashes. The two sideswipes involved vehicles entering the left turn lane then unexpectedly turning right. Crash severity was low, and no injuries were reported.
6. Pine Grove Road, between Meadowview Drive and Banyan Drive/Meckley Drive – Four of the six cluster crashes (67%) occurred at night.
7. Pine Grove Road at Meadowview Drive – Four of the five crashes (80%) occurred at night. The two rear-end crashes involved a westbound vehicle waiting to turn left into Meadowview Drive. A turn lane is not provided at Meadowview Drive, and vehicles must stop in the travel lane.
8. Water Street – Nine of the 12 crashes were hit fixed object or non-collision crashes. Eight of the 12 crashes involved wet, icy, or snow-covered road conditions. Seven of the 12 crashes resulted in injuries, with six of these being more severe

“reportable” crashes. Crashes are likely related to the roadway curvature and grade, which are most problematic during inclement weather. PennDOT continues to monitor and improve Water Street (SR 0026) to address crash history. A high friction surface treatment (HFST) project for Water Street (Pine Grove Mountain) was recently approved to be bid in 2022. The project is part of a bundle with two other HFST projects in Centre County.

Crashes by Severity

Figure 11 symbolizes crashes where injuries were sustained.

- 46 of the 62 total crashes (74%) caused no injuries.
- The remaining 16 crashes (26%) caused one or more injuries. Four crashes caused multiple injuries.
- All 16 crashes involving injuries occurred on East Pine Grove Road (6) or Water Street (10). No injury causing crashes occurred on West Pine Grove Road or Nixon Road.

Crashes and Roadway Illumination

Figure 12 locates only those crashes that occurred at night—that is under dusk, dark, or streetlight illumination conditions. 33 of the 62 crashes (53%) occurred at night under dark conditions (with or without streetlighting). The night crash data was overlaid with intersection illumination data provided by Ferguson Township. Illumination levels are indicated by dots that compare the sampled light level to standards established by the American Association of State Highway Transportation Officials (AASHTO). Table 3 gives the standards according to land use and street context.

- **Green** dots indicate readings that meet or exceed the standard.
- **Yellow** dots indicate readings that do not meet the standard but are close to meeting it.
- **Red** dots indicate readings that do not meet the standard and are not close to meeting it.

Table 3. Facility Classification and Illuminance Design Values⁶

Facility Classification	Off-Roadway Light Sources	Minimum Illuminance (foot-candles)	Streets Fitting Classification
Minor Arterial	Commercial	1.4	Pine Grove Road Water Street
Collectors	Intermediate	0.7	Nixon Road
Local	Intermediate	0.7	All other study streets
Sidewalks	Commercial	0.9	All study streets
	Intermediate	0.6	
Pedestrian and Bicycle Ways	All	2.0	All study streets

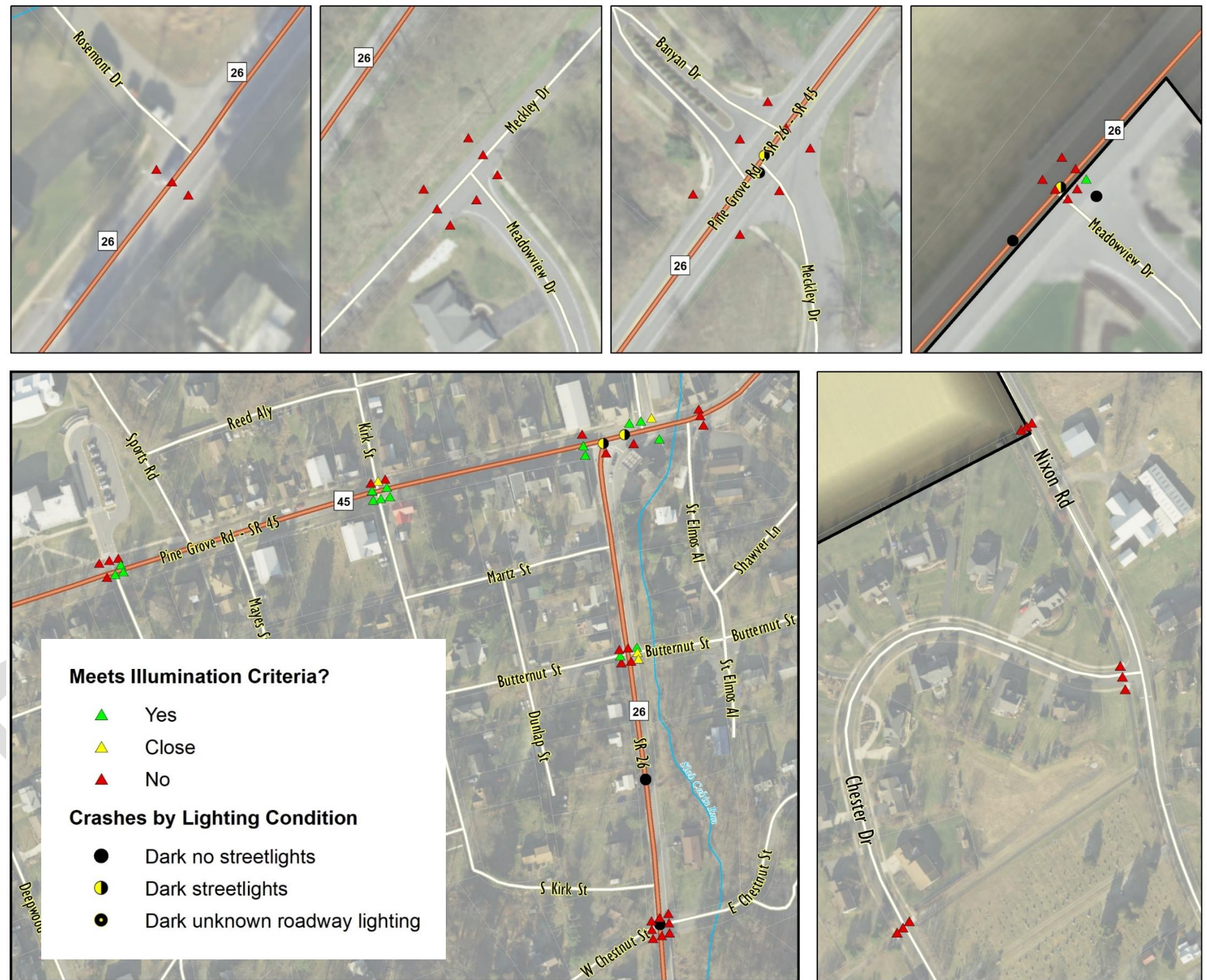


Figure 12. Nighttime Crashes and Illumination Criteria⁵

Conclusions & Recommendations

- Update, renew/replace, and add lighting with efficient LED with all enhanced pedestrian crossings.

Parking Assessment

Parking Supply & Utilization

Figure 13 shows parking sign locations and the permitted parking areas. The utilization of parking on many Township-owned streets is regulated according to the Township’s Municipal Code, Chapter 15 (Motor Vehicles and Traffic), Part 4 (General Parking Regulations). For some streets, the ordinance restricts parking at all times on both sides of the street (e.g., Deepwood Drive), while other locations are regulated according to certain days and hours (e.g., Pine Grove Road, south side, prohibited except Sunday 8:00 AM to 12:00 noon).

A street signage system that communicates the parking regulations is currently in place. The signs in place are generally in good condition and consistent with the ordinance, with the following observations:

- Public feedback received through both the SAP and Mobility Study indicated that drivers had difficulty identifying the legal parking areas based on the signs.
- Parking signage on the south side of Pine Grove Road west of Water Street is less frequent/systematic and does not communicate the ordinance-permitted parking on Sundays.
- The No Parking zones adjacent to intersections along Pine Grove Road appear to be sized according to the sight distance needed for a 35-mph posted speed. The No Parking areas could be adjusted to match the current 25 mph posted speed.
- On the north side of Pine Grove Road near the Naked Egg Café, the eastern end of the on-street parking area is not posted.
- Some of the parking signage along Water Street is older and works off a different “system” than the signage along Pine Grove Road.
- An on-street “Loading Zone” is designated along the west side of Water Street near Pine Grove Road but is not in current use.
- Water Street is not referenced in the Municipal parking ordinance or posted in the same manner on both sides. For instance, the No Parking areas (sight triangles) on the east side of Water Street around Butternut and West Chestnut Streets intersections are not posted. A fire hydrant is also noted on the southeast corner at Butternut Street.

Table 4 summarizes the inventory and utilization of on-street parking along Pine Grove Road, Water Street, and Nixon Road. Signs designate where parking is permitted, but spaces are not marked. Areas around driveways and street intersections were excluded from the inventory to identify Functional Parking Areas with enough space to park at least one car. The length of each Functional Parking Area

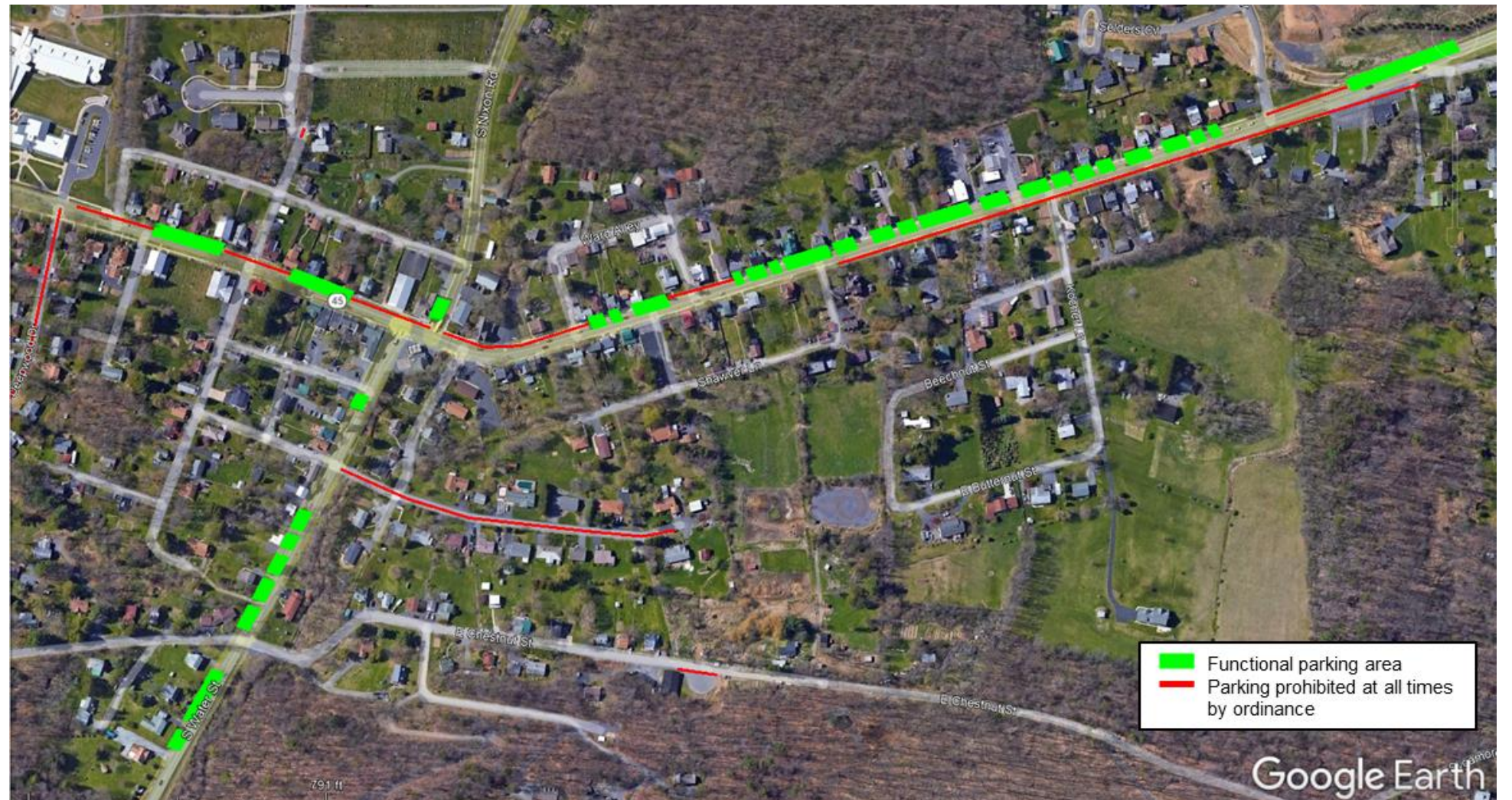


Figure 13. Functional Parking Areas & Ordained Parking

was measured to estimate the Functional Parking Capacity, assuming 25 feet per parked vehicle. Street Sections were defined for the purpose of the inventory.

Parking Utilization was measured according to the number of parked vehicles observed at four different times during Thursday, December 16, 2021. In **Table 4**, the left-most columns give the number of vehicles parked during these times and the percentage of the Functional Parking Capacity that was occupied. The following observations are noted:

- The on-street parking capacity in Pine Grove Mills is approximately 90 vehicles.
- Parking utilization during the overnight hours was the highest (22%, 19 vehicles), which indicates use of parking by residents living in Pine Grove Mills.
- Daytime utilization was about half of the overnight utilization (11%, 10 vehicles).

- Spaces along East Pine Grove Road between Nixon Road and Viero Street were the most highly utilized spaces (40-60%). Spaces along West Pine Grove Road between the Elementary School and Water Street were the next most utilized (14-57%).
- During the day of study, the handicap-accessible space on West Pine Grove Road was utilized continually, while the one on East Pine Grove Road was not used.

On-street parking is currently permitted (by Ordinance) on the south side of East and West Pine Grove Road during Sunday morning between 8:00 AM and 12:00 PM. However, parking observations were not completed since church service schedules and attendance were still being impacted by the COVID-19 pandemic. Outreach was attempted to the Pine Grove Mills Presbyterian Church and St. Alban’s Anglican Church in January 2022⁷. Carl Campbell, Pastor of the Pine Grove Mills Presbyterian Church provided the following input:

1. Thinking beyond COVID-19, how do you plan to conduct your Sunday Worship Services? In-person, virtual, or both?

Table 4. Pine Grove Mills Parking Utilization Data

		Pine Grove Road									Water, Pine Grove Rd to Chestnut	Nixon near Pine Grove Road	Regular Total Parked	Handicap* Total Parked
		Elem School to Kirk		Kirk to Water	Nixon to Viero	Viero to Shawver		Shawver to Kocher	Kocher to Rosemont	Across from Naked Egg				
		Regular	Handicap*			Regular	Handicap*							
Friday 12/17/2021	12:00 AM	4	1	3	3	2	0	2	3	0	0	2	19	1
	Overnight	57%	100%	43%	60%	22%	0%	10%	21%	0%	0%	67%	22%	50%
Friday 12/17/2021	8:30 AM	2	1	1	3	0	0	2	1	0	0	1	10	1
	AM	29%	100%	14%	60%	0%	0%	10%	7%	0%	0%	33%	11%	50%
Thursday 12/16/2021	12:00 PM	2	1	2	2	0	0	1	0	2	0	1	10	1
	Midday	29%	100%	29%	40%	0%	0%	5%	0%	17%	0%	33%	11%	50%
Wednesday 12/15/2021	5:00 PM	1	1	3	3	0	0	1	1	0	0	1	10	1
	PM	14%	100%	43%	60%	0%	0%	5%	7%	0%	0%	33%	11%	50%

Spaces Available	Spaces Available	Pine Grove Road									Water, Pine Grove Rd to Chestnut	Nixon near Pine Grove Road	Regular Total Available	Handicap* Total Available
		Elem School to Kirk		Kirk to Water	Nixon to Viero	Viero to Shawver		Shawver to Kocher	Kocher to Rosemont	Across from Naked Egg				
		Regular	Handicap*			Regular	Handicap*							
		7	1	7	5	9	1	20	14	12	11	3	88	2

Pastor Campbell: Both. We expect fewer in-person participants going forward, based on surveys.

- How many on-street parking spaces (Pine Grove Road or elsewhere) do you think your church needs to accommodate members on a Sunday morning?

Pastor Campbell – More! About 15-20 families attend in-person on Sundays. They park on the north side of Pine Grove Road only and may park into the No Parking areas near the intersections. We did not know it was legal to park on the south side of Pine Grove Road, and to our knowledge, no one parks on that side—especially when vehicles are parked on the north side. Wouldn't the street be too narrow for traffic? Overflow parking is typically at the Elementary School (ad-hoc; no agreement). During larger events (weddings, funerals, etc.), we park vehicles along the alley behind the cemetery. We also share St. Alban's parking when events do not overlap. Occasionally, overflow parking may happen on Deepwood Drive, even though it is signed for No Parking.

- What other concerns or observations do you have about the need for parking along Pine Grove Road on Sunday mornings?

Pastor Campbell – Further reductions in parking along Pine Grove Road. It seems that the parking zones have gotten smaller in recent years.

Conclusions & Recommendations

- Seek opportunities to add public, on-street parking near the intersection of Pine Grove Road & Water Street/Nixon Road in concepts that address this area.
- Continue the township policy that new businesses/land development are responsible for providing their own parking supply according to the zoning code. On-street parking may supplement or provide flex spaces but is not intended to supply the full amount of parking required.

Transit Assessment

Table 5 summarizes transit ridership data provided by the Centre Area Transportation Authority (CATA) for routes serving Pine Grove Mills during the three fiscal years from 2017 to 2020. The following observations are noted:

- The pair of stops (199/200) at the Post Office and Nixon Road was the most active stop on the Pine Grove Mills Route (F).

CATABus routes, other micro-transit zones, and select destination points outside of the established micro-transit zones at certain waypoints.

- A 60% decline in ridership is noted from FY 2017-18 through FY 2019-20. Greg Kausch indicated that the ridership decline for Pine Grove Mills coincides with declines for the overall system during the same timeframe. The decline is also attributed to service reductions on the route serving Pine Grove Mills.

Transit service to Pine Grove Mills was suspended following the onset of the COVID-19 pandemic and had not been restored as of Spring 2022. However, CATA expects to introduce a new Southwest State College CATAGo! zone to provide on-demand transit service to Pine Grove Mills during Weekday peak commuter hours—i.e., 6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM. Free transfers would be provided to high-frequency

Table 5. CATA Ridership Boardings & Alightings, Pine Grove Mills Routes, 2017 to 2020⁸

Stop	FY 2017-18		FY 2018-19		FY 2019-20	
	APC Boards	APC Alights	APC Boards	APC Alights	APC Boards	APC Alights
187-(X) PnGrv_Ross_IB	14		10		6	
188-(X) PnGrv_Ross_OB	1	20		16		10
189-(X) PnGrv_Wymng_IB	4	1	2		1	
190-(X) PnGrv_Wymng_OB		28		15		9
191-(X) PnGrv_PlInfld_OB	14	222	10	91	6	56
192-(X) PnGrv_PlInfld_IB	300		134		77	
193-(X) 347 W Pine Grve	1	85		19		12
194-(X) 290 W Pine Grve	28		1		1	
195-(X) PnGrv_Dpwd_IB	99	1	77		44	
196-(X) PnGrv_Dpwd_OB		7	7	10	4	6
197-(X) W PnGrv_Sports	6	54		35		21
198-(X) PnGrv_Mayes	78	10	53		30	
199-(X) PineGrve_Nixon	2	303	1	304	1	186
200-(X) PineGrve_PostOf	434	3	444	8	255	5
201-(X) 226 E Pine Grve	146		55	1	32	1
202-(X) 229 E Pine Grve	1	127	6	52	3	32
203-(X) PnGrv_Rsemnt_OB	15	136	1	67	1	41
204-(X) PnGrv_Rsemnt_IB	131	3	59	1	34	1
205-(X) PnGrv_Meckley	1	1	23		13	
206-(X) E PnGrv_Banyan		17	5	20	3	12
Total	1,275	1,018	888	639	510	390
	2,293		1,527		900	

CHAPTER 5

Design Concepts

The survey input received through the Mobility Study’s First Public Meeting confirmed the community’s goals for improving transportation mobility and indicated the relative importance of action steps generated by the SAP. A series of design concepts were developed to implement the mobility goals, with most being constructable projects that are immediately feasible for consideration in the Township’s Capital Improvement Program. Some concepts include aspirational elements or options that would require additional enabling steps before they may be pursued. These include concepts that go outside of the existing public street right-of-way and may be accomplished by future land development projects and dedication of streets and other transportation infrastructure for Township ownership. For the purposes of presentation, concepts were named and organized either by location or mobility element, as follows:

- H. Pine Grove Road & Water Street/Nixon Road Intersection
- I. East Pine Grove Road Gateway
- J. Pedestrian & Bicycle Network Improvements
- K. West Pine Grove Road Gateway
- L. Parking Improvements
- M. Rothrock State Forest Trails Access

Concept Design References & Guidance

All concept drawings provided in this study are two-dimensional illustrations of ideas drawn over the publicly available aerial mapping. The drawings are not based on engineering survey but are informed by transportation design guidance. As concept designs, they initiate agency and public coordination and start the discussion of project impacts, engineering issues, and implementation costs. The following references and guidance documents were used:

- American Association of State Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, 2011.
- American Association of State Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012.
- Roundabouts: An Informational Guide, Second Edition, 2010.

The following sections provide the full illustration of each concept alongside a description of the key features, benefits/challenges, design factors, and implementation considerations.

A. Pine Grove Road & Water Street/ Nixon Road Intersection

The concept addresses the central intersection in Pine Grove Mills where Water Street and Nixon Road intersects Pine Grove Road. The current intersection is controlled by stop signs on the Water Street and Nixon Road approaches. A flashing warning signal at the intersection gives flashing yellow to the Pine Grove Road approaches and flashing red to the “offset” Water Street and Nixon Road approaches. Left turns from Nixon Road are restricted because of sight distance concerns. The concept also extends to the east along Pine Grove Road to encompass St. Elmo’s Lane and the street space between Pine Grove Hall and the Post Office.

Concept Development

Public input about the intersection indicated the need for pedestrian accommodations and a desire to remove the Nixon Road left turn restriction, which induces cut-through traffic along Sunday Drive and Rosemont Drive. The SAP suggested that the flashing warning signal be replaced with a full traffic signal. However, the traffic signal was not found to be warranted according to traffic volume, pedestrian volume, or crash history. It is unlikely that the traffic signal will be

warranted in the future without significant regional traffic growth or local land development.

Therefore, three Concept Options were developed to add pedestrian accommodations and attempt to improve or resolve the Nixon Road sight distance issues without the full traffic signal. The concepts utilize stop-control or roundabout control to emphasize a low-speed environment within the heart of Pine Grove Mills.

Concept A.1, Stop Controlled Option

Figure 14 illustrates the Stop-Controlled Option, which includes the following key elements:

- Retain the existing stop-controlled intersection, with revised Water Street and Pine Grove Road geometry.
- Add two enhanced pedestrian crossings of Pine Grove Road with rapid flashing beacons, high-visibility pavement markings, and enhanced lighting.
- Add high-visibility crosswalks with enhanced lighting at Water Street, Nixon Road, St. Elmo’s Lane, and Post Office Driveway.

Figure 15 illustrates the roadway cross-section, signage, and beacon arrangement at the enhanced pedestrian crossings of Pine Grove Road shown in Concepts A.1, A.2, and A.3.



Figure 14. Pine Grove Road & Water Street/Nixon Road – Concept A.1, Stop Controlled Option

Full-Sized and Mini Roundabouts⁹

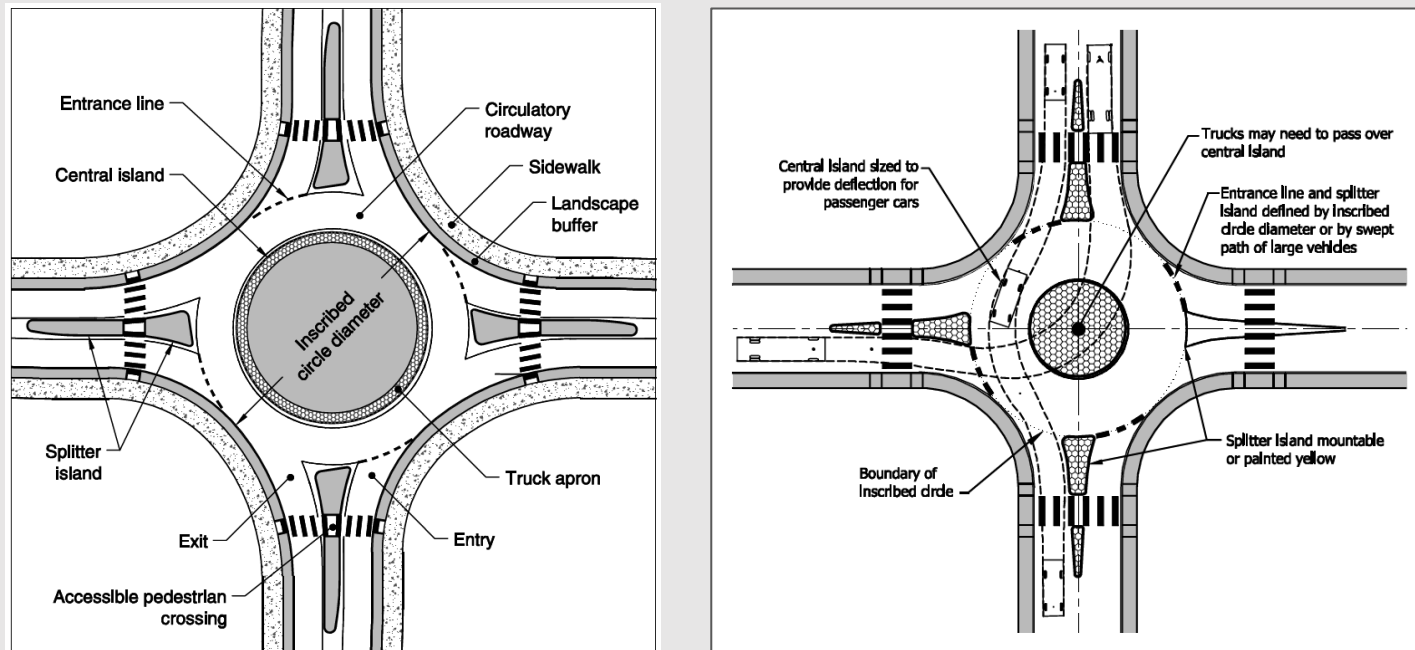
Roundabouts are an intersection control strategy with proven safety advantages over signal because of the elimination of conflicts, reductions in crash severity, and lowering of vehicle speeds at the intersection. They are a worthy option for consideration where a signal is not warranted but stop-control is not performing as desired.

The key design features of a roundabout are its inscribed diameter, center island, and entry points. A full-sized roundabout has entry features that slow vehicles and a diameter of 130 to 150 feet that would allow large trucks to circulate around the center island. The center island is curbed and raised with a truck apron that is mountable by the rear wheels of large trucks when making turns. Otherwise, the center island is not traversable. The entry “splitter” islands are commonly raised/curbed concrete islands that serve as pedestrian refuges on each approach. The entry features require vehicles to slow when entering the roundabout must slow when turning into the roundabout.

Where space is limited, smaller “mini-roundabouts” may be designed with a smaller diameter (less than 90 feet). The entry “splitter” islands may be raised and curbed concrete islands, or they can be painted. The center island may be raised somewhat and outlined with a depressed or mountable curb but is fully traversable by large vehicles—

including semi-trucks and farm machinery (see inset).

Since the space around the Pine Grove Road & Nixon Road/Water Street intersection is somewhat constrained by the existing intersection space, adjacent buildings, Slab Cabin Run, and the Pine Grove Road bridge over Slab Cabin Run, the roundabout designs considered for this intersection are in the mini roundabout category.



Full-Sized Roundabout – Plan View

Mini Roundabout – Plan View

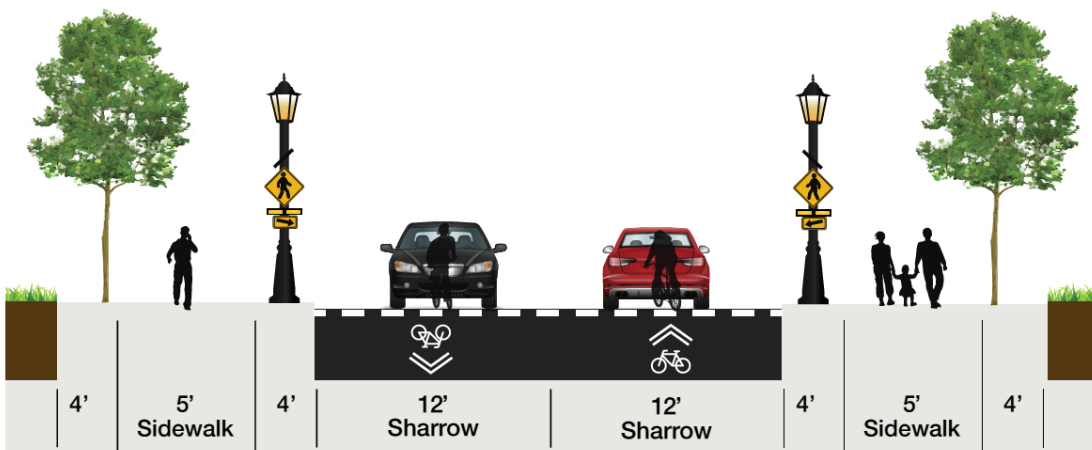


Figure 15. Pine Grove Road Cross-Section with Enhanced Pedestrian Crossing

Table 6. Concept A.1, Stop-Controlled Option, Benefits & Challenges

Benefits	Challenges
<ul style="list-style-type: none"> • Adds <u>two</u> fully enhanced crossings of Pine Grove Road. • Stop sign control is well understood by drivers and in context with the small-town environment. • Introduces minimal new delay on Pine Grove Road. • Does not preclude installation of a traffic signal in the future. 	<ul style="list-style-type: none"> • Vehicles on Pine Grove Road do not stop or yield at the intersection, and speeds may remain higher than desired. • Turn restrictions would still be required on Nixon Road. • Long pedestrian crossing distance across Water Street.

Concept A.2, Small Mini-Roundabout Option

Figure 16 illustrates the Small Roundabout Option, which includes the following key elements:

- Convert the intersection to a small “mini-roundabout”.
- Add an enhanced pedestrian crossing of Pine Grove Road with rapid flashing beacons, high-visibility pavement markings, and enhanced lighting between Pine Grove Hall and the Post Office.
- Add high-visibility crosswalks with enhanced lighting at all other crossing locations, including the roundabout, Nixon Road, St. Elmo’s Lane, and Post Office Driveway.

Table 7. Concept A.2, Small Roundabout Option, Benefits & Challenges

Benefits	Challenges
<ul style="list-style-type: none"> • Adds <u>one</u> fully enhanced crossing of Pine Grove Road. • Allows Nixon Road drivers to turn right and use the roundabout for “U-turns” to travel east toward State College/Boalsburg. • Reduces vehicle speed through the intersection, as vehicles yield when entering the roundabout. 	<ul style="list-style-type: none"> • Roundabout adds new delay for vehicles on Pine Grove Road. • Turn restrictions would still be required on Nixon Road. • Pedestrian crossings <u>at the roundabout</u> would not be equipped with rapid flashing beacons. • The roundabout center island is not raised (to allow large vehicle to turn across it); vehicles can enter the roundabout without slowing. • Precludes installation of a traffic signal in the future.

Concept A.3, Large Mini Roundabout Option

Figure 17 illustrates the Large Roundabout Option, which includes the following key elements:

- Convert the intersection to a large “mini-roundabout”.
- Add an enhanced pedestrian crossing of Pine Grove Road with rapid flashing beacons, high-visibility pavement markings, and enhanced lighting between Pine Grove Hall and the Post Office.
- Add high-visibility crosswalks with enhanced lighting at all other crossing locations, including the roundabout, Nixon Road, St. Elmo’s Lane, and Post Office Driveway.

Table 8. Concept A.3, Large Roundabout Option, Benefits & Challenges

Benefits	Challenges
<ul style="list-style-type: none"> • Adds <u>one</u> fully enhanced crossing of Pine Grove Road. • Allows Nixon Road drivers to turn right and use the roundabout for “U-turns” to travel east toward State College/Boalsburg. • Reduces vehicle speed through the intersection, as vehicles yield when entering the roundabout. 	<ul style="list-style-type: none"> • Requires property/right-of-way acquisition, and potential for expensive environmental clearance/remediation costs associated with gas station. • Roundabout adds new delay for vehicles on Pine Grove Road. • Turn restrictions would still be required on Nixon Road. • Pedestrian crossings <u>at the roundabout</u> would not be have rapid flashing beacons. • The roundabout center island is traversable; vehicles can enter the roundabout without slowing. • Precludes installation of a traffic signal in the future.

Implementation Considerations

Water Street Realignment

The adjusted Water Street alignment shown in all three concepts would better suit truck turning operations and put pedestrians directly in front of drivers. Alternatively, it may be possible to convert the painted “porkchop” island on Water Street into a curbed pedestrian refuge. Regardless, the design of access to the Pine Grove Country Store and the Slab Cabin Run bridge structure will require close coordination with the business owner and PennDOT.

Pine Grove Road Reconfiguration

Pine Grove Road is reconfigured in all three concepts to add a minor horizontal deflection, narrow the travel lanes, and reclaim the space for sidewalk, buffers, on-street parking, and other roadside uses (landscaping, street-side business use, etc.).

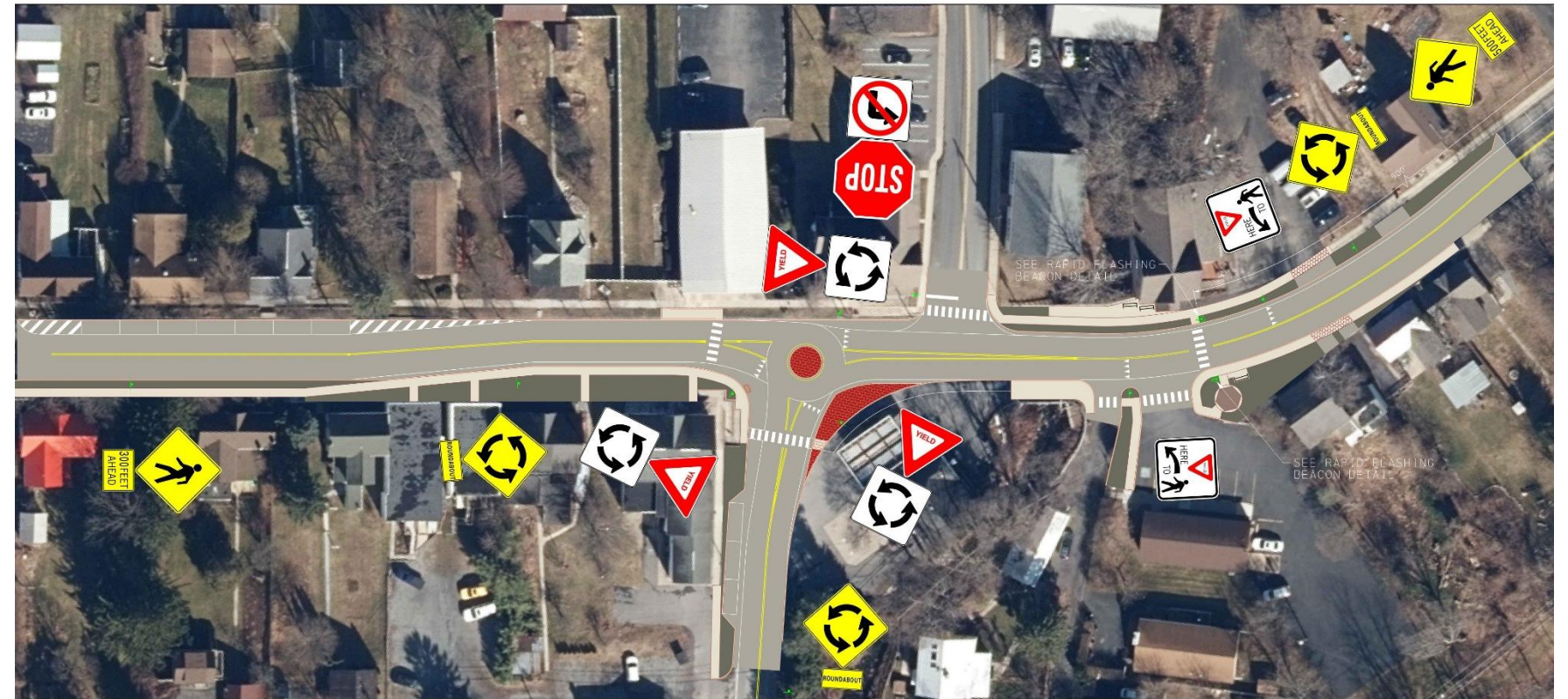


Figure 16. Pine Grove Road & Water Street/Nixon Road – Concept A.2, Small Roundabout Option

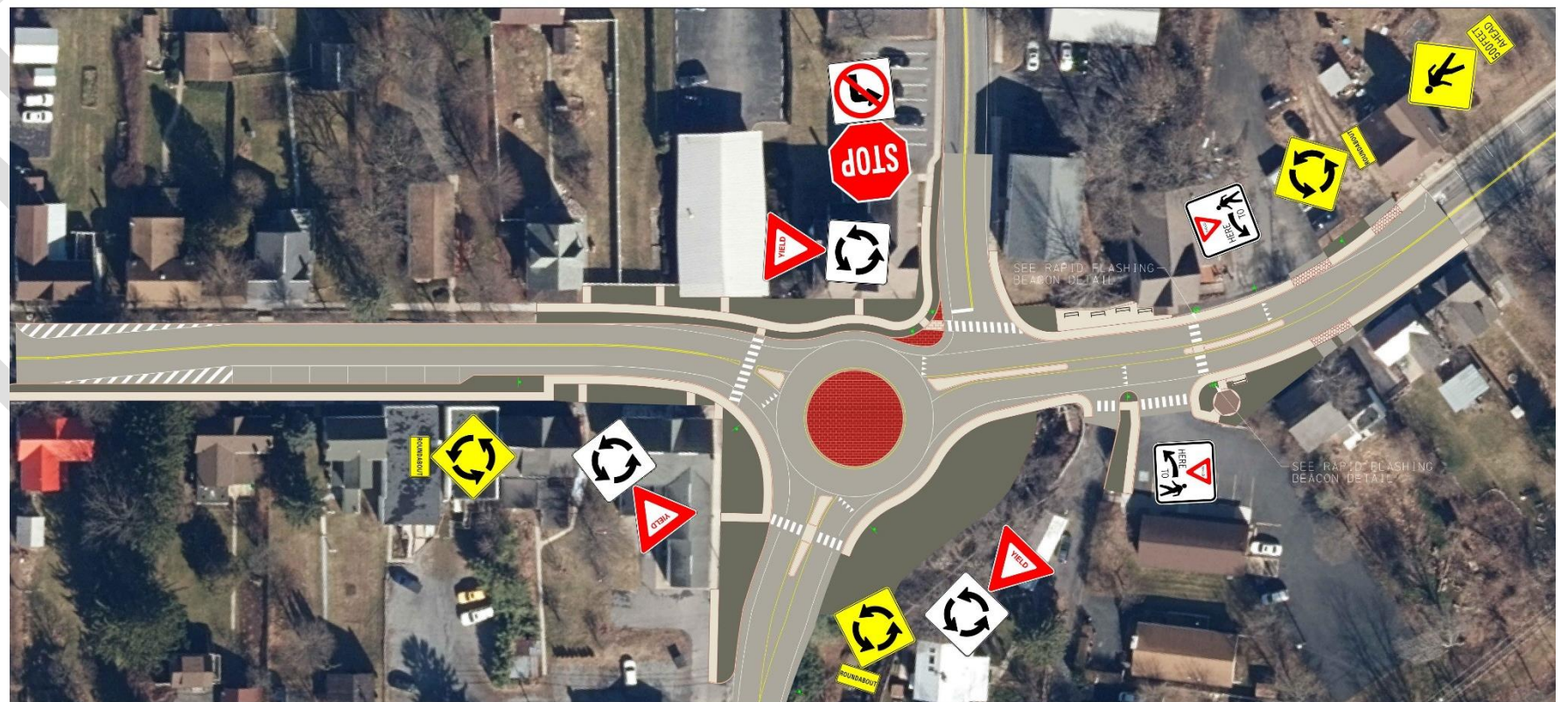


Figure 17. Pine Grove Road & Water Street/Nixon Road – Concept A.3, Large Roundabout Option

Ongoing Use of Flashing Signal

With the rectangular rapid flashing beacons (RRFB), the flashing signals at the intersection may not be effective or may take attention away from the RRFB installation(s). During design, consider the need/desirability of updating or removing the existing flashing signal.

Repurposing Street Space at the Post Office

With all three concepts, there may be an opportunity to repurpose the approximately 1,500 square feet of excess street space in front of the Pine Grove Mills Post Office (see **Figure 18**). Much of the space is currently paved shoulder area that may have, at one time, been used as a bus pull-out or a Postal Service drop box location. Suggested ideas included new on-street parking, gazebo, and bike parking. A covered area could serve as a community gathering spot and serve multiple purposes. Feedback provided during the Mobility Study Open Plans Display indicated the most support for a bus shelter/gazebo, but most ideas received a similar number of “votes”. Other ideas suggested by participants leaned toward green space of some kind, with a significant number of votes for doing nothing.

Cost Estimates

- Stop-Control Option = \$834,500
- Small Roundabout Option (not estimated)
- Large Roundabout Option = \$1,269,100
- Street Space Repurposing = \$215,200

RECOMMENDATIONS

Approximately 41% of survey respondents preferred the Large Mini Roundabout Option, 39% preferred the Stop-Control Option, and 20% preferred the Small Mini Roundabout Option.

- A.1. Implement the ??? Option. [Board of Supervisors input needed]
- A.2. Implement a Street Repurposing project in front of the post office to include landscaping, bike rack, and gazebo.
- A.3. During design, determine the most desirable configuration of the Water Street approach—whether with or without the channelized right turn lane and a raised concrete island to serve as a pedestrian refuge when crossing Water Street.
- A.4. Following construction, review the available Nixon Road sight distance and speeds on Pine Grove Road to determine if the Nixon Road left turn restriction can be removed.
- A.5. Conduct observations and educational events at the enhanced crossings during the first few weeks of implementation.

B. East Pine Grove Road Gateway

The concept addresses input received through the SAP and Mobility Study surveys indicating the desire for a gateway treatment on Pine Grove Road. Reducing vehicle speeds entering Pine Grove Mills was a

key functional goal of the gateway. Two alternative concepts were developed for the gateway treatment.

Concept B.1, Pine Grove Road & Banyan Drive/Meckley Drive, Full-Size Modern Roundabout

Figure 19 illustrates the Full-Size Modern Roundabout gateway option, which includes the following key elements:

- Convert intersection to a full-size modern roundabout.
- Add high-visibility pedestrian crossings with overhead lighting across Pine Grove Road, Banyan Drive, and Meckley Drive.
- Install a landscaped “green median” on Pine Grove Road with landscaping and signage to create the eastern gateway to Pine Grove Mills.

Table 9. Concept B.1, Full-Size Modern Roundabout Option, Benefits & Challenges

Benefits	Challenges
<ul style="list-style-type: none"> • Full-sized roundabout design with features that require vehicle slowing. • Pedestrian crosswalks with high visibility markings, median refuges, and overhead lighting are provided on all approaches. • Traffic capacity is increased on the Banyan/Meckley Drive approaches for future growth. • No right-of-way acquisition anticipated. 	<ul style="list-style-type: none"> • Roundabout control adds new delay for vehicles on Pine Grove Road. • Higher construction cost than Concept B.2, Enhanced Pedestrian Crossings.



Figure 18. Street Space Identified for Repurposing

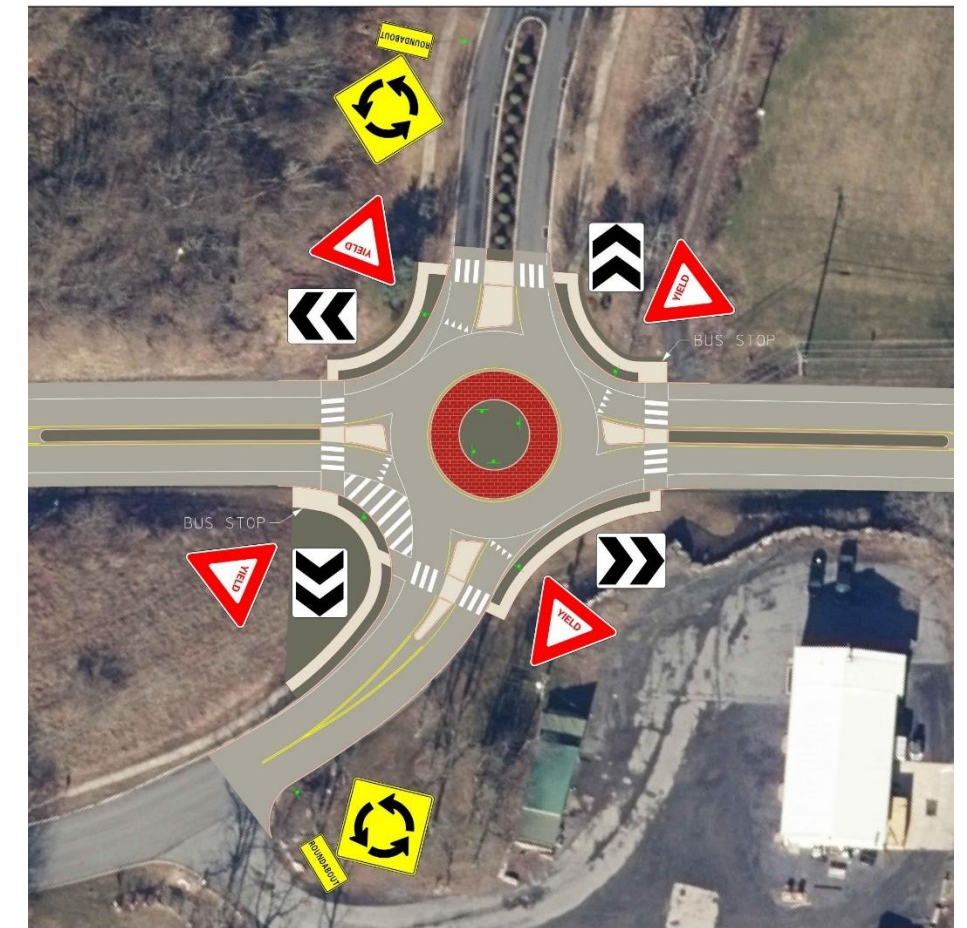


Figure 19. Concept B.1, Pine Grove Road & Banyan Drive/Meckley Drive, Full-Size Modern Roundabout

Concept B.2, Enhanced Pedestrian Crossing

Figure 21 illustrates the Enhanced Pedestrian Crossing option, which includes the following key elements:

- Add an enhanced pedestrian crossing of Pine Grove Road, with roadside-mounted, user-activated rapid flashing beacons, high-visibility pavement markings, and overhead lighting.
- Add high visibility pedestrian crossing of Banyan Drive, with signage and overhead lighting.

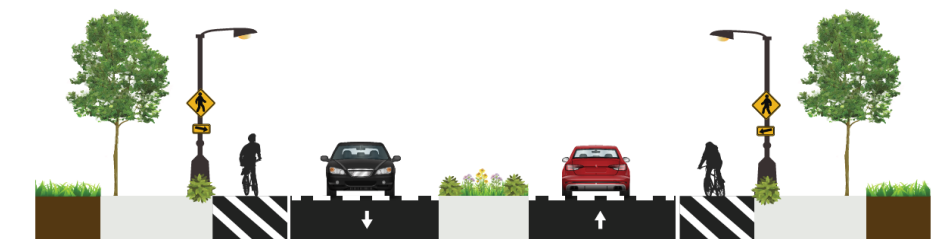


Figure 20. Pine Grove Road Cross-Section Approaching Banyan Drive/Meckley Drive Roundabout (Concept B.1)

Table 10. Concept B.2, Enhanced Pedestrian Crossing Option, Benefits & Challenges

Benefits	Challenges
<ul style="list-style-type: none"> Designated and enhanced crossings gain the attention of motorists and promote compliance with "Yield to Pedestrian" rules. Lower cost than Concept #1 Full-Size Modern Roundabout. Introduces minimal new delay on Pine Grove Road. 	<ul style="list-style-type: none"> Speed limit changes to 40 mph or lower are necessary. Vehicle speeds approach 50 mph near the intersection. Enhanced crossing alone would not consistently reduce speeds. Eastbound sight distance for is affected by the roadway crest. Placing beacons on an overhead structure (mast arm) may be necessary to improve visibility. Separate gateway features or treatment elsewhere would increase the ultimate cost.

Implementation Considerations

The full-size roundabout achieves the goals for both the pedestrian crossing and the gateway treatment at a single location. The roundabout also addresses traffic operations concerns at Banyan Drive and Meckley Drive, related to ongoing land development growth. The "green median" concept would require PennDOT approval and will likely involve a maintenance agreement from the Township. A cursory analysis of the roundabout indicated, even with traffic generated by full build-out of the Hillside Farms Subdivision, the roundabout would still operate at acceptable LOS C or better on all legs.

The Enhanced Crossing achieves goals for the pedestrian crossing and would require installation of a gateway treatment comparable to the Western Pine Grove Road Gateway to achieve the gateway goals (see Section D of this report). The Western Gateway design and cost are representative and are used here for comparison purposes. The posted speed limits on Pine Grove Road must be changed to 40 mph or lower to meet PennDOT's requirements for RRFB installations. Without this change, only crosswalks and lighting may be installed.

Cost Estimates

- Full-Size Modern Roundabout = \$1,076,700
- Enhanced Pedestrian Crossing = \$105,000
- Gateway Treatment = \$266,100

RECOMMENDATION

Approximately 39% of survey respondents preferred the Full-Size Modern Roundabout Option and 61% preferred the Enhanced Pedestrian Crossing Option, with a supplemental gateway treatment.

B.1. Construct the ??? Option. [Board of Supervisors input needed]

Rectangular Rapid Flashing Beacons (RRFBs)¹⁰

RRFBs are user-activated devices placed in combination with signs, lighting, and crosswalk markings calling attention to pedestrians and bicyclists at an established crossing point. The device includes two rectangular-shaped LED arrays that light up as yellow flashing indications when activated. RRFBs differ from other flashing beacons in their shape, flash rate, and light intensity. RRFBs are only lighted when a user activates the device, typically via a push button. The light intensity is adaptive to the surrounding light conditions.



The devices are a common pedestrian safety improvement modification on streets with a speed limit under 40 mph and have been shown to reduce pedestrian crashes by nearly 50%.



Figure 21. Concept B.2, Pine Grove Road & Banyan Drive/Meckley Drive, Enhanced Pedestrian Crossing

C. Pedestrian & Bicycle Network Improvements

Improvements to the pedestrian and bicycle network in Pine Grove Mills were addressed at various scales and include the following:

- Plans that address the entire Pine Grove Mills study area are summarized at a high-level over the study area mapping.
 - Concept C.1 – Pedestrian and Bicycle Network Opportunities Plan*
- Localized concept plans are the most detailed and are drawn over aerial mapping for visualization purposes.
 - Concept C.2 – Pine Grove Road Enhanced Crossing at Rosemont Drive*
 - Concept C.3 – Nixon Road Enhanced Crossing at the Shared Use Path*
 - Concept C.4 – Pine Grove Road Enhanced Crossing at Deepwood Drive (East)*
- Corridor or sub-area plans are defined by their extents along a particular corridor—in this case, Pine Grove Road.
 - Concept C.5a – Pine Grove Road West, Ross Street to Ferguson Township Elementary School*
 - Concept C.5b – Pine Grove Road Central, Ferguson Township Elementary School to Rosemont Drive*
 - Concept C.5c – Pine Grove Road East, Rosemont Drive to Meadowview Drive*

Concept C.1, Pedestrian & Bicycle Network Opportunities Plan

Figure 22 illustrates the study area-wide Pedestrian and Bicycle Network Opportunities Plan which is formed by the existing pedestrian and bicycle facilities as well as new connection opportunities identified during the SAP and Mobility Study. The Plan illustrates a functional, integrated network where gaps are completed, and existing facilities are extended to logical junction points. As such, it serves as a starting point for other concepts illustrates developed in this study.

The following plan "themes" are noted:

- Redundancy**, where some connections may be more feasible in the short-term while others may be more desirable as an ultimate solution. The connections both north and south of Pine Grove Road east of Nixon Road illustrate this theme.

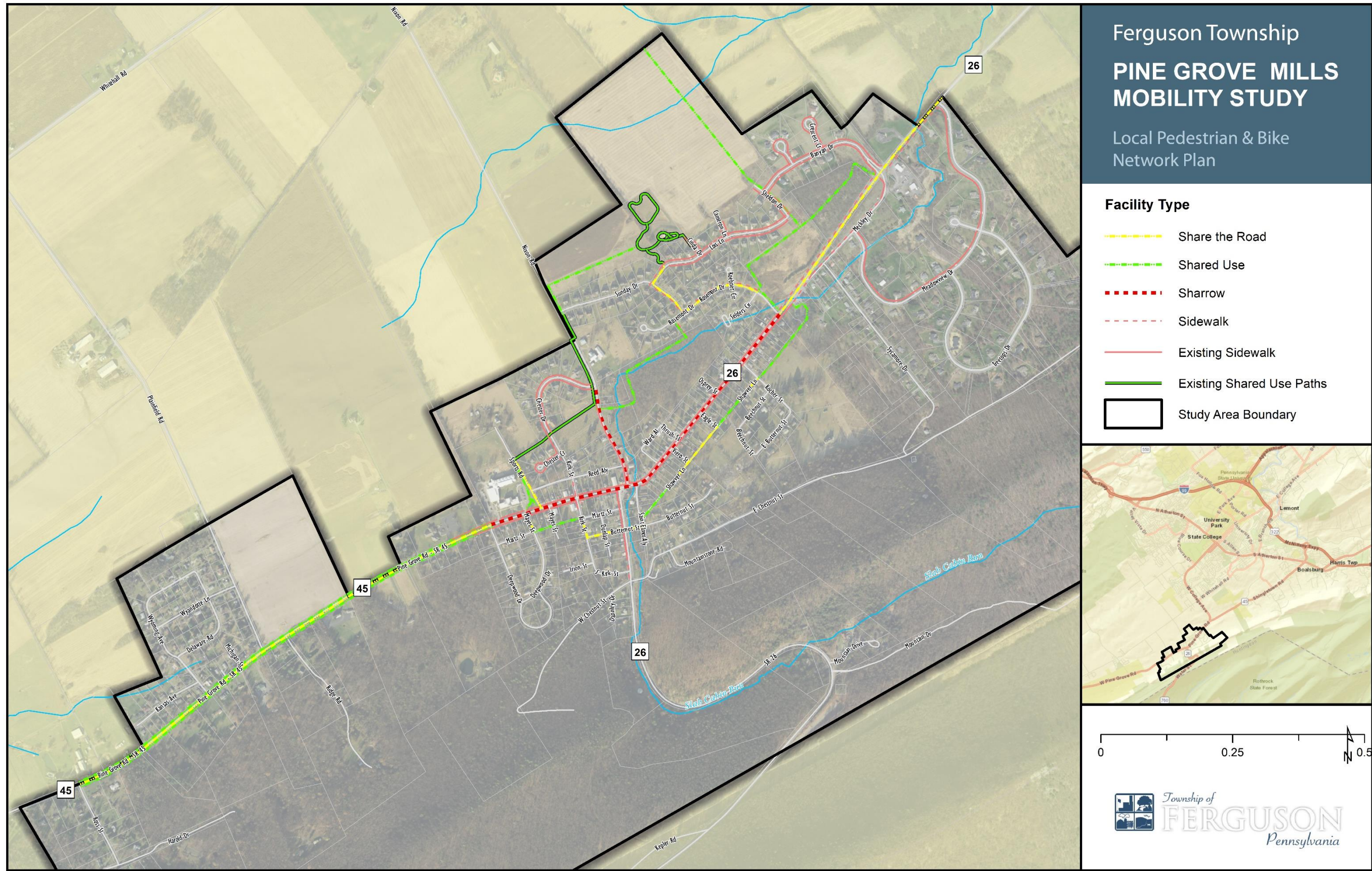


Figure 22. Pedestrian & Bicycle Network Opportunities Plan

Vacant Parcel Opportunities, which traverse vacant but developable properties and could be integrated into future subdivision designs. In particular, parcels north of Pine Grove Road illustrate this theme, particularly the vacant parcel surrounding Slab Cabin Run and various parcels in the Hillside Farm subdivision.

- **Existing Neighborhood Opportunities**, that go through established neighborhoods and would require property owner input and participation. This is illustrated by the bike connections envisioned along Shawver Lane and the sidewalk and share the road connections along Sunday Drive, Lois Lane, and Rosemont Drive.
- **Accommodating Through vs. Local Bicycle Travel**, including:
 - Accommodating bicyclists desiring to travel through Pine Grove Mills. These focus on improving Pine Grove Road as the most direct through path.
 - Providing for bicyclists desiring to travel within Pine Grove Mills. These focus on creating a local, functional network for accessing key activity-generators—schools, parks, trails, post office, restaurants, and churches.
- **Connection Challenges**, which affects certain connections that were envisioned traversing Township-owned and privately-owned streets as well as private property may not have a clear path forward for implementation. Steps involving street dedication, updates to Township standards, ongoing maintenance, utility impacts, and right-of-way acquisition

Concept C.2, Pine Grove Road Enhanced Crossing at Rosemont Drive

Figure 23 illustrates the Enhanced Crossing of Pine Grove Road at Rosemont Drive, which includes the following key elements:

- Add an enhanced pedestrian crossing of Pine Grove Road, with roadside signage, user-activated rapid flashing beacons, high-visibility pavement markings, and enhanced lighting.
- Add high visibility pedestrian crossing of Rosemont Drive, with signage and overhead lighting.

While only one concept was developed for the crossings, features from other concepts overlap at this location. The following are noted:

- The potential new sidewalk/pathway connection along Rosemont Drive is part of the Pedestrian and Bicycle Network Opportunities Plan (Section C.1).
- Sharrows on Pine Grove Road (cross-section) reflect the Complete Street recommendations in Section C.5b.



Figure 23. Concept C.2, Pine Grove Road Enhanced Crossing at Rosemont Drive

Table 11. Concept C.2, Pine Grove Road Enhanced Pedestrian Crossing at Rosemont Drive – Benefits & Challenges

Benefits	Challenges
<ul style="list-style-type: none"> • Provides a crossing of Pine Grove Road where sidewalk ends on the north side of Pine Grove Road and pedestrians access the Shadow Oaks Community along Rosemont Drive. 	<ul style="list-style-type: none"> • Existing vehicle speeds near the intersection may approach the 40 mph limit where RRFBs are considered appropriate.

Cost Estimate

- Enhanced Crossing at Rosemont Drive = \$84,100

RECOMMENDATION

C.1a Construct an Enhanced Crossing at Rosemont Drive.

Concept C.3, Nixon Road Enhanced Crossing at the Shared Use Path

Figure 24 illustrates the Enhanced Crossing of Nixon Road at the existing shared use path, which includes the following key elements:

- Update the existing shared use path crossing of Nixon Road to create an enhanced crossing with signage, rapid flashing beacons, high-visibility pavement markings and lighting.

Table 12. Concept C.3, Nixon Road Enhanced Pedestrian Crossing at the Shared Use Path – Benefits & Challenges

Benefits	Challenges
<ul style="list-style-type: none"> • Signage and beacons increase awareness, visibility, and distance to the crossing, 	<ul style="list-style-type: none"> • Northbound sight distance to the crossing is severely reduced by the roadway's vertical profile.

Cost Estimate

- Enhanced Crossing at Shared Use Path = \$106,600; Also estimated as part of TASA Grant.

RECOMMENDATION

The majority of public comments were supportive of this option.

C.1b Construct an Enhanced Crossing at the Shared Use Path.

Concept C.4, Pine Grove Road Enhanced Crossing at Deepwood Drive (East)

Figure 25 illustrates the Enhanced Crossing of Pine Grove Road at Deepwood Drive (East) which includes the following key elements:

- Add an enhanced pedestrian crossing of Pine Grove Road on the west side of Deepwood Drive, with roadside signage, rapid flashing beacons, high-visibility pavement markings and overhead lighting.
- Add high visibility pedestrian crossing of Deepwood Drive, with signage and overhead lighting.

Table 13. Concept C.4, Pine Grove Road Enhanced Crossing at Deepwood Drive (East) – Benefits & Challenges

Benefits	Challenges
<ul style="list-style-type: none"> • Provides a crossing of Pine Grove Road at a pedestrian crossing point adjacent to a school. • Moving the crossing to the west side of Deepwood Drive eliminates the need for school children to cross the school bus loop driveway, which is active during school arrival and departure periods. • The enhanced crossing will assist crossing guards during school arrival and departure periods. 	<ul style="list-style-type: none"> • The proposed sidewalk landing areas and ramps are in the vicinity of utility poles and a fire hydrant. • Creating ADA-compliant sidewalk and ramps may require regrading of the southwest intersection corner and sidewalk adjustments to the west along Pine Grove Road

Cost Estimate

- Enhanced Crossing at Deepwood Drive = \$108,000

RECOMMENDATION

C.1c Construct an Enhanced Crossing at Deepwood Drive (East).

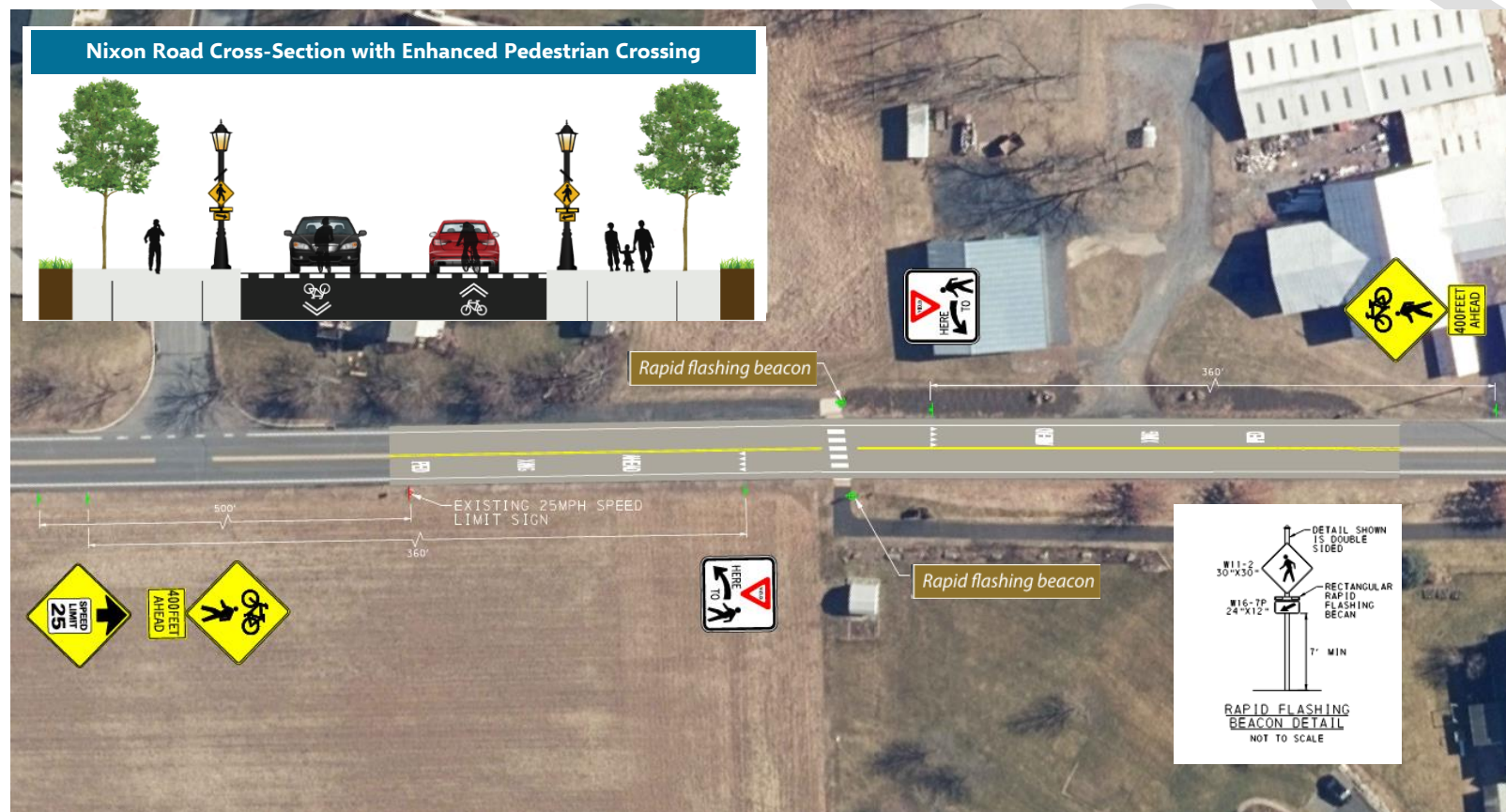


Figure 24. Concept C.3, Nixon Road Enhanced Crossing at the Shared Use Path



Figure 25. Concept C.4, Pine Grove Road Enhanced Crossing at Deepwood Drive (East)

Concept C.5, Pine Grove Road Complete Street

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Complete Streets approaches vary based on community context. They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments. Complete Streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk when well-designed bicycle-specific infrastructure is included. They can promote walking and bicycling by providing safer places to achieve physical activity through transportation.

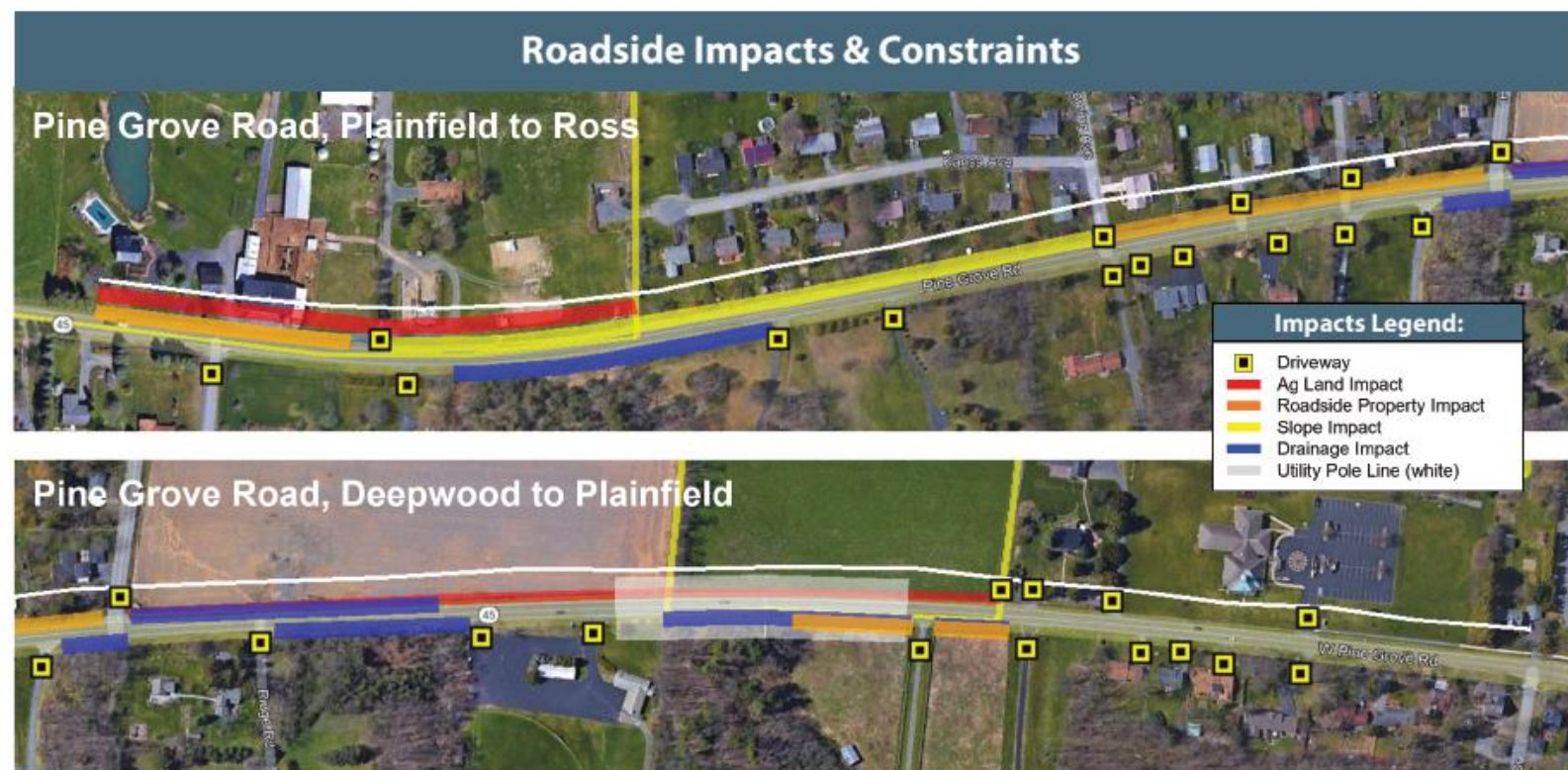
The Complete Street concept proposes different treatments for Pine Grove Road and west of the Ferguson Township Elementary School, according to the street configuration and right-of-way available.

Concept C.5a, Pine Grove Road West, Ross Street to Ferguson Township Elementary School

Figure 26 shows the alternative Complete Street concepts that were considered for Pine Grove Road between Ross Drive and the Elementary School. Concepts considered adding on-road bike lanes (Alternative 1) or various positionings of a roadside shared use path (Alternative 2)—i.e., entirely on the north side of Pine Grove Road (2A), entirely on the south side (2B), or alternating sides (2C).

Evaluation of the various alternatives was summarized into the Matrix of Issues, Benefits, and Impacts for each concept, shown in the bottom right corner of Figure 26. Where impacts could be quantified, a comparison was used to rate high, moderate, low, or nominal impacts. Each of the impacts considered in the evaluation are design cost/complexity drivers or considerations in environmental clearance. Issues addressed known challenges and impacts/constraints that were not specifically quantified. Benefits were described either qualitatively or according to impacts avoided.

As an alternative ready for immediate/short-term implementation, the On-Road Shoulder Bike Lanes (Alternative 1) is recommended to accommodate the observed on-road bicyclists. The widening fits within the existing right-of-way and has nominal impacts to adjacent



Category	On-Road, Shoulder Bike Lanes Alt. 1	Shared Use Path			
		North Side Alt. 2A	South Side Alt. 2B	Alternating Sides Alt. 2C	
		<ul style="list-style-type: none"> High construction cost Likely requires ROW acquisition/easements Requires ongoing Township maintenance cost 	<ul style="list-style-type: none"> Steep slope between Wyoming Ave and Farm may be fatal flaw Highest overall impact 	<ul style="list-style-type: none"> Highest number of driveway/street crossings Significant drainage impacts 	<ul style="list-style-type: none"> Requires additional Enhanced Crossing of Pine Grove Road Does not avoid drainage and Ag land impacts
<ul style="list-style-type: none"> Not pedestrian friendly Not as appealing to casual bike riders Impacts both sides of Pine Grove Rd 	<ul style="list-style-type: none"> Lower construction cost No ongoing Township maintenance cost No ROW acquisition or easements anticipated 	<ul style="list-style-type: none"> Pedestrian friendly More appealing to casual bike riders 	<ul style="list-style-type: none"> Most direct connection to school at east end Lowest number of driveway/street crossings 	<ul style="list-style-type: none"> Connects to Ross Street at west end Avoids steep slope, Ag land, and utility pole impacts 	<ul style="list-style-type: none"> Connects to existing sidewalk and school at east end; Ross Street at west end Avoids highest impacts
Driveway Impacts	Moderate <i>All driveways and streets could be affected</i>	Moderate 7 driveways, 3 streets	High 18 driveways, 0 streets	Moderate 13 driveways, 1 street	
Ag Land Impacts	None (within existing ROW)	High 2,550 feet frontage	Nominal	Moderate 1,595 feet frontage	
Roadside Property Impacts	None (within existing ROW)	High 1,120 feet	Moderate 360 feet	Nominal	
Steep Side Slope	Nominal	Very High 1,260 feet	Nominal	Nominal	
Drainage Impacts	Nominal	Low 563 feet	High 1,640 feet	Moderate 1,260 feet	
Utility Poles Involved	Nominal	All	None	Some	
RECOMMENDED					

Figure 26. Concept C.5a, Pine Grove Road Complete Street, Ross Street to Ferguson Township Elementary School

slopes, drainage areas, and agricultural lands. Finally, widening the roadway shoulders does not preclude future development of a shared use path system along Pine Grove Road.

Nominal pedestrian traffic was observed walking along Pine Grove Road in this area during the study, and the latent demand for such a facility (i.e., “build it and they will come”) was not established. Still, the community’s ongoing interest in active transportation and a shared use path along Pine Grove Road is noted. Such a path would be useful for recreation and functional travel to Pine Grove Mills. This area of the Township does not have immediate access to other walking networks, and the shared use trail could see significant traffic, including a potential “safe routes to school” option.

If construction of a shared use path is progressed, a design that alternates between the north and south sides of Pine Grove Road avoids the most problematic issues and impacts. The path could also be built in phases, with the segment from the Ferguson Township Elementary School to Plainfield Road along the north side of Pine Grove Road happening first. A crossing of Pine Grove Road would then be needed (PennDOT approval required), with the second phase connecting from Plainfield Road to Ross Street.

Cost Estimates

- Shared Use Path, Pine Grove Road, Ferguson Township Elementary School to Ross Street = \$299,800
- Bike Lanes, Pine Grove Road, Ferguson Township Elementary School to Ross Street – Estimated for TASA Grant.

RECOMMENDATION

Public feedback indicated a preference for on-road, shoulder bike lanes (40% of respondents), followed by a shared use path on the north side (30% of respondents).

- C.2. On Pine Grove Road, from Ross Street to the Ferguson Township Elementary School, widen the shoulders on both sides of Pine Grove Road to 5-foot wide. Sign and mark the shoulders as bike lanes.

Concept C.5b, Pine Grove Road East, Ferguson Township Elementary School to Rosemont Drive

Various Complete Street concepts were considered by the Working Group for Pine Grove Road between the Elementary School and Rosemont Drive. The street cross-sections shown on **Figure 27** illustrate the existing condition (top), options considered, (middle), and the recommended cross-section (bottom, green outline).

The following ideas were considered but dismissed.

- Adding bike lanes requires either widening or removal of the on-street parking. Both were considered fatal flaws, according to input from the community. There is a perceived shortage of

parking, and additional acquisition of right-of-way from property owners was not considered feasible.

- To create a wider sidewalk that might function as a shared use path, the street width could be reduced by moving the curbline and allocating the excess space to the sidewalk on one side. However, the resulting sidewalk width (8-10 feet) would not officially qualify as a “shared use path”. While attractive for pedestrians, this was not considered a solution for bicyclists, who would likely stay on the road anyway.

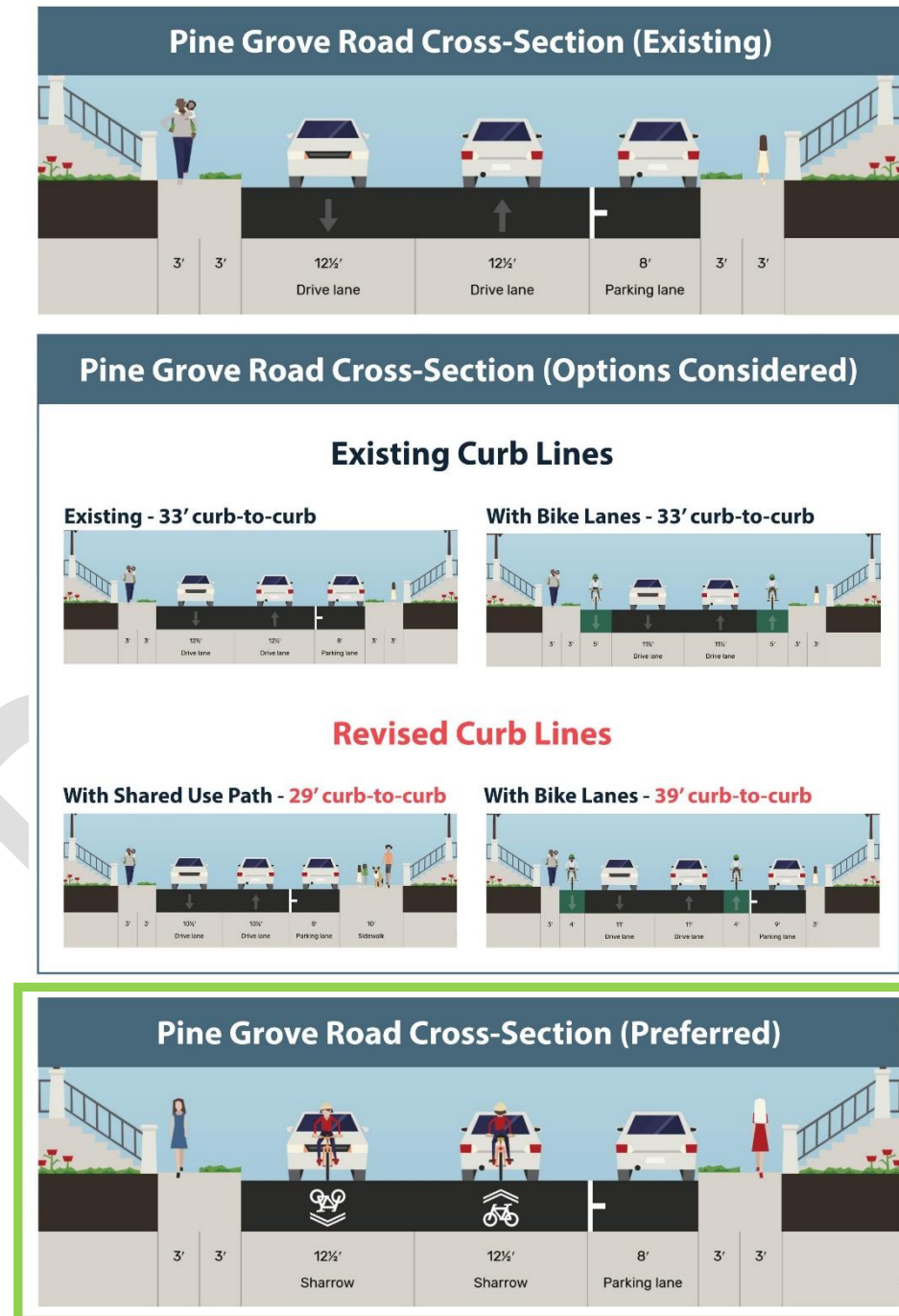


Figure 27. Concept C.5b, Pine Grove Road Complete Street, Ferguson Township Elementary School to Rosemont Drive

Cost Estimate

- Pine Grove Road, Sharrows and Signs = \$77,600

RECOMMENDATION

The public preference in this area is for the shared sidewalk (50% of respondents) followed by bike lanes (36% of respondents) and sharrows (14% of respondents).

- C.3. On Pine Grove Road, from the Ferguson Township Elementary School to Rosemont Drive, add sharrow pavement markings. Consider adding “Bicycles May Use Full Lane” signage.
- C.4. Run community education campaigns on sharrows.

The Sharrow Concept (**Figure 28**) is recommended to accommodate the observed on-road bicyclists at a reasonable cost while keeping the

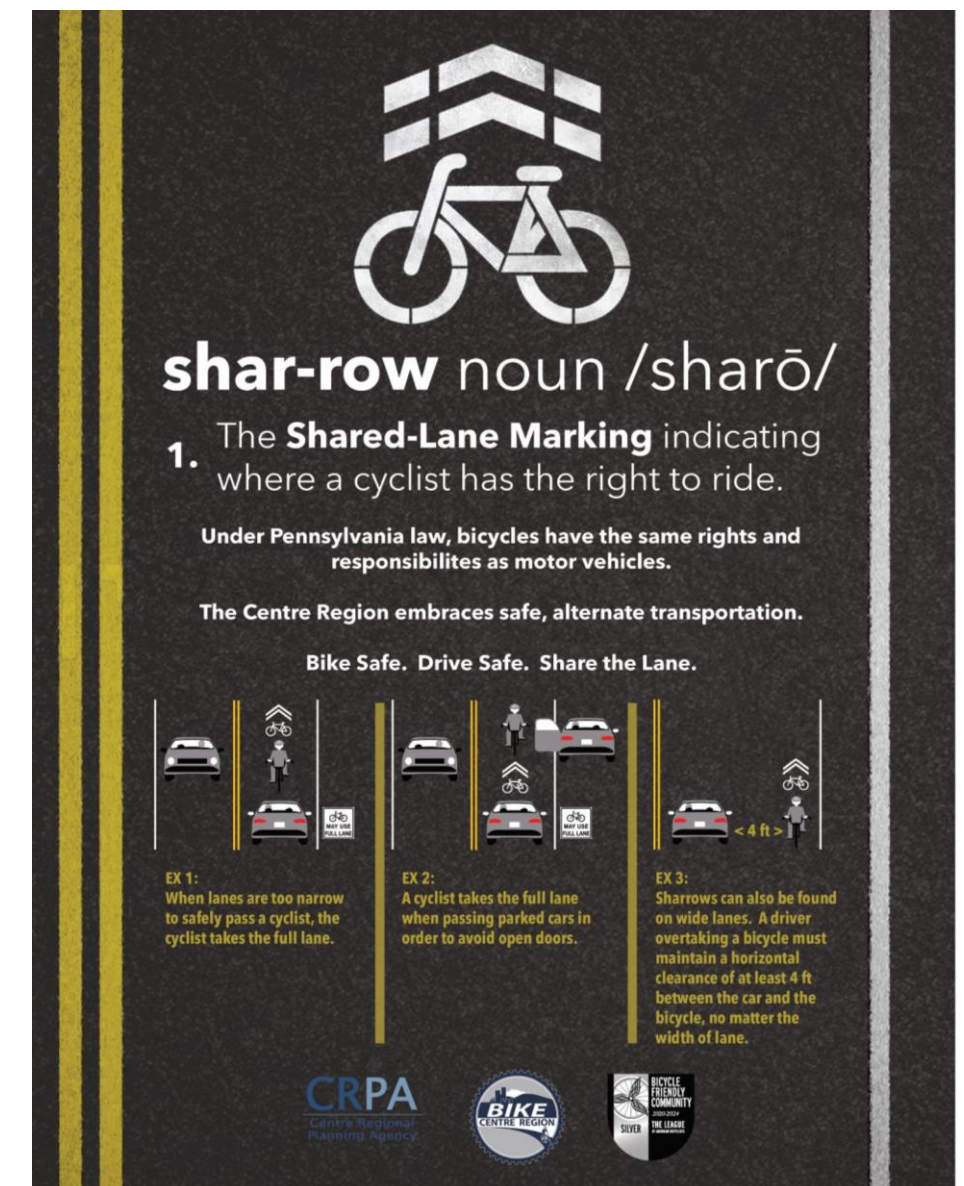


Figure 28. Sharrow Educational Handout¹¹

existing street parking on Pine Grove Road. All other options, including the Shared Sidewalk option preferred by the public, were determined by the project Working Group to be infeasible, due to the work, expense, and disruption required to move curb lines—whether to widen or reduce the width of Pine Grove Road.

While bicyclists traveling through Pine Grove Mills may be encouraged by the sharrow markings to ride on Pine Grove Road, the majority of bicyclists would prefer a designated lane or off-road facility. Therefore, the Pedestrian and Bicycle Network Opportunities Plan identifies a parallel network of shared use paths and neighborhood network connections to accommodate bicyclists who are not comfortable with the sharrow arrangement on Pine Grove Road.

Concept C.5c, Pine Grove Road East, Rosemont Drive to Meadowview Drive

This section of Pine Grove Road has an existing shoulder that is the proper width for use as a bikeable shoulder. In the Pedestrian and Bicycle Network Opportunities Plan, this section is labeled as “Share the Road” similar to Pine Grove Road to the west with the proposed widened shoulder. The parallel network of shared use paths and neighborhood connections north of Pine Grove Road joins back to Pine Grove Road at the Banyan Drive/Meckley Drive intersection. Shoulder clean-up and trimming of vegetation along the road may be needed to make the full width of the shoulder useable for bikes.



Figure 29. Gateway Traffic Calming on PA Route 41, Chatham, PA

D. Western Pine Grove Road Gateway

High traffic speeds on Pine Grove Road and a desire to define edges of the Pine Grove Mills community led to the SAP idea for a gateway traffic treatment that functions as a traffic calming measure. As a state route, Pine Grove Road is subject to PennDOT roadway design standards and policies for traffic calming.

Concept Development

Traffic calming features may be placed on PA state routes, and a gateway traffic calming installation on PA Route 41 (Gap-Newport Pike) in Chatham, Pennsylvania was reviewed for concept ideas. Figure 29 illustrates features that were placed to manage traffic speeds, and includes overhead beacons, speed feedback signs, median deflection/pinch points, and non-traditional pavement markings.

Figure 30 illustrates the proposed West Pine Grove Road Gateway, which includes the following key elements:

- Add a landscaped, green median.
- Narrow lanes through the gateway using pavement markings.
- Add supplemental pavement markings, overhead signage, and beacons with speed feedback signs.

Implementation Considerations

The location shown for the Western Gateway Concept avoids driveway impacts and benefits aesthetically from the mature trees on the south side of Pine Grove Road. There are few, if any, other locations for this kind of treatment. This section of Pine Grove Road is also targeted for bikeable shoulder widening, associated with the Complete Street concept. If a median is proposed with the gateway, roadway lanes may be narrowed and additional widening may be required through the gateway area to maintain consistent shoulder widths.

Cost Estimate

- Western Pine Grove Road Gateway = \$266,100

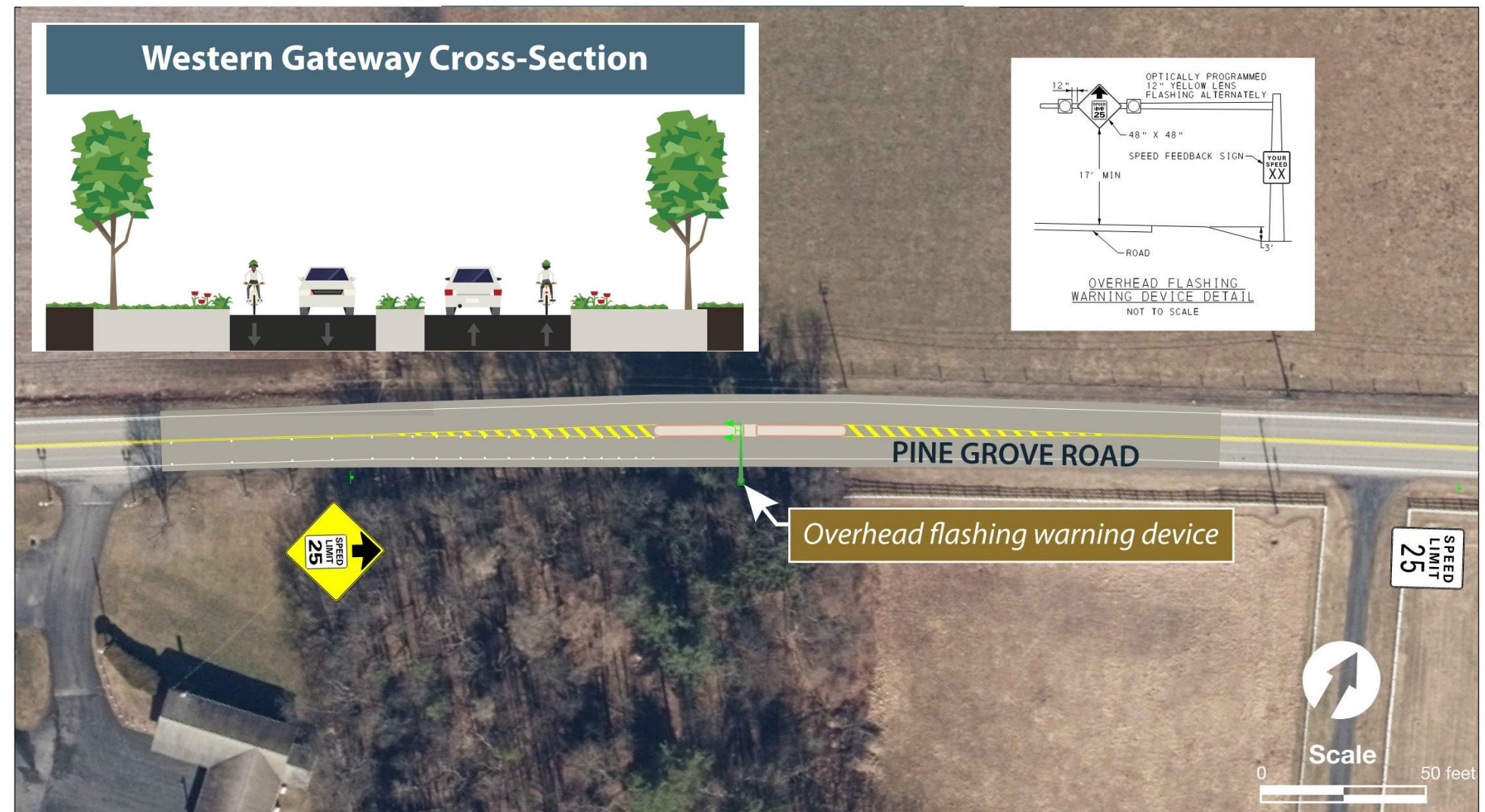


Figure 30. West Pine Grove Road Gateway

RECOMMENDATION

The survey responses indicated that the public would like to see the following (listed in order of highest responses) as part of the Western Pine Grove Road Gateway:

- Welcome to Pine Grove Mills signage
- Speed feedback signs
- Landscaped median
- Pavement markings
- Landscaped Roadside

D.1. Construct the Western Pine Grove Road Gateway.

E. Speed Limit Changes

The logic and consistency of speed limit postings on Pine Grove Road, Water Street, and Nixon Road were reviewed, and **Figure 31** illustrates a set of aspirational speeds recommended for the primary routes serving Pine Grove Mills. Speed limit postings on all streets are subject to Pennsylvania law, and an engineering study is needed to justify and document any changes. However, pending changes at the national level may give localities more flexibility in setting speed limits according to local conditions. For the sake of implementation, the speed limit change recommendations are integrated with a nearby concept as described below.

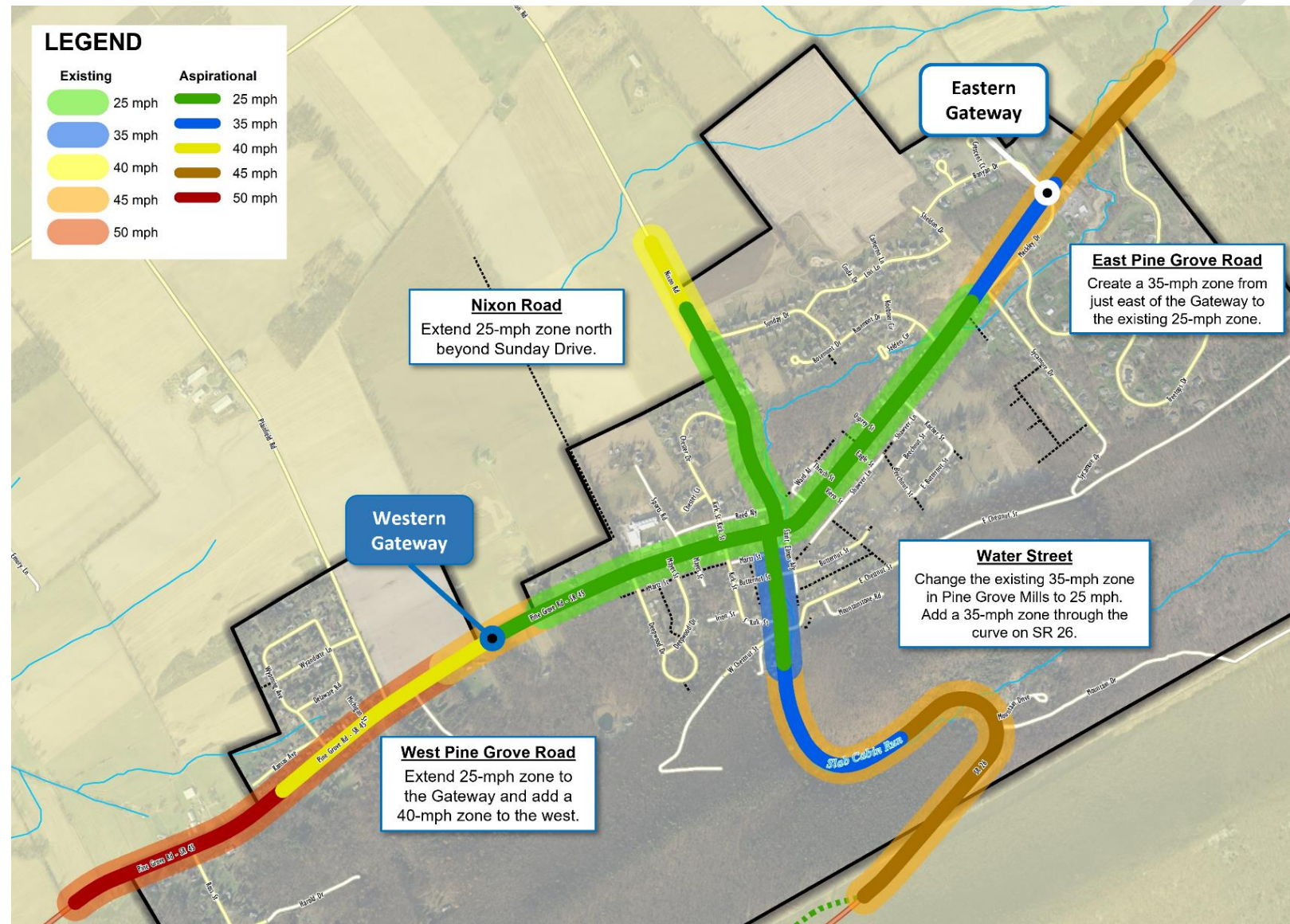


Figure 31. Existing and Aspirational Speed Limit Postings with Gateway Projects

RECOMMENDATIONS

- Pine Grove Road West – With implementation of the West Pine Grove Road Gateway Treatment, extend the 25 mph speed limit to the gateway location and add a 40 mph zone starting just west of either Wyoming Avenue or Ross Avenue.
- Pine Grove Road East – With implementation of the Banyan Drive/Meckley Drive Full-Size Modern Roundabout as a gateway treatment, add a 35 mph zone between the gateway and the other end of Meckley Drive.
- Nixon Road – With construction of the enhanced shared use path crossing, extend the 25 mph zone to the north to encompass the Sunday Drive residential street intersection.
- Water Street – With the planned high friction surface treatment project, extend the 35 mph zone to the south through the first curve along SR 0026. Consistent with Pine Grove Road and Nixon Road, post Water Street at 25 mph within the developed area of Pine Grove Mills, north of Chestnut Street.

F. Water Street Sidewalk Replacement

As part of a TASA Grant submitted by Ferguson Township, the sidewalk along the west side of Water Street was proposed to be replaced and extended between Pine Grove Road and Chestnut Street. The poor condition of the sidewalk and its crossings of Martz and Smith Streets was noted during the Pedestrian Roadway Safety Audit. According to the TASA grant application and cost estimate prepared by Ferguson Township, the project was scoped to include the following:

- Excavate and fully replace the existing sidewalk surface with a 3 to 5-foot variable with sidewalk and place new sidewalk to terminate at Chestnut Street
- Repair/replace curblines
- Repair/repave driveways, and alleys that intersect Water Street
- Remove street trees (as necessary) and plant new street trees

Cost Estimate

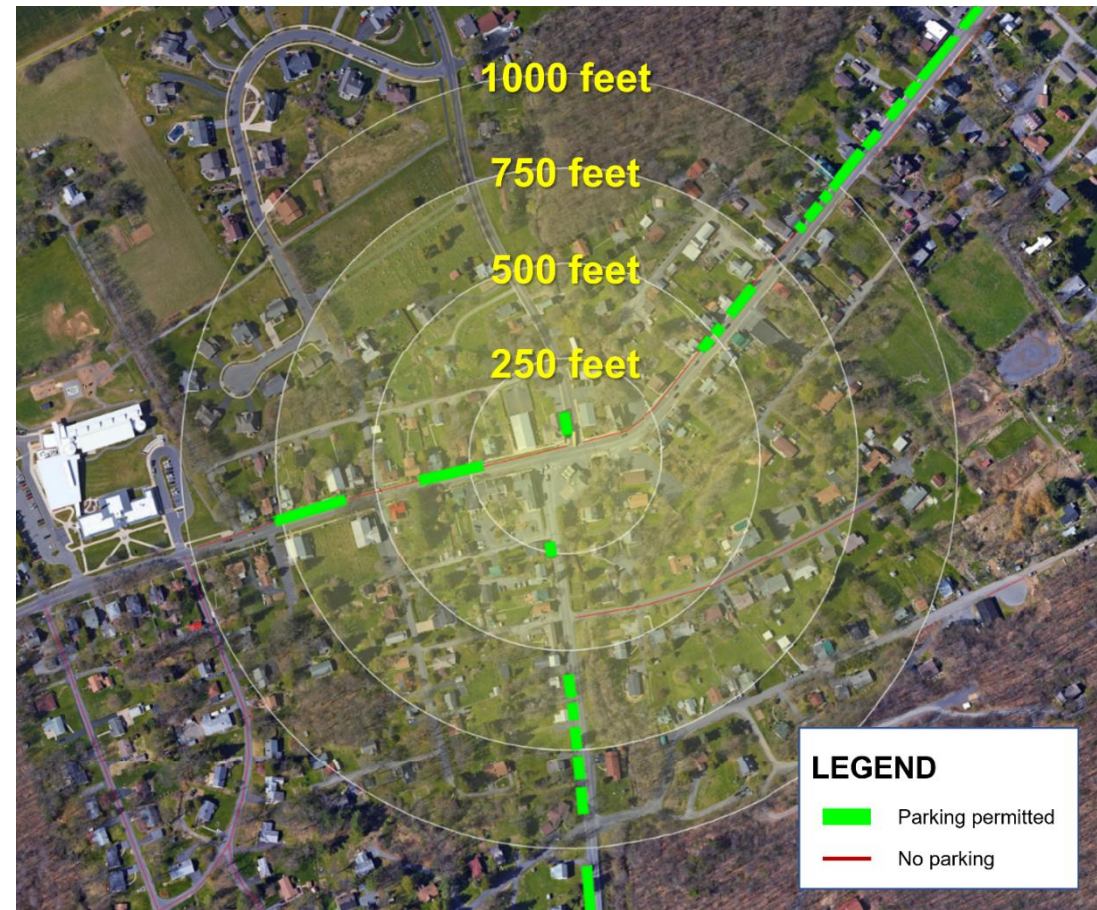
- Cost estimated along with two other projects in the TASA grant application

RECOMMENDATION

- Replace the Water Street Sidewalk according to the scope of work prepared for the TASA Grant project.

G. Parking Improvements

The SAP identified the need for marking existing parking spaces and increasing the supply of public parking for use by existing and future/potential businesses. The Mobility Study evaluated utilization of the existing parking and provided a series of parking improvement, policy, and ordinance recommendations. **Figure 32** summarizes potential parking increase within a radius of the Pine Grove Road/Water Street intersection with implementation of the concepts.



Public feedback indicated a desire for additional parking near the Pine Grove Road & Water Street/Nixon Road intersection, followed by Pine Grove Road east of Water Street/Nixon Road. There were also many respondents who felt there is not a need for additional parking in Pine Grove Mills.

RECOMMENDATIONS

- G.1. Integrate new and revised parking in the concept for the Pine Grove Road & Water Street/Nixon Road intersection.
- G.2. Evaluate sight distance along Pine Grove Road west of Water Street according to the 25-mph speed limit and expand parking zones where sight distance allows.
- G.3. Mark existing parking spaces along Pine Grove Road.
- G.4. Standardize the parking signage systems, formats, and messaging used throughout Pine Grove Mills.
- G.5. Coordinate ordinance and field postings for parking.
- G.6. Update parking ordinance to remove Sunday parking on the south side of Pine Grove Road.
- G.7. Add No Parking signs at more regular intervals along the south side of Pine Grove Road.
- G.8. Add parking regulation signs along the east side of Water Street to restrict parking within the sight triangle.

H. Rothrock State Forest Trails Access

Concept Development

The SAP recognized opportunities for improved access and connectivity between Pine Grove Mills and the Rothrock State Forest Trails and suggested that walking access for residents be encouraged via the existing neighborhood connections in Pine Grove Mills, while regional/vehicular-based access be directed to the Kepler Road parking area along SR 0026. The Mobility Study advances these general recommendations of the SAP while adding location-specific implementation ideas (**Figure 33**).

Implementation Considerations

Property ownership, maintenance, and liability for trailheads, trail rights of way, turnarounds, and current *de facto* parking areas will likely influence the implementation of certain recommendations made in this study. The Township may need to work in partnership with private owners, agencies, and homeowners' associations (HOAs) to advance certain ideas. For others, the Township may prefer to acquire right-of-way and easements or set up agreements and memorandums of understanding. Where ownership is unclear, the Mobility Study recommendations are contingent upon an ownership assessment.

RECOMMENDATIONS

General Recommendations:

- H.1. Encourage walking or bike access only via the neighborhood trail connections.
- H.2. Work with neighborhoods to develop acceptable trailhead signage and access restrictions (residents only (?), walk only, walk and bike, motorized traffic, horses, etc.)
- H.3. Encourage vehicular access and parking at the Kepler Road access, to the south along SR 0026 (Water Street).
- H.4. Work with DCNR and State Forest to assess the desirability/feasibility of new trail connections through the State Forest to the Mid-State Trail.

Locational Recommendations:

At the Deepwood Drive Trail Access:

- H.5. Maintain existing trail connection on Township right-of-way between Deepwood Drive and State Forest lands.
- H.6. Retain existing "No Parking" along Deepwood Drive.

At the West Chestnut Street Turnaround:

- H.7. Work with DCNR and State Forest to assess ownership of the West Chestnut Street turnaround, trail access point, and gate.
- H.8. Based on the outcomes of ownership/responsibility, update the Township parking ordinance to prohibit vehicular parking in the turnaround and post "No Parking" signs.
- H.9. Assess the functionality and need for the existing gate.
- H.10. Clearly sign and define the trail access point and post a trail map and trail head signage, indicating access restrictions.
- H.11. Consider adding bike parking (rack).
- H.12. Consider stabilizing the embankment and creating a drainage swale above the turnaround area to capture run-off and prevent further erosion in the turn-around, West Chestnut Street, and adjacent properties.

At the Kepler Road Parking Area and Trail Access:

- H.13. Work with DCNR and State Forest to assess ownership of the area currently being used as vehicular parking.
- H.14. Conduct a parking and trail utilization study, including a survey of trail users to determine desired trailhead improvements.
- H.15. Post a trail map and trail head signage, indicating access restrictions.

On-Street Parking Space Supply	Radius from Intersection of Pine Grove Road & Water Street			
	250 ft	500 ft	750 ft	1000 ft
Existing Supply	6	14	32	43
Concepts that Add Parking				
Reimagine Concept	+3	+5	+5	+5
Water Street Streetscape	+3	+4	+4	+4
Other Parking Actions	+1	+2	+3	+3
Potential Increase	+7	+11	+12	+12
	+117%	+79%	+38%	+28%
Potential Supply	13	25	44	55

Figure 32. Existing and Potential Parking by Radius

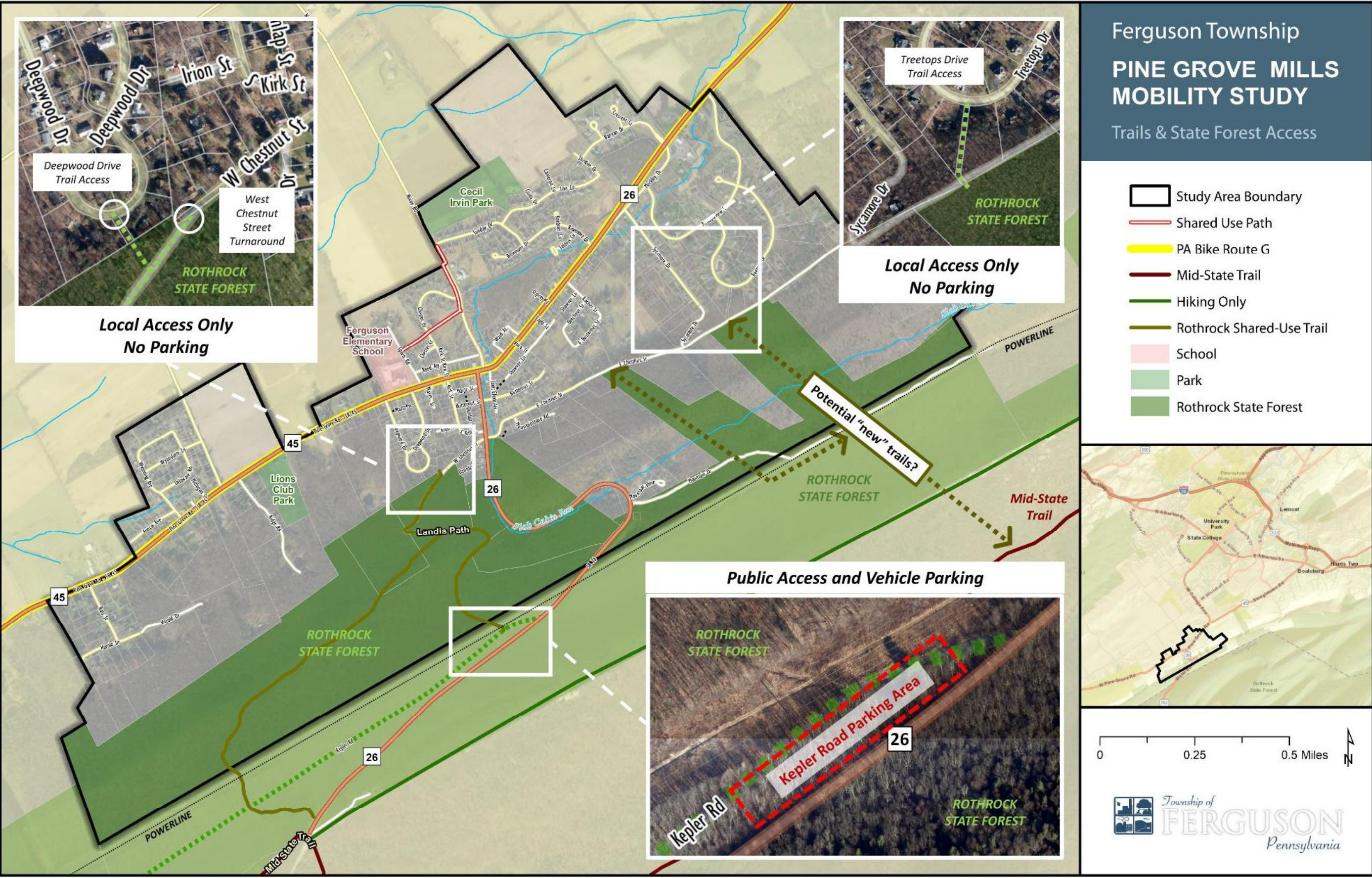


Figure 33. Trails and State Forest Access

CHAPTER 6

Recommendations

Prioritization Framework and Criteria

Projects and recommendations were prioritized during the May 23, 2022 Working Group Meeting. **Figure 34** gives the simplified framework suggested for use in the prioritization process.

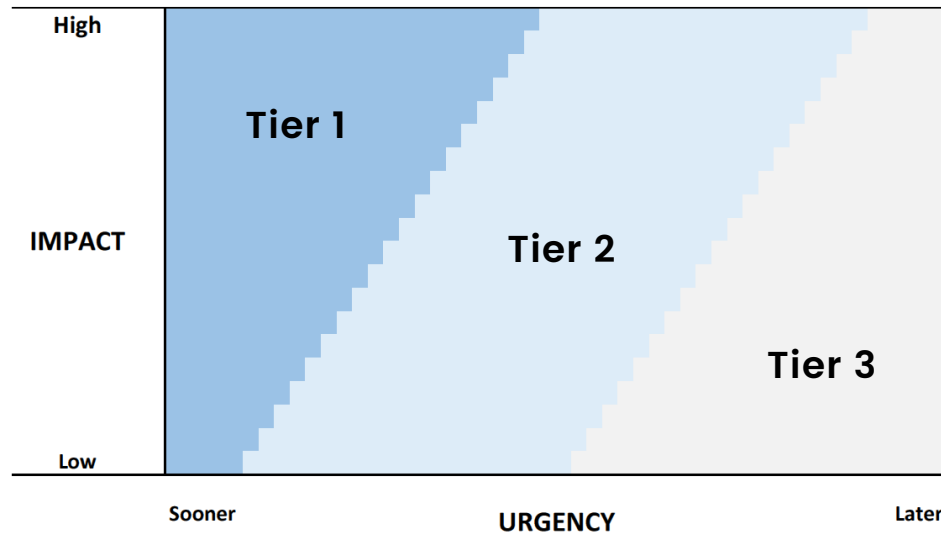


Figure 34. Prioritization Framework – Impact vs. Urgency

Working Group members were asked to draw upon the Pine Grove Mills Mobility Study process, professional experience, and knowledge of the local area to evaluate the “Impact vs. Urgency” for each project.

- **Impact** expresses how well a project addresses and effectively resolves important needs and issues.
- **Urgency** addresses the desired timeframe for implementation, according to the severity of need and implications of waiting.

As projects were reviewed, they were placed into tiers, with Tier 1 having the highest priority and Tier 3 having the lowest priority.

Cost Estimates

Probable cost estimates for each project were developed based on unit prices from PennDOT’s Electronic Contract Management System (ECMS) for recent projects of similar scope in the region. The cost estimate details are provided in **Appendix E** and are based on the following methods and assumptions:

- No cost escalation or inflation are assumed, and all prices assume that the year of expenditure is 2022.
- Construction quantities were estimated for the significant items of work according to the Concept drawings. Smaller items are considered part of the 25% contingency line item.
- Right-of-way costs are not included with these estimates at this conceptual stage, but impacted properties are identified.
- Similarly, utility impacts such as utility poles and fire hydrants are noted, without assigning costs. Costs for relocation can be heavily driven by other utilities which also need to be avoided with any relocation, and without details on underground utilities, detailed costs would vary widely.
- Mobilization, Construction Engineering & Inspection, and Consultant Design/Survey costs are added as percentage multipliers to the cost estimate.

Prioritized List of Projects and Recommendations

Table 14 gives the listing of Recommended Projects. Tier 1 Projects are those that represent the most impactful and urgent projects developed through the Pine Grove Mills Mobility Study. Tier 2 and Tier 3 Recommended Projects, while still recommended for implementation, did not have the same level of impact or urgency as the Tier 1 Projects. The Working Group recommends that they be considered for future funding and implementation.

Deferred Ideas for Future Study

Some ideas and developed during the study were not able to be addressed within the scope of the current study, and the ideas required further research and study. These ideas and projects were collected as “deferred ideas”, which include the following:

- **Kirk Street** – Consider removing the gate on Kirk Street as a street networking strategy that would distribute traffic more equitably across the Township-owned streets. This strategy would take vehicular pressure off of the Sunday Drive, Rosemont Drive, and Nixon Road corridors. Since the strategy has implications related to increased traffic volume on Kirk Street and operations at the intersection with Pine Grove Road, additional study and vetting with the community through a public engagement process is recommended.

Funding and Implementation

Funding for projects recommended in the Pine Grove Mills Mobility Study may be considered for funding through the following sources:

- **Ferguson Township Capital Program** – The Township has made an initial commitment of COVID-19 recovery funds for projects identified in the Mobility Study. The indicated Tier 1 projects

should be considered in Capital Planning conducted in 2022 for immediate implementation.

- **PennDOT and DCED Multimodal Grant Programs** – With the confluence of modal, safety, and operations improvements involved in this project, it should compete well for funding under PennDOT’s and DCED’s Multimodal Transportation Grant Programs. These programs are competitive grant programs that typically involve federal transportation dollars.
- **Transportation Alternatives Set Aside (TASA)** – Many of the recommended projects are also a good fit with the federal TASA program. Recommended projects that have already qualified for TASA funding are noted under the cost estimate.
- **PennDOT Automated Red-Light Enforcement (ARLE) Grant Program** – Smaller transportation and signal projects may qualify for this competitive grant program using funds collected at red-light enforcement locations. The grant guidance documents should be consulted for the types of projects that can be funding through ARLE grants.
- **Private Developer Projects and Contributions** – Certain projects, like the roundabout at Banyan Drive/Meckley Drive, could be implemented as traffic impact mitigation, with a private developer funding part or most of the project. Also, certain pedestrian and bicycle network connections cross several unbuilt but developable parcels. These connections could be placed on the Township’s official map and integrated into the land development plan.

Summary of Recommendation Action Steps

A. Pine Grove Road & Water Street/Nixon Road Intersection

- A.1. Implement the ??? Option. [Board of Supervisors input needed]
- A.2. Implement a Street Repurposing project in front of the post office to include landscaping, bike rack, and bus shelter.
- A.3. During design, determine the most desirable configuration of the Water Street approach—whether with or without the channelized right turn lane and a raised concrete island to serve as a pedestrian refuge when crossing Water Street.
- A.4. Following construction, review the available Nixon Road sight distance and speeds on Pine Grove Road to determine if the Nixon Road left turn restriction can be removed.
- A.5. Conduct observations and educational events at the enhanced crossings during first few weeks of implementation.

B. East Pine Grove Road Gateway

- B.1. Construct the ??? Option. [Board of Supervisors input needed]

C. Pedestrian & Bicycle Network Improvements

- C.1. Construct the following enhanced pedestrian crossings:
 - a. Pine Grove Road at Rosemont Drive
 - b. Nixon Road at Shared Use Path
 - c. Pine Grove Road at Deepwood Drive
- C.2. On Pine Grove Road, from Ross Street to the Ferguson Township Elementary School, widen the shoulders on Pine Grove Road to 5 feet wide. Sign/mark the shoulders as bike lanes.
- C.3. On Pine Grove Road, from the Ferguson Township Elementary School to Rosemont Drive, add sharrow pavement markings. Consider adding “Bicycles May Use Full Lane” signage.
- C.4. Run community education campaigns on enhanced pedestrian crossings and sharrows.

D. Western Pine Grove Gateway

- D.1. Construct the Western Pine Grove Road Gateway.

E. Speed Limit Changes

- E.1. Pine Grove Road West – With implementation of the West Pine Grove Road Gateway Treatment, extend the 25 mph speed limit to the gateway location and add a 40 mph zone starting just west of either Wyoming Avenue or Ross Avenue.
- E.2. Pine Grove Road East – With implementation of the Banyan Drive/Meckley Drive Full-Size Modern Roundabout as a gateway treatment, add a 35 mph zone between the gateway and the other end of Meckley Drive.
- E.3. Nixon Road – With construction of the enhanced shared use path crossing, extend the 25 mph zone to the north to encompass the Sunday Drive residential street intersection.

- E.4. Water Street – With the planned high friction surface treatment project, extend the 35 mph zone to the south through the first curve along SR 0026. Consistent with Pine Grove Road and Nixon Road, post Water Street at 25 mph within the developed area of Pine Grove Mills, north of Chestnut Street.

F. Water Street Sidewalk Replacement

- F.1. Replace the Water Street Sidewalk according to the scope of work prepared for the TASA Grant project.

G. Parking Improvements

- G.1. Integrate new and revised parking in the concept for the Pine Grove Road & Water Street/Nixon Road intersection.
- G.2. Evaluate sight distance along Pine Grove Road west of Water Street according to the 25-mph speed limit and expand parking zones where sight distance allows.
- G.3. Mark existing parking spaces along Pine Grove Road.
- G.4. Standardize the parking signage systems, formats, and messaging used throughout Pine Grove Mills.
- G.5. Coordinate ordinance and field postings for parking.
- G.6. Update parking ordinance to remove Sunday parking on the south side of Pine Grove Road.
- G.7. Add No Parking signs at more regular intervals along the south side of Pine Grove Road.
- G.8. Add parking regulation signs along the east side of Water Street to restrict parking within the sight triangle.

H. Rothrock State Forest Trails Access

General Recommendations:

- H.1. Encourage walking or bike access only via the neighborhood trail connections.
- H.2. Work with neighborhoods to develop acceptable trailhead signage and access restrictions (residents only (?), walk only, walk and bike, motorized traffic, horses, etc.)
- H.3. Encourage vehicular access and parking at the Kepler Road access, to the south along SR 0026 (Water Street).
- H.4. Work with DCNR and State Forest to assess the desirability/feasibility of new trail connections through the State Forest to the Mid-State Trail.

Locational Recommendations:

At the Deepwood Drive Trail Access:

- H.5. Maintain existing trail connection on Township right-of-way between Deepwood Drive and State Forest lands.
- H.6. Retain existing “No Parking” along Deepwood Drive.

At the West Chestnut Street Turnaround:

- H.7. Work with DCNR and State Forest to assess ownership of the West Chestnut Street turnaround, trail access point, and gate.
- H.8. Based on the outcomes of ownership/responsibility, update the Township parking ordinance to prohibit vehicular parking in the turnaround and post “No Parking” signs.
- H.9. Assess the functionality and need for the existing gate.
- H.10. Clearly sign and define the trail access point and post a trail map and trail head signage, indicating access restrictions.
- H.11. Consider adding bike parking (rack).
- H.12. Consider stabilizing the embankment and creating a drainage swale above the turnaround area to capture run-off and prevent further erosion in the turn-around, West Chestnut Street, and adjacent properties.

At the Kepler Road Parking Area and Trail Access:

- H.13. Work with DCNR and State Forest to assess ownership of the area currently being used as vehicular parking.
- H.14. Conduct a parking and trail utilization study, including a survey of trail users to determine desired trailhead improvements.
- H.15. Post a trail map and trail head signage, indicating access restrictions.

I. Other Recommendations

Pedestrian Safety & Accommodation

- I.1. Develop a consistent standard for marking crosswalks and providing ADA-compliant crossings at street intersections.
- I.2. Where sidewalks were narrow, blockages by wheelchair ramps, bikes, toys, trash cans, recycling bins, etc., were noted. Consider notifying residents and working with recycling and refuse collection to keep the sidewalk clear.
- I.3. Trees and other vegetation along the sidewalk should be trimmed to allow clear passage.
- I.4. Clarify responsibility for clearing snow from the sidewalk on the Slab Cabin Run Bridge.

Bicycle Safety & Accommodation

- I.5. The shared use path between Nixon Road and Elementary School provides good connectivity but the section along the cemetery has a gravel surface and is eroded in many spots. Conduct maintenance on the gravel surface. Consider paving this section of the shared use path.

Table 14. Pine Grove Mills Mobility Study Recommended Projects

ID	Project	Type	Location	Description	New ROW Anticipated?	Cost Estimate	Tier
1	Concept A.1, Stop Control Option	Major Concept	Pine Grove Road between Water Street and Pine Hall/Post Office	<ul style="list-style-type: none"> Retain the existing stop-controlled intersection, with revised Water Street and Pine Grove Road geometry. Add two enhanced pedestrian crossings of Pine Grove Road with rapid flashing beacons, high-visibility pavement markings, and enhanced lighting. Add high-visibility crosswalks with enhanced lighting at Water Street, Nixon Road, St. Elmo's Lane, and Post Office Driveway. 	No	\$ 834,500	1
	Concept A.3, Large Mini Roundabout Option	Major Concept	Pine Grove Road between Water Street and Pine Hall/Post Office	<ul style="list-style-type: none"> Convert the intersection to a large "mini-roundabout". Add an enhanced pedestrian crossing of Pine Grove Road with rapid flashing beacons, high-visibility pavement markings, and enhanced lighting between Pine Grove Hall and the Post Office. Add high-visibility crosswalks with enhanced lighting at all other crossing locations, including the roundabout, Nixon Road, St. Elmo's Lane, and Post Office Driveway. 	Yes	\$ 1,269,100	
2	Street Repurposing at Post Office	Major Concept	Pine Grove Road in front of Post Office	<ul style="list-style-type: none"> Repurpose portions of the existing roadside pavement, sidewalk, and landscaped area to create a useful, integrated space Elements include expanded green space/landscaping, bike rack, gazebo/seating 	No	\$ 215,200	3
3	Concept B.1, Full-Size Modern Roundabout (Eastern Gateway)	Major Concept	Pine Grove Road at Banyan Drive/ Meckley Drive	<ul style="list-style-type: none"> Convert intersection to a full-size modern roundabout. Add high-visibility pedestrian crossings with overhead lighting across Pine Grove Road, Banyan Drive, and Meckley Drive. Install a landscaped "green median" on Pine Grove Road with landscaping and signage to create the eastern gateway to Pine Grove Mills. Add a 35 mph speed zone on Pine Grove Road between the gateway and the other end of Meckley Drive. 	No	\$ 1,071,800	3
4	Concept C.2, Enhanced Pedestrian Crossing at Rosemont Drive	Enhanced Crossing	Pine Grove Road at Rosemont Drive	<ul style="list-style-type: none"> Add an enhanced pedestrian crossing of Pine Grove Road, with roadside signage, rapid flashing beacons, high-visibility pavement markings and enhanced lighting. Add high visibility pedestrian crossing of Rosemont Drive, with signage and overhead lighting. 	No	\$ 84,100	1/2
5	Concept C.3, Enhanced Pedestrian Crossing at the Shared Use Path	Enhanced Crossing	Nixon Road at Shared Use Path	<ul style="list-style-type: none"> Update the existing shared use path crossing of Nixon Road to create an enhanced crossing with signage, rapid flashing beacons, high-visibility pavement markings and lighting. Extend the 25 mph zone on Nixon Road to the north to encompass the Sunday Drive residential street intersection. 	No	Estimated by Township for TASA Grant (1)	1
6	Concept C.4, Enhanced Pedestrian Crossing at Deepwood Drive (East)	Enhanced Crossing	Pine Grove Road at Deepwood Drive (East)/Elementary School Driveway	<ul style="list-style-type: none"> Add an enhanced pedestrian crossing of Pine Grove Road on the west side of Deepwood Drive, with roadside signage, rapid flashing beacons, high-visibility pavement markings and overhead lighting. Add high visibility pedestrian crossing of Deepwood Drive, with signage and overhead lighting. 	No	\$ 108,000	1
7	Concept C.5a, Pine Grove Road West Complete Street	Complete Street	Pine Grove Road, from Ross Street to Ferguson Township Elementary School	<ul style="list-style-type: none"> Widen the roadway shoulders on both sides of Pine Grove Road to 5 feet Sign and mark the shoulders as bike lanes 	No	Estimated by Township for TASA Grant (1)	1

ID	Project	Type	Location	Description	New ROW Anticipated?	Cost Estimate	Tier
8	Concept C.5b, Pine Grove Road East Complete Street	Complete Street	Pine Grove Road, from Ferguson Township Elementary School to Rosemont Drive	<ul style="list-style-type: none"> Add sharrow markings on Pine Grove Road, according to the MUTCD "Shared Lane Marking" guidelines Consider adding "Bicycles May Use Full Lane" signage. Conduct community education on sharrows. 	No	\$ 77,600 (TASA)	1
9	Water Street Sidewalk Reconstruction and Extension	Pedestrian	West side of Water Street, from Pine Grove Road to Chestnut Street	<ul style="list-style-type: none"> Reconstruct the existing sidewalk with ADA-compliant crossings of Martz Street and Smith Street. Extend the sidewalk by approximately 200 feet, from its current endpoint to Chestnut Street. 	Construction Easements	Estimated by Township for TASA Grant (1)	1
10	Western Pine Grove Road Gateway	Gateway	Pine Grove Road east of Lions Community Park	<ul style="list-style-type: none"> Construct gateway treatment, including median, overhead beacon, speed feedback signs, pavement markings, etc. Extend the 25 mph speed limit to the gateway location and add a 40 mph zone starting just west of either Wyoming Avenue or Ross Avenue. 	No	\$ 266,100	2
11	Parking Improvements	Parking	Pine Grove Road, between Water Street and Ferguson Township Elementary School	Parking Zone Studies and Expansion <ul style="list-style-type: none"> Evaluate sight distance and expand parking zones where sight distance allows. 	No	\$ 6,400	1
		Parking	Pine Grove Road, between Rosemont Drive and Ferguson Township Elementary School	Marking of Parking Spaces <ul style="list-style-type: none"> Mark all legal parking spaces to match the ordained and posted signage. 	No	\$ 1,200	
		Parking	Pine Grove Road and Water Street	Parking Signage Updates <ul style="list-style-type: none"> Update parking signage to use a consistent systems, formats, and messaging. Place signs at more regular intervals along the south side of Pine Grove Road. Add/update signage along Water Street. 	No	\$ 7,800	
		Parking	Pine Grove Mills Study Area	Parking Signage/Ordinance Updates <ul style="list-style-type: none"> Review and update ordinance and parking postings for consistency. 	No	Staff Time	
12	West Chestnut Street Turnaround Improvements	Trails	West Chestnut Street	<ul style="list-style-type: none"> Additional research and coordination required. Establish ownership and work with DCNR and State Forest on an agreement/plan for trail access, posting trail maps, adding bike rack, and other improvements to better maintain the turnaround. 	No	TBD	3
13	Kepler Road Parking Area and Trail Access Improvements	Trails	Kepler Road Parking Area	<ul style="list-style-type: none"> Additional research and coordination required. Establish ownership and work with DCNR and State Forest on an agreement/plan for parking regulations, trail access, posting trail maps, adding bike rack, and other improvements to better maintain the turnaround. 	No	TBD	3

Table Notes:

(1) Cost estimate prepared by Ferguson Township in 2021 = \$839,370. Costs were rolled together for the following three projects:

- i. Widening Pine Grove Road (SR 0045) to add bike lanes from Ross Street to Ferguson Township Elementary School (Table 14, Project ID #7)
- ii. Adding sharrow markings on Pine Grove Road from Ferguson Township Elementary School to Nixon Road and Nixon Road to the Shared Use Path (Table 14, Project ID #8)
- iii. Reconstructing Water Street sidewalk from Pine Grove Road to Chestnut Street (Table 14, Project ID #10)

LIST OF ACRONYMS

AASHTO	American Association of State Highway Transportation Officials
ARLE	Automated Red-Light Enforcement Grant Program
CATA	Centre Area Transportation Authority (Transit)
CCMPO	Centre County Metropolitan Planning Organization
CRPA	Centre Regional Planning Agency
DCNR	PA Department of Conservation & Natural Resources
FHWA	Federal Highway Administration
LOS	Level-of-Service
MPH	Miles Per Hour
PennDOT	Pennsylvania Department of Transportation
ROW	Right-of-way
RRFB	Rectangular Rapid Flashing Beacon
RSA	Roadway Safety Audit
SAP	Small Area Plan
SCASD	State College Area School District
TASA	Transportation Alternatives Set-Aside Program
TIP	Transportation Improvement Program

Directional Designations:

EB	Eastbound
WB	Westbound
NB	Northbound
SB	Southbound

SOURCES & REFERENCES

1. Pine Grove Mills Small Area Plan, Centre Regional Planning Agency in partnership with Ferguson Township, 2019. https://www.twp.ferguson.pa.us/sites/g/files/vyhlf576/f/uploads/2019_12_23_pgm_sap_jlw.pdf
2. Ferguson Township Street Classification Map, 2016.
3. Bikeway Selection Guide, Federal Highway Administration (FHWA), 2019.
4. Ferguson Township Police Department Crash Data, provided 2021.
5. Illumination Data, Ferguson Township, taken 2022.
6. AASHTO Roadway Lighting Design Guide, 2018.
7. Phone call discussion held January 11, 2022 between Carl Campbell, Pastor of the Pine Grove Mills Presbyterian Church and Robert Watts, consultant for the Pine Grove Mills Mobility Study.
8. Centre Area Transportation Authority Data, provided 2021.
9. NCHRP Report 672, Roundabouts: An Informational Guide, Second Edition, 2010.
10. PEDSAFE, Pedestrian Safety Guide and Countermeasure Selection System, Rectangular Rapid-Flashing Beacon (RRFB), http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54
11. Sharrow Educational Handout, Centre Regional Planning Agency, provided 2021.

APPENDIX

Appendix A	Mobility Study Virtual Public Meeting Presentation, Meeting Summary, and Survey Results
Appendix B	Mobility Study Open House & Concept Display Presentation, Meeting Summary, and Survey Results
Appendix C	Pine Grove Road & Water Street/Nixon Road Traffic Signal Warrant Study Report
Appendix D	Pedestrian & Bicycle Roadway Safety Audit Detailed Prompt Lists
Appendix E	Concept Cost Estimates

APPENDIX A

Virtual Public Meeting

Meeting Presentation
Meeting Summary
Public Comment Form
Summary of Survey Results
Full Survey Results

Pine Grove Mills Mobility Study

Virtual Public Meeting

October 14, 2021

*This meeting is being recorded.
Your participation indicates your consent to be*



1

Ground Rules

Please keep your microphone muted and video off during the presentation

Two ways to provide feedback or ask questions:

- During facilitated discussion, please use the "raise hand" tool to have your microphone unmuted
- During the rest of the meeting, please use the chat box to ask questions.

2

Today's Presentation

- Introductions
- Review of the Pine Grove Mills Small Area Plan
- Origins of the Pine Grove Mills Mobility Study
- The Mobility Study Process
- Mobility Recommendations from the Pine Grove Mills Small Area Plan
- Opportunities for Public Feedback
- Next Steps
- Closing Remarks

3

Presenter Introductions

- **Ron Seybert**
Ferguson Township
- **Jim May**
Centre Regional Planning Agency
- **Robert Watts**
McCormick Taylor

4



Pine Grove Mills
Mobility Study
Working Group

- Ferguson Township
 - Staff
 - Planning Commission
 - Pine Grove Mills Small Area Plan Advisory Committee
- Centre Regional Planning Agency (CRPA)
- PennDOT District 2-0
- Centre Area Transportation Authority (CATA)
- McCormick Taylor

5

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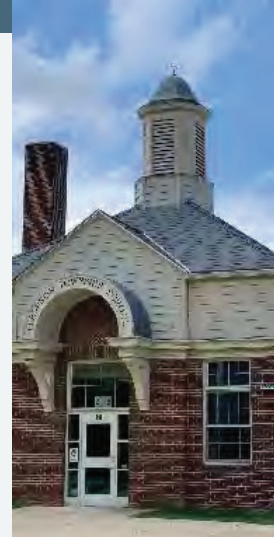


Pine Grove Mills
Mobility Study Origins

6

Small Area Plan (SAP)

- Community-led planning approach
- Facilitated by CRPA staff
- Developed a series of “themes”
- “Improve safety and provide for multiple modes of transportation” was a key theme
- Mobility map, goals, and objectives in the SAP represent the starting point for what should be refined in the Mobility Study as determined by the residents



7

7

Small Area Plan

- Clearly identified mobility issues to be addressed
- Came from the Pine Grove community
- Safety, mobility, speeding, connectivity can be difficult, but impactful changes in Pine Grove Mills
- Residents eager to see action in these areas



8

8

Small Area Plan

- Clearly identified mobility issues to be addressed
- Came from the Pine Grove community
- Small Area Plan link:
<https://bit.ly/2YwzrKE>

The SAP is also linked from the Pine Grove Mills Mobility Study website.



9

9

The Mobility Study



10

Transportation Mobility Study

Premise

Transportation puts demands on the street environment

- Personal and mobility choices
- Support for business models


Process

Review, evaluate, and reimagine the street space

- Allocate space efficiently
- Address conflicts
- Improve functionality
- Create room for new priorities

Purpose

Enrich the travel experience and allow users of all ages and abilities to travel safely from place to place within and beyond Ferndale



11

11

Stakeholders & Community Engagement

- First Public Meeting
- Working Group Meetings
- Final Public Meeting
 - February 2022
- Review by Working Group
- Review/Approval by Board of Supervisors
 - April 2022



12

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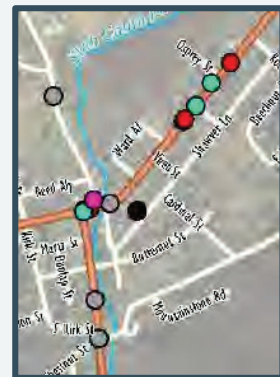
Data Collection & Analysis

- Transportation & Community Features – Mapping, GIS
- Travel Activity – Vehicles, Bicycles, Pedestrians, Transit
- Travel Safety – Crash history
- Street Cross Section - Travel lanes, Shoulder, Parking, Sidewalk
- Roadway Geometry - Sight distance
- Traffic Control – Signals, Signs, Pavement markings
- Pedestrian and Bike Roadway Safety Audits
- Connectivity – Trails, Access to Rothrock State Forest

13

Transportation Aspirations

- Where is the transportation network not performing?
 - Roadway audits, Analysis, Crash history
- What priorities do we have for transportation?
 - Complete Streets, Active Transportation, Vision Zero
- What do we want the network to look like in 25 years?
- What factors will go into prioritizing the ideas, policies, and projects for implementation?



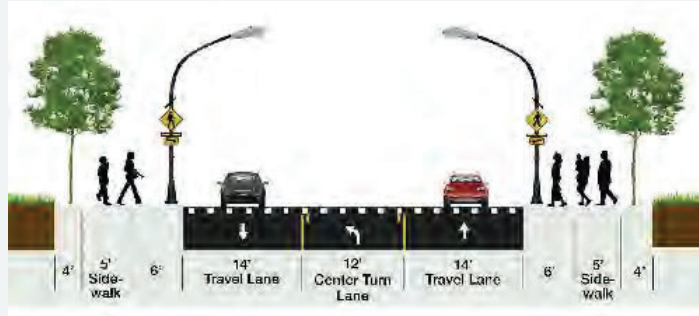
*Excerpt from crash point mapping
for the Pine Grove Mills Mobility Study,
2016-2020, prepared by Ferguson Township.*

14

14

Solutions & Concept Illustrations

- Illustrate how the network could be changed
- Recognize various roadway interests, constraints, and limitations
- Traditional and innovative ideas
- Value is important for prioritizing projects
- Policy changes

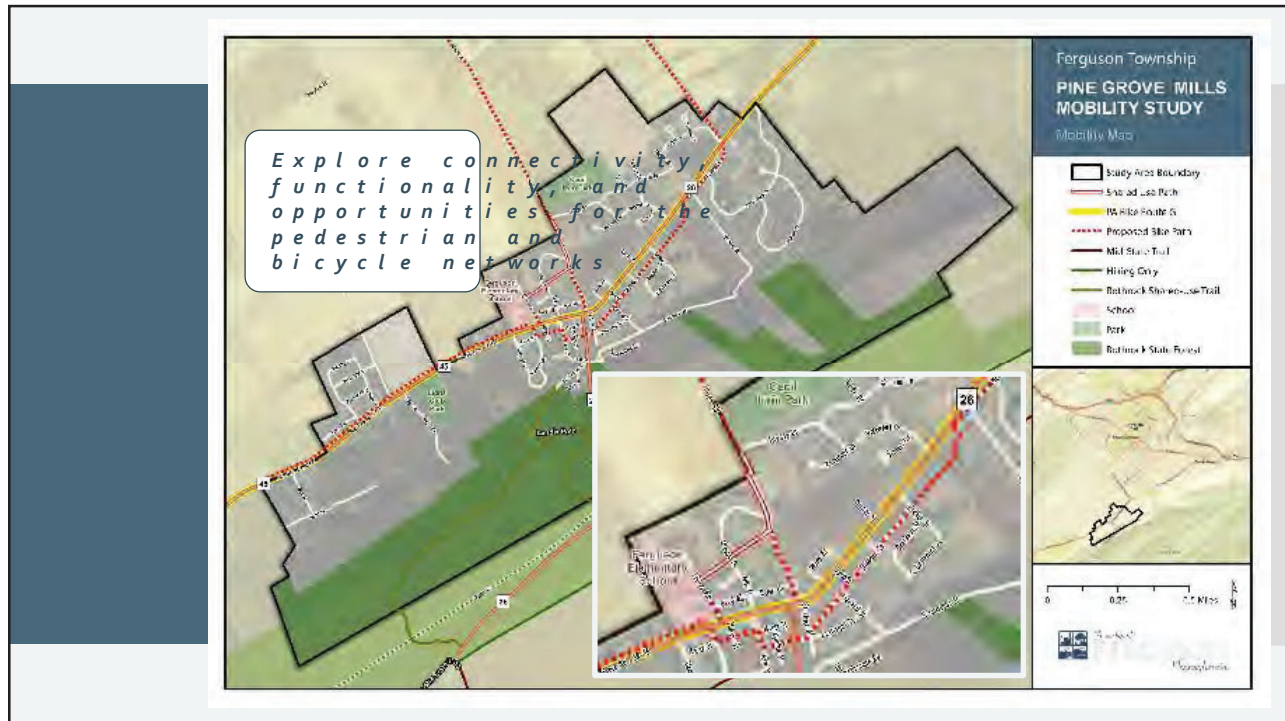


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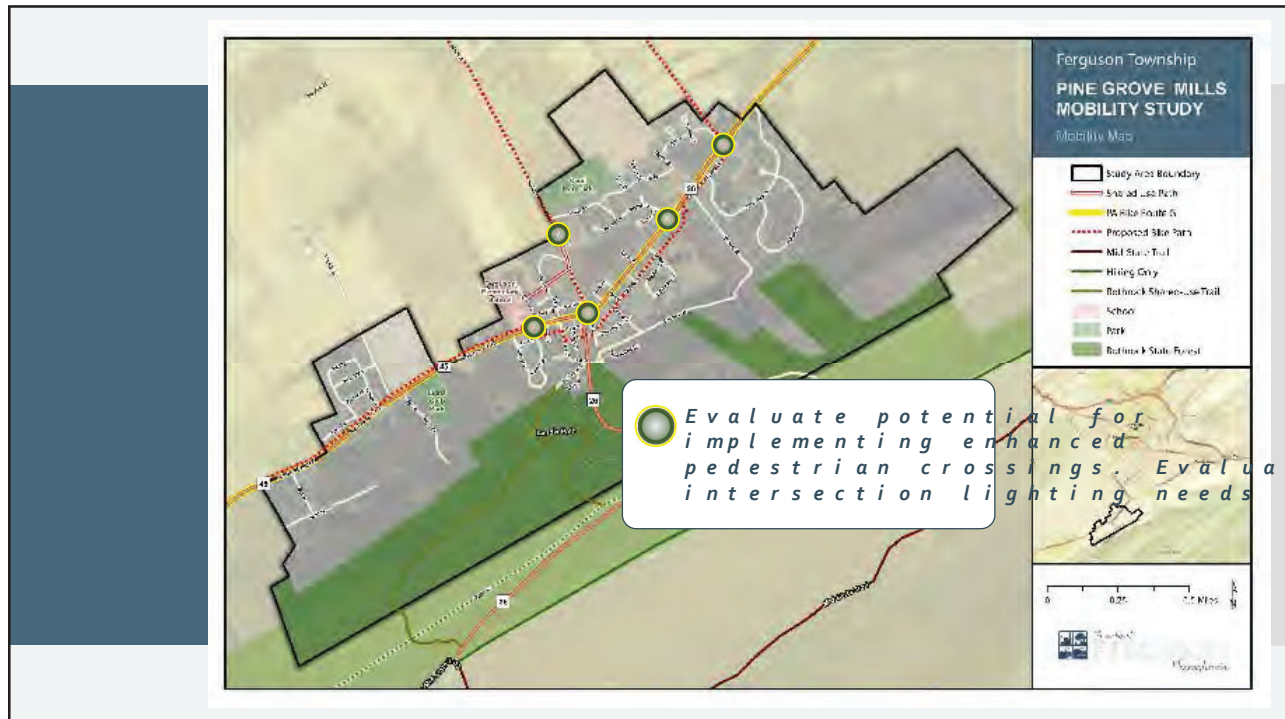
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Pine Grove Mills Small Area Plan Recommendations

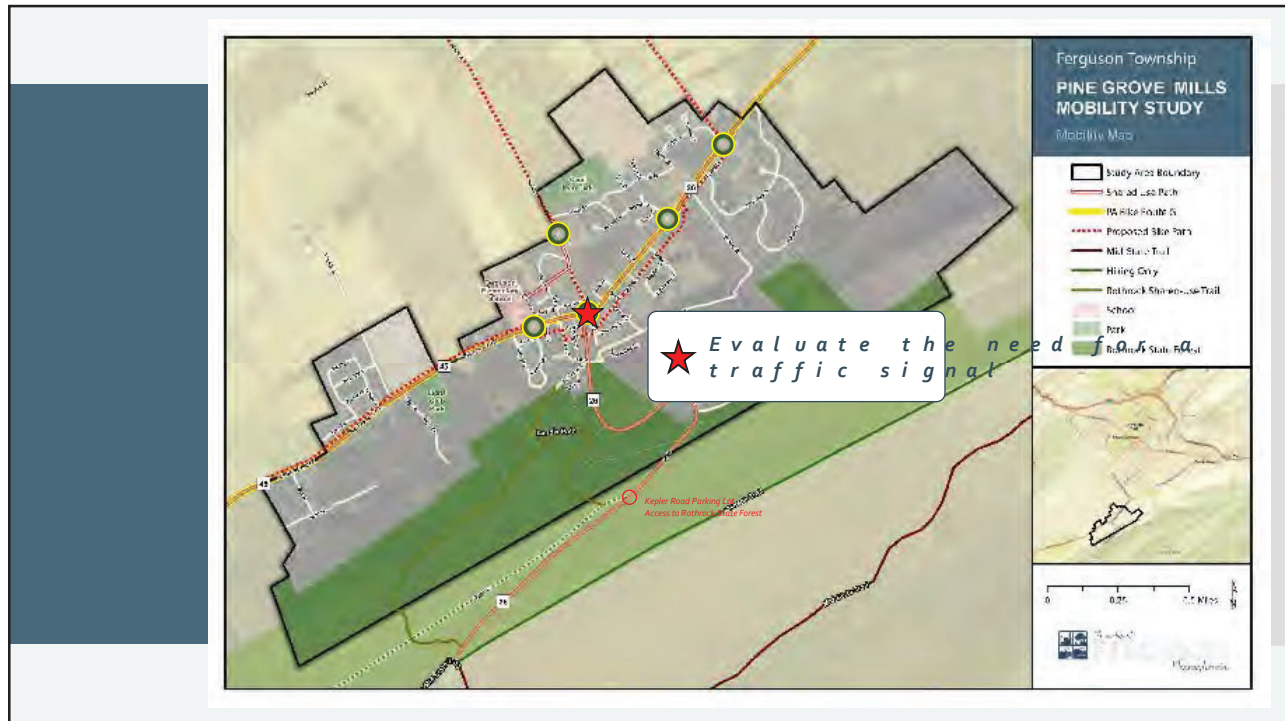
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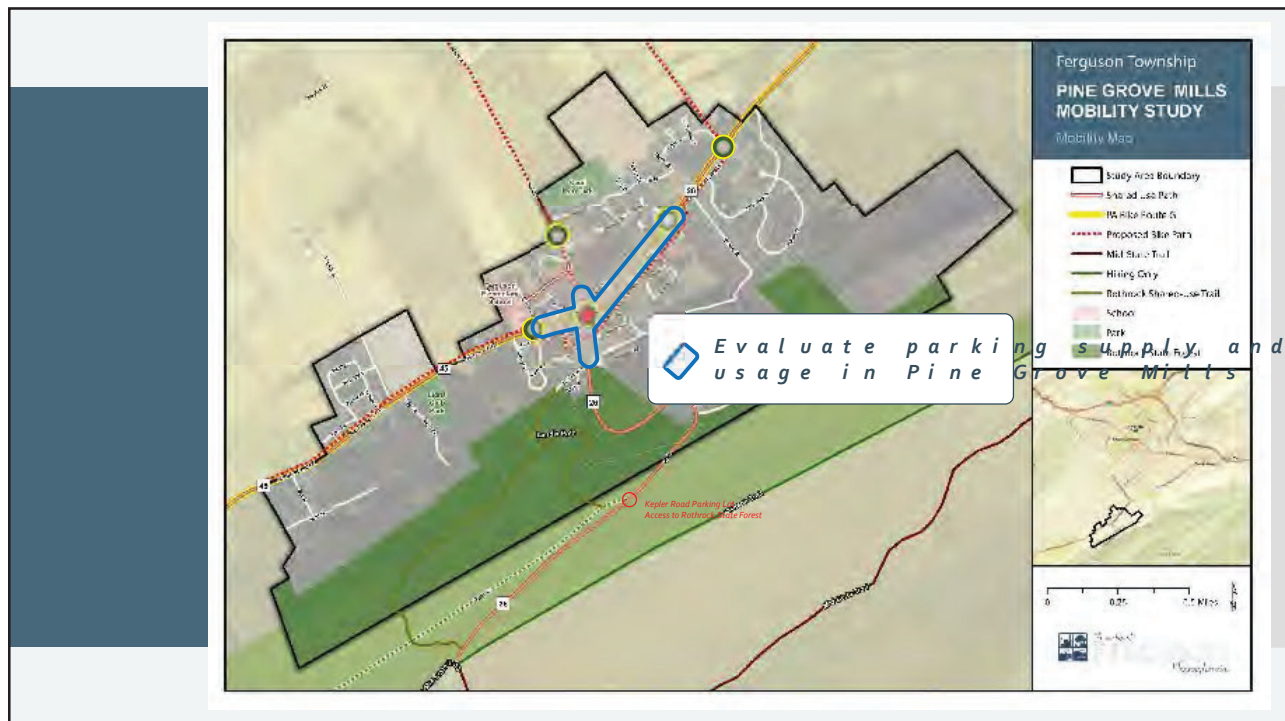
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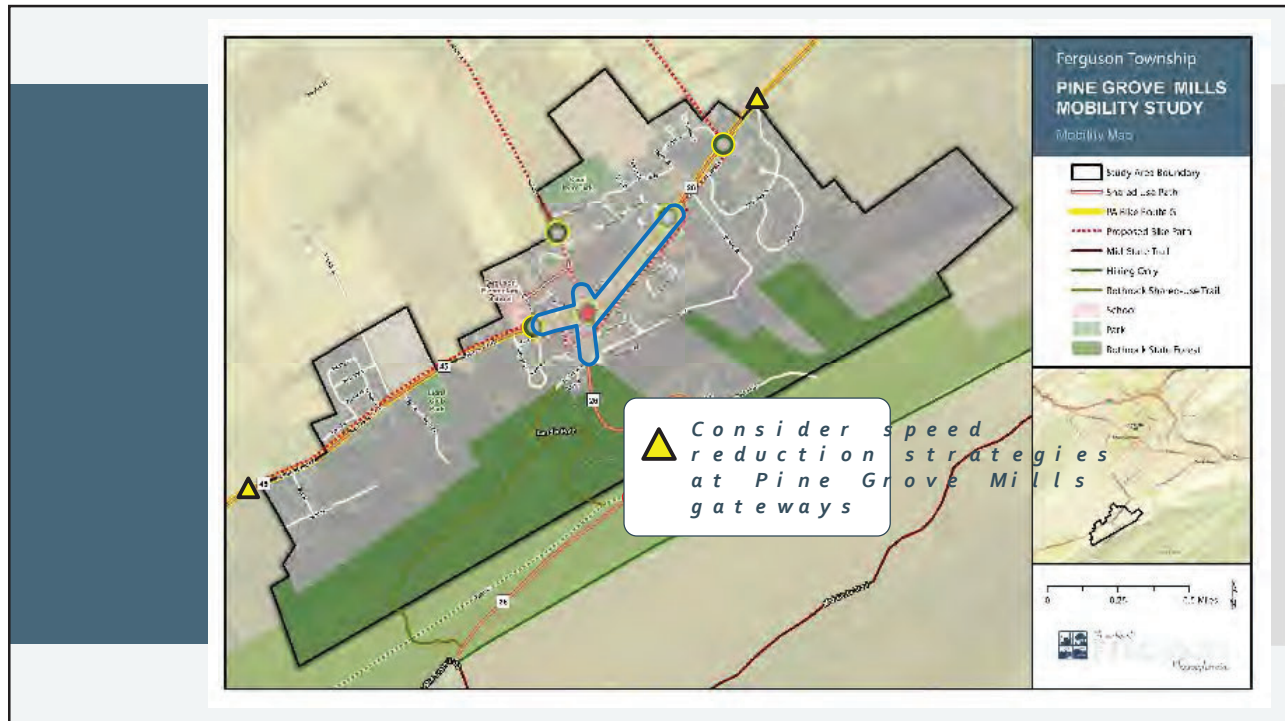
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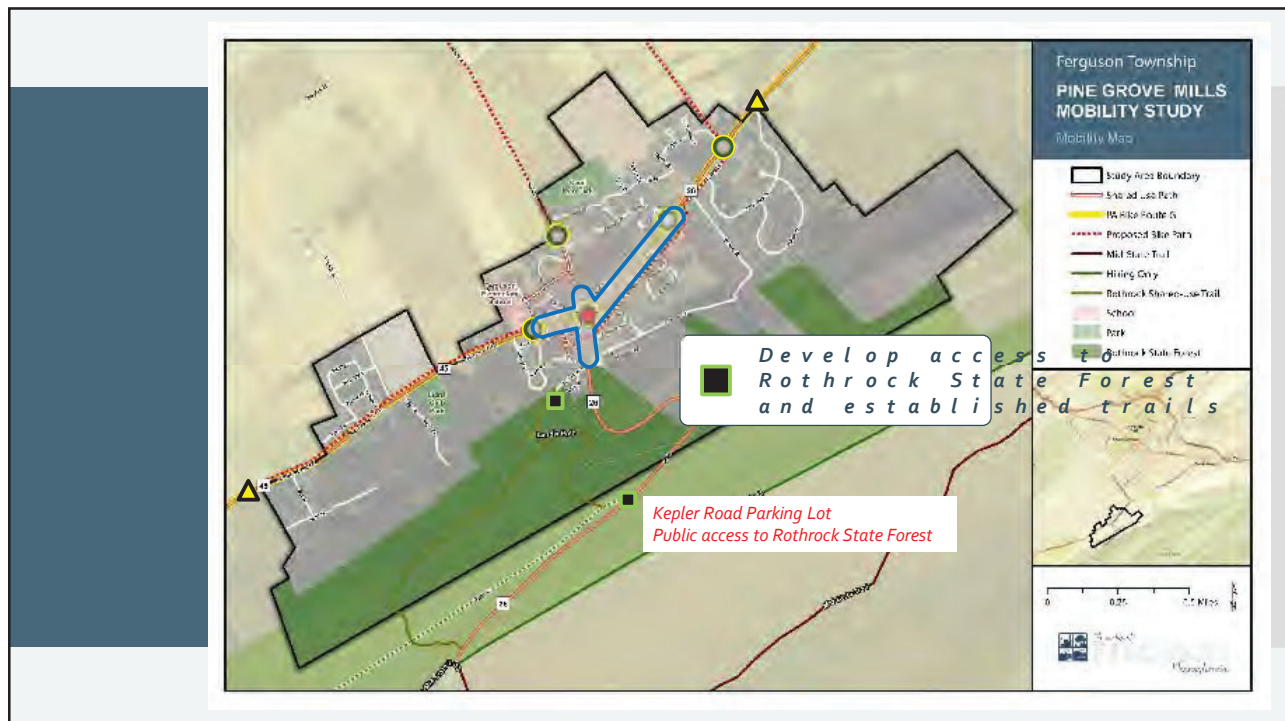
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23

Public Feedback

The photograph shows a roadside scene with a large sign for 'Pine Grove Mills Country Store' featuring an American flag. Below it are smaller signs for 'NORTH 26' and 'EAST 45', and a 'DO NOT PASS' sign. The background shows a road and some trees under a cloudy sky.

24

Public Feedback

Ways to Participate – tinyurl.com/PGMMobility



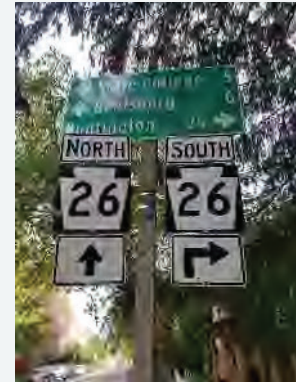
Watch and share presentation video



Review materials and maps



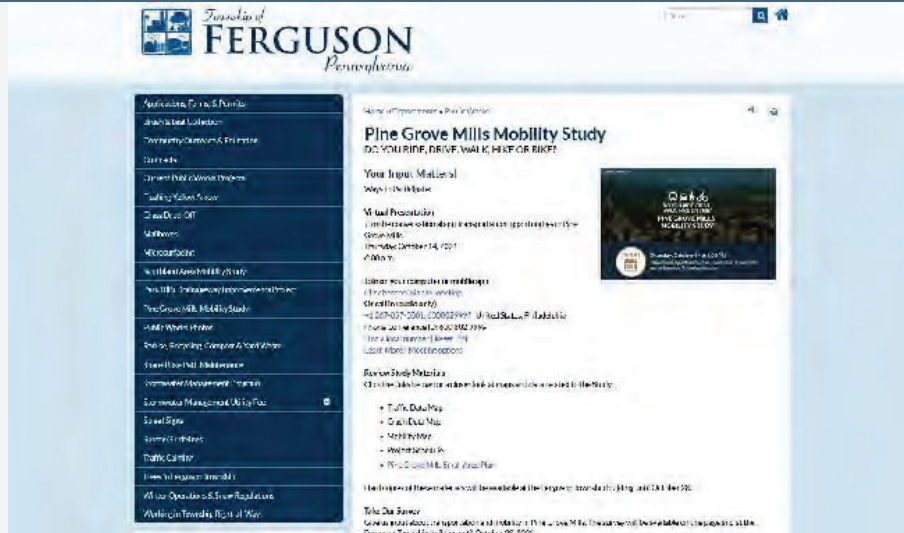
Take the survey – October 14-28



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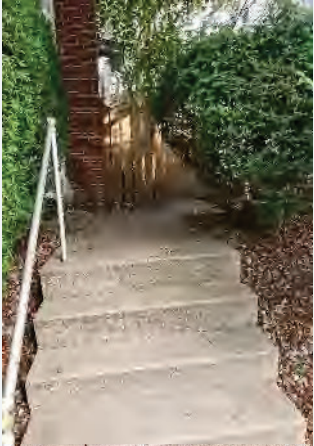
Project Website - tinyurl.com/PGMMobility



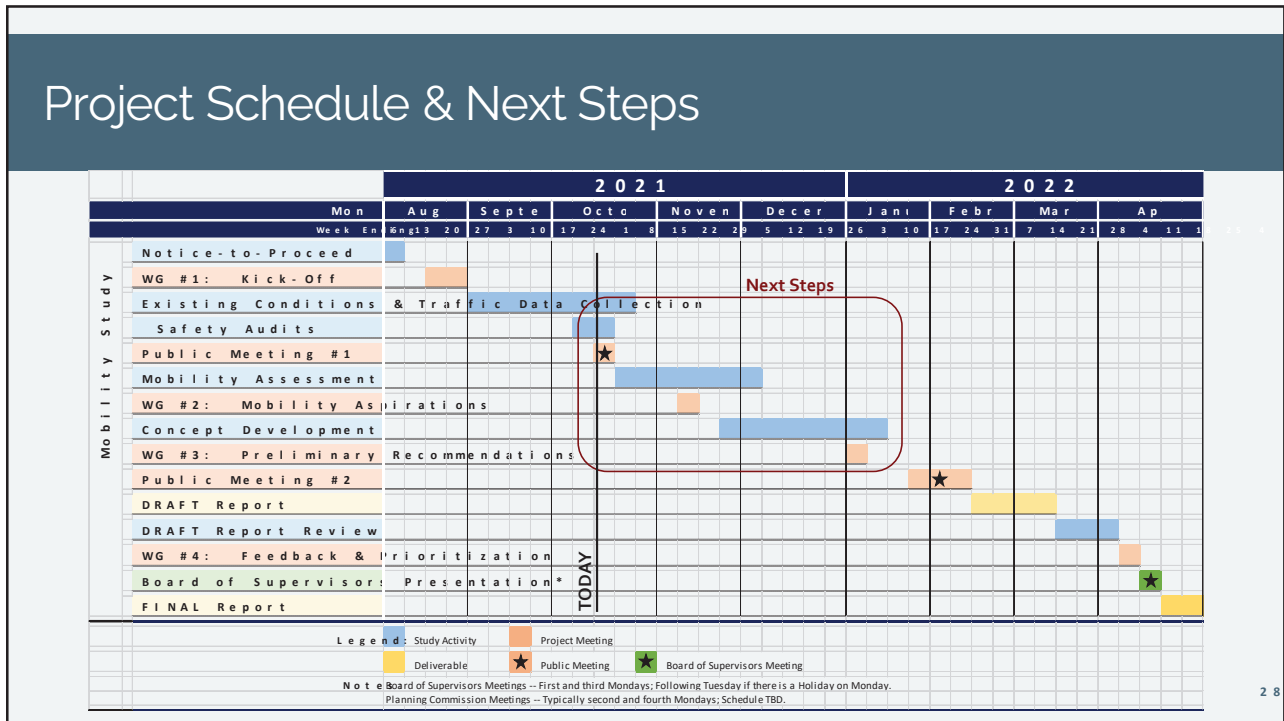
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26

Next Steps



27



28

Closing Remarks

Mobility Study contacts:

Robert Watts
rjwatts@mccormicktaylor.com

Ron Seybert
rseybert@twp.ferguson.pa.us



Pine Grove Mills Mobility Study
Public Meeting #1
Meeting Summary

Meeting Details

Overview & Purpose

Ferguson Township conducted a public meeting to introduce the Pine Grove Mills Mobility Study to the community. Due to COVID-19 protocols, the meeting was held virtually, using the Microsoft Teams platform. Meeting materials, including a recording of the virtual meeting, a survey, maps and graphics, were shared on the Ferguson Township website to allow community members to review the material at any time during the two-week comment period (Oct. 14-28). Hard copies were also available at the Township building for the comment period.

Date: Thursday, October 14, 2021
Time: 6:00 p.m.
Format: Virtual, Microsoft Teams meeting

Attendees

Twenty-one (21) individuals attended the virtual meeting, including team members and presenters.

Topics Presented

Meeting presenters were Ron Seybert, Ferguson Township Engineer and Rob Watts, McCormick Taylor Project Manager. A PowerPoint presentation was utilized to present an overview of the Mobility Plan and related efforts:

- Review of the Pine Grove Mills Small Area Plan
- Origins of the Pine Grove Mills Mobility Study
- The Mobility Study Process
- Mobility Recommendations from the Pine Grove Mills Small Area Plan
- Opportunities for Public Feedback
- Next Steps

Meeting Materials

Several materials were made available on the [Ferguson Township website](#) and in hard copy at the township building during the two-week comment period.

- Mobility Map
- Traffic Data Map
- Crash Data Map
- Study Area Map
- Project Schedule
- Comment Form

Questions, Answers & Open Discussion:

The following questions and concerns were raised during the open discussion period of the meeting:

- Henry asked if Sunday Drive be added to the study area. There is a lot of high-speed, cut-through traffic because drivers can't make a left turn at the blinking light.
 - Ron clarified that Sunday Drive is included in the study area and thanked Henry for bringing the concerns about cut through traffic to the team.
- Henry also noted that mountain bikers, like himself, access the trails using Chestnut Street, but there is another access point near Deepwood Drive which is better to access the trails. At Chestnut Street, bikers have to climb Route 26, and that can be dangerous. They also tend to use the Kepler Road parking lot to start rides, not travelling through Pine Grove Mills. He also noted that PA Department of Conservation and Natural Resources (DCNR) is planning to build a trail across from Kepler Road down to the power lines which connects to Musser Gap.
- Laura D. confirmed that hikers use the Deepwood Drive access point because it is closer to on-street parking in the Village and it is a nicer, shorter walk up Deepwood than on Water Street.
- Laura D. also asked that any future renderings, streetscape plans, etc., include smaller scale, 'old timey' style fixtures to reinforce that drivers are travelling through a Village, as was described in the Pine Grove Mills Small Area Plan.
- Laura D. expressed a hope that this plan will include specific solutions to local barriers, including questions of ownership, to achieving the connections outlined in the Small Area Plan.
- Matt H. thanked the team for their analysis and presentation. He also confirmed Henry's concern about vehicle speed in the areas of Lois Lane and Sunday Drive. He wondered if there are 'low hanging fruit' (low cost safety improvements) to make pedestrian crossings at Water Street and South Nixon safer, where it is very difficult to cross. He encouraged any design for fixtures to reinforce the 'old timey' feel of the Village.
- Henry asked for clarification about traffic signal warrants and what criteria the intersection of Pine Grove Road and South Water Street does not meet to warrant a signal.
 - Rob explained that national guidelines include criteria related to traffic volumes, crash history, network, and railroad crossing data, and the team is currently evaluating the traffic volume, pedestrian, and crash warrants. The main turning movement is traffic turning right from Water Street to Pine Grove Road. The warrants require the team to evaluate the conflicts for that turning traffic, and in current conditions, there is not a lot of conflict for cars turning right. In other words, those cars can pull into the intersection and turn easily without waiting for traffic on Pine Grove Road to pass. Because of that lack of conflict, those vehicles that can approach the intersection and go through the intersection within five seconds (minimal conflict) must be excluded from the traffic counts. The remaining volume is not sufficient to warrant a signal.
 - Rob also noted that COVID-19 has dropped traffic volumes, and the team compared the team's recent traffic counts with similar counts before the pandemic, and the volumes are about 12% lower overall.
 - Henry noted that the main issue is the blind curve at the intersection, not the traffic volumes. He typically walks to the Post Office to cross the street rather than at the

blinking light, because it's easier to see traffic. Would a crosswalk at the Post Office help?

- Ron agreed that the intersection is hard to cross, and he noted that when the team was conducting their pedestrian safety audits, he saw someone cross in the middle of the curve, instead of at the intersection, so that they could see traffic coming both ways. A crosswalk was already discussed after the pedestrian audit, and Ron recognized that everyone in the Village needs to go to the Post Office to pick up mail and that is a safety concern that needs to be addressed.
- Ron also noted that the traffic signal can be added to the list of aspirational items in the study. The warrants could be met in the future if traffic volumes change. Designing the signal would be a challenge because of the limited sight distance. The intersection may be a better candidate for a four-way stop, and that option will be reviewed in the course of the study.
- Sherry S., who lives on St. Elmo's Lane, shared that drivers come down the mountain and try to avoid the blinking light and turn down Butternut then on St. Elmo's Lane at pretty high speeds.
- Sherry also asked if there is an option to install a traffic signal at Pine Grove Road and South Water Street that changes to a blinking light at off-peak times.
 - Ron clarified that warrants must be met to put the signal in at all, and even at the peak hours, the traffic volumes would not meet the warrants.
 - Municipalities, including Ferguson Township, are also getting away from the practice of changing signals at different times of the day, as more crashes are occurring at night when the signals are flashing. All Ferguson Township signals are actuated, so main line traffic gets the green light unless there is traffic on the side street.
 - Rob also noted that municipalities are eliminating night-time flashing signals for pedestrian safety. A real advantage of a signal is to regulate vehicle traffic and use things like leading pedestrian intervals or exclusive pedestrian phases to make crossing easier and safer.
- Vic S. noted that his top priority is safety, especially at the blinking light. He wished that there was more enforcement of the speed limit on Pine Grove Road. He asked if there were ways to physically change the roadway to forcibly slow people down (curves, flower beds, etc.).
 - Ron agreed that could be effective – this practice is called traffic calming. This can be done with things like speed humps or gateway treatments, as well, to make it clear that drivers are entering a neighborhood. There is a process to implement those kinds of measures on a state road, like Pine Grove Mills Road. He also agreed that safety is the top priority for the Township.
 - Ron noted that the curve near Pine Grove Hall does slow people down, and if the road was straightened to make it easier to see, traffic would drive even faster.
- Mel noted that he had recommended a series of crosswalks to be implemented in Pine Grove Mills, and it never happened. He was also told that there can't be a crosswalk at Pine Grove Hall because it would not meet requirements for crosswalks based on the width of the existing sidewalks in Pine Grove Mills.

- Ron noted that crosswalks will be considered during the study and the team will review all of the related requirements and regulations.
 - Rob also mentioned that the team has already discussed the possibility of establishing a standard way to implement crosswalks in the Village to direct pedestrians to the safest place to cross.
- Henry noted one other crosswalk in need of review by the team. The crosswalk at Nixon Road at the crest of the hill by Sunday Drive is a blind crosswalk, and drivers come up the hill very fast.
 - Ron noted that the crosswalk was identified in the Small Area Plan and will be reviewed during this study.
- Vicki posted a comment in the meeting chat: “Just past the Naked Egg the speed limit changes to 45 mph. That 45mph sign was there before the developments in Thistlewood and the one on the hill on the north side was there. Now there's more traffic pulling out onto Rte. 26. Any chance of removing that sign or replacing it with a slower speed?”
 - Ron stated that during the safety audits, the team noticed speed and sight distance at various locations, and they will review those concerns throughout the study area.

Virtual Public Meeting #1
Public Comment Form

Thank you for your participation in the Pine Grove Mills Mobility Study!

Please complete and submit this survey before October 28, 2021.

1. I travel in the Pine Grove Mills area for: *(Select all that apply)*

- Commuting to work
- Accessing State College/Penn State
- Accessing government services
- Accessing community resources (school, social activities, church, etc.)
- Accessing stores, services, goods, healthcare
- Accessing recreational opportunities
- Other *(Please Explain)*:

2. Using what modes and how frequently do you travel in the Pine Grove Mills area?

MODE	FREQUENCY			
DRIVE	<input type="checkbox"/> Daily	<input type="checkbox"/> Weekly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Less than Monthly
TRANSIT	<input type="checkbox"/> Daily	<input type="checkbox"/> Weekly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Less than Monthly
WALK	<input type="checkbox"/> Daily	<input type="checkbox"/> Weekly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Less than Monthly
BIKE	<input type="checkbox"/> Daily	<input type="checkbox"/> Weekly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Less than Monthly

3. What are your top three transportation-related concerns in the Pine Grove Mills area? *(Select up to 3)*

- Lack of sidewalks/shoulder
- Excessive vehicle speed
- Pedestrians in the roadway
- Travel lanes are too narrow
- Lack of bicycle facilities
- Stopping or turning vehicles
- Cyclists in the roadway
- Lack of connectivity
- Other *(Please Explain)*:

4. In 2019, Centre Regional Planning Agency and Ferguson Township completed the Pine Grove Mills Small Area Plan. Please prioritize the transportation-related strategies from the Small Area Plan, as listed below, indicating 1 for the lowest priority and 5 for the highest priority.

SAP Transportation Strategies	1	2	3	4	5
Improve the intersection of State Routes 26 and 45 with a fully functioning traffic signal and crosswalks.					
Transition State Route 45 through Pine Grove Mills to a “complete street” with space for all users: drivers, pedestrians, bicyclists, and public transportation riders.					
Assess the need for additional on- and off-street parking in the Village area.					
Link Pine Grove Mills neighborhoods and community destinations by constructing safe bike paths, bikeways, and walkways.					
Create/identify/sign access points for established trails in Rothrock State Forest.					
Create an ADA-accessible streamside walking path and viewing point along Slab Cabin Run on East Chestnut Street.					
Create comprehensive and safe pedestrian and bike connectivity between regional points of recreation (Rothrock, Village, parks, State College).					

5. What transportation/mobility improvements would you suggest for the Pine Grove Mills area?

6. Is there any other information you would like to share about transportation/mobility in Pine Grove Mills?

7. Contact Information (*Optional*)

Name: _____

Address: _____

City/Town: _____ State: _____ Zip: _____

Email: _____

Please return completed comment forms to the address below by October 28, 2021:
 McCormick Taylor, Attn: Rob Watts, 329 Innovation Blvd, Suite 116, State College, PA 16803

Township of Ferguson Pine Grove Mills Mobility Study Working Group Meeting #2 Summary of Survey Results

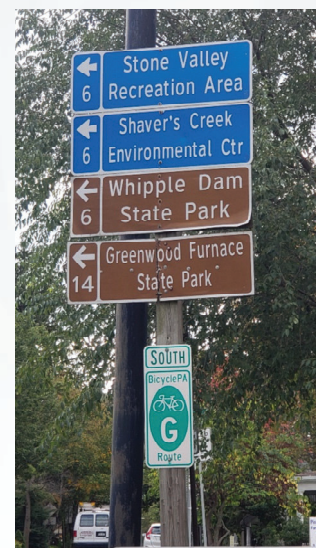
November 18, 2021



1

Outreach

- **Virtual Meeting**
 - 21 attendees, including team members and presenters
- **Public Survey**
 - 76 participants
- **Webpage Video**
 - 57 views
- **Webpage Analytics**
 - 198 total pageviews
 - Average duration ~4 minutes



2

Travel Activity

I travel in the Pine Grove Mills area for: (select all that apply)	Responses	
	Total	%
Accessing recreational opportunities	52	69%
Accessing community resources	32	43%
Accessing State College/Penn State	30	40%
Accessing stores, services, goods, healthcare	30	40%
Commuting	21	28%
Other (please specify)	19	25%
Accessing Gov't Services	14	19%
Total	75	

** Note that users could select multiple choices*

3

Travel Activity (continued)

I travel in the Pine Grove Mills area for:

- **Other Responses**
 - **I Live Here (8)**
 - **Visiting Friends/Family (3)**
 - **Biking for Health, Enjoyment/Recreation (2)**
 - **Farmers Market (2)**
 - **Naked Egg (1)**
 - **Post Office (1)**
 - **Alternate Route to Blair County (1)**
 - **Blood Drives (1)**
 - **Stich Your Art Out Store (1)**



4



Travel Mode and Frequency

Using what modes and how frequently do you travel in the Pine Grove Mills area?	Less than Monthly		Monthly		Weekly		Daily		Not Used		Total	Weigh ted Avg.
	Total	%	Total	%	Total	%	Total	%	Total	%		
Drive	10	13%	14	19%	17	23%	33	44%	1	1%	75	3.0
Walk	11	18%	5	8%	12	20%	19	32%	13	22%	60	2.8
Bike	18	28%	11	17%	16	25%	3	5%	16	25%	64	2.1
Transit	9	18%	3	6%	2	4%	2	4%	33	67%	49	1.8

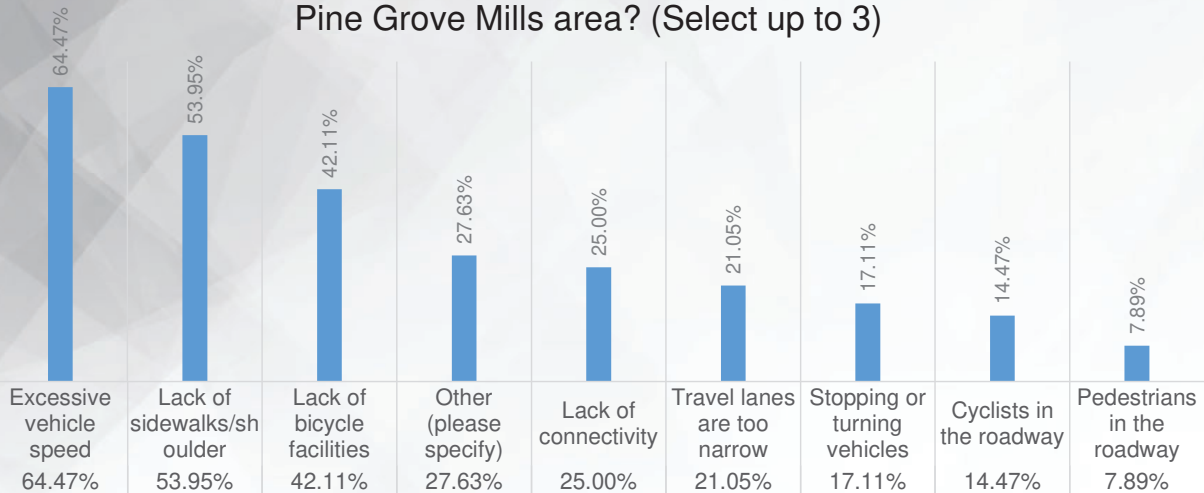
* Note that users could select multiple choices

5



Transportation-Related Concerns

What are your top three transportation-related concerns in the Pine Grove Mills area? (Select up to 3)



6

Transportation Related Concerns (continued)

Other Responses

- **Safety**
 - **Speed limits not enforced**
- Lack of parking
- Limited bus options (2)
- Lack of painted pedestrian crosswalks anywhere (except at school)
 - **Lack of crosswalks at intersection with Water Street**
- Lack of sensible traffic/pedestrian direction (preferably via stoplight).
- Lack of streetlamp overarching E. Pine Grove Road (btwn. Pine Grove Hall and Post Office)
- Post Office access for mature citizens
- Can't get around town without being on main road
- Potholes
- Vehicles coming down Pine Grove Mountain

7

Transportation Related Concerns (continued)

Other Responses

- **Intersection of 45/26**
 - **Riding a bike along 45/26 back to State College is doable, but dangerous.**
 - **Dangerous intersection in the middle of town**
 - **Blind, uphill curve heading west on 45 by Pine Grove Hall. Dangerous for vehicle drivers, pedestrians and cyclists.**
 - **Lack of Visibility at the Nixon and 45/26 intersection**
- **Lack of bicycle facilities**
 - **Lack of safe bike lanes, especially over the mountain (2)**
 - **Need for dedicated bike lane along Nixon Road**
 - **I would cycle in the area, but it seems too dangerous at present time**
- **Bicycles being unsafe by not following proper practices**

8



Transportation-Related Strategies from the Small Area Plan

In 2019, CRPA and Ferguson Township completed the Pine Grove Mills Small Area Plan. Please prioritize the transportation-related strategies from the Small Area Plan, as listed below.

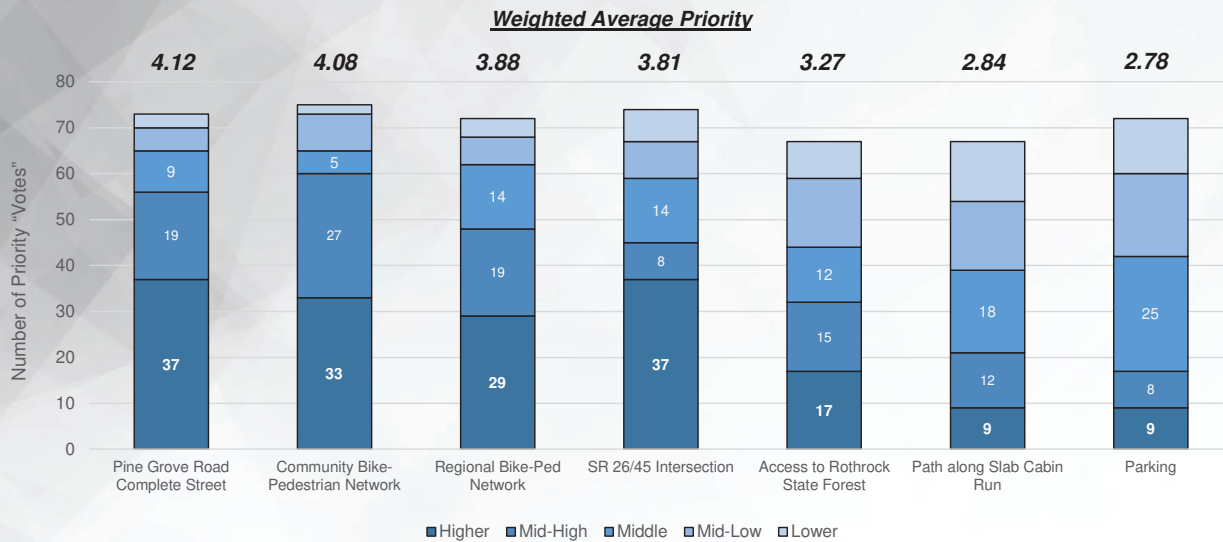
Results based on weighted average (highest to lowest)

1. Transition State Route 45 through Pine Grove Mills to a “complete street” with space for all users: drivers, pedestrians, bicyclists, and public transportation riders. (4.12)
2. Link Pine Grove Mills neighborhoods and community destinations by constructing safe bike paths, bikeways, and walkways. (4.08)
3. Create comprehensive and safe pedestrian and bike connectivity between regional points of recreation (Rothrock, Village, parks, State College). (3.88)
4. Improve the intersection of State Routes 26 and 45 with a fully functioning traffic signal and crosswalks. (3.81)
5. Create/identify/sign access points for established trails in Rothrock State Forest. (3.27)
6. Create an ADA-accessible streamside walking path and viewing point along Slab Cabin Run on East Chestnut Street. (2.84)
7. Assess the need for additional on- and off-street parking in the Village area. (2.78)

9



Transportation-Related Strategies from the Small Area Plan



10

What other transportation/mobility improvements would you suggest for the Pine Grove Mills area?

SR 45/SR 26 intersection

- Pedestrian safety
 - Crosswalks
 - Streetlight/illumination
- Feasibility of Signal (3)
- Roundabout
- Allow left turns from S. Nixon Road to SR 45/Pine Grove Road (2)



11

What other transportation/mobility improvements would you suggest for the Pine Grove Mills area? (continued)

Traffic calming along SR 26 and SR 45

- Speed bump/hump (3)
- Permanent speed clock
- Speed enforcement (6)
- Better signage (2)
- Speed mitigation measures at Water Street and Ferguson Township Elementary
- Extend speed limit past elementary school
- Bypass downtown PGM
- Traffic circles
- Traffic calming on Water Street



12

What other transportation/mobility improvements would you suggest for the Pine Grove Mills area? (continued)

Pedestrian Facilities

- Sidewalks on Deepwood Drive
- Walking trails from downtown to Rothrock
- Crosswalk by Post Office
- Adding additional established crosswalks at intersections through the Village district
- Accessibility



13

What other transportation/mobility improvements would you suggest for the Pine Grove Mills area? (continued)

Bicycle Facilities

- Protected separated bike paths on SR 45/26 to connect Water St. to Whitehall
- Connect bike paths to State College bike paths (5)
- Complete bike path off Banyan Drive to town
- Bike lane between SR 45 and Nixon Road utilizing alley near elementary school/cemetery to connect to a bike lane along Nixon Rd. to bypass curves/hill/traffic near SR 45/Nixon Road
- Wider shoulder on Rt. 26 over mountain for cycling, especially on north side
- More mountain biking trails (2)
- Signage to ensure motorists share the road and provide safe distance to cyclists
- Bike racks for businesses (CentreBike has been recycling PSU racks for this purpose)

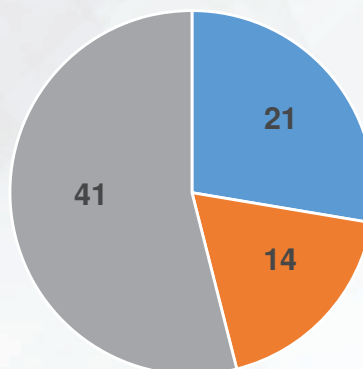
14

What other transportation/mobility improvements would you suggest for the Pine Grove Mills area? (continued)

- Guidelines for e-bikes, e-scooters
- Transit
 - Return of CATA service with more frequent routes (2)
 - CATAGO service in Pine Grove Mills and western Ferguson Township
 - Possibility of shuttles, Zip Car, etc.
- Parking
 - Mark eligible parking spaces along E. & W. Pine Grove and Nixon Roads
 - Parking lot downtown
 - Hiking/biking trail parking

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Location of Respondents

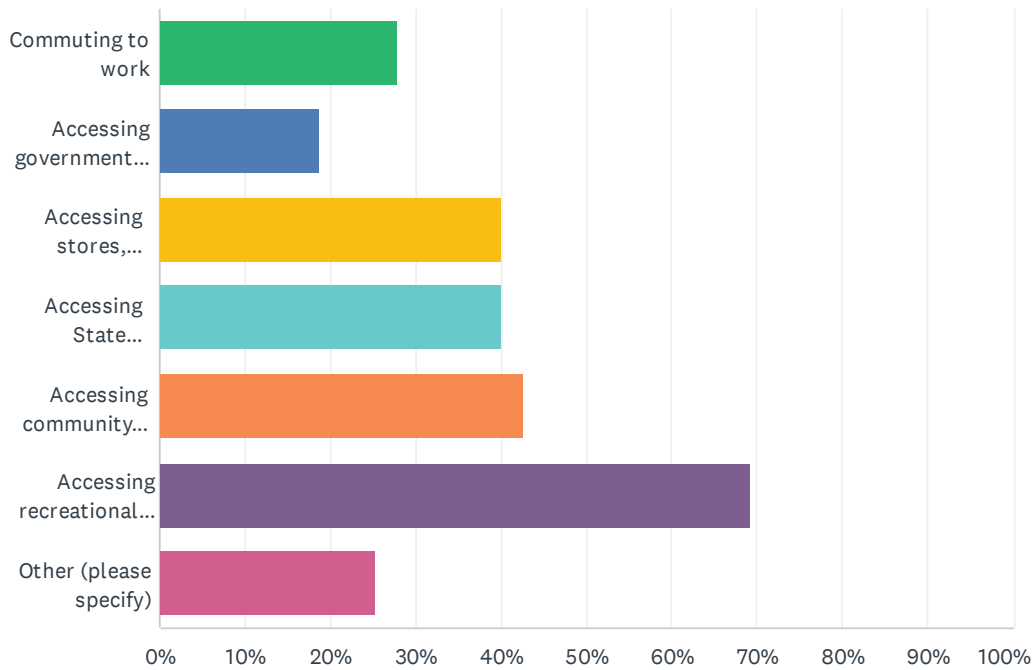


■ In Study Area ■ Outside Study Area ■ Unknown

16

Q1 I travel in the Pine Grove Mills area for: (Select all that apply)

Answered: 75 Skipped: 1



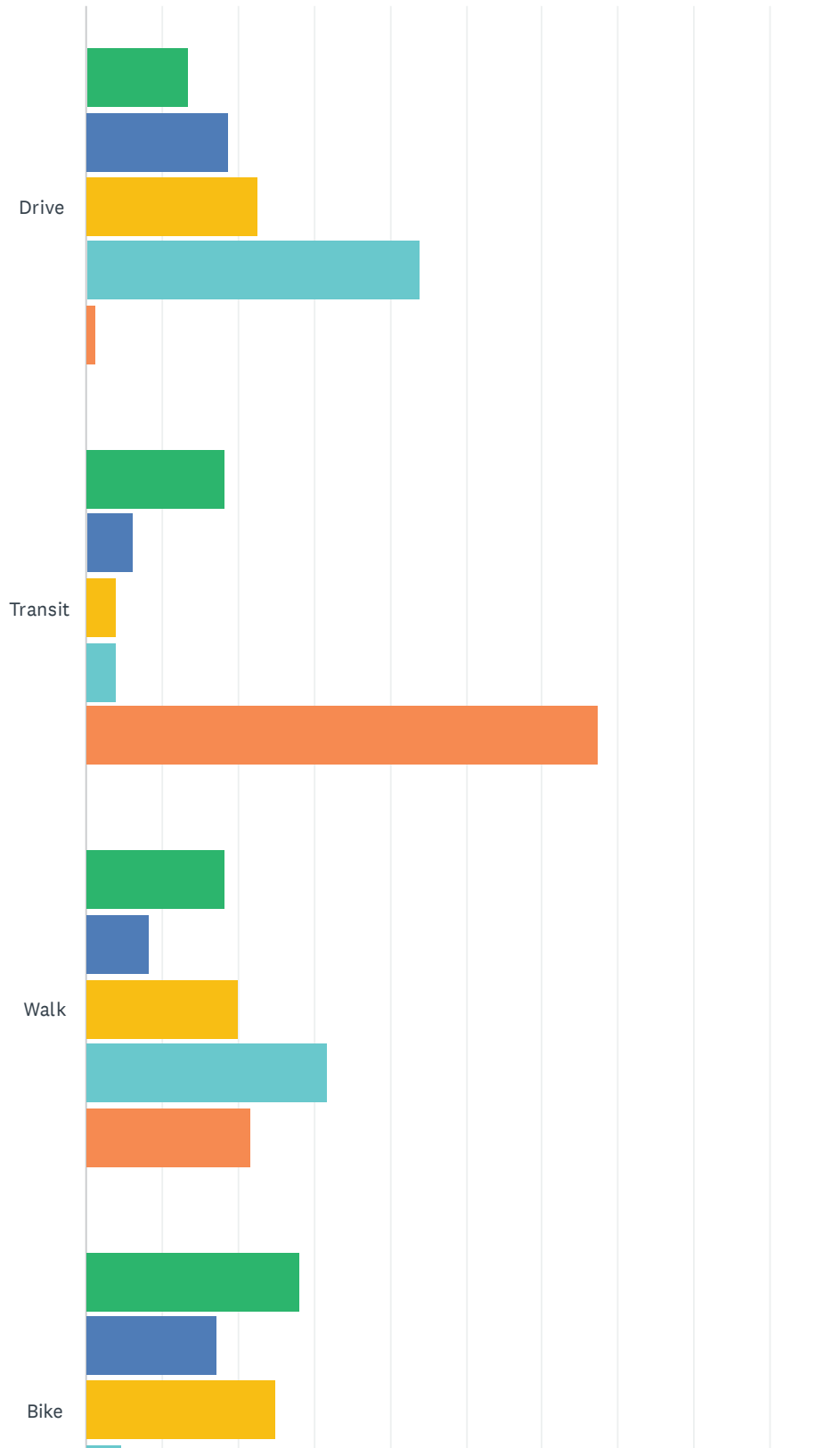
ANSWER CHOICES	RESPONSES
Commuting to work	28.00% 21
Accessing government services	18.67% 14
Accessing stores, services, goods, healthcare	40.00% 30
Accessing State College/Penn State	40.00% 30
Accessing community resources (school, social activities, church, etc.)	42.67% 32
Accessing recreational opportunities	69.33% 52
Other (please specify)	25.33% 19
Total Respondents: 75	

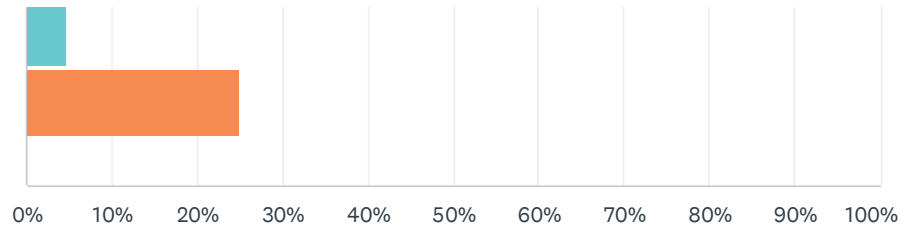
#	OTHER (PLEASE SPECIFY)	DATE
1	Visiting friends	10/28/2021 6:07 PM
2	I live here	10/27/2021 8:41 PM
3	I live in Pine Grove Mills.	10/27/2021 3:26 PM
4	I live here.	10/26/2021 7:18 PM
5	I live in PGM	10/26/2021 9:16 AM
6	Farmers market, nakex egg, post office	10/26/2021 3:06 AM
7	Website and video say survey ends 24 Oct. Survey page says 21 October.	10/25/2021 11:20 PM

8	Accessing my home	10/25/2021 8:25 PM
9	I live there - so I travel in PGM for anything	10/25/2021 6:55 PM
10	I live in the village, so I travel in PGM for ALL of these purposes.	10/25/2021 3:30 PM
11	Pine Grove Mills farmer's market	10/20/2021 7:54 AM
12	Biking for health and enjoyment	10/19/2021 11:50 AM
13	Farmers market and alternate route to Blair County	10/19/2021 11:00 AM
14	Bike Riding for Recreation	10/19/2021 9:11 AM
15	blood drives, visiting family	10/19/2021 8:56 AM
16	Recreational walking	10/17/2021 7:48 AM
17	I live here	10/16/2021 4:08 PM
18	Visitng Friends	10/16/2021 10:59 AM
19	Stitch your Art out store	10/15/2021 8:51 AM

Q2 Using what modes and how frequently do you travel in the Pine Grove Mills area?

Answered: 76 Skipped: 0



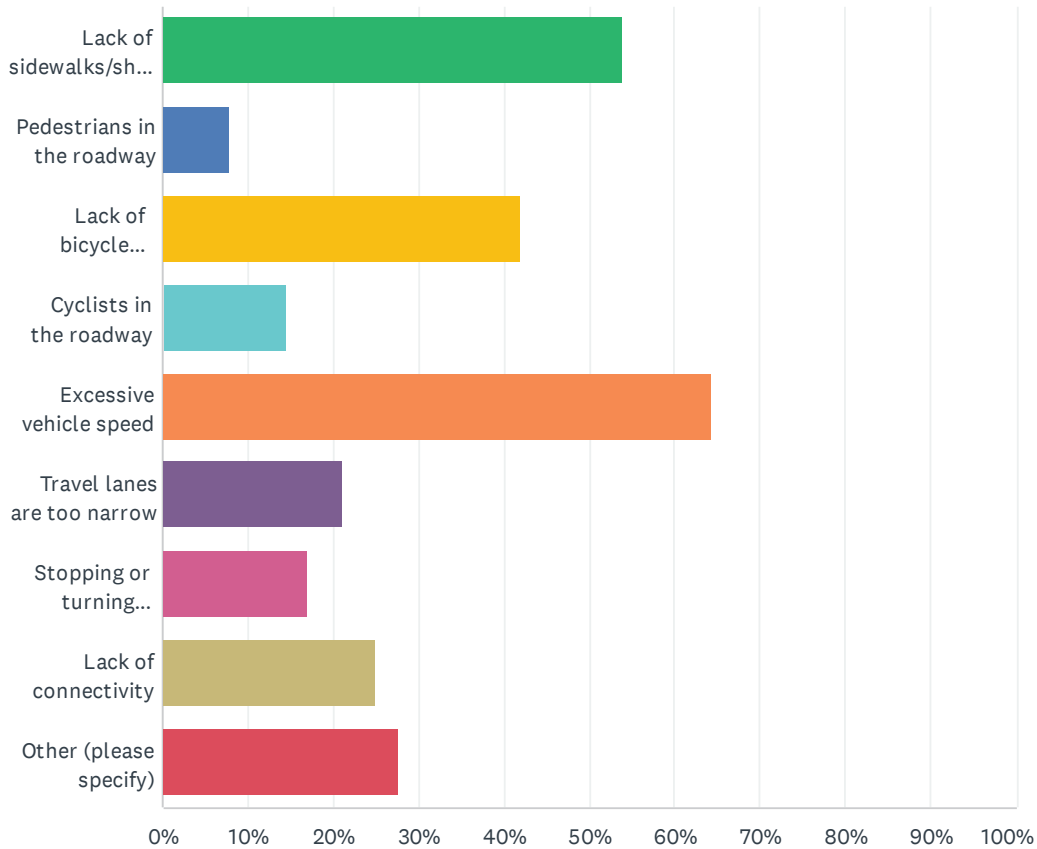


■ Less than Monthly
 ■ Monthly
 ■ Weekly
 ■ Daily
 ■ N/A

	LESS THAN MONTHLY	MONTHLY	WEEKLY	DAILY	N/A	TOTAL	WEIGHTED AVERAGE
Drive	13.33% 10	18.67% 14	22.67% 17	44.00% 33	1.33% 1	75	2.99
Transit	18.37% 9	6.12% 3	4.08% 2	4.08% 2	67.35% 33	49	1.81
Walk	18.33% 11	8.33% 5	20.00% 12	31.67% 19	21.67% 13	60	2.83
Bike	28.13% 18	17.19% 11	25.00% 16	4.69% 3	25.00% 16	64	2.08

Q3 What are your top three transportation-related concerns in the Pine Grove Mills area? (Select up to 3)

Answered: 76 Skipped: 0



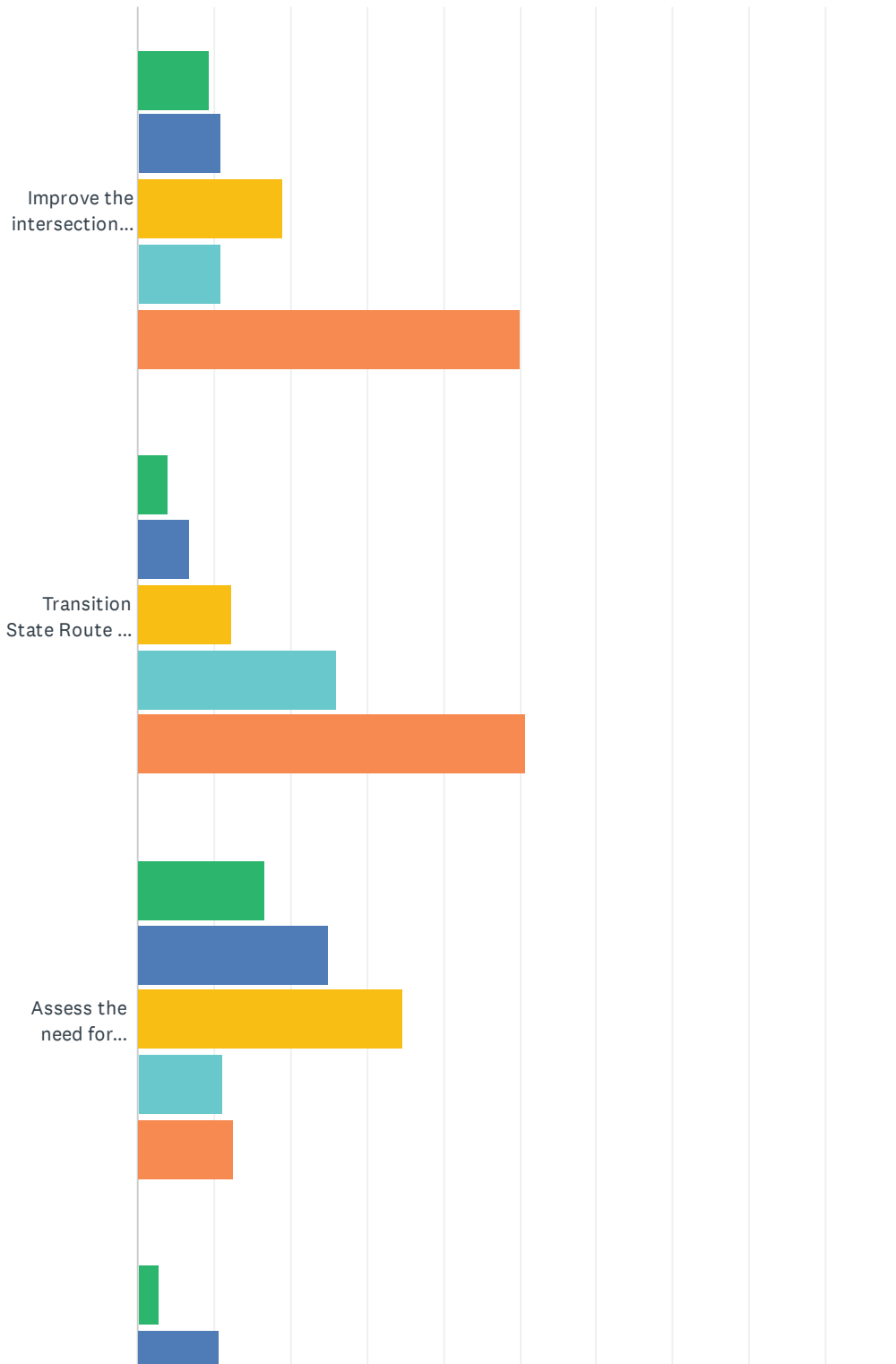
ANSWER CHOICES	RESPONSES
Lack of sidewalks/shoulder	53.95% 41
Pedestrians in the roadway	7.89% 6
Lack of bicycle facilities	42.11% 32
Cyclists in the roadway	14.47% 11
Excessive vehicle speed	64.47% 49
Travel lanes are too narrow	21.05% 16
Stopping or turning vehicles	17.11% 13
Lack of connectivity	25.00% 19
Other (please specify)	27.63% 21
Total Respondents: 76	

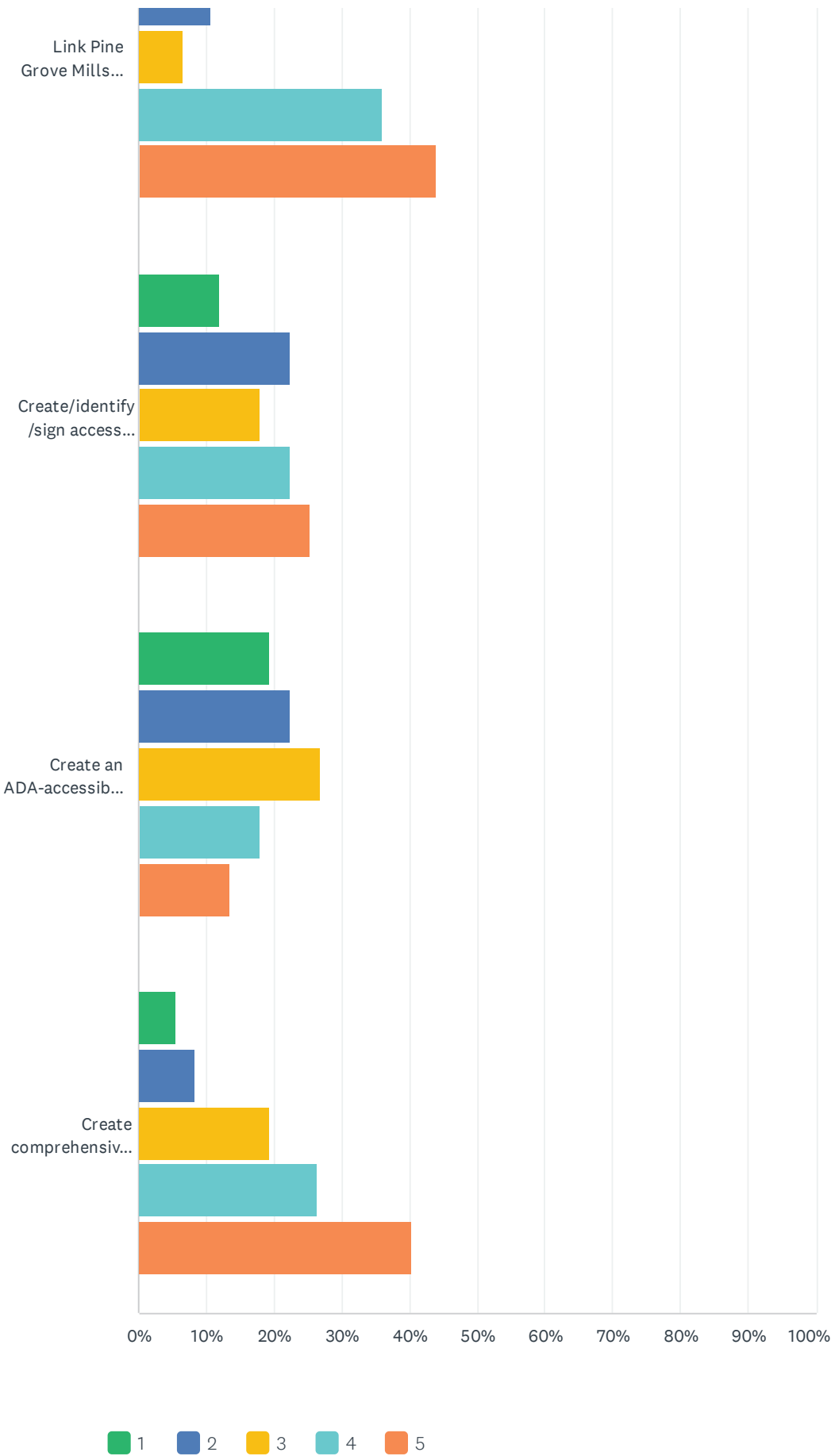
#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

1	The intersection of 26 and 45 seems excessively dangerous for pedestrians and drivers alike, especially because vehicles tend to speed and visibility is poor.	10/27/2021 3:26 PM
2	Lack of sensible traffic/pedestrian direction (preferably via stoplight). Lack of streetlamp overarching E. Pine Grove Road--specifically between Pine Grove Hall and the Post Office.	10/25/2021 11:20 PM
3	Lack of visibility at the Nixon and 45/26 intersection	10/25/2021 6:55 PM
4	Speed limits NOT enforced. Lack of parking.	10/25/2021 3:30 PM
5	Lack of cross walks at intersection with water st; small children needing to walk to school, post office, etc.	10/25/2021 9:46 AM
6	Lack of a bike lane	10/23/2021 4:55 PM
7	Post Office access for mature citizens	10/23/2021 10:17 AM
8	Bicycles being unsafe by not following proper practices	10/23/2021 9:35 AM
9	Inadequate transit service	10/20/2021 10:10 PM
10	Vehicles coming down Pine Grove Mountain	10/20/2021 7:54 AM
11	I would cycle in the area, but it seems too dangerous at the present time.	10/20/2021 7:21 AM
12	Potholes	10/20/2021 12:05 AM
13	You should contact people that say cyclists in the roadway and educate them about their responsibility to know the vehicle code	10/19/2021 2:25 PM
14	The intersection of Rt. 45 and Nixon Rd and Rt. 26 is a disaster. Blind, uphill curve heading west on 45 by Pine Grove Hall. Dangerous for vehicle drivers and cyclists. There needs to be a dedicated bike lane along Nixon Rd.	10/19/2021 1:01 PM
15	Lack of safe bike lanes, especially over the mountain	10/19/2021 11:50 AM
16	The dangerous intersection in the middle of town	10/19/2021 9:20 AM
17	Riding a bike along 45/26 back to State College is doable, but dangerous. No one would ever want a child or grandparent riding that route as it stands today, and even few able bodied adults feel safe on it. This link must be improved.	10/19/2021 9:18 AM
18	Can't get around town without being on main road (26)	10/17/2021 9:32 PM
19	Lack of painted pedestrian crosswalks anywhere, except at school	10/16/2021 4:08 PM
20	Limited bus options	10/16/2021 10:59 AM
21	Safety - potential for tragic accident if issues aren't addressed.	10/16/2021 12:08 AM

Q4 In 2019, Centre Regional Planning Agency and Ferguson Township completed the Pine Grove Mills Small Area Plan. Please prioritize the transportation-related strategies from the Small Area Plan, as listed below, (5 being highest priority and 1 being lowest priority)

Answered: 76 Skipped: 0





	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Improve the intersection of State Routes 26 and 45 with a fully functioning traffic signal and crosswalks.	9.46% 7	10.81% 8	18.92% 14	10.81% 8	50.00% 37	74	3.81
Transition State Route 45 through Pine Grove Mills to a "complete street" with space for all users: drivers, pedestrians, bicyclists, and public transportation riders.	4.11% 3	6.85% 5	12.33% 9	26.03% 19	50.68% 37	73	4.12
Assess the need for additional on- and off-street parking in the Village area.	16.67% 12	25.00% 18	34.72% 25	11.11% 8	12.50% 9	72	2.78
Link Pine Grove Mills neighborhoods and community destinations by constructing safe bike paths, bikeways, and walkways.	2.67% 2	10.67% 8	6.67% 5	36.00% 27	44.00% 33	75	4.08
Create/identify/sign access points for established trails in Rothrock State Forest.	11.94% 8	22.39% 15	17.91% 12	22.39% 15	25.37% 17	67	3.27
Create an ADA-accessible streamside walking path and viewing point along Slab Cabin Run on East Chestnut Street.	19.40% 13	22.39% 15	26.87% 18	17.91% 12	13.43% 9	67	2.84
Create comprehensive and safe pedestrian and bike connectivity between regional points of recreation (Rothrock, Village, parks, State College).	5.56% 4	8.33% 6	19.44% 14	26.39% 19	40.28% 29	72	3.88

Q5 What other transportation/mobility improvements would you suggest for the Pine Grove Mills area?

Answered: 37 Skipped: 39

#	RESPONSES	DATE
1	None	11/8/2021 1:14 PM
2	Painted crosswalks at 26 and 45 with push buttons for pedestrians to stop traffic.	10/28/2021 5:07 PM
3	Make the lanes slightly narrower to slow car traffic. Add bicycle lanes on either side. Make it safer for pedestrians to cross near the 45/26 intersection in the center of the village. Mark eligible parking spaces	10/28/2021 4:31 PM
4	We ride the bike paths in State College frequently, but have to drive to a location to start because we don't feel its safe to bike on Nixon Road, a bike path to link up with the State College Bike paths would be very nice.	10/27/2021 8:41 PM
5	Anything that slows down traffic along 26 and 45 (especially on Water Street) would be very much appreciated.	10/27/2021 3:26 PM
6	A safer way to bike into State College. While technically a bike is a vehicle, vehicles doe not act that way. Streets into SC are too dangerous to ride. Would be nice to be able to bike safely to MNMS, And SC High as well. ESPECIALY, as electric bikes are improving.	10/27/2021 9:47 AM
7	Return of CATA bus service with a schedule that is more than a morning and late afternoon bus run.	10/26/2021 7:18 PM
8	None that haven't already been noted although PennDot has already said we will not get the traffic light and pedestrian crossing at the intersection of Rts. 45 and 26. Very disappointing as that is the top priority in the opinion of myself and many other PGM residents.	10/26/2021 9:16 AM
9	Highest priority number one: reduce dangerous speeds on 26 (hill coming in and out of town) such as changing speed limit, installing speed bump or permanent speed clock that flashes blue and red (like Lemont has) —living on W Chestnut street we have witnessed speeds averaging 50 mph coming in and leaving town at our street intersection. None of these other interventions will feel safe on 26 unless traffic is first calmed.	10/26/2021 3:06 AM
10	Designated (lined) parking spaces along E. & W. Pine Grove and Nixon Roads. And ABSOLUTELY, POSITIVELY a crosswalk on the bend between Pine Grove Hall and the Post Office... with an overarching, long-arm streetlamp that illuminates the center of the road to help address the "blind-curve" aspect that has been pointed out. If that curve were better illuminated, you'd kill two birds with one stone by increasing visibility for pedestrians crossing at the safest point while also drawing drivers' attention to the fact that the road curves prior to the intersection. Also, while I know Ferguson has stated that they do not use flashing lights, this is not true. Bluecourse @Martin Street recently installed a flex-arrow for traffic turning left onto Martin Street. These arrow lights that change functionality depending on time of day are an absolutely BRILLIANT technique for increasing throughput efficiency while maintaining safety. Such lights should be considered (as per Susan's [?] comment in the Z00m meeting).	10/25/2021 11:20 PM
11	Pennsylvania	10/25/2021 8:02 PM
12	Parklet off of Meckley drive	10/25/2021 7:18 PM
13	It would be great if the bike path off Banyan Drive to town was completed. I'm assuming it would connect to the path that goes through Orchard Park and the high school. This would remove bikes from 45/26, and also some bikes from the Nixon to Whitehall stretch, and allow for a bike/pedestrian walkway through what could be a nice area of farm land vs. busy roads with fast moving cars.	10/25/2021 6:55 PM
14	Enforce the 25 mph speed limit. If the police cannot do this (limited resources, etc.) then add better signage, like with flashing lights, street calming, video, etc. to slow people down.	10/25/2021 3:30 PM

15	Permanent mechanisms to slow traffic - speed humps, etc and also to divert large trucks from coming through the village.	10/25/2021 11:51 AM
16	Sidewalks on Deepwood Drive. So many pedestrians use it, beyond only the residents of the street. Speed mitigation measures between intersection at Water Street and ferg twp elementary. People really pick up speed after the intersection perhaps because they feel they are almost 'out of town'	10/24/2021 10:31 PM
17	More Mountain Biking Trails	10/23/2021 11:03 PM
18	Consider a round about at the intersection of 45/26/Nixon road	10/23/2021 4:55 PM
19	bike racks for businesses, centrebike has been recycling PSU racks for this purpose.	10/22/2021 1:54 PM
20	Consider enhanced public transportaiton, including serving Pine GRove Mills and western Ferguson Township with CATAGO service.	10/20/2021 10:10 PM
21	Safe roads and sidewalks on all streets. Make smooth.	10/20/2021 12:05 AM
22	Reconfigure S Nixon Rd and SR 45/Pine Grove Rd to allow for left turn from S Nixon Rd	10/19/2021 3:42 PM
23	Does not need to have a crosswalk at the intersection of Rt26 & Rt45. There's nothing to walk to.	10/19/2021 1:26 PM
24	A bike lane between Rt 45 and Nixon Rd that takes advantage of the alleys next to the elementary school and the cemetery and connects to a bike lane along Nixon Rd. that bypasses the curves/hill/traffic near the 45/Nixon Rd intersection. There needs to be a dedicated bike lane from the intersection of 45 and 26 on the State College side of town to the western side of town.	10/19/2021 1:01 PM
25	slow the cars and trucks	10/19/2021 11:59 AM
26	Signage to ensure motorists know to share the Road and provide safe distance to cyclists.	10/19/2021 11:50 AM
27	There should be a protected separated bike path along 45/26 that connects Water St to Whitehall. Build this now before the land along 45/26 gets more developed and creating it becomes more difficult/expensive. This will create a critical biking link between Pine Grove Mills and State College and allow safe bike rides from Pine Grove Mills all the way to Penn State and vice versa.	10/19/2021 9:18 AM
28	Walking trails from downtown to Rothrock	10/19/2021 9:02 AM
29	I noticed there is what looks like a right turning lane being put in at the red light on College and Whitehall. This is a major mistake. I travel Whitehall Rd daily and I've had people who are turning right on a red light almost hit me as I'm coming thru the green light. By giving them their on designated lane, they will not stop at all. There will be accidents at this light.	10/19/2021 8:56 AM
30	bike paths	10/19/2021 8:53 AM
31	a wider shoulder on rt 26 over the mountain would be great for cycling, especially on the north side.	10/18/2021 10:54 AM
32	Extend speed limit past the elementary school. Traffic entering Pine Grove Mills on 45 is often still decelerating and the presence of pedestrian traffic (primarily children) is concerning considering the speed.	10/17/2021 7:20 PM
33	A signal needs to be placed where 45 comes into the curve on 26 from Shingletown. This is a VERY dangerous intersection and needs to be addressed.	10/17/2021 7:48 AM
34	Township to improve and maintain selected so-called "alleys" to support their actual use by municipal, utility and private vehicles and bicyclists and pedestrians (e.g. dog walkers).	10/16/2021 4:08 PM
35	Continue to enforce speed limit through Pine Grove Mills...particularly when school students are going to and from school. Adding additional established crosswalks at intersections through the village district.	10/16/2021 10:59 AM
36	A crosswalk by the post office. Better nighttime lighting around the curve between the post office, Pine Grove Hall and the bridge.	10/16/2021 12:08 AM
37	Traffic calming - can some routes bypass downtown PGM? Or can we use traffic circles in some areas? I'm also concerned about the intersection where 45/26 merge. Turning left from	10/15/2021 8:51 AM

45W onto 26S is hard at rush hour and the merge from 26N to 45E can be dangerous. Calming that might help with westbound traffic into PGM

Is there any other information you would like us to know about transportation and mobility in Pine Grove Mills?

Answered: 25 Skipped: 51

#	RESPONSES	DATE
1	No	11/8/2021 1:14 PM
2	Speeding cars along Rt. 45 needs to be addresses. More police presence, stop signs, flashing speed signs with the speed drivers are going.	10/28/2021 5:07 PM
3	Traffic calming measures should be made up Water Street as it goes around a bend near the water tower.	10/28/2021 4:31 PM
4	Buses might be nice, but that is a no one rides them to justify them coming out, but they are so infrequent to make them reliable to use. Hum...No chance there could be like a on demand short hop shuttle? Or maybe even zip cars? Working from home now, I drive so infrequently. I keep a car to have because I have no other options. But seems a bit of a waste.	10/27/2021 9:47 AM
5	That I am very disappointed that the most important of the transportation suggestions offered by the PGMSAP seem to be impossible.	10/26/2021 9:16 AM
6	Our neighborhood has lost multiple pets due car strike on 26, I've personally been first responder to a car flipped upsidedown from a 24 year old taking the last curve into town too fast. In the past 2 months there have been several weekend instances of sports car and truck racing usually later between 9-11pm on 26 going up the mountain - but it starts at the gas station intersection. We need more monitoring and enforcement of driving behavior and speed before we can think about just building infrastructure like a sidewalk on an already dangerous road.	10/26/2021 3:06 AM
7	The fact that all traffic is channeled via 26/45 does not draw attention to the fact that PGM is a small, vibrant community. Until a few weeks back, I had no idea that there were several blocks of homes off of the primary roads. Also, PGM needs to collect signatures from the community to override PennDOT's requirements for traffic a signal. That intersectino is dangerous on multiple levels and needs to be addressed. There is no reason why someone traveling eastbound on Nixon should not be able to turn left onto E. Pine Grove Road other than non-progressive minds stymying necessary progress. We are a community of reasonable, intelligent people being told by people who have no stake in our community how to handle important safety issues.	10/25/2021 11:20 PM
8	If you want people to venture downtown, there needs to be a parking lot. Even with on street parking, there are too few spots and the road width is not ideal.	10/25/2021 6:55 PM
9	The issues should be addressed without changing the unique nature and historic aspects of the village. For example, you cannot widen some of the streets to add sidewalks without ruining people's homes/yards, or force owner to change alleys they own to expand traffic. In addition, don't change zoning to allow businesses that may not work within the current confines of the village. We don't want MORE traffic going through already quiet, safe streets where they do exist.	10/25/2021 3:30 PM
10	There is a major problem with speeding in the village. This is only monitored during school drop off and pick up. Something needs to be done to deter speeding. Also, there is currently no bus service in the area. Return of this service needs to be prioritized.	10/25/2021 11:51 AM
11	Our town is the only village neighboring state college that has no pike path access connecting it safely to state college via walking or biking. There is no or limited parking for hiking or guests on any of the streets.	10/25/2021 9:26 AM
12	Great lack of connectivity and accessible passable sidewalks. Some areas great others not.	10/24/2021 10:31 PM
13	narrowing roadways has been shown to slow traffic speeds, allows more room for bike lanes as a bonus.	10/22/2021 1:54 PM

Q6

Contact Information (Optional)

Answered: 35 Skipped: 41

ANSWER CHOICES

RESPONSES

- Name
- Company
- Address
- Address 2
- City/Town
- State/Province
- ZIP/Postal Code
- Country
- Email Address
- Phone Number

#	NAME	DATE
1	Martha Hummel	11/8/2021 1:14 PM
2	John Quinn	10/27/2021 8:41 PM
3	Mathias Hanses	10/27/2021 3:26 PM
4	Darren J. Hron	10/27/2021 9:47 AM
5	Sherry Symons	10/26/2021 9:16 AM
6	Sarah Rucker	10/26/2021 3:06 AM
7	Sc'Eric	10/25/2021 11:20 PM
8	David Geveke	10/25/2021 8:02 PM
9	Connie Puckett	10/25/2021 7:18 PM
10	Kerry Newman	10/25/2021 3:30 PM
11	Erin Hanses	10/25/2021 9:46 AM
12	Emma pantano	10/25/2021 9:26 AM
13	Amanda Penn	10/24/2021 10:31 PM
14	Dr. Mark Davison	10/22/2021 1:54 PM
15	Hugh Mose	10/20/2021 10:10 PM
16	J Brown	10/20/2021 6:25 PM
17	Frank Dougherty	10/20/2021 7:54 AM
18	Lisa Baumgartner	10/20/2021 7:21 AM
19	Eric Durante	10/19/2021 10:20 PM
20	James Serene	10/19/2021 10:11 PM

There are no responses.

#	ADDRESS	DATE
1	154 Ridge Rd	11/8/2021 1:14 PM
2	121 Chester Drive PO Box 215	10/27/2021 8:41 PM
3	118 S. Water Street	10/27/2021 3:26 PM
4	104 Chester Ct, P.O.Box 218	10/27/2021 9:47 AM
5	115 St Elmos Ln, P.O. Box 460	10/26/2021 9:16 AM
6	135 W Chestnut ST	10/26/2021 3:06 AM
7	183 Deepwood Dr.	10/25/2021 8:02 PM
8	223 Sycamore Drive	10/25/2021 7:18 PM
9	124 South Kirk Street	10/25/2021 3:30 PM
10	118 S Water St	10/25/2021 9:46 AM
11	207 deepwood dr	10/25/2021 9:26 AM
12	144 Deepwood Drive (PO Box 217)	10/24/2021 10:31 PM
13	212 meeks lane	10/22/2021 1:54 PM
14	621 E. McCormick Ave.	10/20/2021 10:10 PM
15	180 Chester Drive, PO Box 18	10/20/2021 6:25 PM
16	129 E Doris Ave	10/20/2021 7:54 AM
17	129 Ridge Ave	10/20/2021 7:21 AM
18	241 Goss Hollow Lane	10/19/2021 10:20 PM
19	150 Brandywine Dr.	10/19/2021 10:11 PM
20	329 Ridge Ave	10/19/2021 5:16 PM
21	po box 439, 292 deepwood drive	10/19/2021 1:26 PM
22	1246 Smithfield St.	10/19/2021 1:01 PM

There are no responses.

#	CITY/TOWN	DATE
1	Pa Furnace	11/8/2021 1:14 PM
2	PINE GROVE MILLS	10/27/2021 8:41 PM
3	Pine Grove Mills	10/27/2021 3:26 PM
4	Pine Grove Mills	10/27/2021 9:47 AM
5	Pine Grove Mills	10/26/2021 9:16 AM
6	Pine Grove Mills	10/26/2021 3:06 AM
7	State College	10/25/2021 11:20 PM
8	Pine Grove Mills	10/25/2021 8:02 PM
9	State College	10/25/2021 7:18 PM
10	Pine Grove Mills	10/25/2021 3:30 PM
11	Pine Grove Mills	10/25/2021 9:46 AM
12	Pine grove mills	10/25/2021 9:26 AM
13	Pine Grove Mills	10/24/2021 10:31 PM
14	port matilda	10/22/2021 1:54 PM
15	State College	10/20/2021 10:10 PM
16	Pine Grove Mills	10/20/2021 6:25 PM
17	State College	10/20/2021 7:54 AM
18	State College	10/20/2021 7:21 AM
19	Port Matilda	10/19/2021 10:20 PM
20	State College	10/19/2021 10:11 PM
21	State College	10/19/2021 5:16 PM
22	Pine Grove Mills	10/19/2021 3:42 PM
23	pine grove mills	10/19/2021 1:26 PM
24	State College	10/19/2021 1:01 PM
25	state college	10/19/2021 11:59 AM

There are no responses.

#	EMAIL ADDRESS	DATE
1	marszalhum@comcast.net	11/8/2021 1:14 PM
2	johnaquinn17@gmail.com	10/27/2021 8:41 PM
3	mhanses@gmail.com	10/27/2021 3:26 PM
4	darren@dhron.net	10/27/2021 9:47 AM
5	sheryjls@hotmail.com	10/26/2021 9:16 AM
6	sjrocker@gmail.com	10/26/2021 3:06 AM
7	scQue@ymail.com	10/25/2021 11:20 PM
8	dgeveke@icloud.com	10/25/2021 8:02 PM
9	cjpuckett@comcast.net	10/25/2021 7:18 PM
10	knewman321@gmail.com	10/25/2021 3:30 PM
11	epmcken@gmail.com	10/25/2021 9:46 AM
12	emmapantano@gmail.com	10/25/2021 9:26 AM
13	amptree@gmail.com	10/24/2021 10:31 PM
14	jensdad_1999@yahoo.com	10/22/2021 1:54 PM
15	hughamose@comcast.net	10/20/2021 10:10 PM
16	f9a@psu.edu	10/20/2021 6:25 PM
17	fmdoc@comcast.net	10/20/2021 7:54 AM
18	lme129@yahoo.com	10/20/2021 7:21 AM
19	ericdurante@gmail.com	10/19/2021 10:20 PM
20	james.serene1@gmail.com	10/19/2021 10:11 PM
21	lara.fowler@gmail.com	10/19/2021 5:16 PM
22	tfetterman07@comcast.net	10/19/2021 1:26 PM
23	scottomato@gmail.com	10/19/2021 1:01 PM
24	cpm@well.com	10/19/2021 11:59 AM
25	matt.r.herndon@gmail.com	10/19/2021 9:18 AM
26	lefthandpath19@gmail.com	10/18/2021 10:54 AM
27	meegan.tomlins@gmail.com	10/17/2021 7:20 PM
28	jphillips@minitab.com	10/17/2021 7:19 PM
29	rblen1309@aol.com	10/17/2021 7:48 AM
30	wez@psu.edu	10/16/2021 4:08 PM
31	jab56@psu.edu	10/16/2021 10:59 AM

There are no responses.

APPENDIX B

Public Meeting #2

Online Presentation

Public Survey Form

Full Survey Results

Email Comments

Pine Grove Mills Resident Comment Detail

Pine Grove Mills Mobility Study

Public Meeting #2
Participate Virtually April 18 – May 2, 2022



1

Presenter Introductions

- **Ron Seybert**
Ferguson Township
- **Robert Watts**
McCormick Taylor

2

2

Pine Grove Mills
Mobility Study
Working Group

- **Ferguson Township**
 - Staff
 - Planning Commission
 - Pine Grove Mills Small Area Plan Advisory Committee
- **Centre Regional Planning Agency (CRPA)**
- **PennDOT District 2-0**
- **Centre Area Transportation Authority (CATA)**
- **McCormick Taylor**

3

3

Pine Grove Mills
Mobility Study Origins

4

Small Area Plan (SAP)

- Community-led planning approach
- Facilitated by CRPA staff
- Developed a series of “themes”
- “Improve safety and provide for multiple modes of transportation” was a key theme
- Mobility map, goals, and objectives in the SAP represent the starting point for what should be refined in the Mobility Study as determined by the residents



5

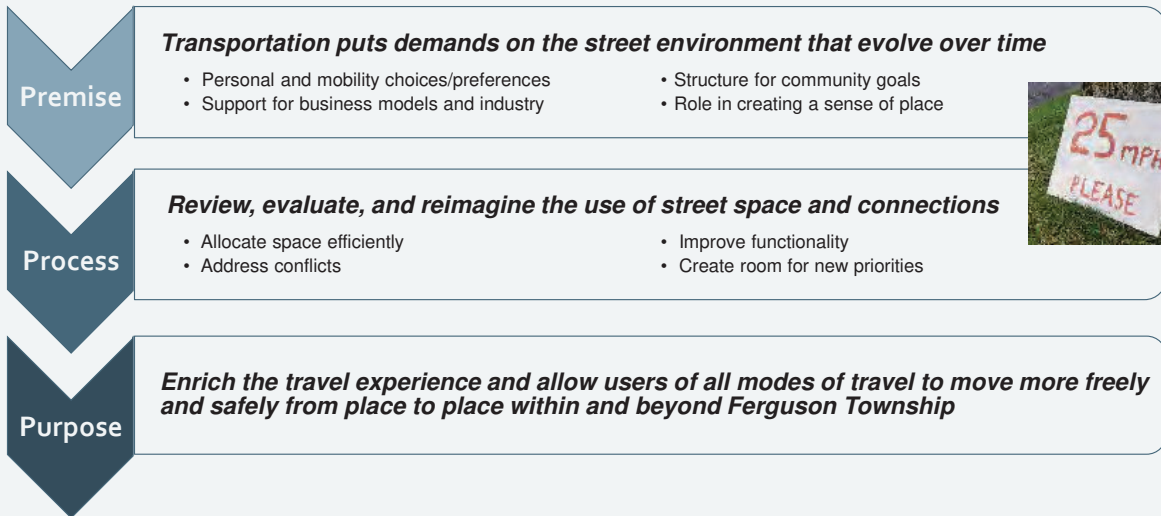
5

The Mobility Study



6

Transportation Mobility Study



7

Stakeholder and Community Input

- First Public Meeting
 - October 2021
- Working Group Meetings
- **Final Public Meeting**
 - **April 2022**
- Review by Working Group
- Review/Approval by Board of Supervisors
 - June 2022



8

8

Solutions & Concept Illustrations

- Illustrate how the network could be changed
- Recognize various roadway interests, constraints, and limitations
- Traditional and innovative ideas
- Value is important for prioritizing projects
- Policy changes



9

9

How to View and Comment on Recommendations

10

GML0

Project Website - tinyurl.com/PGMMobility

The screenshot shows the Township of Ferguson Pennsylvania website. The header includes the township logo and name. A navigation menu on the left lists various services such as '2021 CA Harold Drive Improvements', 'Applications, Forms, & Permits', and 'Pine Grove Mills Mobility Study'. The main content area features a banner for the 'Pine Grove Mills Mobility Study' with the slogan 'DO YOU RIDE, DRIVE, WALK, HIKE OR BIKE?'. Below the banner, there is a section for an 'Open House #2' scheduled for April 18, 2022, from 4:30pm to 6:30pm. The text describes the study's purpose: to generate concepts for improving transportation mobility in the Pine Grove Mills area, coordinated with the Pennsylvania Department of Transportation (PennDOT). It mentions that the study has advanced ideas from the Small Area Plan and developed additional recommendations based on input from a public meeting in October 2021. The study is anticipated to be completed in June 2022. A final paragraph states that the upcoming Open House will provide the public with an opportunity to review and comment on the transportation concepts and recommendations, and that township staff will be on hand to receive input and answer questions.

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Project Website - tinyurl.com/PGMMobility

The screenshot shows a virtual public meeting launch page for the Pine Grove Mills Mobility Study. The main feature is a map of the study area with several lettered callouts (A-F) pointing to specific locations. Callout A is 'Pine Grove Road & Water Street/Pine Road Intersection', B is 'East Pine Grove Road Walkway', C is 'Pediton & Bicycle Network Improvements', D is 'Pine Grove Road Western Gateway & Speed Limits', E is 'Parking Studies, Analysis & Recommendations', and F is 'Rothrock State Forest Trail & Access'. A legend on the right side of the map identifies symbols for 'Study Area Boundary', 'State Route', 'Township Road', 'Alloy/Private', 'No Info Available', and 'State Forest Road'. Below the map, there is a text box that reads 'Welcome to the Virtual Public Meeting Launch Page. Click on the lettered boxes to view plan mapping and details about that topic.' The page also includes a scale bar (0 to 0.5 Miles) and the Township of Ferguson logo.

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Slide 11

GMLO Placeholder - ideally this would show mock up of page with map and links to boards/survey

Goddard, Michelle L., 2022-04-06T14:59:58.234

Project Website - tinyurl.com/PGMMobility

CONCEPT #1 - STOP CONTROL OPTION
PINE GROVE ROAD & WATER STREET/NIXON ROAD INTERSECTION

FINE GROVE MILLS MOBILITY STUDY

Pine Grove Road Cross-Section with Enhanced Pedestrian Crossing

Description

- Add an enhanced pedestrian crossing of Pine Grove Road with tactile paving, raised, high-visibility pavement markings, and overhead lighting.
- Add green-painted crosswalks with red curb for improved wheelchair, stroller, and baby carriage access.
- Reduce travel lanes to four lanes and add the extra space to additional parking and on-street bike lanes.
- Remove the existing stop sign at the intersection and add a stop sign for the northbound travel lane.

Benefits

- Compliance with state and federal regulations with 100% to 100% pedestrian safety.
- Improved pedestrian safety and overall mobility for all users.
- Improved traffic flow and overall mobility for all users.
- Improved traffic flow and overall mobility for all users.
- Improved traffic flow and overall mobility for all users.

Challenges

- Additional Pine Grove Road travel lanes or yield at intersections and speeds may result in higher than desired.
- Additional travel lanes may result in higher than desired.
- Additional travel lanes may result in higher than desired.
- Additional travel lanes may result in higher than desired.

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Project Website - tinyurl.com/PGMMobility

A. Reimagined Pine Grove Road & Water Street/Nixon Road Intersection

1. What do you think is the most important/needed update to the intersection of Pine Grove Road and Water Street/Nixon Road?

Improved Pedestrian Crossings

Additional Parking

Different Intersection Configuration

Other (please specify)

14

14

Public Feedback

Ways to Participate – tinyurl.com/PGMMobility



Review concepts and recommendations



Take the survey – April 18th – May 2nd



15

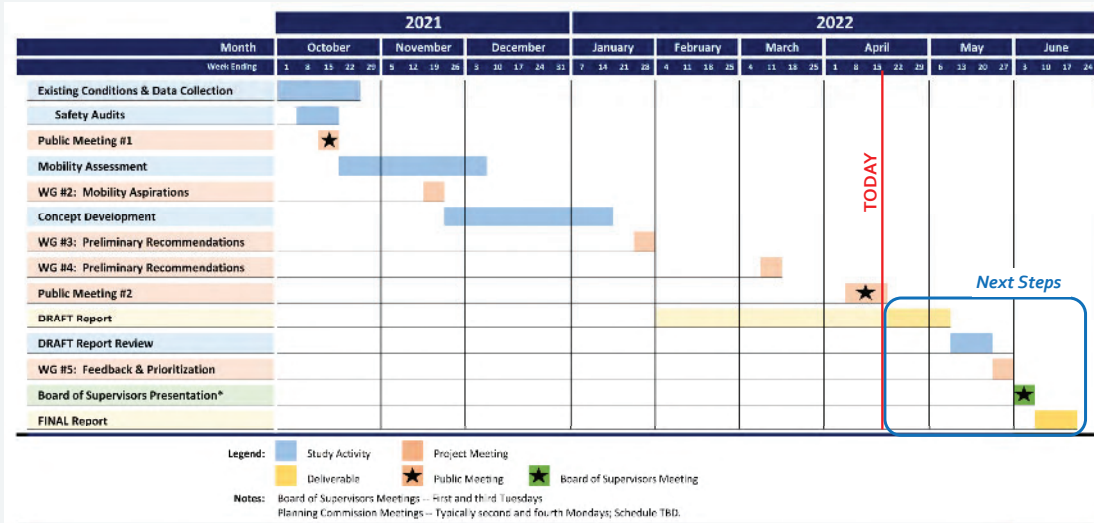
15

Next Steps



16

Project Schedule & Next Steps



17

Thank You

Mobility Study Contacts:

Robert Watts
rjwatts@mccormicktaylor.com

Ron Seybert
rseybert@twp.ferguson.pa.us



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Information

Name (optional) _____

Address (optional) _____

Would you like to receive updates from Ferguson Township? Yes No

If so, please provide e-mail address (not to be shared with any third parties):

Are you a resident of Pine Grove Mills? (Check one) Yes No

What is your age? (Check one)

Under 18 18-25 26-40 41-55 56-64 65+

Do you drive, ride, bike or hike in Pine Grove Mills? (Check all that apply)

Drive Ride Bike Hike

Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.



Pine Grove Road & Water Street/Nixon Road Intersection

1. What do you think is the most important/needed update to the intersection of Pine Grove Road and Water Street/Nixon Road? (Check one)

Improved Pedestrian Crossings Additional Parking
 Different Intersection Configuration Other: _____

2. With the understanding that a traffic signal is not warranted for this intersection, which option do you prefer for the Pine Grove Road & Water Street/Nixon Road Intersection? (Check one)

Stop Control Option Small Roundabout Large Roundabout

3. With all three intersection options, there may be an opportunity to repurpose the roadway space in front of the Post Office. What mobility improvements would you like to see included in this space?

(Check all that apply)

Bike Parking Gazebo Bus Pull-Out
 Bus Stop Shelter On-Street Parking Other: _____

4. Please provide any comments on the Pine Grove Road & Water Street/Nixon Road Intersection concepts and information provided.



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

B

East Pine Grove Road Gateway - Pine Grove Road & Banyan Drive/Meckley Drive

1. Which option do you prefer for the Pine Grove Road and Banyan/Meckley Intersection? *(Check one)*

Full Size Modern Roundabout
with Green Median

Stop Control with Enhanced
Pedestrian Crossing Option

2. Please provide any comments on the Pine Grove Road & Banyan/Meckley Intersection concepts and information provided.

C

Pedestrian & Bicycle Network Improvements

1. The Pedestrian & Bicycle Network Opportunities Plan provides adequate connections for the Pine Grove Mills community. *(Check one)*

Strongly disagree Disagree Neither agree or disagree Agree Strongly agree

2. Do you have any recommendations for additional pedestrian and bike connections?

3. What connection would you use most frequently?

4. Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Rosemont Drive?

5. Do you have any comments on the Nixon Road Enhanced Pedestrian Crossing at Shared Use Path?



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

6. Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Deepwood Drive (east)?

7. Considering the issues and benefits identified, what do you feel is the best solution to improve bike and pedestrian access on Pine Grove Road from Ross Street to Ferguson Township Elementary School?

(Check one)

- On-Road, Shoulder Bike Lanes Shared Use Path (North Side)
- Shared Use Path (South Side) Shared Use Path (Alternating Side)

8. Which concept do you prefer to make Pine Grove Road from the Ferguson Township Elementary School to Rosemont Drive, a complete street? *(Check one)*

- Bike Lanes Shared Sidewalk Sharrows

9. Please provide any comments on the Pedestrian & Bicycle Network Improvements concepts and information provided.



Pine Grove Road Western Gateway & Speed Limit Changes

1. What would you like to see, if possible, as part of the Gateway treatment on Pine Grove Road?

(Check all that apply)

- Welcome to Pine Grove Mills Signage Speed Feedback Signs (i.e. Your Speed is....) Landscaped Median
- Pavement Markings Flashing Beacons Landscaped Roadside
- Other: _____

2. Please provide any comments on the speed reduction treatments proposed.



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

E Parking Improvements & Policy

1. Where do you feel additional parking is needed in Pine Grove Mills? *(Check all that apply)*

- Near the Pine Grove Road/Nixon Road/Water Street intersection
- Pine Grove Road east of Nixon Road/Water Street
- Pine Grove Road west of Nixon Road/Water Street
- Water Street
- Nixon Road
- Other: _____

2. Please provide any comments on the parking improvements and policy changes proposed.

F Rothrock State Forest Trails Access

1. Please provide any comments on the recommendations to improve access and connectivity between Pine Grove Mills and Rothrock State Forest Trails.

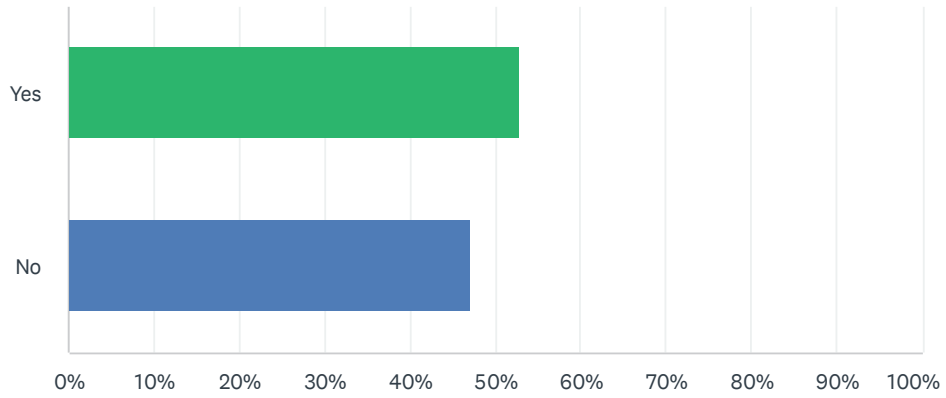
G Traffic & Safety

1. Where are you most concerned about traffic and/or safety in Pine Grove Mills? Why?

Please share any other comments you have on the recommendations shared today, the overall study, or the meeting itself.

Q1 Are you a resident of Pine Grove Mills?

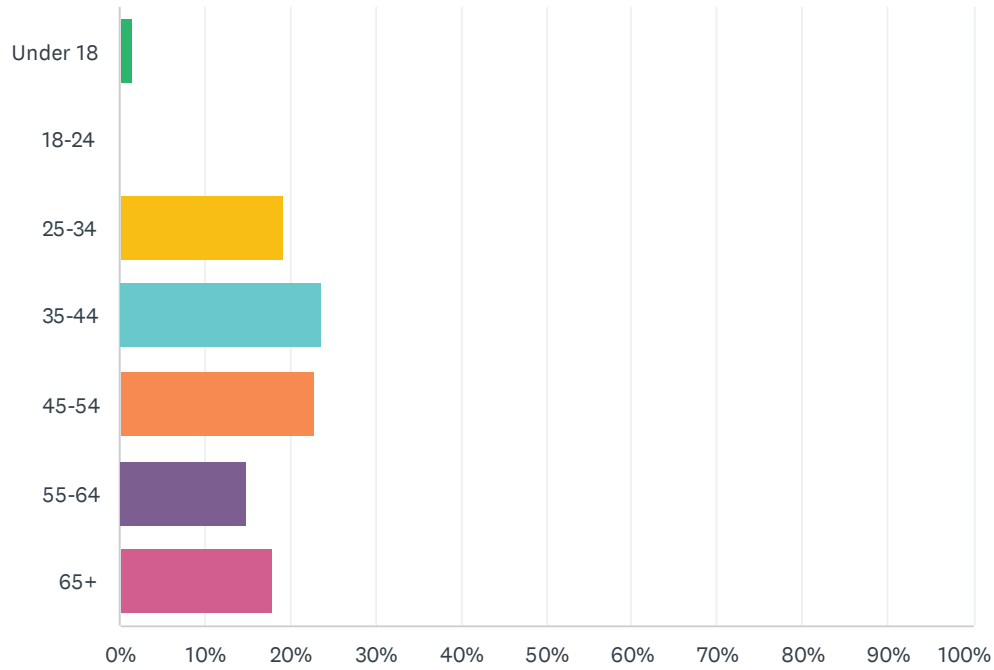
Answered: 140 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	52.86%	74
No	47.14%	66
TOTAL		140

Q2 What is your age?

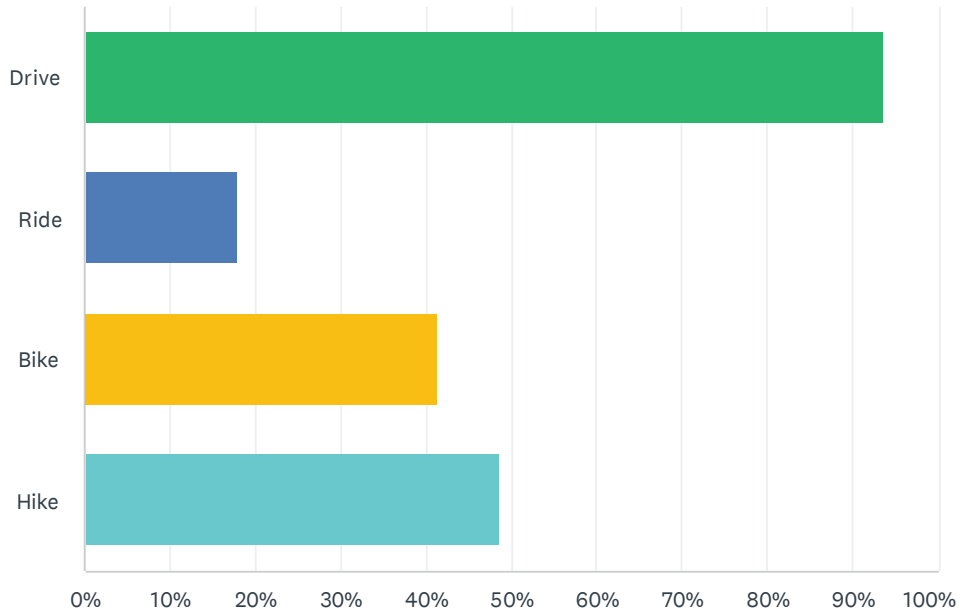
Answered: 140 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	1.43%	2
18-24	0.00%	0
25-34	19.29%	27
35-44	23.57%	33
45-54	22.86%	32
55-64	15.00%	21
65+	17.86%	25
TOTAL		140

Q3 Do you drive, ride, bike or hike in Pine Grove Mills?

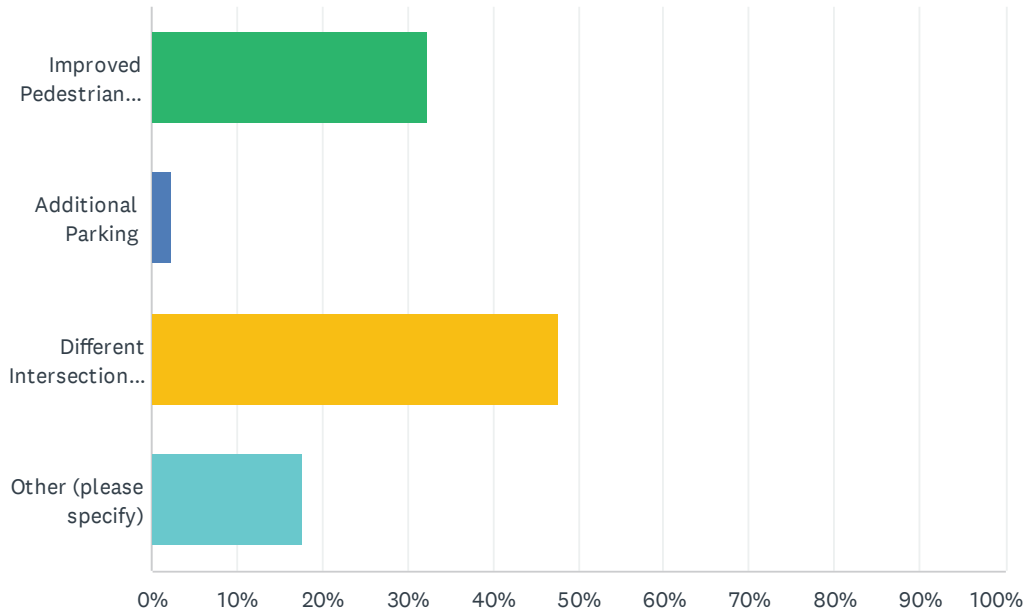
Answered: 140 Skipped: 0



ANSWER CHOICES	RESPONSES
Drive	93.57% 131
Ride	17.86% 25
Bike	41.43% 58
Hike	48.57% 68
Total Respondents: 140	

Q4 What do you think is the most important/needed update to the intersection of Pine Grove Road and Water Street/Nixon Road?

Answered: 130 Skipped: 10



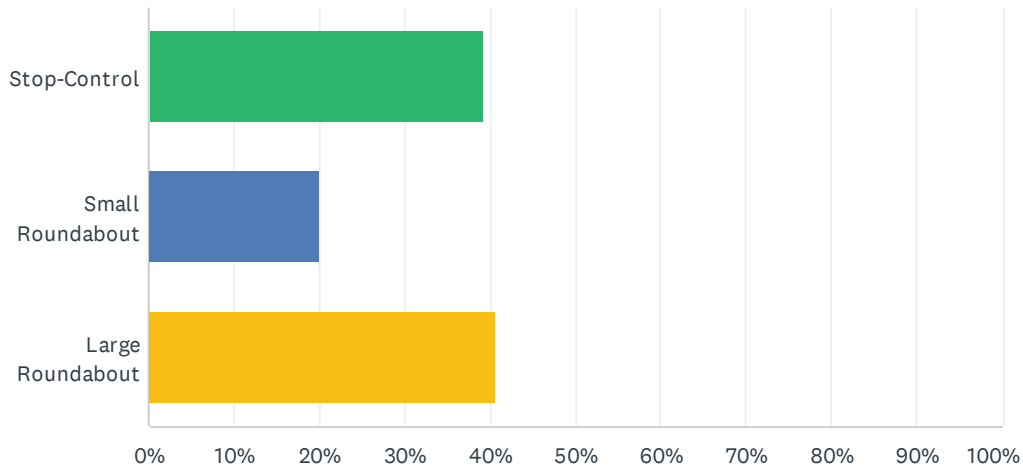
ANSWER CHOICES	RESPONSES
Improved Pedestrian Crossings	32.31% 42
Additional Parking	2.31% 3
Different Intersection Configuration	47.69% 62
Other (please specify)	17.69% 23
TOTAL	130

#	OTHER (PLEASE SPECIFY)	DATE
1	Stop taking farm land for stupid ideas	4/30/2022 5:06 AM
2	More visibility	4/29/2022 8:21 AM
3	Stop control	4/29/2022 2:44 AM
4	A traffic light	4/28/2022 9:37 PM
5	It is fine	4/28/2022 8:54 PM
6	need a stop light at intersection	4/28/2022 8:45 PM
7	Nothing. This is wasteful spending	4/28/2022 7:39 PM
8	Leave it alone, people need to be careful and pay attention, both drivers and walkers	4/28/2022 7:07 PM
9	Option 1. Tractor trailers come down the mt	4/28/2022 6:54 PM
10	Better line of sight for drivers, especially pulling out from Nixon Rd.	4/28/2022 6:24 PM

11	1	4/24/2022 9:45 PM
12	Leave it alone it works fine	4/24/2022 2:51 PM
13	Improved safety that still allows local business to thrive (including FARMING!)	4/23/2022 11:37 AM
14	Leave it how it is	4/23/2022 10:28 AM
15	Stop taking more of the farmer's land	4/23/2022 10:21 AM
16	Traffic light	4/22/2022 1:01 PM
17	different intersection configuration with improved pedestrian crossings. Also a stoplight which PennDot will not allow.	4/22/2022 7:36 AM
18	Not a round about that's crazy	4/21/2022 7:01 PM
19	I think our Ferguson township police need to be more active in speed tracking in this area. There is no need for frivolous spending for services the community doesn't want. We don't want our town commercialized by people who sit in an office that was a gross misuse of tax dollars. I certainly hope that our storm water fee will be lessened by the thought of doing this nonsense	4/20/2022 10:31 PM
20	Left turn from Nixon on to Water Street, I always have to pull a U turn at this intersection making it more confusing	4/20/2022 5:13 PM
21	Although not an option, a traffic light is the only way to ensure the safety of motorists, pedestrians, and bicyclists. The three options you've listed don't mitigate the issues and might even make them worse especially for cyclists.	4/19/2022 7:17 PM
22	None	4/19/2022 6:25 PM
23	Needs to accommodate bikes and pedestrians safely, and allow for all turning movements from Nixon Rd. to Route 26.	4/19/2022 9:52 AM

Q5 With the understanding that a traffic signal is not warranted for this intersection, which option do you prefer for the Pine Grove Road & Water Street/Nixon Road Intersection?

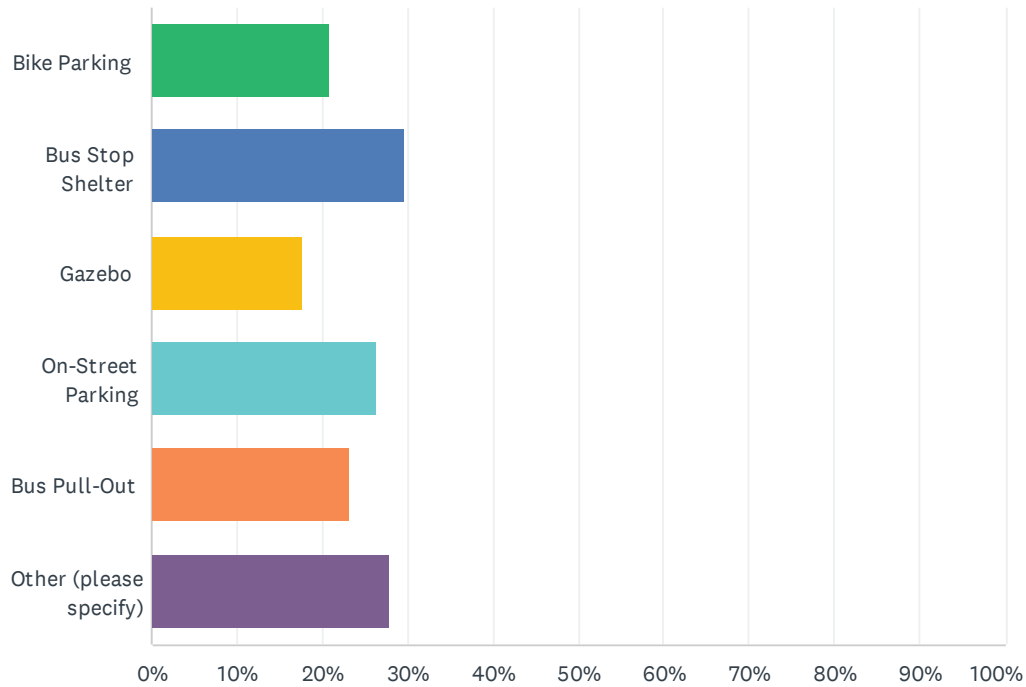
Answered: 135 Skipped: 5



ANSWER CHOICES	RESPONSES	
Stop-Control	39.26%	53
Small Roundabout	20.00%	27
Large Roundabout	40.74%	55
TOTAL		135

Q6 With all three intersection options, there may be an opportunity to repurpose the roadway space in front of the Post Office (green area). What mobility improvements would you like to see included in this space? Select all that apply.

Answered: 125 Skipped: 15



ANSWER CHOICES	RESPONSES
Bike Parking	20.80% 26
Bus Stop Shelter	29.60% 37
Gazebo	17.60% 22
On-Street Parking	26.40% 33
Bus Pull-Out	23.20% 29
Other (please specify)	28.00% 35
Total Respondents: 125	

#	OTHER (PLEASE SPECIFY)	DATE
1	Landscaped/hardscaped with covered benches and bike rack.	5/1/2022 9:11 PM
2	Street greenery	5/1/2022 7:03 PM
3	Do not add on-street parking. You will effectively just be giving Pine Grove Hall more parking space so it wouldn't really be improving the area, just paying public money to help out a private business.	5/1/2022 2:00 PM

4	Wild flower garden	5/1/2022 10:05 AM
5	Green space/rain garden	4/30/2022 2:46 PM
6	Keep it green	4/30/2022 2:29 PM
7	Just keep wasting are money that's all your good for	4/30/2022 5:06 AM
8	Quit wasting monies here	4/29/2022 5:13 PM
9	Nothing	4/29/2022 5:02 PM
10	Leave it alone	4/29/2022 8:53 AM
11	Nothing it's already a Dangerous spot	4/28/2022 8:14 PM
12	Nothing. You implemented a storm water fee but then want create more impervious surface area. If our storm water system is such an issue we need an additional fee then we should be more worried about creating green space and reducing commercialization and impervious surfaces.	4/28/2022 7:39 PM
13	All options seem to be hazardous for traffic and pedestrians	4/28/2022 7:29 PM
14	You hinder people pulling out of post office just extend the flowers with a seating area and move side walk over	4/28/2022 6:54 PM
15	Nothing LOL	4/28/2022 6:44 PM
16	native perennial landscaping with a bench	4/27/2022 10:46 AM
17	None	4/24/2022 9:45 PM
18	Who wants to listen to all the traffic who's maintaining the grass leave it the same	4/24/2022 2:51 PM
19	None. Just bc there's green space DOES NOT MEAN IT NEEDS TO BE 'UTILIZED'. That is a dangerous little section. Just let it provide environmental benefits like storm water management, nitrogen sequestration. Plants a tree there or something!	4/23/2022 11:37 AM
20	Stop taking Farmer's land	4/23/2022 10:21 AM
21	This is all awful	4/22/2022 1:01 PM
22	Nothing unless you want a mess like the naked egg parking along the highway and crossing	4/21/2022 7:01 PM
23	no opinion on this question. Probably not a good idea to have a gazebo so close to the road of a busy intersection	4/21/2022 12:17 PM
24	None. Unless this would be a school bus stop, CATA buses don't offer service on this road. A gazebo would not hold up to snow plows in the winter. On-street parking seems hazardous with this being on the turn. Why would people need to park their bikes here? To then walk to the post office that has a parking lot or to the Pine Hall which is open after 5PM three days per week?	4/21/2022 12:12 PM
25	Nothing that will interfere with visibility	4/21/2022 10:41 AM
26	No bus service right now. What's the point	4/20/2022 10:55 PM
27	Nothing again this is a gross misuse of tax dollars and understanding of the needs of the people actually living in the area. Why would you put parking there to increase a blind spot pulling out of the post office. Sounds safe to me. And a gazebo? For what? How will this update alter the storm water runoff? Sounds like if the township has money for this they should not be charging me a storm water fee	4/20/2022 10:31 PM
28	Rainwater collection planted area	4/20/2022 9:19 PM
29	Turning lane going to the intersection from the east as you approach pine grove mountain. Similar to how they split traffic for ag progress days. Would give better mountain access and better post office access.	4/20/2022 6:22 PM
30	No opinion, PGM has enough parking it doesn't really need to be used for that but I only drive in PGM so no further opinion	4/20/2022 5:13 PM
31	Leave it green	4/20/2022 11:28 AM

32	Greenspace. Fill it with Native plants. Preferably pollinators. We don't need more impermeable surfaces.	4/19/2022 7:17 PM
33	rain garden	4/19/2022 4:09 PM
34	Does there need to be anything added? Wouldn't that add to storm water run off (sarcasm intended) instead of the green space doing the job it needs to.	4/19/2022 3:50 PM
35	Mix of on-street parking and bike parking would help with the limited parking at the restaurant across the street.	4/19/2022 3:12 PM

Q7 Please provide any comments on the Pine Grove Road & Water Street/Nixon Road Intersection concepts and information provided.

Answered: 48 Skipped: 92

#	RESPONSES	DATE
1	Good candidate for a roundabout	5/3/2022 2:30 PM
2	I'm concerned about traffic coming down water street and making a right onto Pine Grove Road. That stop sign is already ignored. Improving the alignment of that traffic flow without slowing it down will only make pedestrian crossing more dangerous.	5/2/2022 12:30 PM
3	None of these options address the concerns over trucks coming down the mountain at speed and with brake failure (twice in the last 15 years). Full stops at all points of the intersection may reduce in-intersection collisions, but the aesthetic and movement of a roundabout is appealing.	5/2/2022 11:46 AM
4	Can flashing crosswalk lights be dimmed at night? Concerned about light pollution for nearby residents.	5/1/2022 9:11 PM
5	We like the idea of a place to sit at this space. We like the idea of something that slows down traffic to allow safer pedestrian crossing.	5/1/2022 6:30 PM
6	Pedestrian safety is the key consideration for me and my family. Enhanced crosswalks and slower vehicle traffic can contribute to the safety of the pedestrians navigating this intersection.	5/1/2022 3:54 PM
7	Please consider adding a bike lane for bike safety	5/1/2022 2:03 PM
8	The large roundabout concept is great. If you can't get the right of way access, the small roundabout is a good second choice. I don't think the stop sign control will do much more than what is already there. Sidewalks to help with the water street crossing are NECESSARY.	5/1/2022 2:00 PM
9	Is CATA necessary in this area? Empty buses don't save the earth. Find a balance.	4/30/2022 2:46 PM
10	Roundabout is not a good option for large equipment.	4/30/2022 2:29 PM
11	We enter this intersection routinely from Nixon road and it always feels dangerous because of the speed with which cars are driving on Pine Grove Rd. It's important that even with a roundabout that signage is placed on Pine Grove Rd approaching the intersection so cars and trucks slow down.	4/30/2022 11:34 AM
12	I would rank improving pedestrian safety as the highest priority, including safe road crossings and sidewalks that are wide enough to walk on safely.	4/29/2022 11:40 AM
13	Stop changing things	4/29/2022 8:53 AM
14	Put a red light in	4/29/2022 8:21 AM
15	I think the round about is not the way to go because big trucks and farm equipment have trouble getting around them.	4/28/2022 8:45 PM
16	Stop wasteful spending. Roundabouts are completely unnecessary and adding a bus stop, additional parking, etc is pointless when just last year a storm water maintenance fee was enacted. We can't be worried about it one year and continue contributing to the problem the next.	4/28/2022 7:39 PM
17	I don't feel traffic is that bad at this intersection, only during ag progress days. Seems to be a waste of money to do more than the stop control option	4/28/2022 7:29 PM
18	None of this is needed. Ferguson abuses their power	4/28/2022 6:44 PM
19	Need good option to keep drivers from turning left at Nixon/Pine grove road intersection and option three does that plus slows drivers on Pine Grove Road down. We have a terrible	4/28/2022 3:06 PM

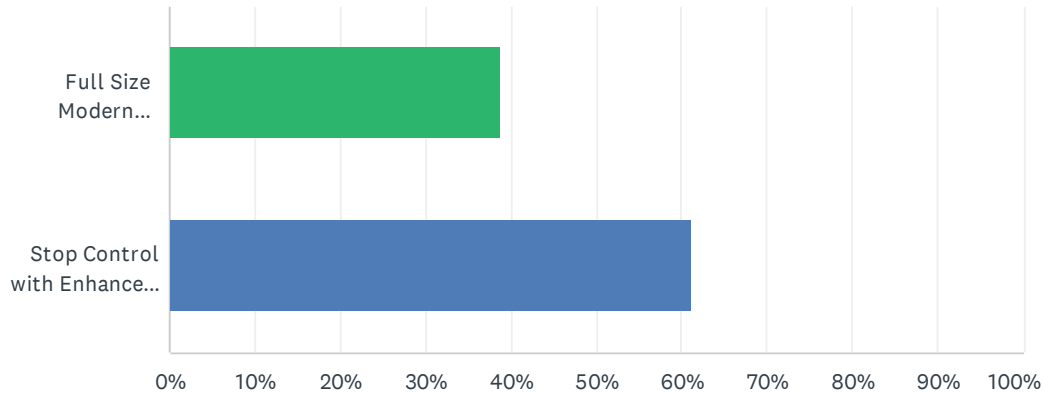
	speeding problem at that intersection.	
20	make sure to put warning signs on the way down PGMountain. is there any way to still have a gas station/mini store in PGMills?	4/28/2022 7:07 AM
21	While the big roundabout is the most expensive option, it would really beautify Pine Grove Mills, give a town focal point, slow traffic and create a safer walking environment for pedestrians	4/27/2022 2:05 PM
22	It is quite difficult to cross as a pedestrian.	4/25/2022 6:07 PM
23	Will always be a problem. Eventually we will go strait to Musser gap then. Blue course.connecting 26 to 45	4/24/2022 9:45 PM
24	Make it safe, but please remember the folks who use the roads the most frequently - local families and businesses. We just want to have access and be safe...	4/23/2022 11:37 AM
25	how do you plan on dealing with all the farm vehicles that use these roads...especially with roundabouts? Seriously?	4/23/2022 11:04 AM
26	I think it should left how it is. If you put in a roundabout it will make it nearly impossible for farmers to get equipment through there as well as big commercial trucks	4/23/2022 10:28 AM
27	Stop taking Farmer's land	4/23/2022 10:21 AM
28	Put a light higher up water street so ad to stop people speeding up and down the mountain.	4/22/2022 1:01 PM
29	N/A	4/21/2022 7:57 PM
30	It would be fabulous if this intersection could be made more friendly for strollers and wheelchairs. It is especially dangerous in the winter.	4/21/2022 6:22 PM
31	Personally, I think that the intersection needs a light.	4/21/2022 4:37 PM
32	Aside from a designated crosswalk for pedestrians, roundabouts do not seem like a safe solution, especially when factoring in large trucks coming down the mountain trying to go west on 45 and farm equipment in general. I especially don't think a small roundabout will work with an 18-wheeler or a tractor pulling a piece of equipment as this will likely require driving over the center of the roundabout.	4/21/2022 12:12 PM
33	Too many individuals are making left hand turns out of Nixon Rd. Better signage needed	4/21/2022 10:41 AM
34	Traffic coming down the mountain must stop to promote safety. If round-about are used too many motorists will want to continue movement and be less cautious of foot traffic.	4/21/2022 6:46 AM
35	The roundabout options will cause unnecessary confusion and are extremely inconvenient. Additionally the large roundabout will force another small business that has been in Pine Grove Mills for decades to close its doors.	4/20/2022 11:36 PM
36	How much money is being spent on this? It is Pine Grove Mills, not State College.	4/20/2022 10:55 PM
37	I believe this board of supervisors needs to revisit the people they are serving and understand we pay their way and need to be more informed. This township does a terrible job at informing the township constituents of meetings and nonsense plans such as this one. For no other reason than to keep us in the dark to pass their agenda clearly. There is nothing wrong with that intersection. Again if the Ferguson township police would do their job to slow people down there would be no issues.	4/20/2022 10:31 PM
38	Nixon should have NO access to pine grove road. Turning in either direction is unsafe with the given how much Pine Hall is sticking out into the road as far as it does.	4/20/2022 6:22 PM
39	I like the large circle option because it creates more sidewalk space - i'm also noticing that the gas station would have to be demolished but perhaps that could be a small Park-let with benches and a view of the creek.	4/20/2022 5:40 PM
40	I think a round about is a bad idea here. Trucks coming down the mountain need to stop.	4/20/2022 11:28 AM
41	Farther north on Nixon rd is a multi use path that doesn't connect much or allow neighborhood or pedestrian traffic access to Pine Grove Rd. Connecting this in a safe manner to the area would really boost business in the area.	4/20/2022 10:36 AM
42	I'm thinking like a cyclist. The intersection is dangerous for cyclists and pedestrians. I'm	4/19/2022 7:17 PM

concerned that either a small or large roundabout will make things perhaps even more difficult for cyclists. With a roundabout, a cyclist entering the intersection from Nixon will have to jump into vehicular traffic as they are negotiating the circle. Similarly, a cyclists approaching the intersection from the south on 45 will have to follow the flow of vehicular traffic which will be especially dangerous if the cyclist wants to turn onto Nixon Rd. It is less of an issue for cyclists entering the intersection from the north on 45 or the south on 26.

43	Turning left from 45 onto Nixon Road on a bicycle, which I do often, is fraught with dangers, improving this intersection would go a long way towards making it safer.	4/19/2022 5:48 PM
44	Right turns onto Pine Grove Road from Nixon (when heading south) are difficult given the poor sight lines. I'm in favor of most anything that would help with this.	4/19/2022 4:37 PM
45	What might also help is placing a stop for the Eastbound traffic on 45, and speed bumps before the intersection in both the East- and West-bound directions. The speed limit is 25 and that's rarely observed in that corridor.	4/19/2022 3:12 PM
46	Option safest for pedestrians should be chosen.	4/19/2022 2:05 PM
47	Thanks, it needs change.	4/19/2022 1:31 PM
48	Intersection needs to accommodate turning movements by trucks. Can street trees be included in the improvements?	4/19/2022 9:52 AM

Q8 Which option do you prefer for the Pine Grove Road and Banyan/Meckley Intersection?

Answered: 126 Skipped: 14



ANSWER CHOICES	RESPONSES	
Full Size Modern Roundabout with Green Median	38.89%	49
Stop Control with Enhanced Pedestrian Crossing Option	61.11%	77
TOTAL		126

Q9 Please provide any comments on the Pine Grove Road & Banyan/Meckley Intersection concepts and information provided.

Answered: 35 Skipped: 105

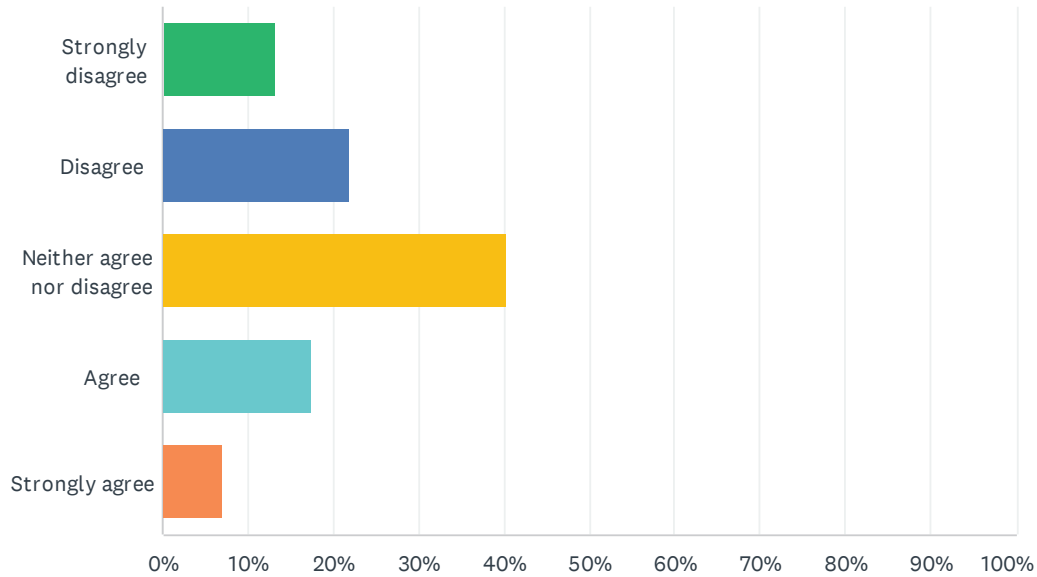
#	RESPONSES	DATE
1	No round about that doesn't improve walkability when vehicles will be flying up to a blind round about. Flashing lights with crossing and stop signs would be nice just like atherton and west foster care n state college.	5/2/2022 8:43 AM
2	We have crossed this intersection a few times and it's very difficult to cross on foot. We think that the roundabout would make it safest.	5/1/2022 6:37 PM
3	Anything that can help slow traffic entering/exiting Pine Grove Mills and enhance pedestrian safety is appreciated. The roundabout appears to do all of this.	5/1/2022 3:56 PM
4	Please consider a bike lane for access	5/1/2022 2:05 PM
5	Anything that makes people slow down on pine grove rd is good	5/1/2022 2:01 PM
6	This is a wast of time and money you guys would not even know how to use it anyways.	4/30/2022 5:07 AM
7	Neither	4/29/2022 6:22 PM
8	I don't think anything is needed there.	4/29/2022 1:02 PM
9	Traffic picks up speed at this intersection going up the hill into Pine Grove Mills. Anything to slow the cars down and to allow pedestrians to cross safely will be an improvement.	4/29/2022 11:43 AM
10	Round abouts make roads more hard to navigate!!	4/28/2022 8:48 PM
11	Why these intersections are even being looked at is beyond me. How many people actually cross that intersection vs drive through it. Common sense is not common anymore but no matter how much you idiot proof something there is always gonna be something someone finds wrong with it. Stop wasting township money on frivolous endeavors.	4/28/2022 7:41 PM
12	Round about would be good way to slow traffic coming into town	4/28/2022 7:30 PM
13	None of this. Ferguson abuses their power	4/28/2022 6:44 PM
14	Once again the full size roundabout makes it clear to drivers that they need to slow down to enter Pine Grove Mills. Option 2 still leaves a dangerous crossing with cars using the road as a high speed runway.	4/28/2022 3:08 PM
15	Lower speed limit	4/28/2022 1:53 PM
16	Looks like it would slow traffic!!	4/27/2022 2:05 PM
17	Round about a limit the size of vehicles that can use the roads. These roads are the veins of our economy. Please don't put a stopper on our livelihoods	4/23/2022 11:38 AM
18	this is a major road. I don't see how roundabouts can be good for trucks, farm equipment and such	4/23/2022 11:05 AM
19	Again, roundabouts will make it very difficult for farmers to move equipment through there	4/23/2022 10:29 AM
20	Stop taking Farmer's land	4/23/2022 10:22 AM
21	Round abouts are a hazard	4/22/2022 1:02 PM
22	N/A	4/21/2022 7:58 PM
23	I exit from Banyon drive to Pine Grove Road almost daily. I don't think stop signs will help. Even though I hate them, I think a roundabout will slow down traffic and make people more aware the potential hazards. I also think that the speed limit needs to be reduced, especially for the traffic heading east on Pine Grove road. From Meckley and Banyan Drive it can be hard	4/21/2022 4:41 PM

to see people heading out of Pine Grove Mills b/c of the hill prior to the intersection. Extending the 25 mph speed limit until after Thistlewood drive would help a lot.

24	seems something in the middle - one stop sign (on just one part of the road) does not seem sufficient and a roundabout (though hopefully it would slow traffic) could cause accidents as people do tend to drive at a decent speed on rt 45 and may not slow in time to navigate the roundabout safely. Not sure if a 4 way stop sign would work? I pull out of meckley rd daily and it is very difficult to see cars coming from the west (cars heading eastward) with much notice. Improving the view in that direction may help with safety of both pedestrians and cars pulling out onto rt 45	4/21/2022 12:23 PM
25	This would be a disaster if this roundabout existed along with one near Pine Grove Road & Water Street/Nixon Road Intersection	4/21/2022 12:13 PM
26	Again, motorist need to stop to promote pedestrian safety. Yielding/not yielding with possible distracting driving is an issue and personal safety should not be dismissed.	4/21/2022 6:48 AM
27	Why in the world are we putting in roundabouts? These are more dangerous to navigate and clearly the people in this township have trouble enough that we had to put in yellow blinking turn lights to tell people they can turn on green if the other lane is clear. What do these roundabouts do to our storm water drains? Again if the township has the money for this nonsense why are they charging a storm water fee.	4/20/2022 10:34 PM
28	Not a concern for anyone who doesn't live there.	4/20/2022 6:23 PM
29	I don't think a circle makes sense here... crosswalks should be sufficient but they should have lights that show when a pedestrian is crossing - technically it's 35 here but since it's just the beginning of the 35 zone people are going much faster typically	4/20/2022 5:43 PM
30	I don't know where this intersection is to be honest	4/20/2022 5:14 PM
31	Roundabouts are the most efficient low maintenance use of traffic control while also presenting safety improvements. They are economical in terms of maintenance and upkeep as well. Because vehicles are not necessarily forced to stop and often needlessly idle, they are more fuel efficient too. Restarting from a full stop is a very fuel inefficient event.	4/20/2022 10:44 AM
32	Having driven roundabouts in Europe where they are used everywhere and in America where they are seldom used, Americans simply don't understand how to use roundabouts. I've seldom seen a driver in America using turn signals to indicate where they plan to exit the roundabout. Will you provide protected bike lanes in the roundabout? If not, you are placing cyclists at grave risk negotiating a roundabout with traffic.	4/19/2022 7:21 PM
33	This would be a great entrance opportunity for PGM. It will be helpful to slow traffic down.	4/19/2022 3:18 PM
34	Here a roundabout would definitely help slow traffic down. The ped crossings are great, but PA drivers in general don't honor them.	4/19/2022 3:12 PM
35	Is a full roundabout allowed in this location given the high speed limit?	4/19/2022 10:03 AM

Q10 The Pedestrian & Bicycle Network Opportunities Plan provides adequate connections for the Pine Grove Mills community.

Answered: 114 Skipped: 26



ANSWER CHOICES	RESPONSES	
Strongly disagree	13.16%	15
Disagree	21.93%	25
Neither agree nor disagree	40.35%	46
Agree	17.54%	20
Strongly agree	7.02%	8
TOTAL		114

Q11 Do you have any recommendations for additional pedestrian and bike connections?

Answered: 51 Skipped: 89

#	RESPONSES	DATE
1	I support creating looped circulation opportunities through the study area. Need to carefully consider endpoints for federal opportunities	5/3/2022 2:31 PM
2	Connections within PGM is not the problem. Getting from PGM to other adjoins communities safely is the issue.	5/1/2022 9:27 PM
3	It would be great to have more sidewalks! Would a sidewalk be possible along Rosemont Drive that would facilitate walking to the park (i.e., along Rosemont and then Sunday Drive). It would be amazing to be able to bike with small children along Pine Grove Road (from Rosemont to Ferguson Township Elementary). With the sharrow idea, I still would not be comfortable doing that. But I recognize that a shared use path may not be ideal with narrowing the road.	5/1/2022 7:09 PM
4	We should work on improving bike access on Nixon Rd connecting to West White Hall. Many recreational bikers (including bike commuters) connect to W Whitehall Rd. W Whitehall is a popular bike path for road bikers. The shoulder on Nixon Rd is just too small for bikers to safely share the road with cars.	5/1/2022 2:19 PM
5	The sharrow concept does not actually make cars more aware of or more considerate of cyclists, and might actually be harmful in giving cyclists a false sense of security. Most PA drivers are not aware that cyclists are permitted by law to take up the entire lane, and sometimes react with road rage/dangerous driving. Therefore, dedicated bike lanes and/or shared use paths should be strongly prioritized, even at the expense of parking.	5/1/2022 2:16 PM
6	Fewer shared road. I am too afraid to bike the narrow roads shared with cars. A divider between cars and bikes would help.	5/1/2022 10:10 AM
7	It is important to regain access along Sports lane to the shared use path to have adequate connection.	4/30/2022 11:14 PM
8	Not needed	4/30/2022 2:34 PM
9	Please consider buying Sports Road so this can be used as a pedestrian pathway. The owner on Chester Court has aggressively stopped pedestrians from using this walkway from the pedestrian path to Reed Alley/Pine Grove Rd. This would be a better use of funds then putting up an overhead sign at the crossing on Nixon Rd. This limited access has majorly impacted pedestrian paths within Pine Grove Mills. You should do something about that. The existing pedestrian path from Nixon Road to the elementary school is in horrible shape. It hasn't been graded in 15 years or more (we have lived in PGM since 2003). There are holes made by water erosion that could twist your ankle so you have to be careful walking it. It is largely overgrown by grass. We walk this path almost daily with our dogs and are dismayed that the township hasn't bothered to regrade and add new gravel to this highly used pedestrian walkway. If you are going to do all of these other improvement, perhaps you can do some badly needed maintenance on this pedestrian pathway.	4/30/2022 11:50 AM
10	If you want to ride bike go up in the mountain and stay off the roads	4/30/2022 5:08 AM
11	We need a connection to get to the bike baths in the state college area. We need to be able to get from PGM to Cato Park	4/29/2022 1:08 PM
12	Make bikers register and license there bikes 8.00 per bike and proof of insurancone	4/29/2022 8:59 AM
13	Do not believe this is necessary	4/28/2022 9:45 PM
14	none	4/28/2022 8:52 PM
15	How many bike paths are in the centre region? And yet most people still continue to ride on the roads. I would be fine with bike paths if they were used for that purpose but historically they	4/28/2022 7:49 PM

	don't get used and are just a "nice idea" to think you are being progressive.	
16	No	4/28/2022 7:41 PM
17	They don't follow rules anyways they get a 6ft bike path and still ride in the middle of the road	4/28/2022 6:58 PM
18	Nothing needs fixed. You're taking farm land	4/28/2022 6:46 PM
19	Make actual bike lanes where possible and widen the roads to have them.	4/28/2022 1:56 PM
20	Rte 45 has signs that it is a Bicycle Route...please extend the sharrow (perhaps by actually having a decent shoulder and lane widths to accommodate bicycles - especially up to Rock Springs farm complex (at least to Tadpole and maybe even beyond)...and going towards St College, with cars parked on the sides of the roads, sharing without a bicycle path is madness (doors opening onto bicycles)	4/28/2022 7:18 AM
21	Bike lanes are okay but it would be nice to have a shared use path connecting Sports Lane to Nixon.	4/25/2022 6:27 PM
22	It would be useful to have a safer way to transfer from 46 to Nixon to Whitehall.	4/25/2022 6:22 PM
23	Who feeds the world FARMERS and your stealing important farm ground	4/24/2022 2:56 PM
24	Stop putting bike paths out in the rural areas because they bikers don't use them anyway. Make them ride in town where they should	4/23/2022 10:32 AM
25	Stop taking Farmer's land	4/23/2022 10:26 AM
26	More Bike path options or lanes.	4/21/2022 8:09 PM
27	On an old map, there was a proposed bike/pedestrian trail that went from Banyan Drive up towards Whitehall. Developing that trail would be great b/c it would get bikes off of Nixon and 45, and allow people to connect with the bike trails in Cato heading toward State College.	4/21/2022 4:50 PM
28	Not sure what the pedestrian and bicycle network plan is-- but unless it includes some pathway or safe sidewalk/ pedestrian area for PGM residents to walk from PGM to- say the Sheetz on Whitehall- where people can access more bus routes, etc-- then it is not sufficient. If you do not have use of a vehicle, there is no safe way to travel whatsoever. I have a teenager who does not drive - she has no means to access town safely if she has no ride by bus or car to leave PGM. She has walked on the shoulder of Rt 45 while cars drive by at 45mph not much more than a foot away from her. Would be the same concerns if she was riding a bike. It makes PGM a less desirable place to live for people who don't have access to a vehicle or cannot drive.	4/21/2022 12:41 PM
29	Route 45 is a busy road with fast traffic as you drive towards Ramblewood/Rock Springs. This does not seem like the safest place to promote biking.	4/21/2022 12:21 PM
30	The sidewalks for walking through Pine Grove Mills are atrocious. They are narrow, often blocked by trash cans and snow in the winter. I cannot think of a more poorly designed and maintained sidewalk system in the State College area! I often have to get off of the sidewalk and walk in the road, particularly in the winter. This is very dangerous.	4/21/2022 10:20 AM
31	No	4/21/2022 7:39 AM
32	We have too many bike paths in this township now that they don't use. I think you should have Ferguson township police make the bicyclist use the paths the tax payers pay for before adding anything new. They are a hazard on roads around here as it is because again Ferguson township police do not handle the speed issue that this township has.	4/20/2022 10:44 PM
33	It would be amazing to have a sidewalk or protected path installed on route 45 into the village center in one direction, and a path or sidewalk to Fairbrook Park. It would also be great to have a sidewalk or path created along Plainfield to connect with the bike lanes on Whitehall. Many residents walk along Plainfield, which is dangerous due to visibility issues.	4/20/2022 8:14 PM
34	I'm not as familiar with this plan - I don't know what a Sharrow is, in the future please describe	4/20/2022 5:51 PM
35	I wish there was a way to safely connect with the other bike paths that start in Cato park. Our family does not feel that there is adequate signage and slow enough speeds to come in and out of PGM on bikes on a daily basis. We would love for our children to be able to connect to other parts of the community via bike paths but that is not possible yet. We hope that improved signage and signals and bike lanes can come sooner than later.	4/20/2022 5:28 PM

36	Absolutely. Nixon Road/ Old Gatesburg Road needs a bike path ASAP. It is used daily for both biking and walking and very dangerous for both activities.	4/20/2022 5:19 PM
37	The connection along Route 26 is missing. A shared use path should be constructed from the Ferguson Township Municipal Building to the newly proposed intersection.	4/20/2022 4:55 PM
38	The imbedded map is small and pixelated but does not appear to show connections to Kepler road and West Chestnut ST access to Rothrock SF, please include this! Share the road is not a safe solution for pedestrians and should be avoided if at all possible. PA road shoulders are narrow and narrower during winter months while the debris left from winter can continue to narrow corridors well past winter.	4/20/2022 11:08 AM
39	Include bike lanes to allow for connection to Musser Gap Trail etc.	4/20/2022 9:02 AM
40	Nixon should have bike lanes connecting the bike lanes on Science Park with the bike lanes on Whitehall rd.	4/19/2022 7:28 PM
41	I don't, but as a cyclist I don't think that sharrows do much at all to enhance safety.	4/19/2022 4:43 PM
42	I would prefer to see PGM have a dedicated bike lane instead of just sharrows, but it is a start. I know it would remove one side of the parking from the road and parking is already complicated in PGM.	4/19/2022 4:30 PM
43	seems like sidewalks should be on Route 26 up the mountain until most of the residences end.	4/19/2022 4:16 PM
44	As a biker, I am less concerned about the number of connections than the safety of connections. Sharrows and shared use roads are scary. Dedicated bike paths are so much safer.	4/19/2022 4:09 PM
45	No recommendations. But if adding paths for bicycles and pedestrians who pays the storm water run off fees for those?	4/19/2022 4:01 PM
46	Anything off of 45 and 26 would be helpful.	4/19/2022 3:19 PM
47	Ensuring safety of a left turn when moving from west to east and turning off Pine Grove Road onto Nixon	4/19/2022 2:04 PM
48	26 is not safe to bike with kids. Need more options to get from bristol Ave area.	4/19/2022 1:46 PM
49	Many access the MTB trails and gravel roads up RT 26 on the right, from W. Chestnut and Kepler Rds. Please consider a bike path to both roads.	4/19/2022 1:44 PM
50	Should address pedestrian and bicycle connections to Rothrock State Forest.	4/19/2022 10:21 AM
51	Sidewalk should extend from the Lutheran Church on W Pine Grove Rd out to Plainfield Rd.	4/18/2022 8:22 PM

Q12 What connection would you use most frequently?

Answered: 47 Skipped: 93

#	RESPONSES	DATE
1	Shared road as use would be for commuting.	5/2/2022 11:51 AM
2	We walk a lot from Rosemont Drive to the park, so we walk up Rosemont, and turn right on Sunday. Would a sidewalk be possible here? We also cross Pine Grove Road at Rosemont a lot, and we walk along Pine Grove Road to Ferguson Township Elementary. We also cross Nixon Road at the crosswalk a lot.	5/1/2022 7:09 PM
3	Nixon intersection	5/1/2022 2:19 PM
4	The proposed shared use path along sheldon drive, if it could be made to connect to Whitehall, would be INCREDIBLY useful. One of the main reasons that we do not bike to work (from Sunday Drive to PSU Campus) is because of the near-nonexistent shoulder and poor visibility over the crest on Nixon Rd).	5/1/2022 2:16 PM
5	Shared use	4/30/2022 11:14 PM
6	Western end of Route 45	4/29/2022 12:15 PM
7	One that is there	4/29/2022 8:59 AM
8	Not sure	4/28/2022 11:14 PM
9	Nothing	4/28/2022 9:45 PM
10	none	4/28/2022 8:52 PM
11	None	4/28/2022 7:49 PM
12	None	4/28/2022 7:41 PM
13	None	4/28/2022 6:58 PM
14	The road that's already there. Nothing needs changed	4/28/2022 6:46 PM
15	I mainly use the crosswalk at the top of the hill near the Sunday Barns on Nixon Road.	4/28/2022 3:14 PM
16	Sharrow	4/28/2022 1:56 PM
17	bicycle ones	4/28/2022 7:18 AM
18	The improved sidewalks in town	4/27/2022 2:08 PM
19	Anything that would make it easier to get into Nixon. I would also like more walking paths.	4/25/2022 6:27 PM
20	I would like to be able to bike down Sports and connect over at Nixon on the other side of the cemetery.	4/25/2022 6:22 PM
21	Everything is fine as it is	4/23/2022 10:26 AM
22	None	4/22/2022 1:03 PM
23	Shared Use	4/21/2022 8:09 PM
24	The connection that runs parallel to 26	4/21/2022 6:28 PM
25	Route 45 East/ West from PGM towards Whitehall/ rt 26 area (If there was a pathway that cut through green area as opposed to the road to get to the same spot/ area near whitehall (where people could then access Blue Coarse drive pathways, or cut through more directly by way of Nixon Rd to corner of Whitehall / College Ave.)- that would be fine. Just needs to be safe way to travel with an actual pedestrian walkway/ path of some sort a reasonable, 'pathway sized' distance away from cars.)	4/21/2022 12:41 PM

26	None	4/21/2022 12:21 PM
27	None	4/21/2022 7:39 AM
28	None	4/21/2022 6:29 AM
29	None biking is not meant for this town especially they way that this township board is running the area.	4/20/2022 10:44 PM
30	Route 45 in both directions. It's too dangerous to walk or bike on the street currently. I would love to be able to walk or bike to the post office, hair salon, Pine Grove Hall, and other local businesses. Or alternatively walk to Fairbrook rather than drive.	4/20/2022 8:14 PM
31	Any	4/20/2022 6:29 PM
32	Pedestrian	4/20/2022 6:28 PM
33	Nixon to Whitehall is the safest way to connect.	4/20/2022 5:28 PM
34	Old Gatesburg/Nixon	4/20/2022 5:19 PM
35	The Shared Use Paths around town for running.	4/20/2022 4:55 PM
36	Nixon Road access to Kepler road and West Chestnut ST to Rothrock SF entries.	4/20/2022 11:08 AM
37	Hard to say. Depends on the day.	4/19/2022 7:28 PM
38	I most frequently ride my bike on Nixon from Pine Grove and Pine Grove Rd. to the southwest from Kirk Street.	4/19/2022 4:43 PM
39	With these improvements I would try it out on 45-26 as I bike into town usually on Whitehall and avoid 45 for the high speed but also because of PGM crowded roadway.	4/19/2022 4:30 PM
40	sidewalk	4/19/2022 4:16 PM
41	Nixon - Route 45 toward Boalsburg.	4/19/2022 4:09 PM
42	Don't walk or ride. Wouldn't use.	4/19/2022 4:01 PM
43	Nixon to 45W, 45E continuing onto 45E-26N.	4/19/2022 3:19 PM
44	Biking	4/19/2022 2:04 PM
45	Need safer options	4/19/2022 1:46 PM
46	RT 26 W/E and N/S	4/19/2022 1:44 PM
47	Rts 26 and 45, and Nixon Rd as well as Nixon Rd bike path	4/19/2022 1:38 PM

Q13 Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Rosemont Drive?

Answered: 41 Skipped: 99

#	RESPONSES	DATE
1	Make sure it's a sign that pedestrian could trigger (like at the high school) so that it's not flashing all the time.	5/2/2022 11:51 AM
2	Can rapid flashing pedestrian crossing light be dimmed at night? Concerned about light pollution for nearby residents.	5/1/2022 9:27 PM
3	Will need to enforce to get drivers used to stopping.	5/1/2022 7:40 PM
4	We want this very much! We live right off Rosemont Drive, and we walk across this road frequently with children and it is not ideal currently.	5/1/2022 7:09 PM
5	This is great	5/1/2022 2:19 PM
6	No	4/30/2022 2:34 PM
7	Flashing lights	4/28/2022 11:14 PM
8	I believe our tax dollars could be spent in much more appropriate ways.	4/28/2022 9:45 PM
9	Not going to bring up the traffic hazard of the Naked Egg? Cars parked along the road and everywhere in between?	4/28/2022 7:49 PM
10	This seems necessary	4/28/2022 7:41 PM
11	Nothing needs changed. You abuse your power	4/28/2022 6:46 PM
12	This is a good idea. I cross from Rosemont to other side of PGR regularly when I walk and this will help.	4/28/2022 3:14 PM
13	No	4/28/2022 1:56 PM
14	there is never enough parking for the Naked Egg - having the crossing on the side of the road that extra parking happens on is a good thing - can you also extend the width of the road in that area to help out? Is that orange roof a people shelter (like a bus stop?)	4/28/2022 7:18 AM
15	This would allow locals safer access to the Naked Egg	4/27/2022 2:08 PM
16	Not needed	4/24/2022 2:56 PM
17	seems logical	4/23/2022 11:12 AM
18	Stop taking Farmer's land	4/23/2022 10:26 AM
19	N/A	4/21/2022 8:09 PM
20	It is a good idea - I walk there often. I don't think, however, that it is urgent. Crossing there is usually pretty easy.	4/21/2022 4:50 PM
21	None	4/21/2022 12:21 PM
22	Drivers are not obeying speed limit so any ped crossing would be dangerous	4/21/2022 10:46 AM
23	No	4/21/2022 7:39 AM
24	This would be a great improvement.	4/21/2022 6:53 AM
25	None	4/21/2022 6:29 AM
26	I'm all for painting crosswalks but I don't see a need for anything more than that.	4/20/2022 10:44 PM
27	Would these flashing beacons be constant, or activated by pedestrian before crossing?	4/20/2022 9:13 PM

28	No	4/20/2022 8:14 PM
29	Just need better parking and access for the Naked Egg	4/20/2022 7:01 PM
30	Add a blinking light button for when pedestrians cross. Cars can still be going very fast at least 45 in this zone,	4/20/2022 5:51 PM
31	Great idea.	4/20/2022 5:28 PM
32	We might need those flashing crosswalk signs so we know when pedestrians are crossing and have enough time to stop and not get rear ended	4/20/2022 5:19 PM
33	Many places have "State Law, must stop for pedestrians in cross walk" signs, often in the middle of the road at the crosswalk. These seems to be quite effective. Keeping the actual crosswalk paint maintained is also very important. The paint at the Rte 45 greenway crossing is nearly gone and so vehicles have more of a reason to ignore or invoke plausible deniability in not honoring that crossing.	4/20/2022 11:08 AM
34	This is definitely needed. It is a good start, but I think there should be 2 since many folks park along the road for the Naked Egg and they will probably not use the cross walk. The second one should be between the Naked Egg and the first house next to it.	4/19/2022 4:30 PM
35	does that work best with left had turns from teh side street?	4/19/2022 4:16 PM
36	I think it is an improvement.	4/19/2022 4:09 PM
37	No. It's fine.	4/19/2022 4:01 PM
38	Yikes. 45 mph westbound traffic hitting a crosswalk before a slowdown to 25 mph? Yeah, right. See earlier comment about PA drivers and ped crosswalks.	4/19/2022 3:19 PM
39	This graphic should include where parking/no parking is designated during peak times at the Naked Egg. Pedestrian areas can be obstructed, especially during peak times on the weekend.	4/19/2022 3:19 PM
40	Is this really required?	4/19/2022 2:04 PM
41	RRFB should be pedestrian activated, not continuous flashing.	4/19/2022 10:21 AM

Q14 Do you have any comments on the Nixon Road Enhanced Pedestrian Crossing at Shared Use Path?

Answered: 37 Skipped: 103

#	RESPONSES	DATE
1	Not a fan of the overhead flashing beacon - would a side of the road flashing beacon be sufficient as is being proposed for the Deepwood crossings? And could it be one that a pedestrian could trigger so that it's not flashing all the time?	5/2/2022 11:51 AM
2	Can rapid flashing pedestrian crossing light be dimmed at night? Concerned about light pollution for nearby residents.	5/1/2022 9:27 PM
3	I like the idea of flashing beacon to let drivers know that someone is there.	5/1/2022 7:40 PM
4	This is fine but would be our lowest priority. The current crossing seems okay.	5/1/2022 7:09 PM
5	This would be welcomed to enhance pedestrian safety as vehicles traveling from Pine Grove Road are usually traveling faster than the posted 25mph speed limit.	5/1/2022 4:03 PM
6	Yes please!! Cars come over that hill very fast.	5/1/2022 2:16 PM
7	No	4/30/2022 2:34 PM
8	This is very close to our house. People just drive too fast on this part of Nixon Rd. I'm not sure that this is really going to help, so not sure whether the money is well spent on this.	4/30/2022 11:50 AM
9	Signage	4/28/2022 11:14 PM
10	You can put up as many signs and paint lines across a road (wasting more money) but there is always going to be an idiot that renders all this useless	4/28/2022 7:49 PM
11	This also seems necessary	4/28/2022 7:41 PM
12	Again, you take farmland for bikers who don't even ride the bike lane. I.e Whitehall	4/28/2022 6:46 PM
13	Good idea - the crossing I use most often.	4/28/2022 3:14 PM
14	No	4/28/2022 1:56 PM
15	This is such a dangerous hill, I never feel safe crossing here. A path along nixon road to white hall road would better	4/27/2022 2:08 PM
16	Not needed	4/24/2022 2:56 PM
17	Stop taking Farmer's land	4/23/2022 10:26 AM
18	No	4/21/2022 8:09 PM
19	I use that often - one does have to be careful of cars heading N. on Nixon b/c the hill can make them hard to see. I would prioritize signage here over the Rosemont/45 area, especially since a number of kids cross here to go to the elementary school.	4/21/2022 4:50 PM
20	None	4/21/2022 12:21 PM
21	No	4/21/2022 7:39 AM
22	Again a great improvement.	4/21/2022 6:53 AM
23	None	4/21/2022 6:29 AM
24	Again I'm all for painted crosswalks. I don't believe it is the tax payers responsibility to put electronic signals up on these roads.	4/20/2022 10:44 PM
25	That looks great.	4/20/2022 8:14 PM
26	It is hard to see over the bump in the road	4/20/2022 7:01 PM

27	Helpful as people fly over this hill.	4/20/2022 5:28 PM
28	Same as 13	4/20/2022 5:19 PM
29	Overhead flashing signs are an amazing enhancement idea and could be used on Science Park Road where the bike path crosses near Circleville rd to great effect. Many places have "State Law, must stop for pedestrians in cross walk" signs, often in the middle of the road at the crosswalk. These seems to be quite effective. Keeping the actual crosswalk paint maintained is also very important. The paint at the Rte 45 greenway crossing is nearly gone and so vehicles have more of a reason to ignore or invoke plausible deniability in not honoring that crossing.	4/20/2022 11:08 AM
30	Better safety for folks in the neighborhood, and for kids and families going to and from school.	4/19/2022 7:28 PM
31	no, I like to see the overhead flashing device	4/19/2022 4:30 PM
32	only if drivers can see it will it be useful	4/19/2022 4:16 PM
33	This is also an improvement.	4/19/2022 4:09 PM
34	No.	4/19/2022 4:01 PM
35	Lobby PA legislature to make it "STOP for Peds in crosswalks" and not "Yield." "Yield" is apparently not clear enough, and is rarely, if ever, enforced.	4/19/2022 3:19 PM
36	No	4/19/2022 2:04 PM
37	RRFB should be pedestrian activated, not continuous flashing. Overhead mast arms are good. Should be second highest priority because of connections to access school.	4/19/2022 10:21 AM

Q15 Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Deepwood Drive (east)?

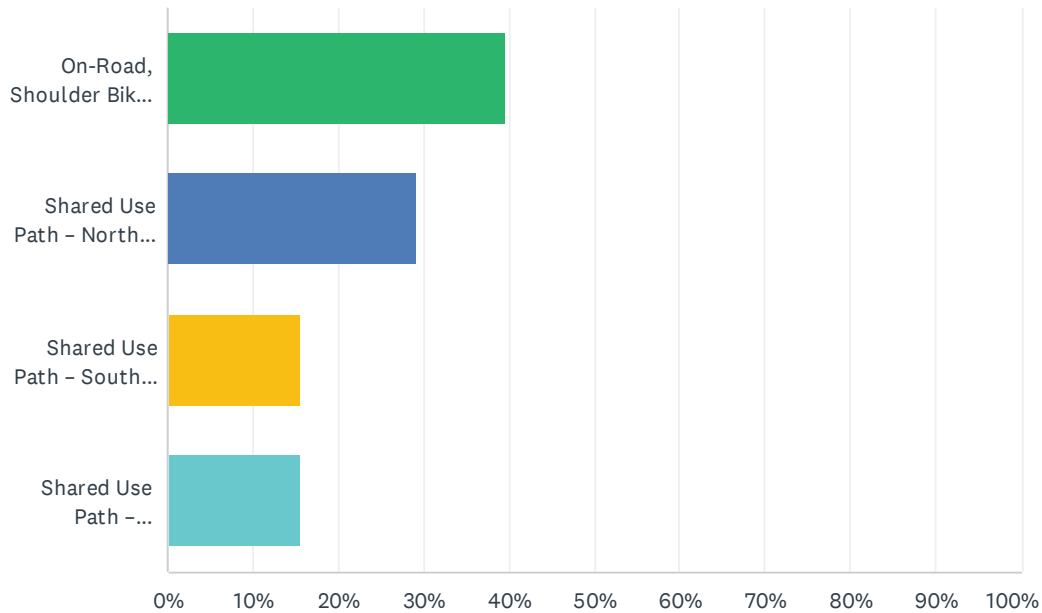
Answered: 37 Skipped: 103

#	RESPONSES	DATE
1	Make sure it's one that a pedestrian could trigger so that it's not flashing all the time.	5/2/2022 11:51 AM
2	Can rapid flashing pedestrian crossing light be dimmed at night? Concerned about light pollution for nearby residents.	5/1/2022 9:27 PM
3	We agree with anything that makes this intersection safer for children to cross, especially during school drop-off and pick-up times.	5/1/2022 7:09 PM
4	No	4/30/2022 2:34 PM
5	Mo	4/28/2022 11:14 PM
6	"Enhanced pedestrian crossing" in other words spending our tax money to paint some more lines on the road on what is common sense.	4/28/2022 7:49 PM
7	Good idea	4/28/2022 7:41 PM
8	You abuse your power	4/28/2022 6:46 PM
9	This change is a good idea.	4/28/2022 3:14 PM
10	No	4/28/2022 1:56 PM
11	Anything to keep the kids safe	4/27/2022 2:08 PM
12	Not a good idea	4/24/2022 2:56 PM
13	Seems like you are infringing on people's property. There has to be better ways to do this than taking their land.	4/23/2022 11:12 AM
14	Stop taking Farmer's land	4/23/2022 10:26 AM
15	No	4/21/2022 8:09 PM
16	Good idea, especially because of the school.	4/21/2022 4:50 PM
17	This makes sense.	4/21/2022 12:21 PM
18	No	4/21/2022 7:39 AM
19	This is a much needed enhancement.	4/21/2022 6:53 AM
20	None	4/21/2022 6:29 AM
21	I don't believe tax Payer dollars should be used for this. If the township can do this they don't need my storm water fee money.	4/20/2022 10:44 PM
22	No	4/20/2022 8:14 PM
23	This would make kids crossing for school MUCH more safe	4/20/2022 6:29 PM
24	Children should not cross twice. Please consider moving the crosswalk to allow only crossing traffic once.	4/20/2022 5:42 PM
25	Long time needed. Thank you.	4/20/2022 5:28 PM
26	No	4/20/2022 5:19 PM
27	Keeping the actual crosswalk paint maintained is also very important, otherwise good improvement.	4/20/2022 11:08 AM

28	Have continuous speed sensing signs to help maintain 25MPH / school zone speeds	4/20/2022 9:02 AM
29	Better safety for folks in the neighborhood, and for kids and families going to and from school.	4/19/2022 7:28 PM
30	no, but that doesn't seem that different from what is there. I don't understand why the cross walk went to the other side of Deepwood.	4/19/2022 4:30 PM
31	Is this wher the crossing guard stands?	4/19/2022 4:16 PM
32	No comment, as this area does not concern me.	4/19/2022 4:09 PM
33	No.	4/19/2022 4:01 PM
34	Understanding that there may be added cost, can flashing yellow lights be added to the two "200 Feet Ahead" signs during school opening and dismissal and during off hour school events?	4/19/2022 3:19 PM
35	No	4/19/2022 2:04 PM
36	RRFB should be pedestrian activated, not continuous flashing. Should be highest priority project given direct connection to school.	4/19/2022 10:21 AM
37	This enhancement makes a lot of sense.	4/18/2022 8:22 PM

Q16 Considering the issues and benefits identified, what do you feel is the best solution to improve bike and pedestrian access on Pine Grove Road from Ross Street to Ferguson Township Elementary School?

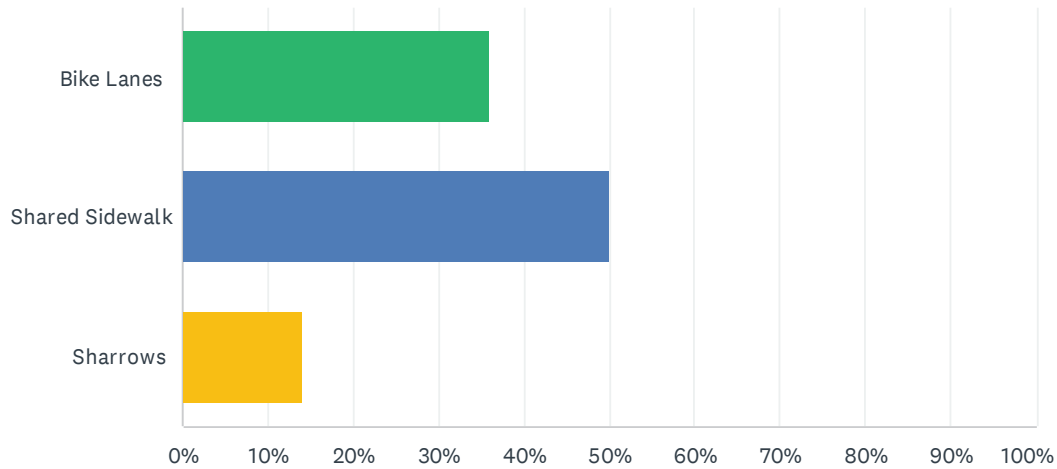
Answered: 96 Skipped: 44



ANSWER CHOICES	RESPONSES	
On-Road, Shoulder Bike Lanes	39.58%	38
Shared Use Path – North Side	29.17%	28
Shared Use Path – South Side	15.63%	15
Shared Use Path – Alternating Side	15.63%	15
TOTAL		96

Q17 Which concept do you prefer to make Pine Grove Road from the Ferguson Township Elementary School to Rosemont Drive, a complete street?

Answered: 100 Skipped: 40



ANSWER CHOICES	RESPONSES
Bike Lanes	36.00% 36
Shared Sidewalk	50.00% 50
Sharrows	14.00% 14
TOTAL	100

Q18 Please provide any comments on the Pedestrian & Bicycle Network Improvements concepts and information provided.

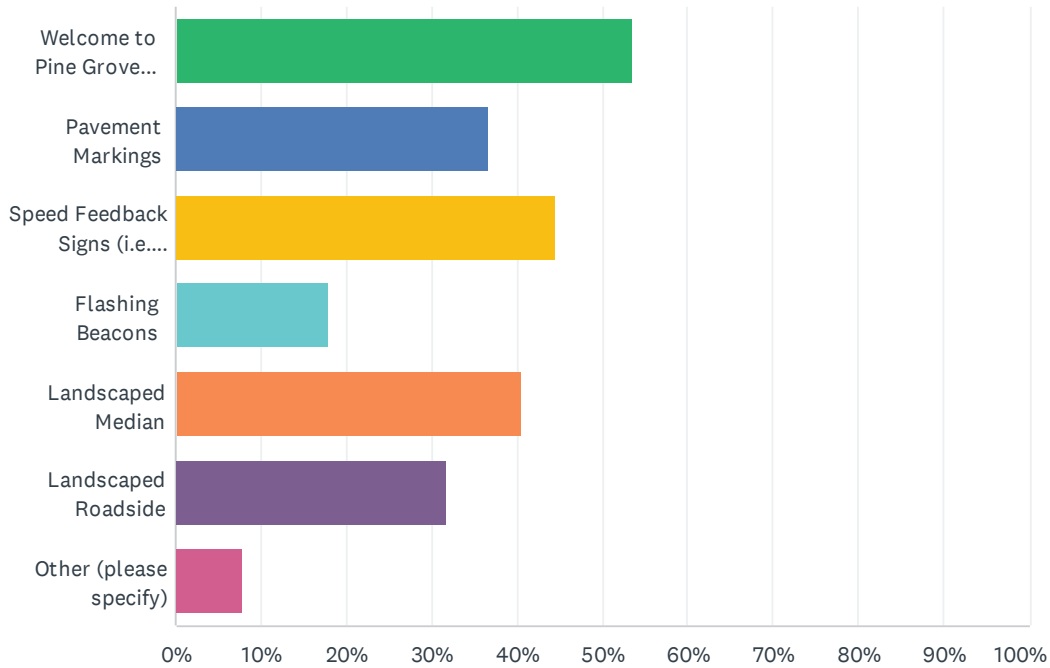
Answered: 25 Skipped: 115

#	RESPONSES	DATE
1	It is very scary to walk along the left-hand side of Pine Grove Road with small children. It feels like cars are so close to you. I frequently worry that a distracted driver could swerve and seriously injure me or my children. We try to walk as far as we can away from the road, single file, but that is difficult when you want to hold the hand of a small child so that they don't go too close to the road.	5/1/2022 7:09 PM
2	If Pine Grove Mills has any hope at all of developing into a walkable village (similar to the renaissance that Lemont has undergone over the past ~10 years), we MUST preserve and enhance pedestrian access. Even if pedestrians are not a common sight now, this is a chicken-and-egg problem. Businesses do not move in without foot traffic, but pedestrians don't walk where there is nothing to see or visit. With so much spillover from the State College housing market, I think we will see a lot of families and young people moving into PGM in the coming years. Now is the time to be making every effort towards walkability, and towards attracting more businesses like Pine Grove Hall, the Naked Egg, and small retail shops.	5/1/2022 2:16 PM
3	None at all	4/30/2022 5:08 AM
4	These changes impact too much private property and farmland. Your survey implies everyone believes there are currently problems and never gives the option of neither or none	4/28/2022 9:45 PM
5	Bicycle never use the bike paths anyways why would they start now	4/28/2022 8:17 PM
6	Making lanes wider. Taking up ag land and green space to make more impervious surface. Are we really worried about storm water run off or not? I can't tell. If you are going to continue to commercialize area and approve more impervious surfaces the storm water fee should be revoked. You can't be worried about it one year and then not the next.	4/28/2022 7:49 PM
7	Parked cars seem to be hazardous along the streets, especially with bikes	4/28/2022 7:41 PM
8	They do what they want anyways not going to help but def don't take ag land	4/28/2022 6:58 PM
9	Stop abusing your power	4/28/2022 6:46 PM
10	Dedicated bike paths are the only real safe alternative.	4/28/2022 3:14 PM
11	Make the bicycle people pay for licenses and insurance	4/24/2022 2:56 PM
12	None! Stop taking farm land away from farmers to make bike paths. There are plenty of bike paths in town	4/23/2022 10:32 AM
13	Stop taking Farmer's land	4/23/2022 10:26 AM
14	N/A	4/21/2022 8:09 PM
15	I have never heard of anyone biking to "the elementary school" from Ross Street. What parent would let their child ride a bike on route 45? Do not encourage more bikes on route 45 unless you slow the speed limit. Pine Grove Mills will never be a destination town to ride a bike to.	4/21/2022 7:10 PM
16	There is no way any bikers on Nixon Rd &/or Pine Grove Rd can get a 4' clearance by a driver. Impossible when the road is curvy & hilly to clear that much space & not have a head on collision with opposite oncoming unseen traffic	4/21/2022 10:46 AM
17	None	4/21/2022 6:29 AM
18	I am strongly against sacrificing more land, especially farmland along route 45 near Plainfield Drive, to accommodate bicyclists and pedestrians which do not frequent this stretch of roadway. I am strongly against the idea of adding a shared path to either side of the road.	4/20/2022 11:41 PM

19	If the township is considering this they need to refund my storm water fee and cancel it completely. These "improvements" are nonsense and complete oversight and negligent spending of hard earned constituent dollars.	4/20/2022 10:44 PM
20	Any other the above solutions would greatly improve the quality of life for my family, so that we can be more active and connect more easily to community assets.	4/20/2022 8:14 PM
21	Given that plans for #16 directly involve our property line and drainage according to this map, I'd like to know a whole lot more about impacts and expectations. Why are we talking about further developing vanishing rural land in PGM?	4/20/2022 8:16 AM
22	My first choice for Q17 is bike lanes, but the next would be for sharrows. IF you are doing road improvements think long term recognizing that 33' curb to curb will allow for future bike lane if parking can be figured out or less people have cars.	4/19/2022 4:30 PM
23	Won't the any of these options effect storm water run off for the township? If this was such an important issue that we needed an added fee it should be considered in everything we do in the township.	4/19/2022 4:01 PM
24	Bike lanes would be really useful for me, as someone who passes through Pine Grove Mills but is not a PGM resident. If I were a resident, I would select a shared-use path as I think this is much better for children	4/19/2022 1:38 PM
25	Should be pedestrian and bike connection to Cecil Irvin Park.	4/19/2022 10:21 AM

Q19 What would you like to see, if possible, as part of the Gateway treatment on Pine Grove Road?

Answered: 101 Skipped: 39



ANSWER CHOICES	RESPONSES	
Welcome to Pine Grove Mills Signage	53.47%	54
Pavement Markings	36.63%	37
Speed Feedback Signs (i.e. Your Speed is...)	44.55%	45
Flashing Beacons	17.82%	18
Landscaped Median	40.59%	41
Landscaped Roadside	31.68%	32
Other (please specify)	7.92%	8
Total Respondents: 101		

#	OTHER (PLEASE SPECIFY)	DATE
1	This is a town of people that don't care about farm land	4/30/2022 5:09 AM
2	Speed enforcement! Cars routinely go 50 mph here!	4/29/2022 1:09 PM
3	Nothing. Stop wasting money on frivolous things.	4/28/2022 7:51 PM
4	Stop taking Farmer's land	4/23/2022 10:26 AM
5	Certainly not any more trees planted in town along the sidewalk. A nice sign and clean up the mess across from the naked egg would	4/21/2022 7:14 PM

6	None - spend my tax dollars more wisely	4/20/2022 10:46 PM
7	Landscaping is lovely and the flashing signs and your speed is signs are very effective	4/20/2022 5:55 PM
8	Nothing. Don't waste money.	4/19/2022 4:03 PM

Q20 Please provide any comments on the speed reduction treatments proposed.

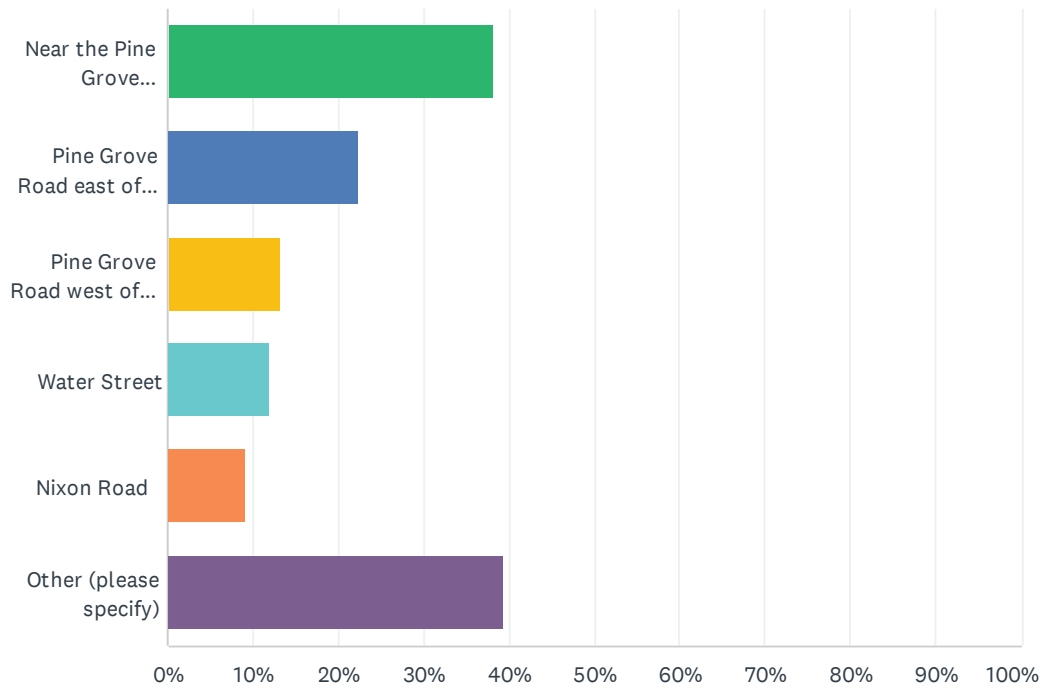
Answered: 38 Skipped: 102

#	RESPONSES	DATE
1	Dropping speed limit is great however if you are not going to enforce it properly what's the point. I see and hear multiple speeders and reckless drivers on 26 in front for the naked egg everyday and have yet to see one person pulled over or stopped. I think the reduced speed limit is great because of the congestion created in front of the naked egg	5/2/2022 8:53 AM
2	Agree with all the reduced speed limit proposals.	5/1/2022 9:28 PM
3	Like the idea of a transition to a slower/faster mph.	5/1/2022 7:11 PM
4	Having a 35mph transition area on East Pine Grove Road is appreciated.	5/1/2022 4:05 PM
5	Visual cues that tell cars they are entering a town ("welcome to" signs, speed feedback signs) are not enough. Drivers already don't care. I wish I could be more optimistic... but no one will slow down unless they are forced to. The only way to get cars to slow down will be to add physical slowdown mechanisms like medians, lane narrowing, etc. We should do everything that is legally in our power to accomplish this, even if it means adding (the horror!) a minute or two of travel time for people passing through. This also goes for other speed reduction strategies proposed throughout the mobility study. Delay of traffic on pine grove road should NOT be seen as a "challenge" -- it is a "benefit"!	5/1/2022 2:19 PM
6	cars tend to speed up in the west bound direction on the way out of town (before they get to the elementary they are way beyond 25mph). Consider an option that will also address this (not only speed coming into PGM from west)	4/30/2022 11:16 PM
7	All sound good except the Nixon Rd plan. The main issue with that part of Nixon Rd is the EXTENSIVE number of bicyclists and pedestrians. Changing the speed limit isn't going to slow down the people who are already ignoring the speed limit on the existing 25mph section of Nixon Rd. This is a band-aid on cancer solution. Better to add bike lanes that pedestrians can also use.	4/30/2022 12:32 PM
8	I think you're barking up the wrong tree. Why can't this quaint small town remain a quaint small town? There are more important things to do. Such as repeal the 'rain tax'. There's no true reason to pay the government for something that God give us and especially the western part of the township where the water runs to Spruce Creek not into the local town system	4/29/2022 8:29 AM
9	There hasn't been issues in these areas yet there is a need to change just for the sake of changing things and wasting money? The wasting spending and overthinking of this township amaze me	4/28/2022 7:51 PM
10	All seem necessary	4/28/2022 7:43 PM
11	LOL speed limit is like 25 mph already	4/28/2022 6:47 PM
12	The round about on the eastern gateway and the medians on the western gateway provide concrete notice that drivers are entering the town. I think this is the only option to enforce lower speed limits and sufficient warnings for drivers.	4/28/2022 3:16 PM
13	I support lowering the speed limit through curve on SR26.	4/28/2022 1:59 PM
14	This is a behavioristic approach that won't necessarily work. People who are going to speed are going to speed. Especially people who aren't from the area and you have a lot of people passing through these zones who just won't care. Build a road that goes AROUND PGM if you don't want people behaving badly in PGM.	4/23/2022 11:15 AM
15	I don't think the speeds need reduced. They are low enough. 25 miles per hour is too low	4/23/2022 10:33 AM
16	Stop taking Farmer's land	4/23/2022 10:26 AM

17	Looks like a good plan	4/22/2022 7:41 AM
18	N/A	4/21/2022 8:14 PM
19	I would change the aspirational speed in the eastern gateway to 25 mph, the the 35 mph that is being proposed. I think that this would reduce accidents at Banyan and Meckely more so than a roundabout.	4/21/2022 4:52 PM
20	This makes sense. Try changing the traffic speed first before installing roundabouts. Again, be mindful of landscape medians and roadsides with large equipment.	4/21/2022 12:25 PM
21	Need more police visibility especially during high traffic events	4/21/2022 10:47 AM
22	Looks good!	4/21/2022 10:20 AM
23	This looks good and acceptable to promote safety needs.	4/21/2022 6:55 AM
24	Don't lower speeds	4/21/2022 6:30 AM
25	Have Ferguson township police do their job and enforce current speed limits. Lowering them will do nothing if the current aren't enforced.	4/20/2022 10:46 PM
26	Dumb	4/20/2022 7:13 PM
27	Living on this end of Pine Grove Road with 5 kids, I worry about them using bikes and crossing the street because few vehicles have slowed down to even close to 25 mph by the time they get to the school.	4/20/2022 6:02 PM
28	Wonderful plan for speed reduction. As a resident, Ive been a first responder on the scene of a completely flipped car on Water Street - driver went over the guard rail and into the woods - it was about 11 pm at night and dark, he took the turns too quickly coming down the mountain. Extending the 25 mile an hour up the mountain to the big curve would be a huge safety benefit for cars as well as pedestrians.	4/20/2022 5:55 PM
29	All sound reasonable.	4/20/2022 5:28 PM
30	I'm OK with the speed limits as they are now.	4/19/2022 4:44 PM
31	none	4/19/2022 4:32 PM
32	I favor the speed reduction treatments.	4/19/2022 4:10 PM
33	How many wrecks happen related to speed in those areas? Not many, if any that I can recall. I don't think speed reduction is going to help something that isn't an issue.	4/19/2022 4:03 PM
34	Appears to adjust speeds where necessary	4/19/2022 3:24 PM
35	West Pine Grove Road intermediate should be 35, not 40, but otherwise, I think all of the above reductions are warranted and needed.	4/19/2022 3:22 PM
36	speed reduction is welcome, although I think many will be speeding anyway. I am not an expert on how to get people to volunarily go slower (due to road design, or signage?) but I think this should be a goal.	4/19/2022 1:39 PM
37	Consider street trees and landscape treatments at the western end of the Eastern Gateway for traffic calming.	4/19/2022 10:27 AM
38	Sign with speed limit to help reduce speed as vehicles enter the town. People do not slow down until they pass the school.	4/18/2022 8:24 PM

Q21 Where do you feel additional parking is needed in Pine Grove Mills?

Answered: 76 Skipped: 64



ANSWER CHOICES	RESPONSES
Near the Pine Grove Road/Nixon Road/Water Street intersection	38.16% 29
Pine Grove Road east of Nixon Road/Water Street	22.37% 17
Pine Grove Road west of Nixon Road/Water Street	13.16% 10
Water Street	11.84% 9
Nixon Road	9.21% 7
Other (please specify)	39.47% 30
Total Respondents: 76	

#	OTHER (PLEASE SPECIFY)	DATE
1	Next to Post Office	5/3/2022 2:29 PM
2	In front or near naked egg cafe	5/2/2022 8:55 AM
3	None	5/1/2022 9:29 PM
4	No new parking needed	5/1/2022 2:22 PM
5	Near the Naked Egg	5/1/2022 10:11 AM
6	No additional taxpayer funded parking necessary	4/30/2022 2:51 PM
7	Not needed	4/30/2022 2:37 PM
8	Don't need any	4/30/2022 5:09 AM

9	Near the Naked Egg	4/29/2022 8:30 AM
10	No where! Parking?! More impervious surface in this township thus creating more storm water run off. You have got to be kidding me. Are we worried about run off or not anymore. Take the fee away if we aren't. I'm getting financial whiplash from what is deemed more important on a year to year basis with this township.	4/28/2022 7:55 PM
11	Are we not concerned for the storm water effects with parking lots?	4/28/2022 7:45 PM
12	Don't allow businesses that don't have enough parking. It is a residential neighborhood, let's keep it that way.	4/28/2022 7:18 PM
13	existing parking on the street needs to be striped or improved deliniation	4/28/2022 4:37 PM
14	Since I do not park on the street, I have no opinions of this.	4/28/2022 3:17 PM
15	Stop taking Farmer's land	4/23/2022 10:26 AM
16	None, people need to park behind their property not on the road	4/22/2022 1:05 PM
17	Something needs done with the parking across from the naked egg. What a mess!!	4/21/2022 7:16 PM
18	Near the Naked Egg specifically. There's an empty lot across from it that could allow for larger, safer parking.	4/21/2022 12:26 PM
19	Put in s parking deck since you want to update our sleepy little town.	4/20/2022 10:58 PM
20	No where. There is no need for additional parking.	4/20/2022 10:47 PM
21	I don't have reason to park in any of these areas	4/20/2022 9:17 PM
22	Naked Egg	4/20/2022 7:01 PM
23	I'm not totally certain where the best parking would be perhaps some on street parking formally in front of the naked egg, perhaps some additional parking on the street near Pinegrove hall. If the new circle includes leveling the existing gas station I would rather that area be a pedestrian spot such as a gazebo or benches to look at the creek rather than additional parking right at a very busy intersection	4/20/2022 5:59 PM
24	To access Rothrock forest for hiking/biking	4/20/2022 9:05 AM
25	No more parking lots please	4/20/2022 8:16 AM
26	Is the real issue parking for Pine Grove Hall or is the parking needed for people who own property at the places you listed? If it is for property owners, then do what you need to do to help them out. If the extra parking is needed for a private business, let them pay for it!	4/19/2022 7:33 PM
27	Need to encourage parking and walking to a destination. Not parking in the center of PGM. Make it a place for people not cars.	4/19/2022 4:36 PM
28	not sure additional parking is needed	4/19/2022 4:17 PM
29	Additional parking creates more storm water run off. If the residents are paying this fee don't add more to the problem	4/19/2022 4:04 PM
30	Post Office and Pine Grove Hall	4/19/2022 3:24 PM

Q22 Please provide any comments on the parking improvements and policy changes proposed.

Answered: 19 Skipped: 121

#	RESPONSES	DATE
1	Our family would not really need extra parking in these areas but I understand other people may have needs we don't have.	5/1/2022 7:11 PM
2	The parking map used does not accurately represent where parking is currently permitted. I hope all residents living on Pine Grove Road will be consulted with potential changes and that previous restrictions based on line of sight issues remain in effect. Besides this, residents should be informed about who they should contact if they do experience line of sight issues, as their safety and the safety of those on Pine Grove Road is paramount.	5/1/2022 4:20 PM
3	Given that the highest regionally-averaged utilization rate was 50%, we definitely do not need more parking right now. However, thinking to the future, if we want to encourage businesses to move into downtown PGM, we will eventually need more parking. If we succeed in acquiring the Pine Grove Country Store property and right of way for the new Water street intersection, maybe some of that area could be turned into a municipal parking lot (effectively just enlarging the post office lot).	5/1/2022 2:22 PM
4	If you are going to commercialize and create more parking areas and more impervious surfaces remove the storm water fee. All we heard was how our storm water system needed this fee for the future. Yet you all keep approving more impervious surfaces and frivolous spending creating more strain on this so called "fragile, aging system". If you want to continue to create more areas of run off remove the fee.	4/28/2022 7:55 PM
5	Where is the money coming from to do all of this?	4/28/2022 7:45 PM
6	Stop taking farmland and using your power	4/28/2022 6:47 PM
7	I hope you are considering unintended consequences.	4/23/2022 11:16 AM
8	Stop taking Farmer's land	4/23/2022 10:26 AM
9	Move the post office to the vacant bank. Easier entry and exit. More parking	4/22/2022 1:05 PM
10	N/A	4/21/2022 8:14 PM
11	Parking we all ready have is causing visibility issues & safety issues for peds & bkers	4/21/2022 10:48 AM
12	Stop catering to PSU people and be concerned about the farm community that you are destronying as a result of these "improvements"	4/20/2022 10:47 PM
13	All of these plans and proposals are very thoughtful thank you for the hard work that has gone into them. In addition to the parking and pedestrian concerns, I think it would not be a heavy lift to consider having a little parklet where the existing gas station is. It would need to have probably some concrete barriers that could have flower boxes so as to protect from traffic but it would be a very nice gathering spot for people who walk or bicycle to get mail	4/20/2022 5:59 PM
14	I think there's enough parking in PGM right now for the size it is right now actually, never have trouble finding parking there.	4/20/2022 5:20 PM
15	Make parking and forest access available on Deepwood Cr. and W. Chestnut St.	4/20/2022 9:05 AM
16	Kudos to everyone involved for taking steps to make PGM safer.	4/19/2022 7:33 PM
17	Parking outside of central PGM and walking will be easier for folks when the sidewalks are safe and people and bikes are given priority. Parking is needed for residents, but for visitors it should be park out and walk in. It is tricky, but if parking is identified in good spots this could be a good location to visit to get to Rothrock, restaurants and more will come.	4/19/2022 4:36 PM
18	So worried about parking and bike lanes but all those contribute to storm water run off that we	4/19/2022 4:04 PM

the residents then have to pay for

19	Pine Grove Hall is driving the need for additional parking. This is a good thing.	4/19/2022 2:05 PM
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Q23 Please provide any comments on the recommendations to improve access and connectivity between Pine Grove Mills and Rothrock State Forest Trails.

Answered: 46 Skipped: 94

#	RESPONSES	DATE
1	Signage directing people to forest trail access would be an asset.	5/2/2022 12:38 PM
2	I think access is great but if you look you will already find existing trails at the proposed treetops drive trail access on rothrock property that already take you up into the forest. The access is great but trails already exist once on state forest land	5/2/2022 9:03 AM
3	Agree with all the proposed new access to Rothrock State Forest.	5/1/2022 9:29 PM
4	We would love and use the the Deepwood Drive access and the Treetops Drive access!	5/1/2022 7:14 PM
5	A good idea might be to add signage at the local/regional trailheads not only to say no parking, but to tell people that parking is available on Kepler road.	5/1/2022 2:22 PM
6	Not needed	4/30/2022 2:37 PM
7	All sounds good.	4/30/2022 12:33 PM
8	Who is using this? Is there a need?	4/29/2022 6:27 PM
9	Local access at the top of Sycamore Drive is an excellent idea and should be undertaken.	4/29/2022 10:17 AM
10	Creating parking m, more impervious surface. Our storm water must not be important to you all anymore since you took our money with more than 90% of public opposition and then create more areas of impervious surface. Unbelievable	4/28/2022 7:57 PM
11	Good ideas	4/28/2022 7:46 PM
12	Respect your farmers	4/28/2022 6:47 PM
13	Why can't limited number of cars park at the chestnut street turn around?	4/28/2022 6:33 PM
14	Trailhead signage and kiosks at access points in PGM	4/28/2022 4:39 PM
15	Adding these trail access points in treetops is a great idea. However if the access at treetops, sycamore and deepwood drive become popular - on street parking will become a problem. On weekends, hikers on the deepwood access can park in the school parking lot but the treetops area has nothing obvious.	4/28/2022 3:19 PM
16	Support up grading parking.	4/28/2022 2:00 PM
17	I am not as familiar with Kepler Road Parking Area but if you do expand it, will you also de-ice Kepler Road in the winter? and the parking area?	4/28/2022 7:21 AM
18	The kepler road parking area is hard to find. Access from Pine Grove Mills is not clear in Pine Grove Mills	4/27/2022 2:10 PM
19	I would love to see new trails developed but not necessarily more public parking.	4/25/2022 6:28 PM
20	I think the access is fine as is.	4/25/2022 6:25 PM
21	new trails work. More parking on top of the mountain will just cause more accidents if people aren't paying attention. If you expand it, it needs to be a drive through, with no ability to return to PGM unless you go down further to a place and safely turn around to come back.	4/23/2022 11:18 AM
22	Stop taking Farmer's land	4/23/2022 10:27 AM
23	N/A	4/21/2022 8:16 PM

24	I would love to having parking for the access off of either Deepwood and/or West Chestnut. It takes me 20/25 min to walk there and I would love to start there. A few spots could be added at either entrance point. One could add more parking on Water St. allowing a person to walk up on W. Chestnut to the access point. I would love to use this great resource more.	4/21/2022 4:57 PM
25	None	4/21/2022 12:28 PM
26	This is good if there is a need.	4/21/2022 6:56 AM
27	It is not the townships responsibility to connect to the state forest. Waste of tax payer dollars.	4/20/2022 10:48 PM
28	These proposals look good; signage would need to be greatly improved.	4/20/2022 9:23 PM
29	Any or all of those plans would be a great improvement and increase local access to trails.	4/20/2022 8:16 PM
30	Keep Deepwood Drive as No Parking. I live on this street and when people park along the street (yardsales, etc.) people park in yards.	4/20/2022 7:03 PM
31	There should be no parking still on deepwood and a parking lot put in as suggested at the end of cheasnut.	4/20/2022 6:35 PM
32	I think the neighborhood trails get a lot of use from residents who are biking walking hiking and riding horses - continuing to maintain that there is no street parking in the neighborhoods for out of town residence makes sense. The expansion of the Kepler parking lot has been wonderful and should continue to be fostered as the safest and largest accommodating trailhead for those who are coming from out of town to use the trails with cars. The signage from DC NR is wonderful, there is ample room up there too expand and it's also a safer place for cars to come and go. It's wonderful that we are not having the same issues that Shingletown is having I think that is a lesson we've learned, About not having out of town cars parking in narrow resident streets to access trailheads.	4/20/2022 6:03 PM
33	I think parking should be allowed for local access but not overnight parking.	4/20/2022 5:29 PM
34	While any user access improvements are awesome, access without parking is a recipe for angst. Additionally and very importantly, if you plan to open this access and add trails any time soon, you MUST start working with DCNR to integrate the proposed trails with their Musser's Gap trail plans NOW!! Finally, I would not support user type restricted trails in Rothrock like "hikers only".	4/20/2022 11:31 AM
35	Provide parking on Deepwood Cr. and W. Chestnut St. for forest access. Have bike lane connections to Musser Gap Trail via Rt 45	4/20/2022 9:09 AM
36	The more you connect PGM to Rothrock, the more you improve the quality of life in the area. Perhaps enough people will use those connections to attract small businesses.	4/19/2022 7:36 PM
37	It would be great to have additional parking for trail access.	4/19/2022 4:45 PM
38	Need to figure out parking, but there is some great opportunity here for PGM community. Keeper Road parking is too far away for connection to PGM. West Chestnut, Deepwood and Treetops are all good for locals but how do others visit? Does PGM want more car/foot traffic in their community? As an outsider I would welcome it and hope for a coffee shop, another lunch spot, etc.	4/19/2022 4:39 PM
39	seems like parking could be an issue not only vistirs of the trail but guests to the homes	4/19/2022 4:18 PM
40	I favor more public access parking.	4/19/2022 4:11 PM
41	Better directional signage within the Village for these trail amenities in addition to wildlife, history, etc.	4/19/2022 3:28 PM
42	Will the trails be updated to reflect the additional use? And from the public access / parking area, the trails are not that great. Further to the west the trail system is much better. Would it be possible to include a public access/parking in a shared manner with Penn State in the Rock Springs area? Trails are great in that area.	4/19/2022 2:07 PM
43	I suggest bike paths to both locations, W. Chestnut and Kepler Rd.'s.	4/19/2022 1:46 PM
44	I often park on Kepler and then ride my mountain bike on the trails. But I also will pass through some of these trials when riding from home, so I like the neighborhood connections that are bike/walk only. The more MTB trails the better, as this is a great area and provides alternatives to Musser and Shingletown that can be busy / heavily trafficked. A connection to cross 26	4/19/2022 1:45 PM

near Kepler, with as little time spent riding on 26 as possible, to take the gravel powerline path toward Musser (and vice versa) would be fantastic. New trails south of the powerline cut, as well as trails that connected to Chestnut as seen on the map, would be really great. I would ride from 26 through Sycamore or Treetops to these trails and then on to the powerline etc.

45	More direct access from all parts of the village for bikes and pedestrians.	4/19/2022 10:30 AM
46	Parking on W Chestnut would be helpful. I'm not sure if room is available, but parking on Deepwood would be beneficial. Currently people park in the school parking lot.	4/18/2022 8:27 PM

Q24 Where are you most concerned about traffic and/or safety in Pine Grove Mills? Why?

Answered: 79 Skipped: 61

#	RESPONSES	DATE
1	Water Street / Pine Grove Rd intersection. There were two major large truck accidents not included in the 5 year study because they occurred about 8 and 18 years ago. One of those was fatal. Both caused injury and destruction of property (buildings completely demolished in the end in both cases). That should NOT be ignored even though it was outside the study time period. Reorienting traffic so it faces east better might be an option. I'm not entirely sure. One of those trucks tried to bail to the west.	5/2/2022 12:41 PM
2	Pedestrians crossing 45 to head to and from the school or recreation areas in Rothrock. There is a lot of traffic that travels route 45. Speed of traffic coming into PGM from the south.	5/2/2022 11:53 AM
3	Water street intersection with pine grove rd and in front of the naked egg	5/2/2022 9:03 AM
4	Car speed entering PGM from all directions and within town. Fixing main intersection (Water St, 26, Nixon) with large roundabout to slow traffic but improve traffic flow and safety.	5/1/2022 9:31 PM
5	Kids should be able to walk and bike. Cars need to go slower. Cars fly on 26 over mountain as well.	5/1/2022 7:54 PM
6	With kids, I'm most concerned about walking on foot, particularly along Pine Grove Road, which we do a lot. It feels unsafe at times. The scariest parts are walking on the left side of Pine Grove Road with kids (you are so close to the roadway, cars go very fast), crossing at Water street, and crossing at Rosemont Drive. If those things could be improved for pedestrian safety, we would be thrilled!	5/1/2022 7:16 PM
7	I am most concerned about the traffic and safety at the intersection of Water Street, Pine Grove Road and Nixon Road. The vehicles travel quickly into and out of that intersection and the pedestrian crosswalks are inadequate and unsafe.	5/1/2022 4:22 PM
8	Nixon Rd intersection between Sunday Dr and Chester Dr for young students walking to school. Grade of Nixon Rd makes it difficult to see incoming cars northbound	5/1/2022 2:26 PM
9	1st priority -- Nixon/Water Street/Pine Grove Road crossing-- heavy traffic, poor visibility from the way the road curves, awkward crossing layout for pedestrians 2nd priority-- general speed control on Pine Grove Road.	5/1/2022 2:23 PM
10	All intersections due to traffic and pedestrian crossings. Pedestrian crossing by the Naked Egg.	5/1/2022 10:12 AM
11	around the Water Street/Nixon Road area because pedestrian access is inadequate. Driving in and out of the post office parking is challenging and often crowded. The blind corner across from post office. Making left turns is difficult onto water street or onto nixon from the other direction. etc.	4/30/2022 11:18 PM
12	Cidery parking and access	4/30/2022 2:53 PM
13	No concerns	4/30/2022 2:38 PM
14	1. The intersection of Nixon/Pine Grove Rd/Water St. Cars drive so fast on Pine Grove Rd, especially driving East to West, it makes it so unsafe. 2. Bicyclists on Nixon Rd and Rt 45 going out of town. There are so many, sometimes large groups of 20 or more riding together. I know we are supposed to share the road with them, but they really need bike paths to keep them safe when you are driving on hilly roads like Nixon Rd.	4/30/2022 12:38 PM
15	The speed on Rt 45 west of Plainfield is too high. There are multiple school bus stops where riders need to cross Rt 45 and cars are greatly exceeding the 50 speed limit.	4/30/2022 9:36 AM
16	Be safer to get all of you people are there	4/30/2022 5:10 AM

17	Traffic circles are a joke, pretty signs are a waste of taxpayer money and overbearing regulations are the reason for division of our community.	4/29/2022 5:21 PM
18	Between the post office and the naked egg cafe. So many speeders!	4/29/2022 1:12 PM
19	At the main intersection of Nixon, water and Rt 45. Safety. Also, can we add decorative paint to crosswalks and/or n side of slab cabin concrete bridge? Studies show this slows traffic. Plus adds charm to village.	4/29/2022 11:55 AM
20	I am not	4/29/2022 9:01 AM
21	It's fine the way it is except there needs to be a functioning light at the foot of the mountain	4/29/2022 8:31 AM
22	Coming off pine grove mountain	4/28/2022 9:47 PM
23	intersection coming off mountain and pulling out of nixon on to rt 45	4/28/2022 9:00 PM
24	I'm most concerned about wasteful spending on frivolous things and creating more storm water run off. If you are going to charge me a fee for storm water run off stop creating more. YOU are the problem	4/28/2022 7:59 PM
25	Any where it is 25 mph and not being enforced enough. Also cars pulling out from Nixon and stopping to turn up the mountain when cars on pine grove road are coming around the tavern	4/28/2022 7:48 PM
26	I am concerned about the parking restrictions not being enforced. Where there are no parking signs it should be enforced.	4/28/2022 7:21 PM
27	No where. Pine Grove is fine. You're using money for pointless things. Stop abusing your power	4/28/2022 6:48 PM
28	Safety is impacted by traffic, but as a hiker, interested in safety.	4/28/2022 6:34 PM
29	Nixon, Pine Grove Road and Water street connection. I cross this everyday as I walk to the Post Office and have nearly been hit at least one time. I opted for the large round about option here but know that many will mourn the loss of the gas station at that corner.	4/28/2022 3:21 PM
30	Cars drive too fast through Pine Grove mill up to and through SR26 curve.	4/28/2022 2:01 PM
31	the intersections at the PO, so difficult to get in and out and turned around in the parking lot, can't we loop around the building instead of having to back up into incoming traffic? the lack of parking and then handicap access ramps at businesses the speed and tight (narrow) roads that make bicyclists hard to see and avoid	4/28/2022 7:22 AM
32	intersection of SR26/45/Nixon. runaway trucks down the mountain, pedestrian safety	4/27/2022 10:51 AM
33	More shared use paths would be great.	4/25/2022 6:28 PM
34	The intersection by the post office is horrible.	4/25/2022 6:25 PM
35	Pine Grove road, Nixon, and water street. A dangerous intersection, and needs some kind of change.	4/23/2022 12:25 PM
36	Runaways trucks coming off the mountain, and the blind spot at the bottom. As well as pedestrian crossi. In the area	4/23/2022 11:42 AM
37	Listening to the opinion of a few to make impactful decisions that affect everyone. You know not everybody is engaged in this. Remember the that PGM is surrounded by farms and you need to engage with the farmers.	4/23/2022 11:19 AM
38	Stop taking Farmer's land	4/23/2022 10:27 AM
39	Water street, lack of speed enforcement. People race every weekend. I witnessed a bus being passed in a no pass zone in the residential area	4/22/2022 1:07 PM
40	Pine Grove Road, Water Street, and Nixon Road intersection due to: 1) lack of visibility pulling out from Nixon Road, 2) speed of vehicles and large trucks coming down the mountain	4/22/2022 7:44 AM
41	Nixon/Water Street and Pine Grove Road intersection due to the occasional congestion	4/21/2022 8:17 PM
42	Parking across from the naked egg.	4/21/2022 7:16 PM
43	The sidewalks and pedestrian crossing situation near the post office are very unsafe.	4/21/2022 6:31 PM

	Sidewalks are hard to travel especially with a stroller and there are not good sight lines to be able to cross safely.	
44	Originally, I was the most concerned about the intersection b/w Water St., 45 and Nixon. Lots of businesses and kids due to FTE. However, looking at the traffic study, I think that where 45 intersects with Banyan, Meckley, and even Thistlewood road is a problem. I would think lowering the speed limit on that stretch of road would be my first choice at trying to mitigate the accidents - it is cheap and much better than building a roundabout.	4/21/2022 5:00 PM
45	After growing up right along route 45, some of this seems difficult to justify, especially to promote biking or tourism. Aside from the Naked Egg, where the road definitely could be widened to make parking safer, there's really nothing in Pine Grove worth walking or biking to like there is in Boalsburg or downtown State College. There's no commerce/shopping aside from a gas station and it doesn't seem like there ever will be. This section of the road is used by numerous farmers and countless large trucks more frequently than bikers. While a bike lane and roundabouts certainly do have merit on certain roads, I do not support them on this section. People drive fast towards Ramblewood/Rock Springs and in town Pine Grove is tight. People have crashed in our front yard, a newspaper boy lost his life on a bike many years ago, and my family lost a friend who wrecked about 10 years ago. I don't think the answer is to promote biking, but I do think a logical solution is to slow down the speed limit with the gateway rather than installing roundabouts or designated bike lanes. This could truly benefit everyone, from anyone who feels absolute need to bike it, to the residents in general who live along this section of road and might need to cross it.	4/21/2022 1:01 PM
46	the area between PGM and Whitehall Rd- no safe pedestrian or bicycle passage combined with a high volume of traffic moving very swiftly. For reasons mentioned in previous responses	4/21/2022 12:45 PM
47	Pine Grove Rd speed needs to be better enforced. Living on Rosemont Dr we have many cars going much too fast since road is no longer a dead end.	4/21/2022 10:50 AM
48	Poor sidewalks, traffic right up against sidewalks, people not cleaning off sidewalks and forcing walkers onto the road to walk, particularly in the winter when snow plows cover the sidewalks with plowed snow. This is the BIGGEST problem in Pine Grove Mills for people who walk through the village. Everything else is subsidiary to this single issue.	4/21/2022 10:24 AM
49	It's getting fixed now	4/21/2022 7:40 AM
50	The intersection of Nixon Rd, Water Street and Rt 45.	4/21/2022 6:57 AM
51	Nothing really	4/21/2022 6:31 AM
52	The intersection of Rt 45 and Pine Grove Road. Also the intersection of Water Street and Pine Grove Road. Both of these intersections are very dangerous. Pulling out of the gas station is very dangerous. The cars parking on the street takes up so much space. If large farm equipment has to go through there it is very hard to navigate through that area. Drivers are not considerate to the drivers if the farm equipment.	4/21/2022 5:14 AM
53	The naked egg restaurant because college students and out of Towners are disrespectful and think they are above the rules of the area.	4/20/2022 10:49 PM
54	Nixon and Pine Grove Road. It's just an odd duck to begin with. People driving south on Nixon still insist on turning left, either towards town or just to the Post Office, regardless of the signage and obvious risk. Coming down Water Street you practically need to have your nose out on Pine Grove Road to see what's coming from the west. Parabolic mirrors are probably not a consideration.	4/20/2022 9:28 PM
55	People walking along Plainfield and Route 45 without a sidewalk or path.	4/20/2022 8:17 PM
56	Pine Grove Road, 26 and Nixon Road intersection. A lot of people don't follow the speed limit and it is hard to turn safely as visibility is limited.	4/20/2022 7:03 PM
57	On the Pine Grove Rd./ Water St./ and Nixon Rd. Intersection.	4/20/2022 6:51 PM
58	The intersection safety and traffic congestion around the naked egg	4/20/2022 6:38 PM
59	The speed limit not being respected currently... more blinking lights, speed signs that show how fast you were going, A circle in the center of town, and reduction and expansion of lower speed zones i.e. making part of the hill 25, Are all wonderful combination solutions that will help to make our village a safer place	4/20/2022 6:04 PM

60	West Pine Grove Road for speed and safety as well as the main intersection and pedestrian safety.	4/20/2022 6:03 PM
61	Bike traffic and near the school for our children and pedestrians.	4/20/2022 5:30 PM
62	Water Street/Nixon because it's murky between drivers coming in off the mountain vs speeding in Nixon vs slower traffic on WS. And Oldd Gatesburg Road/Nixon absolutely must get a bike path.	4/20/2022 5:22 PM
63	The Route 26 and Route 45 Intersection near the post office. Worse case scenario...an out of control truck (large) and a school bus. This intersection should be of highest priority.	4/20/2022 4:56 PM
64	The intersection of Rte 26 and Rte45....poor sight lines /visibility and speed.	4/20/2022 11:32 AM
65	Rt 45/Rt 26 intersection at gas station. The intersection configuration is challenging with the four roads not aligned, plus significant traffic goes over the mountain which is a steep grade coming into Pine Grove Mills	4/20/2022 9:13 AM
66	Left turns onto Water Street from down the mountain are dangerous. Too much traffic in too narrow a space	4/20/2022 8:21 AM
67	The intersection of 26 and 45. Because it is dangerous.	4/19/2022 7:36 PM
68	At the intersection of 45 and Nixon / PGM.	4/19/2022 5:51 PM
69	The visibility when heading south on Nixon and turning on to Pine Grove Rd. Thanks for asking!	4/19/2022 4:46 PM
70	Water St and 26 seems like a dangerous intersection for cars and does not allow for safe walking.	4/19/2022 4:40 PM
71	intersection of 26 in Pine Grove Mills	4/19/2022 4:19 PM
72	The main downtown intersection. Visibility is poor approaching it from Nixon Road.	4/19/2022 4:12 PM
73	This survey covered the most concerning areas of PGM.	4/19/2022 3:29 PM
74	The Nixon-45-26 intersection is where the bulk of my conflicts occur.	4/19/2022 3:23 PM
75	Left hand turns onto Nixon road.	4/19/2022 2:07 PM
76	Speed of traffic along 26, road deterioration and lack of bicycle paths.	4/19/2022 1:47 PM
77	I am most concernd about riding my bike up route 26 due to the tiny shoulders and fast moving traffic. A way to avoid most of this climb, such as via MTB trails or using the powerline, would be great.	4/19/2022 1:46 PM
78	Nixon Road crossing near Sunday Drive. Intersection of Nixon Rd. with Route 26. Pedestrian access to the post office.	4/19/2022 10:31 AM
79	Pedestrian crossing at Water St. and Pine Grove Rd is challenging and dangerous. Walking from the western side of town to the Post Office requires great care. Speed reduction on W Pine Grove Rd is very important. People entering town do not slow down until they pass the school. People leaving down speed up as they get to the school. Therefore, speed is a challenge in both directions.	4/18/2022 8:30 PM

Goddard, Michelle L.

From: Modricker,David <dmodricker@twp.ferguson.pa.us>
Sent: Tuesday, May 24, 2022 7:57 AM
To: Watts, Robert; Seybert,Ron
Cc: Bassett, Kristina
Subject: FW: Gateway

FYI. Forwarding an email from a resident.

-----Original Message-----

From: Mel Westerman <melwesterman@yahoo.com>
Sent: Friday, May 20, 2022 10:40 AM
To: Modricker,David <dmodricker@twp.ferguson.pa.us>
Subject: Gateway

Both lack consideration of a bikeway coming from the north and turning westward on Meckley to connect into center of village. I presented this plan to original SAP. /Mel

Goddard, Michelle L.

From: Modricker,David <dmodricker@twp.ferguson.pa.us>
Sent: Tuesday, May 24, 2022 2:03 PM
To: Watts, Robert; Seybert,Ron
Subject: FW: PGM Mobility Study

Mel email 2

-----Original Message-----

From: Mel Westerman <melwesterman@yahoo.com>
Sent: Friday, May 20, 2022 10:35 AM
To: Modricker,David <dmodricker@twp.ferguson.pa.us>
Subject: PGM Mobility Study

Dave,

First, I apologize for my tardiness. I completely understand if I'm too late.

Re: Intersection-

Although I am a fan of roundabouts (lived in England) I think the offset of Nixon from Water makes it very difficult. I do like the trimming of the gas station frontage and, especially, shifting of WPGR northward in any case to allow some slowing and better visibility. The left turn immediately after a right off of Water is a minor problem. I do it many times each month. People are courteous. I think a roundabout would complicate this maneuver.

Re: P.O. repurposing. GOOD idea! It will facilitate crossing. The bus stop is to be eliminated according to unofficial info I have from a CATA contact when they go to a new service plan in August. The gazebo would be the best choice IMHO because it would add to the village atmosphere and be a resting place for Mr. Wasson who sits on the steps across Water St. The gazebo across from my house on WPGR is used pretty often. I hope State code can be bent enough to allow a crosswalk at the dangerous point. I'm always challenged at tata point on my walks to the P.O.

I want to get this to you ASAP, so I'll send it before I attempt to open the survey.

Yours.

Mel Westerman

Goddard, Michelle L.

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Sent: Tuesday, May 24, 2022 2:03 PM
To: Watts, Robert; Seybert,Ron
Subject: FW: PGM Mobility Study

Mel email 2

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Yours.

Mel Westerman



Information

Name (optional) _____

Address (optional) _____

Would you like to receive updates from Ferguson Township? Yes No

If so, please provide e-mail address (not to be shared with any third parties):

Are you a resident of Pine Grove Mills? (Check one) Yes No 74 Yes

What is your age? (Check one)

Under 18 18-25 26-40 41-55 56-64 65+

Do you drive, ride, bike or hike in Pine Grove Mills? (Check all that apply)

Drive Ride Bike Hike

Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

A Pine Grove Road & Water Street/Nixon Road Intersection

1. What do you think is the most important/needed update to the intersection of Pine Grove Road and Water Street/Nixon Road? (Check one)

Improved Pedestrian Crossings 28 Additional Parking 2
 Different Intersection Configuration Other: _____
 28

2. With the understanding that a traffic signal is not warranted for this intersection, which option do you prefer for the Pine Grove Road & Water Street/Nixon Road Intersection? (Check one)

Stop Control Option 26 Small Roundabout 17 Large Roundabout 27

3. With all three intersection options, there may be an opportunity to repurpose the roadway space in front of the Post Office. What mobility improvements would you like to see included in this space? (Check all that apply)

Bike Parking 16 Gazebo 14 Bus Pull-Out 10
 Bus Stop Shelter 22 On-Street Parking 17 Other: _____

4. Please provide any comments on the Pine Grove Road & Water Street/Nixon Road Intersection concepts and information provided.



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

B

East Pine Grove Road Gateway - Pine Grove Road & Banyan Drive/Meckley Drive

1. Which option do you prefer for the Pine Grove Road and Banyan/Meckley Intersection? *(Check one)*

- Full Size Modern Roundabout with Green Median 24
- Stop Control with Enhanced Pedestrian Crossing Option 42

2. Please provide any comments on the Pine Grove Road & Banyan/Meckley Intersection concepts and information provided.

C

Pedestrian & Bicycle Network Improvements

1. The Pedestrian & Bicycle Network Opportunities Plan provides adequate connections for the Pine Grove Mills community. *(Check one)*

- Strongly disagree 9
- Disagree 15
- Neither agree or disagree 25
- Agree 8
- Strongly agree 4

2. Do you have any recommendations for additional pedestrian and bike connections?

3. What connection would you use most frequently?

4. Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Rosemont Drive?

5. Do you have any comments on the Nixon Road Enhanced Pedestrian Crossing at Shared Use Path?



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

6. Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Deepwood Drive (east)?

7. Considering the issues and benefits identified, what do you feel is the best solution to improve bike and pedestrian access on Pine Grove Road from Ross Street to Ferguson Township Elementary School?

(Check one)

- On-Road, Shoulder Bike Lanes 21 Shared Use Path (North Side) 14
- Shared Use Path (South Side) 8 Shared Use Path (Alternating Side) 8

8. Which concept do you prefer to make Pine Grove Road from the Ferguson Township Elementary School to Rosemont Drive, a complete street? *(Check one)*

- Bike Lanes 19 Shared Sidewalk 25 Sharrows 7

9. Please provide any comments on the Pedestrian & Bicycle Network Improvements concepts and information provided.



Pine Grove Road Western Gateway & Speed Limit Changes

1. What would you like to see, if possible, as part of the Gateway treatment on Pine Grove Road?

(Check all that apply)

- Welcome to Pine Grove Mills Signage 34 Speed Feedback Signs (i.e. Your Speed is....) 30 Landscaped Median 21
- Pavement Markings 20 Flashing Beacons 11 Landscaped Roadside 13
- Other: _____

2. Please provide any comments on the speed reduction treatments proposed.



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

E

Parking Improvements & Policy

1. Where do you feel additional parking is needed in Pine Grove Mills? *(Check all that apply)*

- Near the Pine Grove Road/Nixon Road/Water Street intersection 18
- Water Street 5
- Pine Grove Road east of Nixon Road/Water Street 10
- Nixon Road 1
- Pine Grove Road west of Nixon Road/Water Street 7
- Other: _____

2. Please provide any comments on the parking improvements and policy changes proposed.

F

Rothrock State Forest Trails Access

1. Please provide any comments on the recommendations to improve access and connectivity between Pine Grove Mills and Rothrock State Forest Trails.

G

Traffic & Safety

1. Where are you most concerned about traffic and/or safety in Pine Grove Mills? Why?

Please share any other comments you have on the recommendations shared today, the overall study, or the meeting itself.

APPENDIX C

Pine Grove Road & Water Street/Nixon Road Traffic Signal Warrant Study



FERGUSON

SIGNAL WARRANT STUDY

for

**Pine Grove Road (SR 0026/0045)
& Water Street (SR 0026) / Nixon Road (T-334)**

*Ferguson Township
Centre County, Pennsylvania*

Submitted:

November 30, 2021

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Signal Warrant Analysis 6
 Evaluation Criteria & Assumptions 6
 Signal Warrant Evaluation..... 6
Conclusion..... 7

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- Appendix A – Automatic Traffic Recorder Data – Raw Data
- Appendix B – Intersection Turning Movement Count Data – Raw Data
- Appendix C – Development of Traffic Volume Data for Traffic Signal Warrant Analysis
- Appendix D – Traffic Signal Warrant Analysis (PennDOT Workbook)

Project Background

This report presents results of a traffic signal warrant study for the intersection of Pine Grove Road (SR 0026/0045 & Water Street (SR 0026) / Nixon Road (T-334) in the village of Pine Grove Mills, Ferguson Township, Centre County Pennsylvania. The purpose of the study is to determine if a traffic signal is warranted. Recent planning studies—in particular, the Pine Grove Mills Small Area Plan—identified the intersection as problematic for pedestrian crossings, because of the long crossing distances, lack of pedestrian refuges, intersection sight distance, and turning traffic volumes.

Existing Site Conditions

Figure 1 shows an aerial view of the Pine Grove Road & Water Street / Nixon Road intersection. The subject intersection is the central cross-roads intersection in the village of Pine Grove Mills. The area around the intersection is characterized by commercial and residential buildings located close to the street—typical of a small town built in the early 19th Century. The intersection is formed by two state-owned roads (Pine Grove Road, Water Street) and one Township owned road (Nixon Road). Pine Grove Road (SR 0026/0045) and Water Street (SR 0026) are classified arterials in both the federal and Ferguson Township networks. Nixon Road (T-334) is classified as a collector street in the Township network but is not federally classified.

Figure 1: Aerial Image of the Pine Grove Road & Water Street/Nixon Road Intersection

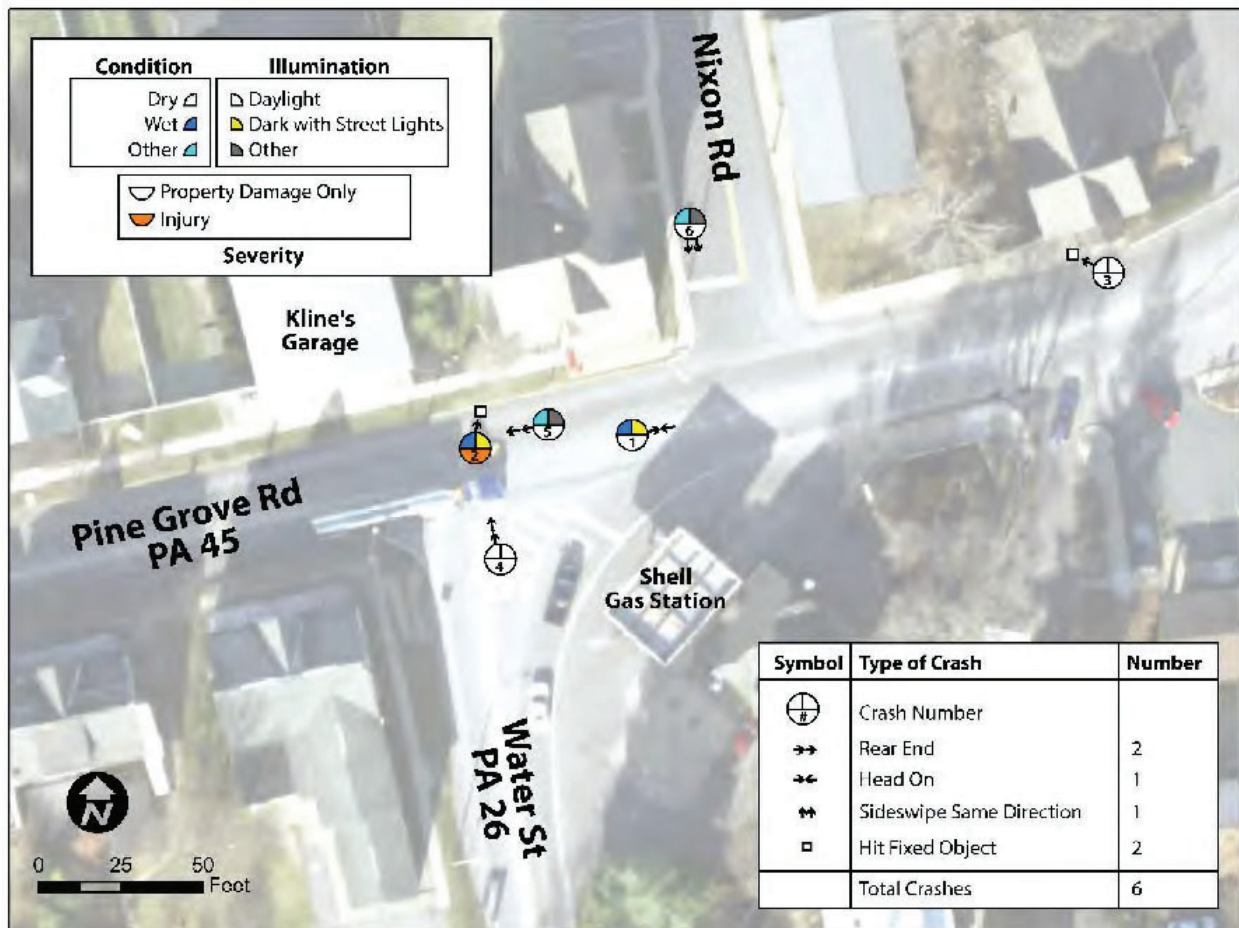


Water Street and Nixon Road operate with stop control, with “free-flow” movement on Pine Grove Road. Water Street is configured with a channelized right turn and striped “pork chop” island. All other approaches have single lanes. Left turns are restricted from Nixon Road because of a sight distance restriction created by the roadway curvature and a building located close to the street. The posted speed limit is 25 miles per hour on all intersecting approaches.

Crash History Evaluation

Crash history at the intersection for the 5-year period of January 1, 2016 to December 31, 2020 were assembled from Ferguson Township Police records into a GIS format. **Figure 2** provides a collision diagram of the six (6) crashes in the vicinity of the intersection. The crash location, collision type, and various environmental factors are given by the points and arrow diagrams, depicting the collision directions of the vehicles involved. There were two (2) rear end, one (1) head-on, one (1) sideswipe same direction, and two (2) hit fixed object collisions.

**Figure 2. Collision Diagram for the Pine Grove Road & Water Street/Nixon Road Intersection
 January 1, 2016 to December 31, 2020**



Traffic Data Collection

Traffic counts were completed by Tri-State Data Collection during August 2021, when both Penn State University and State College Area School District were in full session.

Automatic traffic recorders (ATRs) were placed at four (4) locations—one on each approach to the intersection. Complete, continuous 24-hour traffic count data were collected for Tuesday, August 24, 2021, and Wednesday, August 25, 2021. Traffic volume, classification, and speed were collected for all approaches. For Tuesday, August 24, 2021, the average daily traffic (ADT) volume on Pine Grove Road

was 8,494 vehicles per day east of Water Street and 2,306 vehicles per day west of Water Street. The ADT on Water Street was 4,573 vehicles per day, and the ADT on Nixon Road was 1,000 vehicles per day. The raw ATR data is provided in **Appendix A**.

Intersection turning movement volumes were counted during a continuous, 13-hour period (5:30 AM to 6:30 PM) at the intersection on Tuesday, August 24, 2021, encompassing the morning and afternoon commuter traffic peaks. These counts also documented pedestrian crossings, bicycle activity, and the number of heavy vehicles by movement through the intersection. The raw turning movement count data is provided in **Appendix B**.

Figure 3 summarizes the ATR and intersection count volumes by mode (vehicles, bikes, pedestrians), along with heavy truck volumes and speed data along each of the intersecting roadways, in the vicinity of Pine Grove Mills.

Traffic Volume Development and COVID-Adjustments

The raw ATR and turning movement traffic count data were developed into a format necessary for input to the traffic signal warrant analysis. Documentation of the following is provided in **Appendix C**:

1. Create Base Volume Summary – The raw ATR and intersection turning movement volumes were combined and summarized for each intersection approach by 15-minute interval for a continuous 24-hour period. ATR data was used for the 12:00 AM to 5:30 AM and 6:30 PM to 12:00 am periods. Turning movement data was used for the 5:30 AM to 6:30 PM period.
2. Reduce Right Turn Volume with Minimal Conflict – The MUTCD guidance indicates that minor street right turns should not be included in the warranting volume if the vehicles enter the major street with “minimal conflict”. The right-turn movements from Water Street were observed using the video count files supplied by Tri-State Data Collection. Right turns that stopped and then proceeded without additional delay were tallied as having “minimal conflict” with the major street traffic (**Table 1**). The minimal-conflict right-turn vehicles were removed from the minor street volume each 15-minute interval according to the percentage of the right turns that entered with minimal conflict.

Table 1. Evaluation of Southbound Water Street Right Turns that enter with “Minimal Conflict”

Southbound Water Street (SR 0026)	Minimal Conflict Right-Turns	Other Right-Turns
AM Peak Hour (7:15 AM to 8:15 AM)	11 (32%)	23 (68%)
PM Peak Hour (4:30 PM to 5:30 PM)	26 (59%)	18 (41%)

3. Adjust Traffic Volume to account for COVID Impacts – To develop traffic volume adjustments that account for traffic impacts of the COVID pandemic, the 2021 traffic counts were compared to other counts taken prior to the pandemic, as follows:

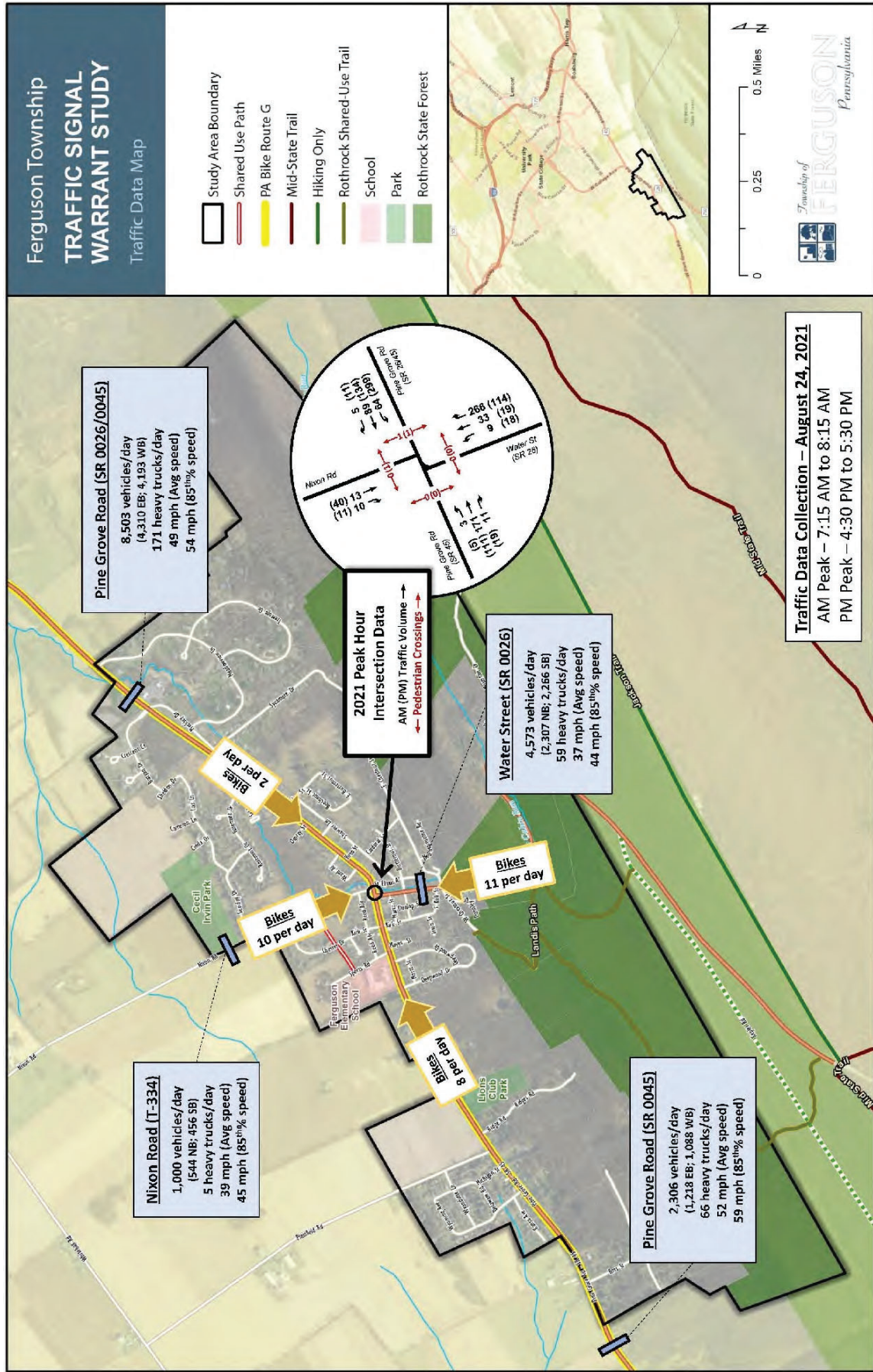
Pine Grove Road, east of Water Street/Nixon Road (August 30, 2018)

TUE, 8/24/2021		THU, 8/30/2018		2021 vs. 2018	
				Difference	% Difference
12:00 AM	24	12:00 AM	37	-13	-54.2%
1:00 AM	28	01:00 AM	22	6	21.4%
2:00 AM	9	02:00 AM	12	-3	-33.3%
3:00 AM	24	03:00 AM	30	-6	-25.0%
4:00 AM	53	04:00 AM	52	1	1.9%
5:00 AM	178	05:00 AM	196	-18	-10.1%
6:00 AM	409	06:00 AM	478	-69	-16.9%
7:00 AM	692	07:00 AM	831	-139	-20.1%
8:00 AM	654	08:00 AM	643	11	1.7%
9:00 AM	481	09:00 AM	536	-55	-11.4%
10:00 AM	450	10:00 AM	485	-35	-7.8%
11:00 AM	430	11:00 AM	474	-44	-10.2%
12:00 PM	489	12:00 PM	500	-11	-2.2%
1:00 PM	497	01:00 PM	535	-38	-7.6%
2:00 PM	575	02:00 PM	564	11	1.9%
3:00 PM	708	03:00 PM	777	-69	-9.7%
4:00 PM	727	04:00 PM	869	-142	-19.5%
5:00 PM	687	05:00 PM	839	-152	-22.1%
6:00 PM	452	06:00 PM	540	-88	-19.5%
7:00 PM	336	07:00 PM	428	-92	-27.4%
8:00 PM	256	08:00 PM	271	-15	-5.9%
9:00 PM	165	09:00 PM	189	-24	-14.5%
10:00 PM	122	10:00 PM	126	-4	-3.3%
11:00 PM	57	11:00 PM	80	-23	-40.4%
Total	8,503	Total	9,514	-1,011	-11.9%

Water Street (SR 0026), north of Pine Grove Road (SR 0026/0045)

TUE, 8/24/2021		TUE, 10/3/2017		2021 vs. 2017	
				Difference	% Difference
12:00 AM	14	12:00 AM	9	5	35.7%
1:00 AM	18	01:00 AM	10	8	44.4%
2:00 AM	9	02:00 AM	9	0	0.0%
3:00 AM	17	03:00 AM	26	-9	-52.9%
4:00 AM	43	04:00 AM	80	-37	-86.0%
5:00 AM	122	05:00 AM	219	-97	-79.5%
6:00 AM	295	06:00 AM	440	-145	-49.2%
7:00 AM	388	07:00 AM	409	-21	-5.4%
8:00 AM	313	08:00 AM	269	44	14.1%
9:00 AM	210	09:00 AM	196	14	6.7%
10:00 AM	241	10:00 AM	215	26	10.8%
11:00 AM	196	11:00 AM	219	-23	-11.7%
12:00 PM	236	12:00 PM	227	9	3.8%
1:00 PM	248	01:00 PM	237	11	4.4%
2:00 PM	317	02:00 PM	363	-46	-14.5%
3:00 PM	371	03:00 PM	480	-109	-29.4%
4:00 PM	433	04:00 PM	500	-67	-15.5%
5:00 PM	399	05:00 PM	321	78	19.5%
6:00 PM	230	06:00 PM	206	24	10.4%
7:00 PM	152	07:00 PM	142	10	6.6%
8:00 PM	137	08:00 PM	91	46	33.6%
9:00 PM	84	09:00 PM	75	9	10.7%
10:00 PM	61	10:00 PM	42	19	31.1%
11:00 PM	39	11:00 PM	18	21	53.8%
Total	4,573	Total	4,803	-230	-5.0%

Figure 3. Traffic Data Collection Summary for the Pine Grove Road & Water Street/Nixon Road Intersection



The 2021 counts were adjusted for each hour of the day according to the Percent (%) Difference. That is, where the 2021 counts were lower than the pre-COVID counts, the 2021 volumes were increased by the Percent Difference; where the 2021 counts were higher than the pre-COVID counts, the 2021 volumes were reduced by the Percent Difference.

Signal Warrant Analysis

The applicable MUTCD traffic signal warrants were evaluated, according to the project scope. **Table 2** describes the warrants, indicates their applicability, and the warrant determination. Detailed documentation of the volume-based signal warrant evaluations (Four Hour, Eight Hour, and Peak Hour) is provided in **Appendix D**, using the PennDOT Signal Warrants spreadsheets.

Evaluation Criteria & Assumptions

The following assumptions and criteria were used in the signal warrant analysis:

- The “70% Factor” criteria were considered appropriate for use in the vehicular based warrants, based on Pine Grove Mills being considered a “Community less than 10,000 Population”.
- The major street (Pine Grove Road) has a single lane of moving traffic, and the minor street (Water Street) was evaluated as one moving lane of traffic. According to MUTCD guidance, Water Street approach is considered “one lane,” since the traffic volumes are NOT equally distributed between left and right turn movements.
- The two days of ATR traffic data were reviewed, and data from the date with the higher traffic volume (Tuesday, August 24, 2021) was used in the signal warrant analysis.

Signal Warrant Evaluation

Table 2 summarizes the results of the signal warrant analysis. Five (5) of the nine (9) MUTCD Traffic Signal Warrants were evaluated. The other four (4) were not applicable (N/A) to the intersection conditions.

None of the vehicular volume warrants were found to be met, even after implementing COVID adjustments. The following observations are based on a sensitivity analysis of the volumes to gauge how much more traffic would need to grow before the warrants could be satisfied:

- When COVID adjustments are added, only 2 unique hours meet the 8 Hour Warrant Criteria, and zero unique hours meet the 4 Hour Warrant Criteria. The Peak Hour Warrant is not met.
- The COVID-adjusted volumes would have to increase uniformly by another 50% before the Peak Hour Warrant would be met for one hour of the day.
- The COVID-adjusted volumes would have to increase by another 75% (uniformly) before the 4-Hour Warrant would be met and 90% (uniformly) before the 8 Hour Warrant would be met.
- The highest traffic volumes of the day occur in the afternoon from about 3 PM to 5 PM. With a uniform 25% increase in the COVID-adjusted volumes, the 4 Hour warrant is met continuously from 3-5 PM. However, this only counts as 2 unique hours toward the signal warrant criteria.
- Based on the MUTCD guidance and observations of traffic operations at the intersection, only 15 to 25 percent of Water Street right turns count toward the signal warrant.

Table 2. Traffic Signal Warrant Results

Warrant	Evaluated? Met?	Explanation of Evaluation
#1 – 8 Hour Vehicular Volume	Evaluated Not Met.	Evaluated using the 70% Factor volumes to meet either Condition A or Condition B, and for the 56% volumes to meet combination of Condition A and Condition B.
#2 – 4 Hour Vehicular Volume	Evaluated Not Met.	Evaluated using the 70% Factor chart (Figure 4C-2, MUTCD) for a one-lane/one-lane approach scenario.
#3 – Peak Hour	Evaluated Not Met.	Evaluated using the 70% Factor chart (Figure 4C-4, MUTCD) for a one-lane/one-lane approach scenario.
#4 – Pedestrian Volume	Evaluated Not Met.	Evaluated using the 70% Factor charts (Figures 4C-6 and 4C-8, MUTCD). No hour of the day had more than five (5) pedestrian crossings. During the AM and PM peak hours, only one (1) crossing was observed. Based on the current Pine Grove Road traffic volume, 150 crossings per hour for four or more separate hours of the day are needed to meet the Four Hour Pedestrian warrant, and 250 crossings per hour are needed to meet the Peak Hour Pedestrian warrant.
#5 – School Crossing	N/A	Location is near but not adjacent to a school. No school zone or school crossing is present. The crossing volume is below the 20 peds per hour minimum necessary to meet the warrant.
#6 – Coordinated Signal System	N/A	No other traffic signals within a mile of the intersection.
#7 – Crash Experience	Evaluated Not Met.	All three criteria are not met. A. Adequate trial of other measures not completed or documented. B. During the last 5 years, no 12-month period contained 5 or more correctable crashes. C. Volume criteria are not met.
#8 – Roadway Network	N/A	Not applicable, based on conditions.
#9 – Intersection Near a Grade Crossing	N/A	Not applicable, based on conditions.

Conclusion

A traffic signal is not warranted at the intersection of Pine Grove Road (SR 0026/0045) & Water Street (SR 0026) / Nixon Road (T-334), based on traffic, crash, and pedestrian crossing conditions that were observed in August 2021.

APPENDIX D

Pedestrian & Bicycle Roadway Safety Audits

Detailed Prompt Lists

Pedestrian Road Safety Audit Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 01 Pine Grove Road, North Side, St. Paul's Church to Sports Road

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	Yes. Asphalt and concrete sidewalks present.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	N/A
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Width ~5 feet. ADA-compliant width.
	Is there adequate separation distance between vehicular traffic and pedestrians?	Yes. Grass buffer.
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes. Not all ramps are compliant with current ADA requirements.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	Yes.
	Is the walking surface too steep?	No.
	Is the walking surface adequate and well-maintained?	Yes, for the most part.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous on this side of the street?	Yes.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	Yes. Crossing point designated at Deepwood Drive, across from Ferguson Township Elementary School driveway.
A.4 Lighting	Is the sidewalk adequately lit?	Dedicated pathway lighting present along frontage of St. Paul's Lutheran Church and Ferguson Township Elementary School. Otherwise, streetlights mounted on utility poles ~250-300 feet apart (alternating sides of the street). Church looking to transfer lighting to Township.
	Does street lighting improve pedestrian visibility at night?	Yes.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	No.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No known issues.
	Does the number of driveways make the route undesirable for pedestrian travel?	No. Three (3) driveway/street crossings. Two cross the school driveways and are marked crosswalks.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists mostly use roadway/shoulder.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Yes. Sidewalk is physically separated from the roadway. A Crosswalk Marking Policy is desired by the Township to guide crosswalk classification and consistent markings.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Road Name(s):

Segment 01 Pine Grove Road, North Side, St. Paul's Church to Sports Road

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	Yes. One crossing at Deepwood Drive (east) is marked.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No skewed intersections present.
	Are pedestrian crossings located in areas where sight distance may be a problem?	No.
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	No.
	Are marked crosswalks wide enough?	Yes.
	Are crosswalks sited along pedestrian desire lines?	Yes.
B.2 Quality, Condition and Obstructions	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Not all ramps are compliant with current ADA requirements.
	Is the crossing pavement adequate and well maintained?	Yes.
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	The pedestrian network is well-connected. Crosswalks are marked. Not all ramps are compliant with current ADA requirements.
B.4 Lighting	Are pedestrian crossings adequately lit?	Yes.
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Yes.
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	Yes, but stop bars are less than 4 feet from crosswalks.
B.6 Access Management	Are driveways placed close to crossings?	No.
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes, during peak and off-peak times, except during school arrival/departure times.
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes. Crossing guard stops vehicles on Pine Grove Road at Deepwood Drive (east) marked crosswalk during school arrival/dismissal times.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	No.
	Are crossing points for pedestrians properly signed and/or marked?	Crosswalks are properly marked but are not consistent. Township would prefer piano key pattern for the crossing at Deepwood Drive (east).
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 01 Pine Grove Road, North Side, St. Paul's Church to Sports Road

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No. Only one marked crossing of Pine Grove Road is provided at Deepwood Drive (east).
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Yes, for the most part. Transit ridership from the area is low. Transit riders typically wait on the sidewalk or on paved driveways. A dedicated concrete waiting area is provided adjacent to Sports Road.
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	No. Access from sidewalk waiting area to street at Deepwood Drive (west) is steep.
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	Yes.
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	Yes.
	Are transit stops part of a continuous network of pedestrian facilities?	Yes.
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	See A.4 (street/sidewalk lighting).
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Yes.
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	No.
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed. Transit stops are signed with standard CATA signage.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 02 *Pine Grove Road, North Side, Sports Road to Nixon Road*

(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	Yes. Concrete sidewalk present.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	N/A
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Width varies 4-5 feet. ADA-compliant passing opportunities available (1).
	Is there adequate separation distance between vehicular traffic and pedestrians?	Yes. Grass/landscaped buffer.
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes (along sidewalk). Sidewalk sits below street, and access to street is by stairs. Stairs are private/not owned or maintained by Township or PennDOT.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	No. Occasional obstructions present (e.g., temporary ramp from house porch to sidewalk, see photos). Retaining walls/landscaping impinge on sidewalk at certain points.
	Is the walking surface too steep?	No.
	Is the walking surface adequate and well-maintained?	Yes, for the most part.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous on this side of the street?	Yes.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	Yes. No crossing points are designated along this section. Street parking is used heavily on Sundays, when there are more frequent crossings to/from churches.
A.4 Lighting	Is the sidewalk adequately lit?	No. Dedicated pathway lightning not provided in this section. Tree canopy obscures utility pole mounted street lighting (~250-300 feet apart, alternating sides of the street). Some light provided by front door lights on houses located close to the sidewalk.
	Does street lighting improve pedestrian visibility at night?	Somewhat.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	No.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No known issues.
	Does the number of driveways make the route undesirable for pedestrian travel?	No. Two (2) driveway/street crossings.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists mostly use roadway/shoulder.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Yes. Sidewalk is physically separated from the roadway. Residences are provided with rear (alley) access. A Crosswalk Marking Policy is desired by the Township to guide crosswalk classification and consistent markings.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Attendees:

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Road Name(s):

Segment 02 *Pine Grove Road, North Side, Sports Road to Nixon Road*

(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	No crossings of Pine Grove Road are marked in this section.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No skewed intersections present.
	Are pedestrian crossings located in areas where sight distance may be a problem?	N/A
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	Are marked crosswalks wide enough?	N/A
	Are crosswalks sited along pedestrian desire lines?	N/A
B.2 Quality, Condition and Obstructions	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Not all ramps crossing driveways and side streets are compliant with current ADA requirements.
	Is the crossing pavement adequate and well maintained?	Yes, for the most part. Kirk Street pavement has some spider cracking/rutting.
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	The pedestrian network is well-connected along/parallel to Pine Grove Road.
B.4 Lighting	Is the pedestrian crossing adequately lit?	N/A
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	N/A
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	N/A
B.6 Access Management	Are driveways placed close to crossings?	N/A
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes, during peak and off-peak times, except during school arrival/departure times.
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N/A
	Are crossing points for pedestrians properly signed and/or marked?	N/A
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

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Road Name(s):

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(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No. No crossings of Pine Grove Road are marked in this section.
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No stops or shelters are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	N/A
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	N/A
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	N/A
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	N/A
	Are transit stops part of a continuous network of pedestrian facilities?	N/A
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	N/A
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	N/A
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N/A
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 03 Pine Grove Road, North Side, Nixon Road to Rosemont Drive

(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	Yes. Concrete sidewalks present.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	N/A
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Width varies 3-5 feet. ADA-compliant passing opportunities available (1).
	Is there adequate separation distance between vehicular traffic and pedestrians?	Sidewalk is adjacent to the curbline, except east of Kocher Lane, where a small grass buffer is provided (mostly 1-2 feet wide; 6-7 feet near Rosemont Drive). Much of the section has an on-street parking lane separating traffic from pedestrians.
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes. Not all ramps are compliant with current ADA requirements.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	No. Occasional obstructions present. Recycling bins block the sidewalk on pick up days. Landscaping/trees impinge on the walking path. Pruning is needed.
	Is the walking surface too steep?	Some driveway aprons and pedestrian ramps may be too steep (either along the pedestrian path or the cross-slope).
	Is the walking surface adequate and well-maintained?	Yes, for the most part. Asphalt sidewalk in front of Pine Grove Hall is uneven.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous on this side of the street?	Yes.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	Yes. No crossing points are designated along this section.
A.4 Lighting	Is the sidewalk adequately lit?	Yes. Dedicated pathway lighting is provided along the entire section.
	Does street lighting improve pedestrian visibility at night?	Yes.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	Yes.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No known issues.
	Does the number of driveways make the route undesirable for pedestrian travel?	Somewhat. ~25 driveway cuts in this section.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists mostly use roadway/shoulder.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Yes. Sidewalk is physically separated from the roadway. A Crosswalk Marking Policy is desired by the Township to guide crosswalk classification and consistent markings.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 03 **Pine Grove Road, North Side, Nixon Road to Rosemont Drive**

(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	No crossings of Pine Grove Road are marked in this section.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No skewed intersections present.
	Are pedestrian crossings located in areas where sight distance may be a problem?	N/A
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	Are marked crosswalks wide enough?	N/A
	Are crosswalks sited along pedestrian desire lines?	N/A
	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Not all ramps crossing driveways and side streets are compliant with current ADA requirements.
B.2 Quality, Condition and Obstructions	Is the crossing pavement adequate and well maintained?	N/A
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	N/A
B.4 Lighting	Is the pedestrian crossing adequately lit?	N/A
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	N/A
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	N/A
B.6 Access Management	Are driveways placed close to crossings?	N/A
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	No.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes, except during peak hour times (AM and PM).
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N/A
	Are crossing points for pedestrians properly signed and/or marked?	N/A
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists
adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 03 Pine Grove Road, North Side, Nixon Road to Rosemont Drive

(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No. No crossings of Pine Grove Road are marked in this section.
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Yes, for the most part. Transit ridership from the area is low. Transit riders typically wait on the sidewalk or on paved driveways.
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Yes.
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	No. Occasional obstructions present. Recycling bins block the sidewalk on pick up days. Landscaping/trees impinge on the walking path. Pruning is needed.
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	N/A
	Are transit stops part of a continuous network of pedestrian facilities?	Yes.
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	Yes.
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Yes.
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	Conflicts may occur with other pedestrians and bicycles on the sidewalk.
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed. Transit stops are signed with standard CATA signage.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 04 Pine Grove Road, Rosemont Drive to Meckley Drive, Both Sides

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	No, except for 150 feet of sidewalk on the north side of Pine Grove Road between Rosemont Drive and the Naked Egg parking lot.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	Yes. Shoulder width 4-5 feet.
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Width varies 3-5 feet. ADA-compliant passing opportunities available (1).
	Is there adequate separation distance between vehicular traffic and pedestrians?	Yes, where sidewalk exists (grass buffer).
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	No. Occasional obstructions present. Recycling bins and trash cans may block the sidewalk on pick up days. Leaves and brush may be piled on sidewalk.
	Is the walking surface too steep?	No.
	Is the walking surface adequate and well-maintained?	Yes.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous and on both sides of the street?	Yes.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	Yes. No crossing points are designated along this section.
A.4 Lighting	Is the sidewalk adequately lit?	No. Neither dedicated pathway lightning nor street lighting is provided in this section.
	Does street lighting improve pedestrian visibility at night?	N/A
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	Sidewalk, yes. Shoulder, no.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	Yes. Wide access area to the Naked Egg parking lot is problematic for pedestrians. Vehicles can pull directly into parking spaces across the shoulder from Pine Grove Road. Access control is needed.
	Does the number of driveways make the route undesirable for pedestrian travel?	Yes.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists (and some pedestrians) use the roadway/shoulder.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	No, except for the sidewalk on the north side of Pine Grove Road (between Rosemont Drive and the Naked Egg parking lot), which is physically separated from the roadway.

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 04 Pine Grove Road, Rosemont Drive to Meckley Drive, Both Sides

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	No crossings of Pine Grove Road are marked in this section.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	Yes, at the west end of Meckley Drive.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	Yes, at the west end of Meckley Drive.
	Are pedestrian crossings located in areas where sight distance may be a problem?	N/A
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	Are marked crosswalks wide enough?	N/A
	Are crosswalks sited along pedestrian desire lines?	N/A
B.2 Quality, Condition and Obstructions	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	N/A
	Is the crossing pavement adequate and well maintained?	Not all ramps crossing driveways and side streets are compliant with current ADA requirements.
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	N/A
B.4 Lighting	Is the pedestrian crossing adequately lit?	N/A
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Yes.
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	N/A
B.6 Access Management	Are driveways placed close to crossings?	N/A
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes, particularly turns into the Naked Egg parking lot and Meckley Drive.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes, except during peak hour times (AM and PM).
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N/A
	Are crossing points for pedestrians properly signed and/or marked?	N/A
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 04 Pine Grove Road, Rosemont Drive to Meckley Drive, Both Sides

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No. No crossings of Pine Grove Road are marked in this section.
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Yes, for the most part. Transit ridership from the area is low. Transit riders typically wait on the sidewalk or in the grass median between sidewalk and street.
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	No. Neither of the stops east of Rosemont Drive have dedicated, paved waiting areas. Sidewalk is adjacent to the stop on the south side of Pine Grove Road. No sidewalk is provided on the north side. Roadway shoulder is the nearest paved area.
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	No. Occasional obstructions present. Residents may pile leaves and brush on the sidewalk for Township pickup.
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	N/A
	Are transit stops part of a continuous network of pedestrian facilities?	No.
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	No.
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Yes.
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	Conflicts may occur with other pedestrians and bicycles on the sidewalk.
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed. Transit stops are signed with standard CATA signage.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 05 Meckley Drive, Both Sides

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	No, except for 225 feet of sidewalk on the north side of Meckley Drive near the intersection with Pine Grove Road opposite Banyan Drive.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	No. Pedestrians walk on Meckley Drive. Vehicle volumes are minimal.
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Width ~5 feet. ADA-compliant width.
	Is there adequate separation distance between vehicular traffic and pedestrians?	Yes, where sidewalk exists (grass buffer).
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes, at Pine Grove Road Ramp is not compliant with current ADA requirements. No ramp at the west end.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	No (sidewalk). Grass/plants have overgrown part of the sidewalk.
	Is the walking surface too steep?	No.
	Is the walking surface adequate and well-maintained?	Yes, except for where grass/plants have overgrown part of the sidewalk. Trimming needed to restore full width of sidewalk.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous and on both sides of the street?	No. Sidewalk along part of the street segment and only on one side of the street. Shoulder along Meckley Drive is not marked.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	No. No crossing points are designated along this section. No logical crossing points.
A.4 Lighting	Is the sidewalk adequately lit?	No. Dedicated pathway lightning not provided in this section. One utility-mounted street light provided at Sycamore Drive. Some light provided by privately-owned post lights near the street.
	Does street lighting improve pedestrian visibility at night?	Minimally.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	No.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	Somewhat. ~6 driveway cuts in this section. Sycamore Drive and Meadowview Drive are Township-owned streets.
	Does the number of driveways make the route undesirable for pedestrian travel?	No.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists mostly use roadway.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	No, except for the sidewalk at the east end of Meckley Drive, which is physically separated from the roadway.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 05 Meckley Drive, Both Sides

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	No crossings of Meckley Drive are marked. A crossing of Pine Grove Road is "implied" at the east end of Meckley Drive (opposite Banyan Drive; two-way stop-controlled intersection). Sidewalk and ramps exist on both sides of Pine Grove Road but the crossing is not marked.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	Yes, at the west end of Meckley Drive.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	Yes, at the west end of Meckley Drive.
	Are pedestrian crossings located in areas where sight distance may be a problem?	The unmarked crossing of Pine Grove Road at the east end of Meckley Drive has a sight distance concern looking to the west, which is related to the speed of vehicles and the vertical roadway geometry on SR 0026/0045.
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	No.
	Are marked crosswalks wide enough?	N/A
	Are crosswalks sited along pedestrian desire lines?	N/A
B.2 Quality, Condition and Obstructions	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Not all ramps are compliant with current ADA requirements.
	Is the crossing pavement adequate and well maintained?	Yes.
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	No.
B.4 Lighting	Is the pedestrian crossing adequately lit?	No. Neither pathway nor street lighting is provided.
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Yes, but sight distance is a concern looking west from Meckley Drive/Banyan Drive.
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	N/A
B.6 Access Management	Are driveways placed close to crossings?	No.
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes, except during peak hour times (AM and PM).
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N/A
	Are crossing points for pedestrians properly signed and/or marked?	No crossings of Meckley Drive or Pine Grove Road are marked or signed. The crossing of Pine Grove Road is on an uncontrolled approach, and concerns about the safety of the crossing impact how it is marked/signed.
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 05 Meckley Drive, Both Sides

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No. No crossings of Meckley Drive or Pine Grove Road are marked in this section.
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Yes, for the most part. Transit ridership from the area is low. Transit riders typically wait on the sidewalk or roadside.
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Yes.
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	Yes.
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	No. The unmarked crossing of Pine Grove Road at the east end of Meckley Drive has a sight distance concern looking to the west, which is related to the speed of vehicles and the vertical roadway geometry on Pine Grove Road.
	Are transit stops part of a continuous network of pedestrian facilities?	No.
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	No.
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	No. The waiting area (sidewalk) for eastbound buses is lower than the roadway approach and is somewhat obscured by the roadside berm.
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	Conflicts may occur with other pedestrians and bicycles on the sidewalk.
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed. Transit stops are signed with standard CATA signage.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 06 Pine Grove Road, South Side, Water Street to Rosemont Drive

(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	Yes. Concrete sidewalks present.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	N/A
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Width varies 3-5 feet. ADA-compliant passing opportunities available (1).
	Is there adequate separation distance between vehicular traffic and pedestrians?	Sidewalk is adjacent to the curbline, except east of Kocher Lane, where a small grass buffer is provided (mostly 1-2 feet wide). No parking is provided on the south side of Pine Grove Road, and the vehicle lane is immediately next to the sidewalk.
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes. Not all ramps are compliant with current ADA requirements.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	No. Occasional obstructions present. Recycling bins block the sidewalk on pick up days. Landscaping/trees impinge on the walking path. Pruning is needed. At certain points, landscaping and retaining walls appear to be installed over/into the sidewalk.
	Is the walking surface too steep?	Some driveway aprons and pedestrian ramps may be too steep (either along the pedestrian path or the cross-slope).
	Is the walking surface adequate and well-maintained?	Yes, for the most part. Stones, mulch, and other debris washes down onto the sidewalk from lots and unpaved driveways--particularly at Viero Street where an inlet is located within the sidewalk pathway. Some sidewalk slabs appear to have been cut or resurfaced by residents. Some slabs are missing because of utility cuts across the roadway.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous and on both sides of the street?	Yes.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	Yes. No crossing points are designated along this section.
A.4 Lighting	Is the sidewalk adequately lit?	Yes. Dedicated pathway lighting is provided along the entire section.
	Does street lighting improve pedestrian visibility at night?	Yes.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	Yes.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No known issues.
	Does the number of driveways make the route undesirable for pedestrian travel?	Somewhat. ~21 driveway/side street cuts in this section.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists mostly use roadway/shoulder.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Yes. Sidewalk is physically separated from the roadway. A Crosswalk Marking Policy is desired by the Township to guide crosswalk classification and consistent markings.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 06 Pine Grove Road, South Side, Water Street to Rosemont Drive

(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	No crossings of Pine Grove Road are marked in this section.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No skewed intersections present.
	Are pedestrian crossings located in areas where sight distance may be a problem?	Yes. Some driveways and side streets are bounded by retaining walls and landscaping, and the sidewalk sits below most lots on the south side of Pine Grove Road. Pedestrians, especially shorter children, may not be seen by drivers approaching Pine Grove Road. Significant side street grades also create a need for longer sight distance.
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	Are marked crosswalks wide enough?	N/A
	Are crosswalks sited along pedestrian desire lines?	N/A
B.2 Quality, Condition and Obstructions	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Not all ramps crossing driveways and side streets are compliant with current ADA requirements.
	Is the crossing pavement adequate and well maintained?	N/A
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	N/A
B.4 Lighting	Is the pedestrian crossing adequately lit?	N/A
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	N/A
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	N/A
B.6 Access Management	Are driveways placed close to crossings?	N/A
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes, except during peak hour times (AM and PM).
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N/A
	Are crossing points for pedestrians properly signed and/or marked?	N/A
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 06 Pine Grove Road, South Side, Water Street to Rosemont Drive

(This section does not address the intersection of Pine Grove Road/Water Street/Nixon Road)

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No. No crossings of Pine Grove Road are marked in this section.
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Yes, for the most part. Transit ridership from the area is low. Transit riders typically wait on the sidewalk or on paved driveways.
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Yes.
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	No. Occasional obstructions present. Recycling bins block the sidewalk on pick up days. Landscaping/trees impinge on the walking path. Pruning is needed.
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	N/A
	Are transit stops part of a continuous network of pedestrian facilities?	Yes.
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	Yes.
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Yes.
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	Conflicts may occur with other pedestrians and bicycles on the sidewalk.
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed. Transit stops are signed with standard CATA signage.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 07 Pine Grove Road, South Side, Deepwood Drive to Water Street

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	Yes. Concrete sidewalk present.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	N/A
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Width varies 4-5 feet. ADA-compliant passing opportunities available (1).
	Is there adequate separation distance between vehicular traffic and pedestrians?	Yes. Grass/landscaped buffer.
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes (along sidewalk). Sidewalk sits above the street, and access to street is by stairs. Stairs are private/not owned or maintained by Township or PennDOT.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	No. Occasional obstructions present (e.g., temporary ramp from house porch to sidewalk, see photos). Retaining walls/landscaping/house steps impinge on sidewalk at certain points.
	Is the walking surface too steep?	No.
	Is the walking surface adequate and well-maintained?	Yes, for the most part. Sidewalk closer to Water Street is older, with more spalling and cracking present. Adjacent trees appear to impact the sidewalk surface at certain points. Repairs, leveling, and other spot fixes are evident.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous and on both sides of the street?	Yes.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	Yes. No crossing points are designated along this section. Street parking is used heavily on Sundays, when there are more frequent crossings to/from churches.
A.4 Lighting	Is the sidewalk adequately lit?	No. Dedicated pathway lightning not provided in this section. Tree canopy obscures utility pole mounted street lighting (~250-300 feet apart, alternating sides of the street). Some light provided by front door lights on houses located close to the sidewalk.
	Does street lighting improve pedestrian visibility at night?	Somewhat.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	No.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No known issues.
	Does the number of driveways make the route undesirable for pedestrian travel?	No. Three (3) driveway/street crossings.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists mostly use roadway/shoulder.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Yes. Sidewalk is physically separated from the roadway. Residences are provided with rear (alley) access. A Crosswalk Marking Policy is desired by the Township to guide crosswalk classification and consistent markings.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 07 Pine Grove Road, South Side, Deepwood Drive to Water Street

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	Yes. One crossing at Deepwood Drive (east) is marked.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No skewed intersections present.
	Are pedestrian crossings located in areas where sight distance may be a problem?	No.
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	No.
	Are marked crosswalks wide enough?	Yes.
	Are crosswalks sited along pedestrian desire lines?	Yes.
B.2 Quality, Condition and Obstructions	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Not all ramps are compliant with current ADA requirements.
	Is the crossing pavement adequate and well maintained?	Yes.
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	The pedestrian network is well-connected. Crosswalks are marked. Not all ramps are compliant with current ADA requirements.
B.4 Lighting	Is the pedestrian crossing adequately lit?	Yes.
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Yes.
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	N/A
B.6 Access Management	Are driveways placed close to crossings?	No.
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes, during peak and off-peak times, except during school arrival/departure times.
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes. Crossing guard stops vehicles on Pine Grove Road at Deepwood Drive (east) marked crosswalk during school arrival/dismissal times.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	No.
	Are crossing points for pedestrians properly signed and/or marked?	Crosswalks are properly marked but are not consistent. Township would prefer piano key pattern for the crossing at Deepwood Drive (east).
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 07 Pine Grove Road, South Side, Deepwood Drive to Water Street

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No. Only one marked crossing of Pine Grove Road is provided at Deepwood Drive (east).
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	Yes, for the most part. Transit ridership from the area is low. Transit riders typically wait on the sidewalk or on paved driveways. Only one stop in this section at Mayes Street.
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	Yes.
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	Yes.
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	Yes.
	Are transit stops part of a continuous network of pedestrian facilities?	Yes.
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	See A.4 (street/sidewalk lighting).
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	Yes.
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	No.
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed. Transit stops are signed with standard CATA signage.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 8 Water Street, Both Sides, Pine Grove Road to Chestnut Street

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	Yes (concrete and asphalt sidewalk) but only along the west side of Water Street, and sidewalk ends ~200 feet north of Chestnut Street. No sidewalk is present on the east side of Water Street.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	A very narrow walkable shoulder is present south of Butternut Street. North of Butternut Street, the shoulder narrows and landscaping impinges on the shoulder area.
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Width varies 3-4 feet. ADA-compliant passing opportunities available (1).
	Is there adequate separation distance between vehicular traffic and pedestrians?	Yes. Grass/landscaped buffer.
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes (along sidewalk). Sidewalk sits above the street, and access to street is by stairs. Stairs are private/not owned or maintained by Township or PennDOT.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	No. Occasional obstructions present. Retaining walls/landscaping/house steps impinge on sidewalk at certain points. Pathway crosses parking areas and may be obstructed by parked vehicles.
	Is the walking surface too steep?	Yes, at certain points. The roadway grade on Water Street is approximately ~4-6%. The walking surface is steeper where crossing driveways.
	Is the walking surface adequate and well-maintained?	The surface condition varies greatly, from good to poor. Concrete sidewalk is in good condition near Pine Grove Road, and gets worse going to the south. The surface does not look as if it has been consistently maintained.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous and on both sides of the street?	No. Sidewalk is provided only on the west side of Water Street. Sidewalk ends ~200 feet north of Chestnut Street.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	Yes. No crossing points are designated along this section. Street parking is used heavily on Sundays, when there are more frequent crossings to/from churches.
A.4 Lighting	Is the sidewalk adequately lit?	No. Dedicated pathway lightning not provided in this section. Tree canopy obscures utility pole mounted street lighting (~250-300 feet apart, along east side of Water Street). Some light provided by front door lights on houses located close to the sidewalk.
	Does street lighting improve pedestrian visibility at night?	Somewhat.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	No.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No known issues.
	Does the number of driveways make the route undesirable for pedestrian travel?	No. Six (6) driveway/street crossings.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists use roadway/shoulder.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Yes. Existing sidewalk is physically separated from the roadway. Properties have direct access to Water Street. A Crosswalk Marking Policy is desired by the Township to guide crosswalk classification and consistent markings.

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 8 Water Street, Both Sides, Pine Grove Road to Chestnut Street

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	No crossings of Water Street are marked in this section.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No.
	Are pedestrian crossings located in areas where sight distance may be a problem?	N/A
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	Are marked crosswalks wide enough?	N/A
	Are crosswalks sited along pedestrian desire lines?	N/A
B.2 Quality, Condition and Obstructions	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	N/A
	Is the crossing pavement adequate and well maintained?	Not all ramps crossing driveways and side streets are compliant with current ADA requirements.
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	N/A
B.4 Lighting	Is the pedestrian crossing adequately lit?	N/A
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Yes.
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	N/A
B.6 Access Management	Are driveways placed close to crossings?	N/A
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes.
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N/A
	Are crossing points for pedestrians properly signed and/or marked?	N/A
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 8 Water Street, Both Sides, Pine Grove Road to Chestnut Street

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No crossings of Water Street are marked in this section.
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters or transit stops are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	N/A
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	N/A
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	N/A
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	N/A
	Are transit stops part of a continuous network of pedestrian facilities?	N/A
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	N/A
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	N/A
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N/A
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 9 Nixon Road, Both Sides, Pine Grove Road to Chester Drive

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	Yes, but only along the west side of Nixon Road. A short stretch of sidewalk is provided on the east side at the south end, near Pine Grove Road.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	N/A. Roadway shoulders are very narrow (1-2 feet).
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Sidewalk width varies 3-5 feet. ADA-compliant passing opportunities available (1). Sidewalk transitions to 8-10 foot wide shared use path near Chester Drive.
	Is there adequate separation distance between vehicular traffic and pedestrians?	No (along sidewalk). Sidewalk is immediately adjacent to the curb and vehicle lanes. Yes (along shared use path). Grass/landscaped buffer.
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	Yes, for the most part. Landscaping impinges on sidewalk at certain points.
	Is the walking surface too steep?	Yes, at certain points. The roadway grade on Nixon Road is ~XX%. The walking surface is steeper where crossing driveways.
	Is the walking surface adequate and well-maintained?	Yes.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous and on both sides of the street?	Continuous on the west side only. A short stretch of sidewalk is provided on the east side at the south end, near Pine Grove Road.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	No. The shared use path directs users to a safe crossing point.
A.4 Lighting	Is the sidewalk adequately lit?	Dedicated pathway lighting is provided along the entire section, but spacing and alternating pattern may not provide adequate illumination at all points.
	Does street lighting improve pedestrian visibility at night?	Not likely, considering light fixture spacing.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	Yes, for the most part.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No.
	Does the number of driveways make the route undesirable for pedestrian travel?	No. However, access to parking and driveways along the sidewalk near Pine Grove Road provide wide areas where pedestrians are exposed to vehicular movements.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. Bicyclists mostly use roadway/shoulder.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Yes.

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 9 Nixon Road, Both Sides, Pine Grove Road to Chester Drive

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	No crossings of Nixon Road are marked in this section.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No skewed intersections present.
	Are pedestrian crossings located in areas where sight distance may be a problem?	N/A
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	N/A
	Are marked crosswalks wide enough?	N/A
	Are crosswalks sited along pedestrian desire lines?	N/A
B.2 Quality, Condition and Obstructions	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	N/A
	Is the crossing pavement adequate and well maintained?	Not all ramps crossing driveways and side streets are compliant with current ADA requirements.
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	N/A
B.4 Lighting	Is the pedestrian crossing adequately lit?	N/A
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Yes.
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	N/A
B.6 Access Management	Are driveways placed close to crossings?	N/A
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes.
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	Yes.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	N/A
	Are crossing points for pedestrians properly signed and/or marked?	N/A
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 9 Nixon Road, Both Sides, Pine Grove Road to Chester Drive

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	No crossings of Nixon Road are marked in this section.
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters or transit stops are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	N/A
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	N/A
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	N/A
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	N/A
	Are transit stops part of a continuous network of pedestrian facilities?	N/A
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	N/A
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	N/A
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N/A
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed.

Pedestrian Road Safety Audits Guidelines and Prompt Lists

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Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 10 Nixon Road, Both Sides, Chester Drive to Sunday Drive

A. Streets

Master Prompt	Question	Notes
A.1 Presence, Design, and Placement	Are sidewalks provided along the street?	Yes. A shared use path is provided along the west side of Nixon Road north from Chester Drive to a crossing of Nixon Road. The shared use path continues to the north along the east side of Nixon Road to its end at Sunday Drive.
	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	N/A. Roadway shoulders are very narrow (1-2 feet).
	Is the sidewalk width adequate for pedestrian volumes?	Yes. Light pedestrian volume. Shared use path width is 8-10 feet.
	Is there adequate separation distance between vehicular traffic and pedestrians?	Yes, where shared use path exists (grass/landscaped buffer).
	Are sidewalk/street boundaries discernable to people with visual impairments?	Yes.
	Are ramps provided as an alternative to stairs?	Yes.
A.2 Quality, Conditions, and Obstructions	Is the path clear from both temporary and permanent obstructions?	Yes.
	Is the walking surface too steep?	Yes, at certain points. Steep shared use path grade between Chester Drive and the Nixon Road crossing.
	Is the walking surface adequate and well-maintained?	Yes.
A.3 Continuity and Connectivity	Are sidewalks/walkable shoulders continuous and on both sides of the street?	Continuous, but not on both sides for the entire section.
	Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?	Yes. No crossing points are designated along this section.
A.4 Lighting	Is the sidewalk adequately lit?	Dedicated pathway lighting is provided along the shared use path on the west side of Nixon Road, but there is no pathway lighting on the east side of Nixon Road, where the path crosses over near Sunday Drive.
	Does street lighting improve pedestrian visibility at night?	Not likely, considering light fixture spacing and the lack of pathway lighting between the crossing and Sunday Drive.
A.5 Visibility	Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?	Yes, for the most part.
A.6 Driveways	Are the conditions at driveways intersecting sidewalks endangering pedestrians?	No. No driveway crossings of the shared use path.
	Does the number of driveways make the route undesirable for pedestrian travel?	No. No driveway crossings of the shared use path.
A.7 Traffic Characteristics	Are there any conflicts between bicycles and pedestrians on sidewalks?	None observed. The shared use path is designed for both pedestrian and bicycle use.
A.8 Signs and Pavement Markings	Are pedestrian travel zones clearly delineated from other modes of traffic through the use of striping, colored and/or textured pavement, signing, and other methods?	Yes. The shared use path is physically separated from the roadway.

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 10 Nixon Road, Both Sides, Chester Drive to Sunday Drive

B. Street Crossings

Master Prompt	Question	Notes
B.1 Presence, Design, and Placement	Are crossings of the major street marked?	Yes. One marked crossing is provided where the shared use path crosses Nixon Road.
	Do wide curb radii lengthen pedestrian crossing distances and encourage high-speed right turns?	No.
	Do channelized right turn lanes minimize conflicts with pedestrians?	No right turn lanes present.
	Does a skewed intersection direct drivers' focus away from crossing pedestrians?	No skewed intersections present.
	Are pedestrian crossings located in areas where sight distance may be a problem?	Yes. The crossing occurs at the top of a crest vertical curve, and vehicle drivers cannot see the crossing point until they are very close to it. Nighttime sight distance would be more problematic, because the vertical sag geometry reduces headlight distance.
	Do raised medians provide a safe waiting area (refuge) for pedestrians?	No.
	Are marked crosswalks wide enough?	Yes.
	Are crosswalks sited along pedestrian desire lines?	Yes.
	Are corners and curb ramps appropriately planned and designed at each approach to the crossing?	Yes.
B.2 Quality, Condition and Obstructions	Is the crossing pavement adequate and well maintained?	Yes.
B.3 Continuity and Connectivity	Does pedestrian network connectivity continue through crossings by means of adequate, waiting areas at corners, curb ramps and marked crosswalks?	Yes.
B.4 Lighting	Is the pedestrian crossing adequately lit?	Dedicated pathway lighting is provided on the west side of Nixon Road at the crossing. No lighting is provided on the east side fo the crossing.
B.5 Visibility	Can pedestrians see approaching vehicles at all legs of the intersection/crossing and vice versa?	Yes.
	Is the distance from the stop (or yield) line to a crosswalk sufficient for drivers to see pedestrians?	No.
B.6 Access Management	Are driveways placed close to crossings?	No.
B.7 Traffic Characteristics	Do turning vehicles pose a hazard to pedestrians?	Yes.
	Are there sufficient gaps in the traffic to allow pedestrians to cross the road?	Yes.
	Do traffic operations (especially during peak periods) create a safety concern for pedestrians?	No.
B.8 Signs and Pavement Markings	Is paint on stop bars and crosswalks worn, or are signs worn, missing, or damaged?	No.
	Are crossing points for pedestrians properly signed and/or marked?	Yes.
B.9 Signals	Are pedestrian signal heads provided and adequate?	N/A
	Are traffic and pedestrian signals timed so that wait times and crossing times are reasonable?	N/A
	Is there a problem because of an inconsistency in pedestrian actuation (or detection) types?	N/A
	Are all pedestrian signals and push buttons functioning correctly and safely?	N/A
	Are ADA accessible push buttons provided and properly located?	N/A

Pedestrian Road Safety Audits Guidelines and Prompt Lists

adapted for use in the Pine Grove Mills Mobility Study

Date/Time of Safety Audit:

October 13, 2021 -- 9:00 AM to 12:00 PM

Attendees:

Ron Seybert, Kristina Bassett, Paul Tomkiel, Robert Watts

Road Name(s):

Segment 10 Nixon Road, Both Sides, Chester Drive to Sunday Drive

C. Transit Areas

Master Prompt	Question	Notes
C.1 Presence, Design, and Placement	Are safe pedestrian crossings convenient for transit and school bus users?	Yes. One marked crossing is provided where the shared use path crosses Nixon Road.
	Are shelters appropriately designed and placed for pedestrian safety and convenience?	No shelters or transit stops are present in this section.
C.2 Quality, Condition, and Obstructions	Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?	N/A
	Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?	N/A
	Is the sidewalk free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	N/A
C.3 Continuity and Connectivity	Is the nearest crossing opportunity free of potential hazards for pedestrians?	N/A
	Are transit stops part of a continuous network of pedestrian facilities?	N/A
C.4 Lighting	Are access ways to transit facilities well-lit to accommodate early-morning, late-afternoon, and evening?	N/A
C.5 Visibility	Are open sight lines maintained between approaching buses and passenger waiting and loading areas?	N/A
C.7 Traffic Characteristics	Do pedestrians entering and leaving buses conflict with cars, bicycles, or other pedestrians?	N/A
C.8 Signs and Pavement Markings	Are appropriate signs and pavement markings provided for school bus and transit stops?	School bus stops are not signed.

APPENDIX E

Project Cost Estimates

Mobility Study Cost Estimates
Ferguson Township TASA Grant Cost Estimate

Pine Grove Mills Mobility Study

Project ID 1

Pine Grove Mills Mobility Study Pine Grove Road & Water Street/Nixon Road - Stop-Controlled Option

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION	749	CY	\$ 19.00	\$ 14,231.00
CLASS 1B EXCAVATION	568	CY	\$ 72.00	\$ 40,896.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	2286	SY	\$ 19.00	\$ 43,434.00
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	169	SY	\$ 19.00	\$ 3,211.00
SUBBASE 6" DEPTH (NO. 2A)	2286	SY	\$ 12.00	\$ 27,432.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	3975	SY	\$ 18.00	\$ 71,550.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G	19	TON	\$ 183.00	\$ 3,477.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	2234	SY	\$ 14.00	\$ 31,276.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	1689	SY	\$ 6.00	\$ 10,134.00
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5' FILL	54	LF	\$ 113.00	\$ 6,102.00
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE	3	SET	\$ 1,510.00	\$ 4,530.00
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE	1	SET	\$ 1,500.00	\$ 1,500.00
STANDARD INLET BOX, HEIGHT < /> 10'	1	EACH	\$ 2,630.00	\$ 2,630.00
GRADE ADJUSTMENT OF EXISTING INLETS	1	SET	\$ 1,220.00	\$ 1,220.00
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT	1402	LF	\$ 57.00	\$ 79,914.00
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK	469	SY	\$ 136.00	\$ 63,784.00
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE	180	SF	\$ 42.00	\$ 7,560.00
POST MOUNTED SIGNS, TYPE B	58.25	SF	\$ 53.00	\$ 3,087.25
POST MOUNTED SIGNS, TYPE F	10	SF	\$ 23.00	\$ 230.00
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)	4	EACH	\$ 7,040.00	\$ 28,160.00
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	588	LF	\$ 12.00	\$ 7,056.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8" - 0"	1	EACH	\$ 301.00	\$ 301.00
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8" - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8" - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8" - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	33	LF	\$ 36.00	\$ 1,188.00
4" WHITE WATERBORNE PAVEMENT MARKINGS	1431	LF	\$ 0.20	\$ 286.20
4" YELLOW WATERBORNE PAVEMENT MARKINGS	1687	LF	\$ 0.54	\$ 910.98
GAZEBO	1	EACH	\$ 2,500.00	\$ 2,500.00
BIKE RACK, 8 BIKES, SINGLE SIDED	3	EACH	\$ 600.00	\$ 1,800.00
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -

Notes:
 Temporary R/W impacts for this concept - no permanent R/W impacts
 Utility Pole in front of Post Office, currently in the roadway pavement, may need relocated

SUBTOTAL	\$ 458,400
8% MOBILIZATION	\$ 36,672
25% CONTINGENCY	\$ 114,600
15% CONSTR. ENGR & INSPECTION	\$ 68,760
SUBTOTAL	\$ 678,433
23% SURVEY & DESIGN COSTS	\$ 156,040
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 834,500

Pine Grove Mills Mobility Study

Project ID
1

Pine Grove Mills Mobility Study Pine Grove Road & Water Street/Nixon Road - Roundabout Option

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION	2140	CY	\$ 19.00	\$ 40,660.00
CLASS 1B EXCAVATION	768	CY	\$ 72.00	\$ 55,296.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	4571	SY	\$ 19.00	\$ 86,849.00
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUBBASE 6" DEPTH (NO. 2A)	4862	SY	\$ 12.00	\$ 58,344.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	4571	SY	\$ 18.00	\$ 82,278.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G		TON	\$ 183.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	4535	SY	\$ 14.00	\$ 63,490.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR		SY	\$ 6.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH	86	SY	\$ 97.00	\$ 8,342.00
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH	291	SY	\$ 138.00	\$ 40,158.00
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5" FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT < />= 10'		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT	1387	LF	\$ 57.00	\$ 79,059.00
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A	515	LF	\$ 39.00	\$ 20,085.00
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB	176	LF	\$ 53.00	\$ 9,328.00
CEMENT CONCRETE SIDEWALK	831	SY	\$ 136.00	\$ 113,016.00
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE	156	SF	\$ 42.00	\$ 6,552.00
POST MOUNTED SIGNS, TYPE B	76.25	SF	\$ 53.00	\$ 4,041.25
POST MOUNTED SIGNS, TYPE F	31.75	SF	\$ 23.00	\$ 730.25
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)	2	EACH	\$ 7,040.00	\$ 14,080.00
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	472	LF	\$ 12.00	\$ 5,664.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8" - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8" - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8" - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8" - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	55	LF	\$ 36.00	\$ 1,980.00
4" WHITE WATERBORNE PAVEMENT MARKINGS	1804	LF	\$ 0.20	\$ 360.80
4" YELLOW WATERBORNE PAVEMENT MARKINGS	2438	LF	\$ 0.54	\$ 1,316.52
GAZEBO	1	EACH	\$ 2,500.00	\$ 2,500.00
BIKE RACK, 8 BIKES, SINGLE SIDED	5	EACH	\$ 600.00	\$ 3,000.00
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -

Notes:
 Major R/W impacts - includes total take of Gas Station property
 Would include major impacts to drainage and underground utilities
 May impact the existing culvert under Pine Grove Road

SUBTOTAL	\$ 697,130
8% MOBILIZATION	\$ 55,770
25% CONTINGENCY	\$ 174,282
15% CONSTR. ENGR & INSPECTION	\$ 104,569
SUBTOTAL	\$ 1,031,752
23% SURVEY & DESIGN COSTS	\$ 237,303
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 1,269,100

Pine Grove Mills Mobility Study

Project ID 2

Pine Grove Mills Mobility Study Pine Grove Road & Water Street/Nixon Road - Street Repurposing

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION		CY	\$ 19.00	\$ -
CLASS 1B EXCAVATION	209	CY	\$ 72.00	\$ 15,048.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	113	SY	\$ 19.00	\$ 2,147.00
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	10	SY	\$ 19.00	\$ 190.00
SUBBASE 6" DEPTH (NO. 2A)	113	SY	\$ 12.00	\$ 1,356.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	210	SY	\$ 18.00	\$ 3,780.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G	1	TON	\$ 183.00	\$ 183.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	97	SY	\$ 14.00	\$ 1,358.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	97	SY	\$ 6.00	\$ 582.00
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5' FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE	2	SET	\$ 1,510.00	\$ 3,020.00
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE	1	SET	\$ 1,500.00	\$ 1,500.00
STANDARD INLET BOX, HEIGHT < />= 10'		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT	430	LF	\$ 57.00	\$ 24,510.00
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK	246	SY	\$ 136.00	\$ 33,456.00
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE	96	SF	\$ 42.00	\$ 4,032.00
POST MOUNTED SIGNS, TYPE B	30.50	SF	\$ 53.00	\$ 1,616.50
POST MOUNTED SIGNS, TYPE F	6	SF	\$ 23.00	\$ 138.00
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)	2	EACH	\$ 6,460.00	\$ 12,920.00
RRFB Assembly with Ped Push Button (Double Sided)	1	EACH	\$ 7,040.00	\$ 7,040.00
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	108	LF	\$ 12.00	\$ 1,296.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8" - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8" - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8" - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8" - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	22	LF	\$ 36.00	\$ 792.00
4" WHITE WATERBORNE PAVEMENT MARKINGS	26	LF	\$ 0.20	\$ 5.20
4" YELLOW WATERBORNE PAVEMENT MARKINGS	212	LF	\$ 0.54	\$ 114.48
GAZEBO	1	EACH	\$ 2,500.00	\$ 2,500.00
BIKE RACK, 8 BIKES, SINGLE SIDED	1	EACH	\$ 600.00	\$ 600.00
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -

Notes:
 Temporary R/W impacts for this concept - no permanent R/W impacts
 Utility Pole in front of Post Office, currently in the roadway pavement, may need relocated

SUBTOTAL	\$ 118,184
8% MOBILIZATION	\$ 9,455
25% CONTINGENCY	\$ 29,546
15% CONSTR. ENGR & INSPECTION	\$ 17,728
SUBTOTAL	\$ 174,913
23% SURVEY & DESIGN COSTS	\$ 40,230
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 215,200

Pine Grove Mills Mobility Study

Project ID 3

Pine Grove Mills Mobility Study Pine Grove Road & Banyan Drive/Meckley Drive Roundabout Gateway

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION	2062	CY	\$ 19.00	\$ 39,178.00
CLASS 1B EXCAVATION	140	CY	\$ 72.00	\$ 10,080.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	4388	SY	\$ 19.00	\$ 83,372.00
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	226	SY	\$ 19.00	\$ 4,294.00
SUBBASE 6" DEPTH (NO. 2A)	4647	SY	\$ 12.00	\$ 55,764.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	6644	SY	\$ 18.00	\$ 119,592.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G	25	TON	\$ 183.00	\$ 4,575.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	4388	SY	\$ 14.00	\$ 61,432.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	2256	SY	\$ 6.00	\$ 13,536.00
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH	260	SY	\$ 97.00	\$ 25,220.00
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH	259	SY	\$ 138.00	\$ 35,742.00
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5" FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT < />= 10'		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT	760	LF	\$ 57.00	\$ 43,320.00
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A	826	LF	\$ 39.00	\$ 32,214.00
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB	176	LF	\$ 53.00	\$ 9,328.00
CEMENT CONCRETE SIDEWALK	203	SY	\$ 136.00	\$ 27,608.00
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE	256	SF	\$ 42.00	\$ 10,752.00
POST MOUNTED SIGNS, TYPE B	81	SF	\$ 53.00	\$ 4,293.00
POST MOUNTED SIGNS, TYPE F	8	SF	\$ 23.00	\$ 184.00
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)		EACH	\$ 7,040.00	\$ -
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	340	LF	\$ 12.00	\$ 4,080.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8' - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8' - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8' - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	44	LF	\$ 36.00	\$ 1,584.00
4" WHITE WATERBORNE PAVEMENT MARKINGS	2925	LF	\$ 0.20	\$ 585.00
4" YELLOW WATERBORNE PAVEMENT MARKINGS	3700	LF	\$ 0.54	\$ 1,998.00
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -

Notes:
Possible permanent R/W impacts
Significant drainage impacts - no visible utility impacts

SUBTOTAL	\$ 588,731
8% MOBILIZATION	\$ 47,098
25% CONTINGENCY	\$ 147,183
15% CONSTR. ENGR & INSPECTION	\$ 88,310
SUBTOTAL	\$ 871,322
23% SURVEY & DESIGN COSTS	\$ 200,404
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 1,071,800

Pine Grove Mills Mobility Study

Project ID
4

Pine Grove Mills Mobility Study Rosemont Drive Enhanced Crossing

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION		CY	\$ 19.00	\$ -
CLASS 1B EXCAVATION	18	CY	\$ 72.00	\$ 1,296.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	18	SY	\$ 19.00	\$ 342.00
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	65	SY	\$ 19.00	\$ 1,235.00
SUBBASE 6" DEPTH (NO. 2A)	18	SY	\$ 12.00	\$ 216.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	665	SY	\$ 18.00	\$ 11,970.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G		TON	\$ 183.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	18	SY	\$ 14.00	\$ 252.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	647	SY	\$ 6.00	\$ 3,882.00
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5' FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT $\leq 10'$		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS	1	SET	\$ 1,220.00	\$ 1,220.00
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT	47	LF	\$ 57.00	\$ 2,679.00
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK	22	SY	\$ 136.00	\$ 2,992.00
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE	36	SF	\$ 42.00	\$ 1,512.00
POST MOUNTED SIGNS, TYPE B	36.75	SF	\$ 53.00	\$ 1,947.75
POST MOUNTED SIGNS, TYPE F	6	SF	\$ 23.00	\$ 138.00
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)	2	EACH	\$ 7,040.00	\$ 14,080.00
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	123	LF	\$ 12.00	\$ 1,476.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8" - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8" - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8" - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8" - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	22	LF	\$ 36.00	\$ 792.00
4" WHITE WATERBORNE PAVEMENT MARKINGS	232	LF	\$ 0.20	\$ 46.40
4" YELLOW WATERBORNE PAVEMENT MARKINGS	142	LF	\$ 0.54	\$ 76.68
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -

Notes:

Possible minimal permanent R/W impacts on northeast corner
 Minor drainage impacts - no visible utility impacts

SUBTOTAL	\$ 46,153
8% MOBILIZATION	\$ 3,692
25% CONTINGENCY	\$ 11,538
15% CONSTR. ENGR & INSPECTION	\$ 6,923
SUBTOTAL	\$ 68,306
23% SURVEY & DESIGN COSTS	\$ 15,710
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 84,100

Pine Grove Mills Mobility Study

Project ID 5

Pine Grove Mills Mobility Study Nixon Shared-Use Path Enhanced Crossing

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION		CY	\$ 19.00	\$ -
CLASS 1B EXCAVATION		CY	\$ 72.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	149	SY	\$ 19.00	\$ 2,831.00
SUBBASE 6" DEPTH (NO. 2A)		SY	\$ 12.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	1491	SY	\$ 18.00	\$ 26,838.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G		TON	\$ 183.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH		SY	\$ 14.00	\$ -
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	1491	SY	\$ 6.00	\$ 8,946.00
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5" FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT < />= 10'		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT		LF	\$ 57.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK		SY	\$ 136.00	\$ -
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE		SF	\$ 42.00	\$ -
POST MOUNTED SIGNS, TYPE B	39.50	SF	\$ 53.00	\$ 2,093.50
POST MOUNTED SIGNS, TYPE F	6	SF	\$ 23.00	\$ 138.00
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)	2	EACH	\$ 7,040.00	\$ 14,080.00
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	41	LF	\$ 12.00	\$ 492.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8' - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8' - 0"	2	EACH	\$ 271.00	\$ 542.00
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"	2	EACH	\$ 200.00	\$ 400.00
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8' - 0"	2	EACH	\$ 397.00	\$ 794.00
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	19	LF	\$ 36.00	\$ 684.00
4" WHITE WATERBORNE PAVEMENT MARKINGS	959	LF	\$ 0.20	\$ 191.80
4" YELLOW WATERBORNE PAVEMENT MARKINGS	926	LF	\$ 0.54	\$ 500.04
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -
Notes:				
No R/W impacts anticipated				
Possible minor utility impacts to existing lighting				

SUBTOTAL	\$ 58,530
8% MOBILIZATION	\$ 4,682
25% CONTINGENCY	\$ 14,633
15% CONSTR. ENGR & INSPECTION	\$ 8,780
SUBTOTAL	\$ 86,625
23% SURVEY & DESIGN COSTS	\$ 19,924
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 106,600

Pine Grove Mills Mobility Study

Project ID 6

Pine Grove Mills Mobility Study Deepwood Drive (east) Enhanced Crossing

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION	23	CY	\$ 19.00	\$ 437.00
CLASS 1B EXCAVATION	44	CY	\$ 72.00	\$ 3,168.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	97	SY	\$ 19.00	\$ 1,843.00
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	54	SY	\$ 19.00	\$ 1,026.00
SUBBASE 6" DEPTH (NO. 2A)	97	SY	\$ 12.00	\$ 1,164.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	637	SY	\$ 18.00	\$ 11,466.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G	6	TON	\$ 183.00	\$ 1,098.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	97	SY	\$ 14.00	\$ 1,358.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	540	SY	\$ 6.00	\$ 3,240.00
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5' FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT < />= 10'		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT		LF	\$ 57.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB	131	LF	\$ 61.00	\$ 7,991.00
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK	41	SY	\$ 136.00	\$ 5,576.00
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE	60	SF	\$ 42.00	\$ 2,520.00
POST MOUNTED SIGNS, TYPE B	30.50	SF	\$ 53.00	\$ 1,616.50
POST MOUNTED SIGNS, TYPE F	6	SF	\$ 23.00	\$ 138.00
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)	2	EACH	\$ 7,040.00	\$ 14,080.00
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	140	LF	\$ 12.00	\$ 1,680.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8' - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8' - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8' - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	22	LF	\$ 36.00	\$ 792.00
4" WHITE WATERBORNE PAVEMENT MARKINGS		LF	\$ 0.20	\$ -
4" YELLOW WATERBORNE PAVEMENT MARKINGS	240	LF	\$ 0.54	\$ 129.60
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -
Notes:				
No R/W impacts anticipated				
Possible minor utility impacts to existing lighting and water (for fire hydrant)				

SUBTOTAL	\$ 59,323
8% MOBILIZATION	\$ 4,746
25% CONTINGENCY	\$ 14,831
15% CONSTR. ENGR & INSPECTION	\$ 8,898
SUBTOTAL	\$ 87,798
23% SURVEY & DESIGN COSTS	\$ 20,194
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 108,000

Pine Grove Mills Mobility Study

Project ID 10

Pine Grove Mills Mobility Study Western Pine Grove Road Gateway

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION		CY	\$ 19.00	\$ -
CLASS 1B EXCAVATION	254	CY	\$ 72.00	\$ 18,288.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	591	SY	\$ 19.00	\$ 11,229.00
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	129	SY	\$ 19.00	\$ 2,451.00
SUBBASE 6" DEPTH (NO. 2A)	591	SY	\$ 12.00	\$ 7,092.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	1882	SY	\$ 18.00	\$ 33,876.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G	15	TON	\$ 183.00	\$ 2,745.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	591	SY	\$ 14.00	\$ 8,274.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	1291	SY	\$ 6.00	\$ 7,746.00
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH	52	SY	\$ 97.00	\$ 5,044.00
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5' FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT < />= 10'		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT		LF	\$ 57.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A	200	LF	\$ 39.00	\$ 7,800.00
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK		SY	\$ 136.00	\$ -
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE		SF	\$ 42.00	\$ -
POST MOUNTED SIGNS, TYPE B	14	SF	\$ 53.00	\$ 742.00
POST MOUNTED SIGNS, TYPE F		SF	\$ 23.00	\$ -
INTERNALLY ILLUMINATED SIGN	1	EACH	\$ 7,520.00	\$ 7,520.00
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)		EACH	\$ 7,040.00	\$ -
Permanent Speed Display Sign	1	EACH	\$ 8,080.00	\$ 8,080.00
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM	1	EACH	\$ 21,480.00	\$ 21,480.00
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 12.00	\$ -
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS	157	LF	\$ 15.00	\$ 2,355.00
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS	36	LF	\$ 21.00	\$ 756.00
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8' - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8' - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8' - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)		LF	\$ 36.00	\$ -
4" WHITE WATERBORNE PAVEMENT MARKINGS	1050	LF	\$ 0.20	\$ 210.00
4" YELLOW WATERBORNE PAVEMENT MARKINGS	871	LF	\$ 0.54	\$ 470.34
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -
Notes:				
R/W impacts anticipated on both north and south sides				
Possible utility impacts to existing utility poles on north side of roadway				

SUBTOTAL	\$ 146,158
8% MOBILIZATION	\$ 11,693
25% CONTINGENCY	\$ 36,540
15% CONSTR. ENGR & INSPECTION	\$ 21,924
SUBTOTAL	\$ 216,314
23% SURVEY & DESIGN COSTS	\$ 49,752
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 266,100

Pine Grove Mills Mobility Study

Project ID N/A

Pine Grove Mills Mobility Study Western Pine Grove Road Shared Use Path (Ross Street to Ferguson Township Elementary School)

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION	986	CY	\$ 19.00	\$ 18,734.00
CLASS 1B EXCAVATION	18	CY	\$ 72.00	\$ 1,296.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH	2411	SY	\$ 21.00	\$ 50,631.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	125	SY	\$ 19.00	\$ 2,375.00
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUBBASE 6" DEPTH (NO. 2A)	2536	SY	\$ 12.00	\$ 30,432.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G	125	SY	\$ 18.00	\$ 2,250.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L	2411	SY	\$ 11.00	\$ 26,521.00
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G		TON	\$ 183.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	125	SY	\$ 14.00	\$ 1,750.00
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR		SY	\$ 6.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5" FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT < />= 10'		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT		LF	\$ 57.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB	20	LF	\$ 61.00	\$ 1,220.00
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK	47	SY	\$ 136.00	\$ 6,392.00
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE	110	SF	\$ 42.00	\$ 4,620.00
POST MOUNTED SIGNS, TYPE B	30.50	SF	\$ 53.00	\$ 1,616.50
POST MOUNTED SIGNS, TYPE F	6	SF	\$ 23.00	\$ 138.00
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)	2	EACH	\$ 7,040.00	\$ 14,080.00
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	150	LF	\$ 12.00	\$ 1,800.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8" - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8" - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8" - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8" - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	22	LF	\$ 36.00	\$ 792.00
4" WHITE WATERBORNE PAVEMENT MARKINGS		LF	\$ 0.20	\$ -
4" YELLOW WATERBORNE PAVEMENT MARKINGS		LF	\$ 0.54	\$ -
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -

Notes:
 Significant R/W impacts anticipated to properties on northern side of roadway
 Significant utility impacts to existing utility poles on north side of roadway
 Additional drainage impacts to drainage ditch on the northern side, east of Plainfield Road

SUBTOTAL	\$ 164,648
8% MOBILIZATION	\$ 13,172
25% CONTINGENCY	\$ 41,162
15% CONSTR. ENGR & INSPECTION	\$ 24,697
SUBTOTAL	\$ 243,678
23% SURVEY & DESIGN COSTS	\$ 56,046
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 299,800

Pine Grove Mills Mobility Study

Project ID 9

Pine Grove Mills Mobility Study Water Street Sidewalk - Pine Grove Road to Chestnut Street

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION		CY	\$ 19.00	\$ -
CLASS 1B EXCAVATION	124	CY	\$ 72.00	\$ 8,928.00
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUBBASE 6" DEPTH (NO. 2A)		SY	\$ 12.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G		SY	\$ 18.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G		TON	\$ 183.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH		SY	\$ 14.00	\$ -
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR		SY	\$ 6.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5' FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT $\leq 10'$		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT		LF	\$ 57.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK	447	SY	\$ 136.00	\$ 60,792.00
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE	60	SF	\$ 42.00	\$ 2,520.00
POST MOUNTED SIGNS, TYPE B		SF	\$ 53.00	\$ -
POST MOUNTED SIGNS, TYPE F		SF	\$ 23.00	\$ -
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)		EACH	\$ 7,040.00	\$ -
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS	48	LF	\$ 12.00	\$ 576.00
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8' - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8' - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8' - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)		LF	\$ 36.00	\$ -
4" WHITE WATERBORNE PAVEMENT MARKINGS		LF	\$ 0.20	\$ -
4" YELLOW WATERBORNE PAVEMENT MARKINGS		LF	\$ 0.54	\$ -
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -
Notes: Minimalistic implementation (no curb work, trees, etc.)				

SUBTOTAL	\$ 72,816
8% MOBILIZATION	\$ 5,825
25% CONTINGENCY	\$ 18,204
15% CONSTR. ENGR & INSPECTION	\$ 10,922
SUBTOTAL	\$ 107,768
23% SURVEY & DESIGN COSTS	\$ 24,787
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 132,600

Pine Grove Mills Mobility Study

Project ID 8

Pine Grove Mills Mobility Study Shared Lane Markings and Signage

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION		CY	\$ 19.00	\$ -
CLASS 1B EXCAVATION		CY	\$ 72.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUBBASE 6" DEPTH (NO. 2A)		SY	\$ 12.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G		SY	\$ 18.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G		TON	\$ 183.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH		SY	\$ 14.00	\$ -
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR		SY	\$ 6.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5' FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT $\leq 10'$		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT		LF	\$ 57.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK		SY	\$ 136.00	\$ -
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE		SF	\$ 42.00	\$ -
POST MOUNTED SIGNS, TYPE B	162.50	SF	\$ 53.00	\$ 8,612.50
POST MOUNTED SIGNS, TYPE F		SF	\$ 23.00	\$ -
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)		EACH	\$ 7,040.00	\$ -
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 12.00	\$ -
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8' - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8' - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8' - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)		LF	\$ 36.00	\$ -
4" WHITE WATERBORNE PAVEMENT MARKINGS		LF	\$ 0.20	\$ -
4" YELLOW WATERBORNE PAVEMENT MARKINGS		LF	\$ 0.54	\$ -
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, SHARED LANE MARKING	100	EACH	\$ 340.00	\$ 34,000.00
Notes: Assumes thermoplastic sharrows placed every 100 feet Assumes signage (optional)				

SUBTOTAL	\$ 42,613
8% MOBILIZATION	\$ 3,409
25% CONTINGENCY	\$ 10,653
15% CONSTR. ENGR & INSPECTION	\$ 6,392
SUBTOTAL	\$ 63,067
23% SURVEY & DESIGN COSTS	\$ 14,505
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 77,600

Pine Grove Mills Mobility Study

Project ID 11

Pine Grove Mills Mobility Study Shared Lane Markings and Signage

Description	Quantity	Unit of Measure	Unit Cost	Total Cost
CLASS 1 EXCAVATION		CY	\$ 19.00	\$ -
CLASS 1B EXCAVATION		CY	\$ 72.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 3" DEPTH		SY	\$ 21.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, FLEXIBLE BASE REPLACEMENT, PG 64S-22, < 0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH		SY	\$ 19.00	\$ -
SUBBASE 6" DEPTH (NO. 2A)		SY	\$ 12.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G		SY	\$ 18.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L		SY	\$ 11.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (LEVELING), PG 64S-22, < 0.3 MILLION ESALS, 9.5 MM MIX, SRL-G		TON	\$ 183.00	\$ -
SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, < 0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH		SY	\$ 14.00	\$ -
MILLING OF ASPHALT PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR		SY	\$ 6.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 4" DEPTH		SY	\$ 97.00	\$ -
PLAIN CEMENT CONCRETE PAVEMENT, 8" DEPTH		SY	\$ 138.00	\$ -
18" THERMOPLASTIC PIPE, GROUP I, 15'-1.5" FILL		LF	\$ 113.00	\$ -
TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE		SET	\$ 1,510.00	\$ -
TYPE M CONCRETE TOP UNIT AND ADA COMPLIANT GRATE		SET	\$ 1,500.00	\$ -
STANDARD INLET BOX, HEIGHT $\leq 10'$		EACH	\$ 2,630.00	\$ -
GRADE ADJUSTMENT OF EXISTING INLETS		SET	\$ 1,220.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT		LF	\$ 57.00	\$ -
PLAIN CEMENT CONCRETE CURB, 8" HEIGHT, INCLUDING REMOVAL OF EXISTING CURB		LF	\$ 61.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, TYPE A		LF	\$ 39.00	\$ -
PLAIN CONCRETE MOUNTABLE CURB, ROUNDABOUT TRUCK APRON CURB		LF	\$ 53.00	\$ -
CEMENT CONCRETE SIDEWALK		SY	\$ 136.00	\$ -
DETECTABLE WARNING SURFACE, POLYMER COMPOSITE		SF	\$ 42.00	\$ -
POST MOUNTED SIGNS, TYPE B	80.00	SF	\$ 53.00	\$ 4,240.00
POST MOUNTED SIGNS, TYPE F		SF	\$ 23.00	\$ -
INTERNALLY ILLUMINATED SIGN		EACH	\$ 7,520.00	\$ -
FLASHING WARNING SIGNS		EACH	\$ 7,520.00	\$ -
RRFB Assembly with Ped Push Button (Single Sided)		EACH	\$ 6,460.00	\$ -
RRFB Assembly with Ped Push Button (Double Sided)		EACH	\$ 7,040.00	\$ -
Permanent Speed Display Sign		EACH	\$ 8,080.00	\$ -
TRAFFIC SIGNAL SUPPORT, 30' MAST ARM		EACH	\$ 21,480.00	\$ -
24" WHITE HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 12.00	\$ -
24" YELLOW HOT THERMOPLASTIC PAVEMENT MARKINGS		LF	\$ 15.00	\$ -
12" WHITE HOT THERMOPLASTIC TRANSVERSE PAVEMENT MARKINGS		LF	\$ 21.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "STOP", 8' - 0"		EACH	\$ 301.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "X ING", 8' - 0"		EACH	\$ 271.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "PED", 8' - 0"		EACH	\$ 200.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "AHEAD", 8' - 0"		EACH	\$ 397.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)		LF	\$ 36.00	\$ -
4" WHITE WATERBORNE PAVEMENT MARKINGS	1500	LF	\$ 0.20	\$ 300.00
4" YELLOW WATERBORNE PAVEMENT MARKINGS		LF	\$ 0.54	\$ -
GAZEBO		EACH	\$ 2,500.00	\$ -
BIKE RACK, 8 BIKES, SINGLE SIDED		EACH	\$ 600.00	\$ -
BUS SHELTER WITH SIDES AND SEATING		EACH	\$ 8,000.00	\$ -
WHITE HOT THERMOPLASTIC LEGEND, SHARED LANE MARKING		EACH	\$ 340.00	\$ -
Notes:				
Assumes marking of 90 spaces (inventory)				

SUBTOTAL	\$ 4,540
8% MOBILIZATION	\$ 363
25% CONTINGENCY	\$ 1,135
15% CONSTR. ENGR & INSPECTION	\$ 681
SUBTOTAL	\$ 6,719
23% SURVEY & DESIGN COSTS	\$ 1,545
UTILITIES	See Notes Above for anticipated impacts
RIGHT-OF-WAY ESTIMATE	
TOTAL (rounded)	\$ 8,300

TA Grant Application Budget Estimate for Pine Grove Mills (Ferguson Township) Bike and Pedestrian Improvements

Engineering

Description				Quantity	Unit	Unit Price	Extended Price
Survey, Preliminary, Final Engineering				1	LS	\$104,918	\$104,918
							\$104,918

Right of Way

Description				Quantity	Unit	Unit Price	Extended Price
Purchase Sidewalk Easements incl all impacts		0.00		0	AC	\$110,000	\$0
Donated Sidewalk Easements		0.00		0	AC	\$0	\$0
Purchase Temporary Construction Easements		12000		12000	SF	\$1	\$12,000
Donate Temporary Construction Easement		0.00		0	AC	\$0	\$0
Appraisal Waivers		12		12	EA	\$1,000	\$12,000
ROW acquisition services and document preparation		1		1	LS	\$6,000	\$6,000
Legal and Recording		12		12	EA	\$250	\$3,000
							\$33,000

Utility

Description				Quantity	Unit	Unit Price	Extended Price
Adjust curb stop				2	LS	\$1,000	\$2,000
Adjust service laterals				0	LS	\$1,500	\$0
							\$2,000

Construction

ECMS Item No.	Description	Water St (SR0026)	Pine Grove Rd (SR0045)	Nixon Road (T-334)	Qty	Unit	Unit Cost	Item Cost
0201-0001	Clearing and Grubbing				1	LS	\$12,000	\$12,000
0203-0001	Class 1 Excavation	88	204		292	CY	\$30	\$8,760
0203-0004	Class 1B excavation	82			82	CY	\$75	\$6,181
0204-0150	Class 4 excavation	124			124	CY	\$60	\$7,467
0313-0422	Superpave Asphalt Mixture Design, Base Course, PG 64S-22, 0.3<3Million EASLs, 25.0 MM Mix, 4" Depth	130	1833		1963	SY	\$35	\$68,717
0413-0246	Superpave Asphalt Mixture Design, Wearing Course, PG 64S-22, 0.3<3Million EASLs, 9.5 MM Mix, 1 1/2" Depth, SRL-G	130	3667		3797	SY	\$12	\$45,560
0491-0012	Milling of Asphalt Pavement Surface, 1 1/2" Depth, Milled Material Retained by Contractor		3667		3667	SY	\$25	\$91,667
0601-0353	18" Thermoplastic Pipe, Group III, 8'-2' Fill	200			200	LF	\$100	\$20,000
0605-2711	Type C Concrete Top Unit and Bicycle Safe Gate	1			1	EA	\$1,500	\$1,500
0605-2731	Type M Concrete Top Unit and Bicycle Safe Gate	1			1	EA	\$1,500	\$1,500
0605-2850	Standard Inlet Box, Height <= 10'	2			2	EA	\$3,500	\$7,000
0608-0001	Mobilization				1	LS	\$14,033	\$14,033
0630-0031	Plain Cement Concrete Curb, 6" Height	890			890	LF	\$55	\$48,950
0676-0001	Cement Concrete Sidewalk	356			356	SY	\$140	\$49,778
0676-0003	Sidewalks and Driveway Aprons Through Driveways	40			40	SY	\$150	\$6,000
0695-0004	Detectable Warning Surface, Polymer Composite	60			60	SF	\$40	\$2,400
0802-0001	Topsoil Furnished and Placed	54	51		105	CY	\$75	\$7,899
4804-0001	Seeding and Soil Supplements - Formula B, Including Mulch	40	147		186	LB	\$5	\$931

West College Avenue Streetscape - Corl to Buckout - TAP Grant Application Cost Estimate

0808-0100	Tree	20			20	EA	\$500	\$10,000
0810-0050	Selective Tree Removal				1	LS	\$10,000	\$10,000
0901-0001	Maintenance and Protection of Traffic During Construction				1	LS	\$46,778	\$46,778
0931-0003	Post Mounted Signs, Type B, Steel Square Post		72		72	SF	\$35	\$2,520
0954-0011	2" Conduit			50	50	LF	\$5	\$250
0954-0101	Signal Cable, 12 AWG, 3 Conductor			500	500	LF	\$5	\$2,500
0954-0302	Junction Box, JB-27			2	2	EA	\$1,000	\$2,000
0954-0500	Directional Boring			50	50	LF	\$110	\$5,500
0962-1000	4" White Waterborne Pavement Markings		8250		8250	LF	\$2	\$16,500
0962-1029	White Waterborne Pavement Legend, "Bicycle with Rider", 8'-0" x 4'-0"		48		48	EA	\$150	\$7,200
9000-0001	Rectangular Rapid Flashing Beacon				1	LS	\$25,000	\$25,000

SUBTOTAL CONSTRUCTION	\$528,589
INSPECTION at 15% per guidance doc	\$79,288
CONTINGENCY CONSTRUCTION at 10%	\$52,859
INFLATION for 2 years at 3% a year	\$31,715
PennDOT Administrative costs	\$7,000
TOTAL CONSTRUCTION	\$699,452

TOTAL PROJECT	\$839,370
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APPENDIX B

Public Meeting #2

Online Presentation

Public Survey Form


Full Survey Results

Email Comments

Pine Grove Mills Resident Comment Detail

Pine Grove Mills Mobility Study

Public Meeting #2
Participate Virtually April 18 – May 2, 2022



1

Presenter Introductions

- **Ron Seybert**
Ferguson Township
- **Robert Watts**
McCormick Taylor

2

2

Pine Grove Mills
Mobility Study
Working Group

- **Ferguson Township**
 - Staff
 - Planning Commission
 - Pine Grove Mills Small Area Plan Advisory Committee
- **Centre Regional Planning Agency (CRPA)**
- **PennDOT District 2-0**
- **Centre Area Transportation Authority (CATA)**
- **McCormick Taylor**

3

3

Pine Grove Mills
Mobility Study Origins

4

Small Area Plan (SAP)

- Community-led planning approach
- Facilitated by CRPA staff
- Developed a series of “themes”
- “Improve safety and provide for multiple modes of transportation” was a key theme
- Mobility map, goals, and objectives in the SAP represent the starting point for what should be refined in the Mobility Study as determined by the residents



5

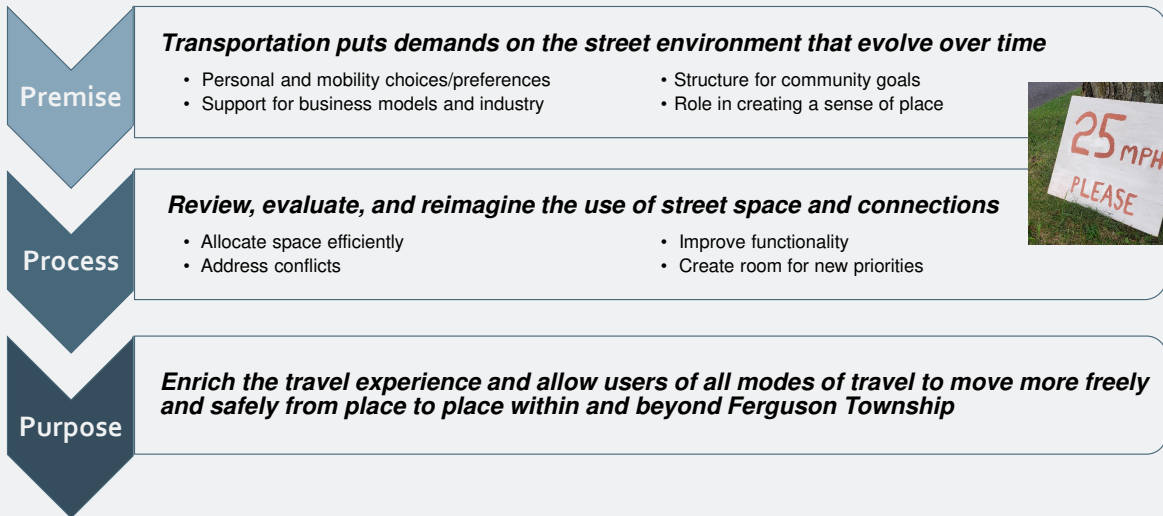
5

The Mobility Study



6

Transportation Mobility Study



7

Stakeholder and Community Input

- First Public Meeting
 - October 2021
- Working Group Meetings
- **Final Public Meeting**
 - **April 2022**
- Review by Working Group
- Review/Approval by Board of Supervisors
 - June 2022

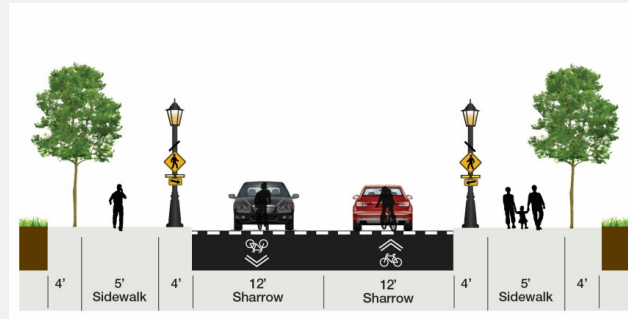


8

8

Solutions & Concept Illustrations

- Illustrate how the network could be changed
- Recognize various roadway interests, constraints, and limitations
- Traditional and innovative ideas
- Value is important for prioritizing projects
- Policy changes



9

9

How to View and Comment on Recommendations

10

GML0

Project Website - tinyurl.com/PGMMobility

The screenshot shows the Township of Ferguson Pennsylvania website. The header includes the township logo and name. A navigation menu on the left lists various services such as '2021-C4 Harold Drive Improvements', 'Applications, Forms, & Permits', and 'Pine Grove Mills Mobility Study'. The main content area features a breadcrumb trail 'Home » Departments » Public Works' and a title 'Pine Grove Mills Mobility Study' with the tagline 'DO YOU RIDE, DRIVE, WALK, HIKE OR BIKE?'. Below this is an announcement for 'Pine Grove Mills Mobility Study Open House #2 (April 18, 2022, 4:30pm-6:30pm)'. The text explains that the study is in coordination with PennDOT and aims to improve transportation mobility in the Pine Grove Mills area. A small graphic for the open house is also visible. The page number '11' is in the bottom right corner.

11

Project Website - tinyurl.com/PGMMobility

The screenshot displays a 'Virtual Public Meeting Launch Page' for the 'Pine Grove Mills Mobility Study'. It features a central map of the study area with six lettered callout boxes (A-F) pointing to specific locations: A (Pine Grove Road & Water Street/Wacon Road Intersection), B (East Pine Grove Road Gateway), C (Pedestrian & Bicycle Network Improvements), D (Pine Grove Road Western Gateway & Speed Limits), E (Parking Studies, Analysis & Recommendations), and F (Rothrock State Forest Trails & Access). A legend on the right identifies map features like 'Study Area Boundary', 'State Route', and 'Township Road'. A scale bar and north arrow are also present. A text box at the bottom reads 'Welcome to the Virtual Public Meeting Launch Page. Click on the lettered boxes to view plan mapping and details about that topic.' The page number '12' is in the bottom right corner.

12

Slide 11

GMLO Placeholder - ideally this would show mock up of page with map and links to boards/survey

Goddard, Michelle L., 2022-04-06T14:59:58.234

Project Website - tinyurl.com/PGMMobility

CONCEPT #1 – STOP CONTROL OPTION
PINE GROVE ROAD & WATER STREET/NIXON ROAD INTERSECTION

PINE GROVE MILLS MOBILITY STUDY

Pine Grove Road Cross-Section with Enhanced Pedestrian Crossing

Description

- Add two enhanced pedestrian crossings of Pine Grove Road with rapid flashing beacons, high-visibility pavement markings, and overhead lighting.
- Add high-visibility crosswalks with overhead lighting across Water Street, Nixon Road, St. Elmo's Lane, and Post Office Drive/way.
- Narrow the travel lanes on Pine Grove Road and use the extra space for sidewalk, buffers, and community space.
- Turn Water Street into the intersection and use the extra space for sidewalk, buffers, and parking.

Benefits

- Gain motorist attention and promote compliance with "Yield to Pedestrian" rules by providing pedestrian crosswalks at enhanced and high-visibility crossings.
- Emphasize a human scale, low speed environment within the heart of Pine Grove Mills through street design, signage, and pavement markings.
- Water Street alignment is better suited for truck turning and puts pedestrians more directly in front of drivers.
- Stop sign control is well understood by drivers and in context with the small-town environment.
- Introduces minimal new delay on Pine Grove Road.

Challenges

- Vehicles on Pine Grove Road do not stop or yield at intersections, and speeds may remain higher than desired.
- Turn restrictions would still be required on Nixon Road.
- Long pedestrian crossing distance across Water Street.
- Design complications related to Pine Grove Country Store access and bridge structure over Sabo Cabin Run.

13

13

Project Website - tinyurl.com/PGMMobility

A. Reimagined Pine Grove Road & Water Street/Nixon Road Intersection

1. What do you think is the most important/needed update to the intersection of Pine Grove Road and Water Street/Nixon Road?

- Improved Pedestrian Crossings
- Additional Parking
- Different Intersection Configuration
- Other (please specify)

14

14

Public Feedback

Ways to Participate – tinyurl.com/PGMMobility



Review concepts and recommendations



Take the survey – April 18th – May 2nd



15

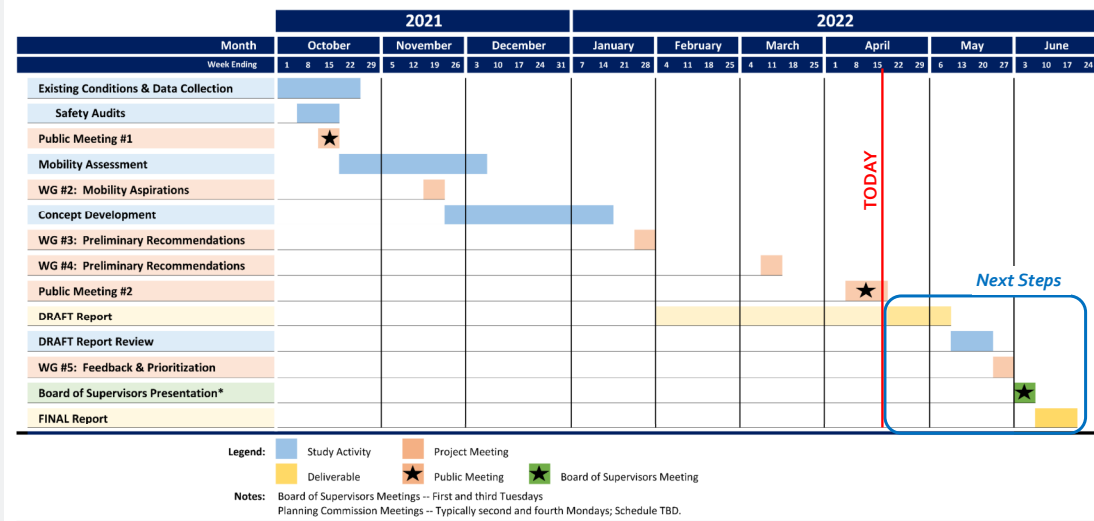
15

Next Steps



16

Project Schedule & Next Steps



17

Thank You

Mobility Study Contacts:

Robert Watts
rjwatts@mccormicktaylor.com

Ron Seybert
rseybert@twp.ferguson.pa.us



18



Information

Name (optional) _____

Address (optional) _____

Would you like to receive updates from Ferguson Township? Yes No

If so, please provide e-mail address (not to be shared with any third parties):

Are you a resident of Pine Grove Mills? (Check one) Yes No

What is your age? (Check one)

- Under 18
- 18-25
- 26-40
- 41-55
- 56-64
- 65+

Do you drive, ride, bike or hike in Pine Grove Mills? (Check all that apply)

- Drive
- Ride
- Bike
- Hike

Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.



Pine Grove Road & Water Street/Nixon Road Intersection

1. What do you think is the most important/needed update to the intersection of Pine Grove Road and Water Street/Nixon Road? (Check one)

- Improved Pedestrian Crossings
- Additional Parking
- Different Intersection Configuration
- Other: _____

2. With the understanding that a traffic signal is not warranted for this intersection, which option do you prefer for the Pine Grove Road & Water Street/Nixon Road Intersection? (Check one)

- Stop Control Option
- Small Roundabout
- Large Roundabout

3. With all three intersection options, there may be an opportunity to repurpose the roadway space in front of the Post Office. What mobility improvements would you like to see included in this space?

(Check all that apply)

- Bike Parking
- Gazebo
- Bus Pull-Out
- Bus Stop Shelter
- On-Street Parking
- Other: _____

4. Please provide any comments on the Pine Grove Road & Water Street/Nixon Road Intersection concepts and information provided.



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

B

East Pine Grove Road Gateway - Pine Grove Road & Banyan Drive/Meckley Drive

1. Which option do you prefer for the Pine Grove Road and Banyan/Meckley Intersection? *(Check one)*

Full Size Modern Roundabout
with Green Median

Stop Control with Enhanced
Pedestrian Crossing Option

2. Please provide any comments on the Pine Grove Road & Banyan/Meckley Intersection concepts and information provided.

C

Pedestrian & Bicycle Network Improvements

1. The Pedestrian & Bicycle Network Opportunities Plan provides adequate connections for the Pine Grove Mills community. *(Check one)*

Strongly disagree Disagree Neither agree or disagree Agree Strongly agree

2. Do you have any recommendations for additional pedestrian and bike connections?

3. What connection would you use most frequently?

4. Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Rosemont Drive?

5. Do you have any comments on the Nixon Road Enhanced Pedestrian Crossing at Shared Use Path?



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

6. Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Deepwood Drive (east)?

7. Considering the issues and benefits identified, what do you feel is the best solution to improve bike and pedestrian access on Pine Grove Road from Ross Street to Ferguson Township Elementary School?

(Check one)

- On-Road, Shoulder Bike Lanes Shared Use Path (North Side)
- Shared Use Path (South Side) Shared Use Path (Alternating Side)

8. Which concept do you prefer to make Pine Grove Road from the Ferguson Township Elementary School to Rosemont Drive, a complete street? *(Check one)*

- Bike Lanes Shared Sidewalk Sharrows

9. Please provide any comments on the Pedestrian & Bicycle Network Improvements concepts and information provided.



Pine Grove Road Western Gateway & Speed Limit Changes

1. What would you like to see, if possible, as part of the Gateway treatment on Pine Grove Road?

(Check all that apply)

- Welcome to Pine Grove Mills Signage Speed Feedback Signs (i.e. Your Speed is....) Landscaped Median
- Pavement Markings Flashing Beacons Landscaped Roadside
- Other: _____

2. Please provide any comments on the speed reduction treatments proposed.



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

E

Parking Improvements & Policy

1. Where do you feel additional parking is needed in Pine Grove Mills? *(Check all that apply)*

- Near the Pine Grove Road/Nixon Road/Water Street intersection
- Pine Grove Road east of Nixon Road/Water Street
- Pine Grove Road west of Nixon Road/Water Street
- Water Street
- Nixon Road
- Other: _____

2. Please provide any comments on the parking improvements and policy changes proposed.

F

Rothrock State Forest Trails Access

1. Please provide any comments on the recommendations to improve access and connectivity between Pine Grove Mills and Rothrock State Forest Trails.

G

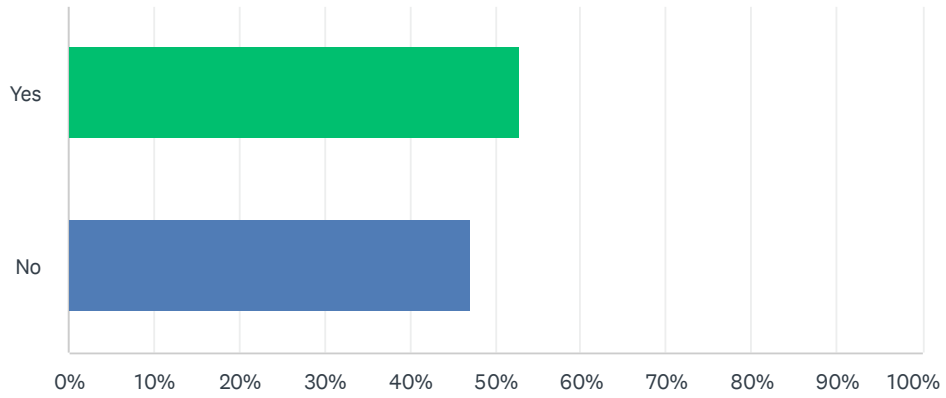
Traffic & Safety

1. Where are you most concerned about traffic and/or safety in Pine Grove Mills? Why?

Please share any other comments you have on the recommendations shared today, the overall study, or the meeting itself.

Q1 Are you a resident of Pine Grove Mills?

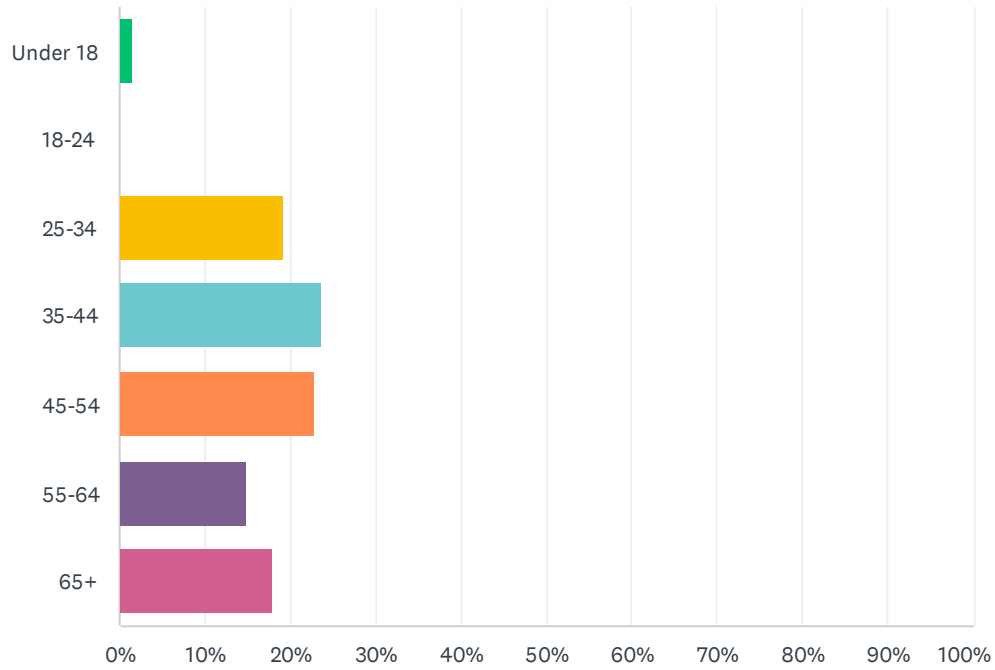
Answered: 140 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	52.86%	74
No	47.14%	66
TOTAL		140

Q2 What is your age?

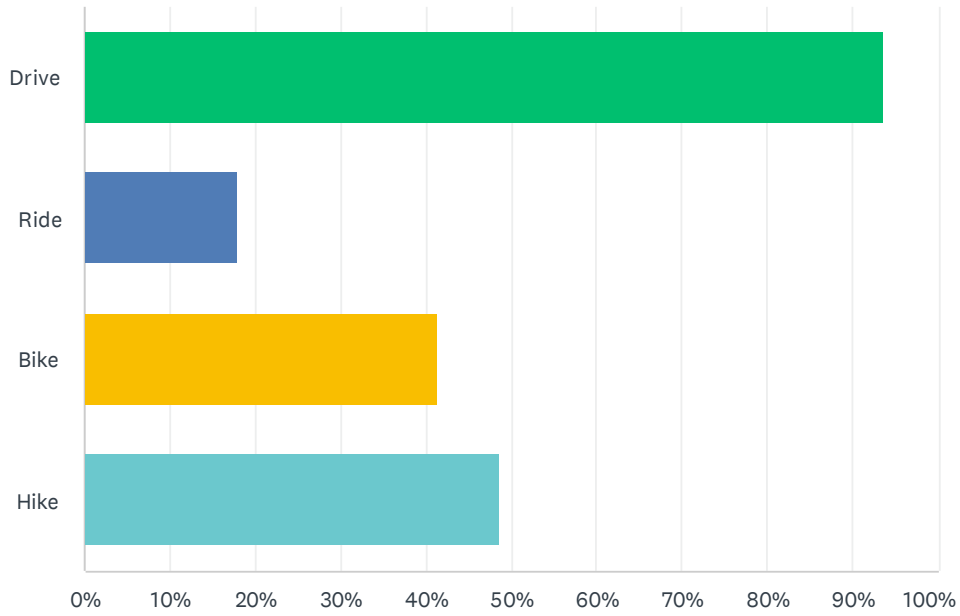
Answered: 140 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	1.43%	2
18-24	0.00%	0
25-34	19.29%	27
35-44	23.57%	33
45-54	22.86%	32
55-64	15.00%	21
65+	17.86%	25
TOTAL		140

Q3 Do you drive, ride, bike or hike in Pine Grove Mills?

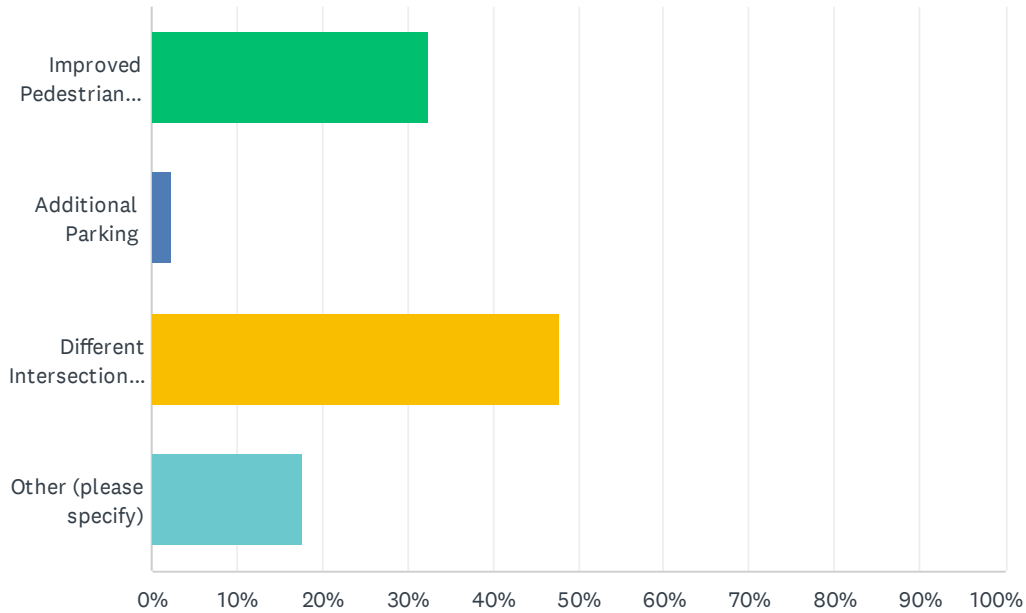
Answered: 140 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive	93.57%	131
Ride	17.86%	25
Bike	41.43%	58
Hike	48.57%	68
Total Respondents: 140		

Q4 What do you think is the most important/needed update to the intersection of Pine Grove Road and Water Street/Nixon Road?

Answered: 130 Skipped: 10



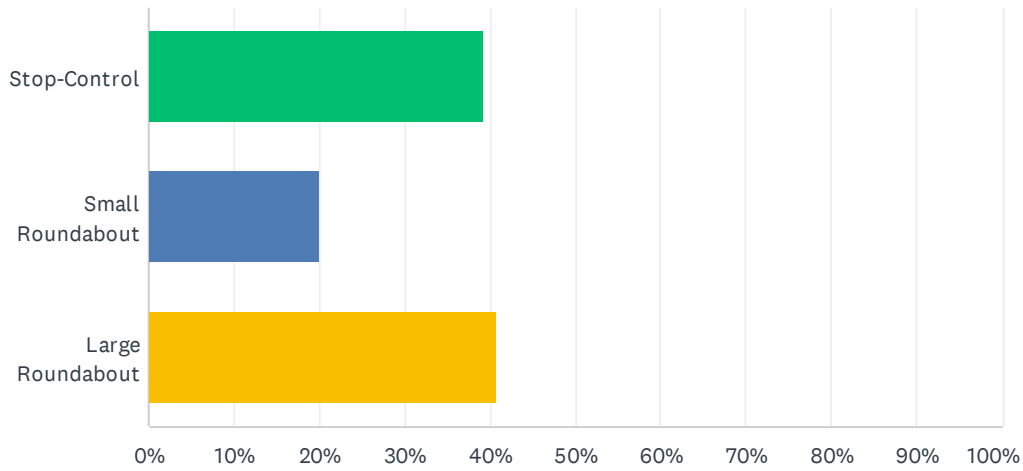
ANSWER CHOICES	RESPONSES
Improved Pedestrian Crossings	32.31% 42
Additional Parking	2.31% 3
Different Intersection Configuration	47.69% 62
Other (please specify)	17.69% 23
TOTAL	130

#	OTHER (PLEASE SPECIFY)	DATE
1	Stop taking farm land for stupid ideas	4/30/2022 5:06 AM
2	More visibility	4/29/2022 8:21 AM
3	Stop control	4/29/2022 2:44 AM
4	A traffic light	4/28/2022 9:37 PM
5	It is fine	4/28/2022 8:54 PM
6	need a stop light at intersection	4/28/2022 8:45 PM
7	Nothing. This is wasteful spending	4/28/2022 7:39 PM
8	Leave it alone, people need to be careful and pay attention, both drivers and walkers	4/28/2022 7:07 PM
9	Option 1. Tractor trailers come down the mt	4/28/2022 6:54 PM
10	Better line of sight for drivers, especially pulling out from Nixon Rd.	4/28/2022 6:24 PM

11	1	4/24/2022 9:45 PM
12	Leave it alone it works fine	4/24/2022 2:51 PM
13	Improved safety that still allows local business to thrive (including FARMING!)	4/23/2022 11:37 AM
14	Leave it how it is	4/23/2022 10:28 AM
15	Stop taking more of the farmer's land	4/23/2022 10:21 AM
16	Traffic light	4/22/2022 1:01 PM
17	different intersection configuration with improved pedestrian crossings. Also a stoplight which PennDot will not allow.	4/22/2022 7:36 AM
18	Not a round about that's crazy	4/21/2022 7:01 PM
19	I think our Ferguson township police need to be more active in speed tracking in this area. There is no need for frivolous spending for services the community doesn't want. We don't want our town commercialized by people who sit in an office that was a gross misuse of tax dollars. I certainly hope that our storm water fee will be lessened by the thought of doing this nonsense	4/20/2022 10:31 PM
20	Left turn from Nixon on to Water Street, I always have to pull a U turn at this intersection making it more confusing	4/20/2022 5:13 PM
21	Although not an option, a traffic light is the only way to ensure the safety of motorists, pedestrians, and bicyclists. The three options you've listed don't mitigate the issues and might even make them worse especially for cyclists.	4/19/2022 7:17 PM
22	None	4/19/2022 6:25 PM
23	Needs to accommodate bikes and pedestrians safely, and allow for all turning movements from Nixon Rd. to Route 26.	4/19/2022 9:52 AM

Q5 With the understanding that a traffic signal is not warranted for this intersection, which option do you prefer for the Pine Grove Road & Water Street/Nixon Road Intersection?

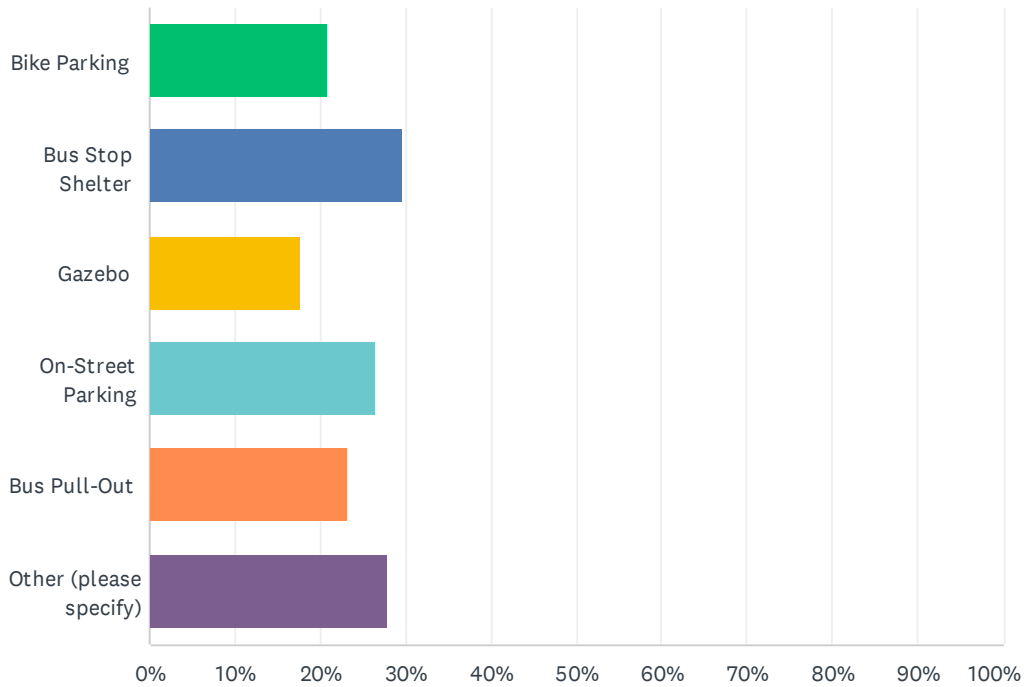
Answered: 135 Skipped: 5



ANSWER CHOICES	RESPONSES	
Stop-Control	39.26%	53
Small Roundabout	20.00%	27
Large Roundabout	40.74%	55
TOTAL		135

Q6 With all three intersection options, there may be an opportunity to repurpose the roadway space in front of the Post Office (green area). What mobility improvements would you like to see included in this space? Select all that apply.

Answered: 125 Skipped: 15



ANSWER CHOICES	RESPONSES
Bike Parking	20.80% 26
Bus Stop Shelter	29.60% 37
Gazebo	17.60% 22
On-Street Parking	26.40% 33
Bus Pull-Out	23.20% 29
Other (please specify)	28.00% 35
Total Respondents: 125	

#	OTHER (PLEASE SPECIFY)	DATE
1	Landscaped/hardscaped with covered benches and bike rack.	5/1/2022 9:11 PM
2	Street greenery	5/1/2022 7:03 PM
3	Do not add on-street parking. You will effectively just be giving Pine Grove Hall more parking space so it wouldn't really be improving the area, just paying public money to help out a private business.	5/1/2022 2:00 PM

4	Wild flower garden	5/1/2022 10:05 AM
5	Green space/rain garden	4/30/2022 2:46 PM
6	Keep it green	4/30/2022 2:29 PM
7	Just keep wasting are money that's all your good for	4/30/2022 5:06 AM
8	Quit wasting monies here	4/29/2022 5:13 PM
9	Nothing	4/29/2022 5:02 PM
10	Leave it alone	4/29/2022 8:53 AM
11	Nothing it's already a Dangerous spot	4/28/2022 8:14 PM
12	Nothing. You implemented a storm water fee but then want create more impervious surface area. If our storm water system is such an issue we need an additional fee then we should be more worried about creating green space and reducing commercialization and impervious surfaces.	4/28/2022 7:39 PM
13	All options seem to be hazardous for traffic and pedestrians	4/28/2022 7:29 PM
14	You hinder people pulling out of post office just extend the flowers with a seating area and move side walk over	4/28/2022 6:54 PM
15	Nothing LOL	4/28/2022 6:44 PM
16	native perennial landscaping with a bench	4/27/2022 10:46 AM
17	None	4/24/2022 9:45 PM
18	Who wants to listen to all the traffic who's maintaining the grass leave it the same	4/24/2022 2:51 PM
19	None. Just bc there's green space DOES NOT MEAN IT NEEDS TO BE 'UTILIZED'. That is a dangerous little section. Just let it provide environmental benefits like storm water management, nitrogen sequestration. Plants a tree there or something!	4/23/2022 11:37 AM
20	Stop taking Farmer's land	4/23/2022 10:21 AM
21	This is all awful	4/22/2022 1:01 PM
22	Nothing unless you want a mess like the naked egg parking along the highway and crossing	4/21/2022 7:01 PM
23	no opinion on this question. Probably not a good idea to have a gazebo so close to the road of a busy intersection	4/21/2022 12:17 PM
24	None. Unless this would be a school bus stop, CATA buses don't offer service on this road. A gazebo would not hold up to snow plows in the winter. On-street parking seems hazardous with this being on the turn. Why would people need to park their bikes here? To then walk to the post office that has a parking lot or to the Pine Hall which is open after 5PM three days per week?	4/21/2022 12:12 PM
25	Nothing that will interfere with visibility	4/21/2022 10:41 AM
26	No bus service right now. What's the point	4/20/2022 10:55 PM
27	Nothing again this is a gross misuse of tax dollars and understanding of the needs of the people actually living in the area. Why would you put parking there to increase a blind spot pulling out of the post office. Sounds safe to me. And a gazebo? For what? How will this update alter the storm water runoff? Sounds like if the township has money for this they should not be charging me a storm water fee	4/20/2022 10:31 PM
28	Rainwater collection planted area	4/20/2022 9:19 PM
29	Turning lane going to the intersection from the east as you approach pine grove mountain. Similar to how they split traffic for ag progress days. Would give better mountain access and better post office access.	4/20/2022 6:22 PM
30	No opinion, PGM has enough parking it doesn't really need to be used for that but I only drive in PGM so no further opinion	4/20/2022 5:13 PM
31	Leave it green	4/20/2022 11:28 AM

32	Greenspace. Fill it with Native plants. Preferably pollinators. We don't need more impermeable surfaces.	4/19/2022 7:17 PM
33	rain garden	4/19/2022 4:09 PM
34	Does there need to be anything added? Wouldn't that add to storm water run off (sarcasm intended) instead of the green space doing the job it needs to.	4/19/2022 3:50 PM
35	Mix of on-street parking and bike parking would help with the limited parking at the restaurant across the street.	4/19/2022 3:12 PM

Q7 Please provide any comments on the Pine Grove Road & Water Street/Nixon Road Intersection concepts and information provided.

Answered: 48 Skipped: 92

#	RESPONSES	DATE
1	Good candidate for a roundabout	5/3/2022 2:30 PM
2	I'm concerned about traffic coming down water street and making a right onto Pine Grove Road. That stop sign is already ignored. Improving the alignment of that traffic flow without slowing it down will only make pedestrian crossing more dangerous.	5/2/2022 12:30 PM
3	None of these options address the concerns over trucks coming down the mountain at speed and with brake failure (twice in the last 15 years). Full stops at all points of the intersection may reduce in-intersection collisions, but the aesthetic and movement of a roundabout is appealing.	5/2/2022 11:46 AM
4	Can flashing crosswalk lights be dimmed at night? Concerned about light pollution for nearby residents.	5/1/2022 9:11 PM
5	We like the idea of a place to sit at this space. We like the idea of something that slows down traffic to allow safer pedestrian crossing.	5/1/2022 6:30 PM
6	Pedestrian safety is the key consideration for me and my family. Enhanced crosswalks and slower vehicle traffic can contribute to the safety of the pedestrians navigating this intersection.	5/1/2022 3:54 PM
7	Please consider adding a bike lane for bike safety	5/1/2022 2:03 PM
8	The large roundabout concept is great. If you can't get the right of way access, the small roundabout is a good second choice. I don't think the stop sign control will do much more than what is already there. Sidewalks to help with the water street crossing are NECESSARY.	5/1/2022 2:00 PM
9	Is CATA necessary in this area? Empty buses don't save the earth. Find a balance.	4/30/2022 2:46 PM
10	Roundabout is not a good option for large equipment.	4/30/2022 2:29 PM
11	We enter this intersection routinely from Nixon road and it always feels dangerous because of the speed with which cars are driving on Pine Grove Rd. It's important that even with a roundabout that signage is placed on Pine Grove Rd approaching the intersection so cars and trucks slow down.	4/30/2022 11:34 AM
12	I would rank improving pedestrian safety as the highest priority, including safe road crossings and sidewalks that are wide enough to walk on safely.	4/29/2022 11:40 AM
13	Stop changing things	4/29/2022 8:53 AM
14	Put a red light in	4/29/2022 8:21 AM
15	I think the round about is not the way to go because big trucks and farm equipment have trouble getting around them.	4/28/2022 8:45 PM
16	Stop wasteful spending. Roundabouts are completely unnecessary and adding a bus stop, additional parking, etc is pointless when just last year a storm water maintenance fee was enacted. We can't be worried about it one year and continue contributing to the problem the next.	4/28/2022 7:39 PM
17	I don't feel traffic is that bad at this intersection, only during ag progress days. Seems to be a waste of money to do more than the stop control option	4/28/2022 7:29 PM
18	None of this is needed. Ferguson abuses their power	4/28/2022 6:44 PM
19	Need good option to keep drivers from turning left at Nixon/Pine grove road intersection and option three does that plus slows drivers on Pine Grove Road down. We have a terrible	4/28/2022 3:06 PM

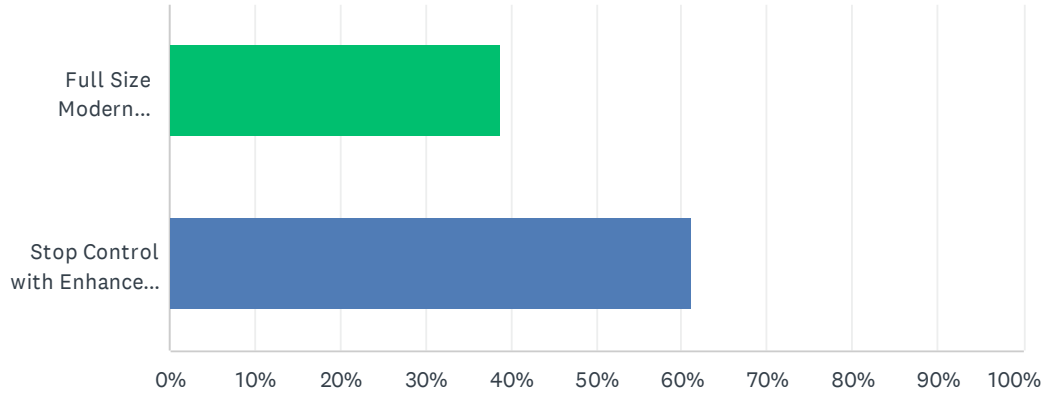
	speeding problem at that intersection.	
20	make sure to put warning signs on the way down PGMountain. is there any way to still have a gas station/mini store in PGMills?	4/28/2022 7:07 AM
21	While the big roundabout is the most expensive option, it would really beautify Pine Grove Mills, give a town focal point, slow traffic and create a safer walking environment for pedestrians	4/27/2022 2:05 PM
22	It is quite difficult to cross as a pedestrian.	4/25/2022 6:07 PM
23	Will always be a problem. Eventually we will go strait to Musser gap then. Blue course.connecting 26 to 45	4/24/2022 9:45 PM
24	Make it safe, but please remember the folks who use the roads the most frequently - local families and businesses. We just want to have access and be safe...	4/23/2022 11:37 AM
25	how do you plan on dealing with all the farm vehicles that use these roads...especially with roundabouts? Seriously?	4/23/2022 11:04 AM
26	I think it should left how it is. If you put in a roundabout it will make it nearly impossible for farmers to get equipment through there as well as big commercial trucks	4/23/2022 10:28 AM
27	Stop taking Farmer's land	4/23/2022 10:21 AM
28	Put a light higher up water street so ad to stop people speeding up and down the mountain.	4/22/2022 1:01 PM
29	N/A	4/21/2022 7:57 PM
30	It would be fabulous if this intersection could be made more friendly for strollers and wheelchairs. It is especially dangerous in the winter.	4/21/2022 6:22 PM
31	Personally, I think that the intersection needs a light.	4/21/2022 4:37 PM
32	Aside from a designated crosswalk for pedestrians, roundabouts do not seem like a safe solution, especially when factoring in large trucks coming down the mountain trying to go west on 45 and farm equipment in general. I especially don't think a small roundabout will work with an 18-wheeler or a tractor pulling a piece of equipment as this will likely require driving over the center of the roundabout.	4/21/2022 12:12 PM
33	Too many individuals are making left hand turns out of Nixon Rd. Better signage needed	4/21/2022 10:41 AM
34	Traffic coming down the mountain must stop to promote safety. If round-about are used too many motorists will want to continue movement and be less cautious of foot traffic.	4/21/2022 6:46 AM
35	The roundabout options will cause unnecessary confusion and are extremely inconvenient. Additionally the large roundabout will force another small business that has been in Pine Grove Mills for decades to close its doors.	4/20/2022 11:36 PM
36	How much money is being spent on this? It is Pine Grove Mills, not State College.	4/20/2022 10:55 PM
37	I believe this board of supervisors needs to revisit the people they are serving and understand we pay their way and need to be more informed. This township does a terrible job at informing the township constituents of meetings and nonsense plans such as this one. For no other reason than to keep us in the dark to pass their agenda clearly. There is nothing wrong with that intersection. Again if the Ferguson township police would do their job to slow people down there would be no issues.	4/20/2022 10:31 PM
38	Nixon should have NO access to pine grove road. Turning in either direction is unsafe with the given how much Pine Hall is sticking out into the road as far as it does.	4/20/2022 6:22 PM
39	I like the large circle option because it creates more sidewalk space - i'm also noticing that the gas station would have to be demolished but perhaps that could be a small Park-let with benches and a view of the creek.	4/20/2022 5:40 PM
40	I think a round about is a bad idea here. Trucks coming down the mountain need to stop.	4/20/2022 11:28 AM
41	Farther north on Nixon rd is a multi use path that doesn't connect much or allow neighborhood or pedestrian traffic access to Pine Grove Rd. Connecting this in a safe manner to the area would really boost business in the area.	4/20/2022 10:36 AM
42	I'm thinking like a cyclist. The intersection is dangerous for cyclists and pedestrians. I'm	4/19/2022 7:17 PM

concerned that either a small or large roundabout will make things perhaps even more difficult for cyclists. With a roundabout, a cyclist entering the intersection from Nixon will have to jump into vehicular traffic as they are negotiating the circle. Similarly, a cyclists approaching the intersection from the south on 45 will have to follow the flow of vehicular traffic which will be especially dangerous if the cyclist wants to turn onto Nixon Rd. It is less of an issue for cyclists entering the intersection from the north on 45 or the south on 26.

43	Turning left from 45 onto Nixon Road on a bicycle, which I do often, is fraught with dangers, improving this intersection would go a long way towards making it safer.	4/19/2022 5:48 PM
44	Right turns onto Pine Grove Road from Nixon (when heading south) are difficult given the poor sight lines. I'm in favor of most anything that would help with this.	4/19/2022 4:37 PM
45	What might also help is placing a stop for the Eastbound traffic on 45, and speed bumps before the intersection in both the East- and West-bound directions. The speed limit is 25 and that's rarely observed in that corridor.	4/19/2022 3:12 PM
46	Option safest for pedestrians should be chosen.	4/19/2022 2:05 PM
47	Thanks, it needs change.	4/19/2022 1:31 PM
48	Intersection needs to accommodate turning movements by trucks. Can street trees be included in the improvements?	4/19/2022 9:52 AM

Q8 Which option do you prefer for the Pine Grove Road and Banyan/Meckley Intersection?

Answered: 126 Skipped: 14



ANSWER CHOICES	RESPONSES	
Full Size Modern Roundabout with Green Median	38.89%	49
Stop Control with Enhanced Pedestrian Crossing Option	61.11%	77
TOTAL		126

Q9 Please provide any comments on the Pine Grove Road & Banyan/Meckley Intersection concepts and information provided.

Answered: 35 Skipped: 105

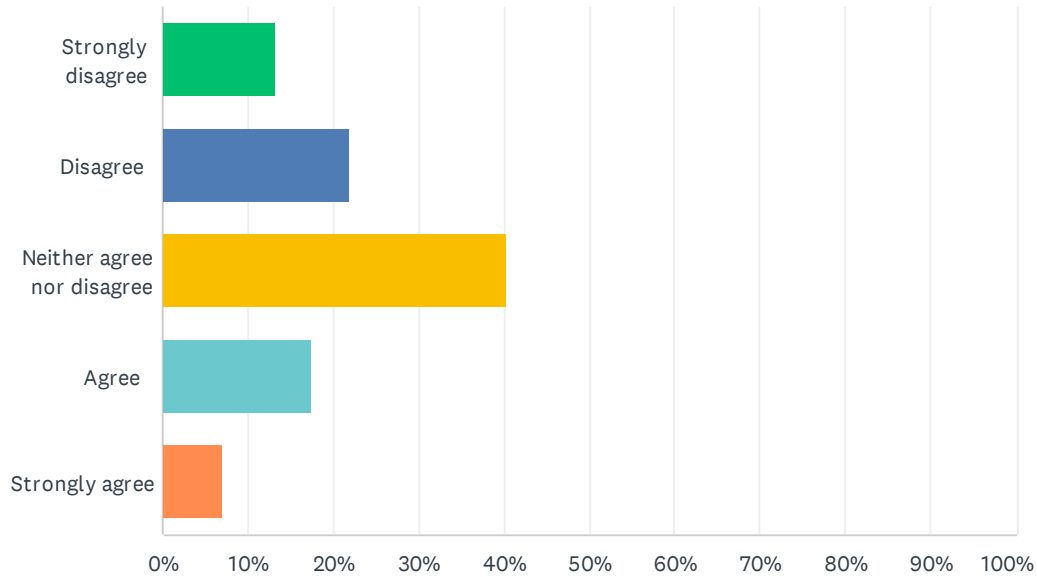
#	RESPONSES	DATE
1	No round about that doesn't improve walkability when vehicles will be flying up to a blind round about. Flashing lights with crossing and stop signs would be nice just like atherton and west foster care n state college.	5/2/2022 8:43 AM
2	We have crossed this intersection a few times and it's very difficult to cross on foot. We think that the roundabout would make it safest.	5/1/2022 6:37 PM
3	Anything that can help slow traffic entering/exiting Pine Grove Mills and enhance pedestrian safety is appreciated. The roundabout appears to do all of this.	5/1/2022 3:56 PM
4	Please consider a bike lane for access	5/1/2022 2:05 PM
5	Anything that makes people slow down on pine grove rd is good	5/1/2022 2:01 PM
6	This is a wast of time and money you guys would not even know how to use it anyways.	4/30/2022 5:07 AM
7	Neither	4/29/2022 6:22 PM
8	I don't think anything is needed there.	4/29/2022 1:02 PM
9	Traffic picks up speed at this intersection going up the hill into Pine Grove Mills. Anything to slow the cars down and to allow pedestrians to cross safely will be an improvement.	4/29/2022 11:43 AM
10	Round abouts make roads more hard to navigate!!	4/28/2022 8:48 PM
11	Why these intersections are even being looked at is beyond me. How many people actually cross that intersection vs drive through it. Common sense is not common anymore but no matter how much you idiot proof something there is always gonna be something someone finds wrong with it. Stop wasting township money on frivolous endeavors.	4/28/2022 7:41 PM
12	Round about would be good way to slow traffic coming into town	4/28/2022 7:30 PM
13	None of this. Ferguson abuses their power	4/28/2022 6:44 PM
14	Once again the full size roundabout makes it clear to drivers that they need to slow down to enter Pine Grove Mills. Option 2 still leaves a dangerous crossing with cars using the road as a high speed runway.	4/28/2022 3:08 PM
15	Lower speed limit	4/28/2022 1:53 PM
16	Looks like it would slow traffic!!	4/27/2022 2:05 PM
17	Round about a limit the size of vehicles that can use the roads. These roads are the veins of our economy. Please don't put a stopper on our livelihoods	4/23/2022 11:38 AM
18	this is a major road. I don't see how roundabouts can be good for trucks, farm equipment and such	4/23/2022 11:05 AM
19	Again, roundabouts will make it very difficult for farmers to move equipment through there	4/23/2022 10:29 AM
20	Stop taking Farmer's land	4/23/2022 10:22 AM
21	Round abouts are a hazard	4/22/2022 1:02 PM
22	N/A	4/21/2022 7:58 PM
23	I exit from Banyon drive to Pine Grove Road almost daily. I don't think stop signs will help. Even though I hate them, I think a roundabout will slow down traffic and make people more aware the potential hazards. I also think that the speed limit needs to be reduced, especially for the traffic heading east on Pine Grove road. From Meckley and Banyan Drive it can be hard	4/21/2022 4:41 PM

to see people heading out of Pine Grove Mills b/c of the hill prior to the intersection. Extending the 25 mph speed limit until after Thistlewood drive would help a lot.

24	seems something in the middle - one stop sign (on just one part of the road) does not seem sufficient and a roundabout (though hopefully it would slow traffic) could cause accidents as people do tend to drive at a decent speed on rt 45 and may not slow in time to navigate the roundabout safely. Not sure if a 4 way stop sign would work? I pull out of meckley rd daily and it is very difficult to see cars coming from the west (cars heading eastward) with much notice. Improving the view in that direction may help with safety of both pedestrians and cars pulling out onto rt 45	4/21/2022 12:23 PM
25	This would be a disaster if this roundabout existed along with one near Pine Grove Road & Water Street/Nixon Road Intersection	4/21/2022 12:13 PM
26	Again, motorist need to stop to promote pedestrian safety. Yielding/not yielding with possible distracting driving is an issue and personal safety should not be dismissed.	4/21/2022 6:48 AM
27	Why in the world are we putting in roundabouts? These are more dangerous to navigate and clearly the people in this township have trouble enough that we had to put in yellow blinking turn lights to tell people they can turn on green if the other lane is clear. What do these roundabouts do to our storm water drains? Again if the township has the money for this nonsense why are they charging a storm water fee.	4/20/2022 10:34 PM
28	Not a concern for anyone who doesn't live there.	4/20/2022 6:23 PM
29	I don't think a circle makes sense here... crosswalks should be sufficient but they should have lights that show when a pedestrian is crossing - technically it's 35 here but since it's just the beginning of the 35 zone people are going much faster typically	4/20/2022 5:43 PM
30	I don't know where this intersection is to be honest	4/20/2022 5:14 PM
31	Roundabouts are the most efficient low maintenance use of traffic control while also presenting safety improvements. They are economical in terms of maintenance and upkeep as well. Because vehicles are not necessarily forced to stop and often needlessly idle, they are more fuel efficient too. Restarting from a full stop is a very fuel inefficient event.	4/20/2022 10:44 AM
32	Having driven roundabouts in Europe where they are used everywhere and in America where they are seldom used, Americans simply don't understand how to use roundabouts. I've seldom seen a driver in America using turn signals to indicate where they plan to exit the roundabout. Will you provide protected bike lanes in the roundabout? If not, you are placing cyclists at grave risk negotiating a roundabout with traffic.	4/19/2022 7:21 PM
33	This would be a great entrance opportunity for PGM. It will be helpful to slow traffic down.	4/19/2022 3:18 PM
34	Here a roundabout would definitely help slow traffic down. The ped crossings are great, but PA drivers in general don't honor them.	4/19/2022 3:12 PM
35	Is a full roundabout allowed in this location given the high speed limit?	4/19/2022 10:03 AM

Q10 The Pedestrian & Bicycle Network Opportunities Plan provides adequate connections for the Pine Grove Mills community.

Answered: 114 Skipped: 26



ANSWER CHOICES	RESPONSES	
Strongly disagree	13.16%	15
Disagree	21.93%	25
Neither agree nor disagree	40.35%	46
Agree	17.54%	20
Strongly agree	7.02%	8
TOTAL		114

Q11 Do you have any recommendations for additional pedestrian and bike connections?

Answered: 51 Skipped: 89

#	RESPONSES	DATE
1	I support creating looped circulation opportunities through the study area. Need to carefully consider endpoints for federal opportunities	5/3/2022 2:31 PM
2	Connections within PGM is not the problem. Getting from PGM to other adjoins communities safely is the issue.	5/1/2022 9:27 PM
3	It would be great to have more sidewalks! Would a sidewalk be possible along Rosemont Drive that would facilitate walking to the park (i.e., along Rosemont and then Sunday Drive). It would be amazing to be able to bike with small children along Pine Grove Road (from Rosemont to Ferguson Township Elementary). With the sharrow idea, I still would not be comfortable doing that. But I recognize that a shared use path may not be ideal with narrowing the road.	5/1/2022 7:09 PM
4	We should work on improving bike access on Nixon Rd connecting to West White Hall. Many recreational bikers (including bike commuters) connect to W Whitehall Rd. W Whitehall is a popular bike path for road bikers. The shoulder on Nixon Rd is just too small for bikers to safely share the road with cars.	5/1/2022 2:19 PM
5	The sharrow concept does not actually make cars more aware of or more considerate of cyclists, and might actually be harmful in giving cyclists a false sense of security. Most PA drivers are not aware that cyclists are permitted by law to take up the entire lane, and sometimes react with road rage/dangerous driving. Therefore, dedicated bike lanes and/or shared use paths should be strongly prioritized, even at the expense of parking.	5/1/2022 2:16 PM
6	Fewer shared road. I am too afraid to bike the narrow roads shared with cars. A divider between cars and bikes would help.	5/1/2022 10:10 AM
7	It is important to regain access along Sports lane to the shared use path to have adequate connection.	4/30/2022 11:14 PM
8	Not needed	4/30/2022 2:34 PM
9	Please consider buying Sports Road so this can be used as a pedestrian pathway. The owner on Chester Court has aggressively stopped pedestrians from using this walkway from the pedestrian path to Reed Alley/Pine Grove Rd. This would be a better use of funds then putting up an overhead sign at the crossing on Nixon Rd. This limited access has majorly impacted pedestrian paths within Pine Grove Mills. You should do something about that. The existing pedestrian path from Nixon Road to the elementary school is in horrible shape. It hasn't been graded in 15 years or more (we have lived in PGM since 2003). There are holes made by water erosion that could twist your ankle so you have to be careful walking it. It is largely overgrown by grass. We walk this path almost daily with our dogs and are dismayed that the township hasn't bothered to regrade and add new gravel to this highly used pedestrian walkway. If you are going to do all of these other improvement, perhaps you can do some badly needed maintenance on this pedestrian pathway.	4/30/2022 11:50 AM
10	If you want to ride bike go up in the mountain and stay off the roads	4/30/2022 5:08 AM
11	We need a connection to get to the bike baths in the state college area. We need to be able to get from PGM to Cato Park	4/29/2022 1:08 PM
12	Make bikers register and license there bikes 8.00 per bike and proof of insurancone	4/29/2022 8:59 AM
13	Do not believe this is necessary	4/28/2022 9:45 PM
14	none	4/28/2022 8:52 PM
15	How many bike paths are in the centre region? And yet most people still continue to ride on the roads. I would be fine with bike paths if they were used for that purpose but historically they	4/28/2022 7:49 PM

	don't get used and are just a "nice idea" to think you are being progressive.	
16	No	4/28/2022 7:41 PM
17	They don't follow rules anyways they get a 6ft bike path and still ride in the middle of the road	4/28/2022 6:58 PM
18	Nothing needs fixed. You're taking farm land	4/28/2022 6:46 PM
19	Make actual bike lanes where possible and widen the roads to have them.	4/28/2022 1:56 PM
20	Rte 45 has signs that it is a Bicycle Route...please extend the sharrow (perhaps by actually having a decent shoulder and lane widths to accommodate bicycles - especially up to Rock Springs farm complex (at least to Tadpole and maybe even beyond)...and going towards St College, with cars parked on the sides of the roads, sharing without a bicycle path is madness (doors opening onto bicycles)	4/28/2022 7:18 AM
21	Bike lanes are okay but it would be nice to have a shared use path connecting Sports Lane to Nixon.	4/25/2022 6:27 PM
22	It would be useful to have a safer way to transfer from 46 to Nixon to Whitehall.	4/25/2022 6:22 PM
23	Who feeds the world FARMERS and your stealing important farm ground	4/24/2022 2:56 PM
24	Stop putting bike paths out in the rural areas because they bikers don't use them anyway. Make them ride in town where they should	4/23/2022 10:32 AM
25	Stop taking Farmer's land	4/23/2022 10:26 AM
26	More Bike path options or lanes.	4/21/2022 8:09 PM
27	On an old map, there was a proposed bike/pedestrian trail that went from Banyan Drive up towards Whitehall. Developing that trail would be great b/c it would get bikes off of Nixon and 45, and allow people to connect with the bike trails in Cato heading toward State College.	4/21/2022 4:50 PM
28	Not sure what the pedestrian and bicycle network plan is-- but unless it includes some pathway or safe sidewalk/ pedestrian area for PGM residents to walk from PGM to- say the Sheetz on Whitehall- where people can access more bus routes, etc-- then it is not sufficient. If you do not have use of a vehicle, there is no safe way to travel whatsoever. I have a teenager who does not drive - she has no means to access town safely if she has no ride by bus or car to leave PGM. She has walked on the shoulder of Rt 45 while cars drive by at 45mph not much more than a foot away from her. Would be the same concerns if she was riding a bike. It makes PGM a less desirable place to live for people who don't have access to a vehicle or cannot drive.	4/21/2022 12:41 PM
29	Route 45 is a busy road with fast traffic as you drive towards Ramblewood/Rock Springs. This does not seem like the safest place to promote biking.	4/21/2022 12:21 PM
30	The sidewalks for walking through Pine Grove Mills are atrocious. They are narrow, often blocked by trash cans and snow in the winter. I cannot think of a more poorly designed and maintained sidewalk system in the State College area! I often have to get off of the sidewalk and walk in the road, particularly in the winter. This is very dangerous.	4/21/2022 10:20 AM
31	No	4/21/2022 7:39 AM
32	We have too many bike paths in this township now that they don't use. I think you should have Ferguson township police make the bicyclist use the paths the tax payers pay for before adding anything new. They are a hazard on roads around here as it is because again Ferguson township police do not handle the speed issue that this township has.	4/20/2022 10:44 PM
33	It would be amazing to have a sidewalk or protected path installed on route 45 into the village center in one direction, and a path or sidewalk to Fairbrook Park. It would also be great to have a sidewalk or path created along Plainfield to connect with the bike lanes on Whitehall. Many residents walk along Plainfield, which is dangerous due to visibility issues.	4/20/2022 8:14 PM
34	I'm not as familiar with this plan - I don't know what a Sharrow is, in the future please describe	4/20/2022 5:51 PM
35	I wish there was a way to safely connect with the other bike paths that start in Cato park. Our family does not feel that there is adequate signage and slow enough speeds to come in and out of PGM on bikes on a daily basis. We would love for our children to be able to connect to other parts of the community via bike paths but that is not possible yet. We hope that improved signage and signals and bike lanes can come sooner than later.	4/20/2022 5:28 PM

36	Absolutely. Nixon Road/ Old Gatesburg Road needs a bike path ASAP. It is used daily for both biking and walking and very dangerous for both activities.	4/20/2022 5:19 PM
37	The connection along Route 26 is missing. A shared use path should be constructed from the Ferguson Township Municipal Building to the newly proposed intersection.	4/20/2022 4:55 PM
38	The imbedded map is small and pixelated but does not appear to show connections to Kepler road and West Chestnut ST access to Rothrock SF, please include this! Share the road is not a safe solution for pedestrians and should be avoided if at all possible. PA road shoulders are narrow and narrower during winter months while the debris left from winter can continue to narrow corridors well past winter.	4/20/2022 11:08 AM
39	Include bike lanes to allow for connection to Musser Gap Trail etc.	4/20/2022 9:02 AM
40	Nixon should have bike lanes connecting the bike lanes on Science Park with the bike lanes on Whitehall rd.	4/19/2022 7:28 PM
41	I don't, but as a cyclist I don't think that sharrows do much at all to enhance safety.	4/19/2022 4:43 PM
42	I would prefer to see PGM have a dedicated bike lane instead of just sharrows, but it is a start. I know it would remove one side of the parking from the road and parking is already complicated in PGM.	4/19/2022 4:30 PM
43	seems like sidewalks should be on Route 26 up the mountain until most of the residences end.	4/19/2022 4:16 PM
44	As a biker, I am less concerned about the number of connections than the safety of connections. Sharrows and shared use roads are scary. Dedicated bike paths are so much safer.	4/19/2022 4:09 PM
45	No recommendations. But if adding paths for bicycles and pedestrians who pays the storm water run off fees for those?	4/19/2022 4:01 PM
46	Anything off of 45 and 26 would be helpful.	4/19/2022 3:19 PM
47	Ensuring safety of a left turn when moving from west to east and turning off Pine Grove Road onto Nixon	4/19/2022 2:04 PM
48	26 is not safe to bike with kids. Need more options to get from bristol Ave area.	4/19/2022 1:46 PM
49	Many access the MTB trails and gravel roads up RT 26 on the right, from W. Chestnut and Kepler Rds. Please consider a bike path to both roads.	4/19/2022 1:44 PM
50	Should address pedestrian and bicycle connections to Rothrock State Forest.	4/19/2022 10:21 AM
51	Sidewalk should extend from the Lutheran Church on W Pine Grove Rd out to Plainfield Rd.	4/18/2022 8:22 PM

Q12 What connection would you use most frequently?

Answered: 47 Skipped: 93

#	RESPONSES	DATE
1	Shared road as use would be for commuting.	5/2/2022 11:51 AM
2	We walk a lot from Rosemont Drive to the park, so we walk up Rosemont, and turn right on Sunday. Would a sidewalk be possible here? We also cross Pine Grove Road at Rosemont a lot, and we walk along Pine Grove Road to Ferguson Township Elementary. We also cross Nixon Road at the crosswalk a lot.	5/1/2022 7:09 PM
3	Nixon intersection	5/1/2022 2:19 PM
4	The proposed shared use path along sheldon drive, if it could be made to connect to Whitehall, would be INCREDIBLY useful. One of the main reasons that we do not bike to work (from Sunday Drive to PSU Campus) is because of the near-nonexistent shoulder and poor visibility over the crest on Nixon Rd).	5/1/2022 2:16 PM
5	Shared use	4/30/2022 11:14 PM
6	Western end of Route 45	4/29/2022 12:15 PM
7	One that is there	4/29/2022 8:59 AM
8	Not sure	4/28/2022 11:14 PM
9	Nothing	4/28/2022 9:45 PM
10	none	4/28/2022 8:52 PM
11	None	4/28/2022 7:49 PM
12	None	4/28/2022 7:41 PM
13	None	4/28/2022 6:58 PM
14	The road that's already there. Nothing needs changed	4/28/2022 6:46 PM
15	I mainly use the crosswalk at the top of the hill near the Sunday Barns on Nixon Road.	4/28/2022 3:14 PM
16	Sharrow	4/28/2022 1:56 PM
17	bicycle ones	4/28/2022 7:18 AM
18	The improved sidewalks in town	4/27/2022 2:08 PM
19	Anything that would make it easier to get into Nixon. I would also like more walking paths.	4/25/2022 6:27 PM
20	I would like to be able to bike down Sports and connect over at Nixon on the other side of the cemetery.	4/25/2022 6:22 PM
21	Everything is fine as it is	4/23/2022 10:26 AM
22	None	4/22/2022 1:03 PM
23	Shared Use	4/21/2022 8:09 PM
24	The connection that runs parallel to 26	4/21/2022 6:28 PM
25	Route 45 East/ West from PGM towards Whitehall/ rt 26 area (If there was a pathway that cut through green area as opposed to the road to get to the same spot/ area near whitehall (where people could then access Blue Coarse drive pathways, or cut through more directly by way of Nixon Rd to corner of Whitehall / College Ave.)- that would be fine. Just needs to be safe way to travel with an actual pedestrian walkway/ path of some sort a reasonable, 'pathway sized' distance away from cars.)	4/21/2022 12:41 PM

26	None	4/21/2022 12:21 PM
27	None	4/21/2022 7:39 AM
28	None	4/21/2022 6:29 AM
29	None biking is not meant for this town especially they way that this township board is running the area.	4/20/2022 10:44 PM
30	Route 45 in both directions. It's too dangerous to walk or bike on the street currently. I would love to be able to walk or bike to the post office, hair salon, Pine Grove Hall, and other local businesses. Or alternatively walk to Fairbrook rather than drive.	4/20/2022 8:14 PM
31	Any	4/20/2022 6:29 PM
32	Pedestrian	4/20/2022 6:28 PM
33	Nixon to Whitehall is the safest way to connect.	4/20/2022 5:28 PM
34	Old Gatesburg/Nixon	4/20/2022 5:19 PM
35	The Shared Use Paths around town for running.	4/20/2022 4:55 PM
36	Nixon Road access to Kepler road and West Chestnut ST to Rothrock SF entries.	4/20/2022 11:08 AM
37	Hard to say. Depends on the day.	4/19/2022 7:28 PM
38	I most frequently ride my bike on Nixon from Pine Grove and Pine Grove Rd. to the southwest from Kirk Street.	4/19/2022 4:43 PM
39	With these improvements I would try it out on 45-26 as I bike into town usually on Whitehall and avoid 45 for the high speed but also because of PGM crowded roadway.	4/19/2022 4:30 PM
40	sidewalk	4/19/2022 4:16 PM
41	Nixon - Route 45 toward Boalsburg.	4/19/2022 4:09 PM
42	Don't walk or ride. Wouldn't use.	4/19/2022 4:01 PM
43	Nixon to 45W, 45E continuing onto 45E-26N.	4/19/2022 3:19 PM
44	Biking	4/19/2022 2:04 PM
45	Need safer options	4/19/2022 1:46 PM
46	RT 26 W/E and N/S	4/19/2022 1:44 PM
47	Rts 26 and 45, and Nixon Rd as well as Nixon Rd bike path	4/19/2022 1:38 PM

Q13 Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Rosemont Drive?

Answered: 41 Skipped: 99

#	RESPONSES	DATE
1	Make sure it's a sign that pedestrian could trigger (like at the high school) so that it's not flashing all the time.	5/2/2022 11:51 AM
2	Can rapid flashing pedestrian crossing light be dimmed at night? Concerned about light pollution for nearby residents.	5/1/2022 9:27 PM
3	Will need to enforce to get drivers used to stopping.	5/1/2022 7:40 PM
4	We want this very much! We live right off Rosemont Drive, and we walk across this road frequently with children and it is not ideal currently.	5/1/2022 7:09 PM
5	This is great	5/1/2022 2:19 PM
6	No	4/30/2022 2:34 PM
7	Flashing lights	4/28/2022 11:14 PM
8	I believe our tax dollars could be spent in much more appropriate ways.	4/28/2022 9:45 PM
9	Not going to bring up the traffic hazard of the Naked Egg? Cars parked along the road and everywhere in between?	4/28/2022 7:49 PM
10	This seems necessary	4/28/2022 7:41 PM
11	Nothing needs changed. You abuse your power	4/28/2022 6:46 PM
12	This is a good idea. I cross from Rosemont to other side of PGR regularly when I walk and this will help.	4/28/2022 3:14 PM
13	No	4/28/2022 1:56 PM
14	there is never enough parking for the Naked Egg - having the crossing on the side of the road that extra parking happens on is a good thing - can you also extend the width of the road in that area to help out? Is that orange roof a people shelter (like a bus stop?)	4/28/2022 7:18 AM
15	This would allow locals safer access to the Naked Egg	4/27/2022 2:08 PM
16	Not needed	4/24/2022 2:56 PM
17	seems logical	4/23/2022 11:12 AM
18	Stop taking Farmer's land	4/23/2022 10:26 AM
19	N/A	4/21/2022 8:09 PM
20	It is a good idea - I walk there often. I don't think, however, that it is urgent. Crossing there is usually pretty easy.	4/21/2022 4:50 PM
21	None	4/21/2022 12:21 PM
22	Drivers are not obeying speed limit so any ped crossing would be dangerous	4/21/2022 10:46 AM
23	No	4/21/2022 7:39 AM
24	This would be a great improvement.	4/21/2022 6:53 AM
25	None	4/21/2022 6:29 AM
26	I'm all for painting crosswalks but I don't see a need for anything more than that.	4/20/2022 10:44 PM
27	Would these flashing beacons be constant, or activated by pedestrian before crossing?	4/20/2022 9:13 PM

28	No	4/20/2022 8:14 PM
29	Just need better parking and access for the Naked Egg	4/20/2022 7:01 PM
30	Add a blinking light button for when pedestrians cross. Cars can still be going very fast at least 45 in this zone,	4/20/2022 5:51 PM
31	Great idea.	4/20/2022 5:28 PM
32	We might need those flashing crosswalk signs so we know when pedestrians are crossing and have enough time to stop and not get rear ended	4/20/2022 5:19 PM
33	Many places have "State Law, must stop for pedestrians in cross walk" signs, often in the middle of the road at the crosswalk. These seems to be quite effective. Keeping the actual crosswalk paint maintained is also very important. The paint at the Rte 45 greenway crossing is nearly gone and so vehicles have more of a reason to ignore or invoke plausible deniability in not honoring that crossing.	4/20/2022 11:08 AM
34	This is definitely needed. It is a good start, but I think there should be 2 since many folks park along the road for the Naked Egg and they will probably not use the cross walk. The second one should be between the Naked Egg and the first house next to it.	4/19/2022 4:30 PM
35	does that work best with left had turns from teh side street?	4/19/2022 4:16 PM
36	I think it is an improvement.	4/19/2022 4:09 PM
37	No. It's fine.	4/19/2022 4:01 PM
38	Yikes. 45 mph westbound traffic hitting a crosswalk before a slowdown to 25 mph? Yeah, right. See earlier comment about PA drivers and ped crosswalks.	4/19/2022 3:19 PM
39	This graphic should include where parking/no parking is designated during peak times at the Naked Egg. Pedestrian areas can be obstructed, especially during peak times on the weekend.	4/19/2022 3:19 PM
40	Is this really required?	4/19/2022 2:04 PM
41	RRFB should be pedestrian activated, not continuous flashing.	4/19/2022 10:21 AM

Q14 Do you have any comments on the Nixon Road Enhanced Pedestrian Crossing at Shared Use Path?

Answered: 37 Skipped: 103

#	RESPONSES	DATE
1	Not a fan of the overhead flashing beacon - would a side of the road flashing beacon be sufficient as is being proposed for the Deepwood crossings? And could it be one that a pedestrian could trigger so that it's not flashing all the time?	5/2/2022 11:51 AM
2	Can rapid flashing pedestrian crossing light be dimmed at night? Concerned about light pollution for nearby residents.	5/1/2022 9:27 PM
3	I like the idea of flashing beacon to let drivers know that someone is there.	5/1/2022 7:40 PM
4	This is fine but would be our lowest priority. The current crossing seems okay.	5/1/2022 7:09 PM
5	This would be welcomed to enhance pedestrian safety as vehicles traveling from Pine Grove Road are usually traveling faster than the posted 25mph speed limit.	5/1/2022 4:03 PM
6	Yes please!! Cars come over that hill very fast.	5/1/2022 2:16 PM
7	No	4/30/2022 2:34 PM
8	This is very close to our house. People just drive too fast on this part of Nixon Rd. I'm not sure that this is really going to help, so not sure whether the money is well spent on this.	4/30/2022 11:50 AM
9	Signage	4/28/2022 11:14 PM
10	You can put up as many signs and paint lines across a road (wasting more money) but there is always going to be an idiot that renders all this useless	4/28/2022 7:49 PM
11	This also seems necessary	4/28/2022 7:41 PM
12	Again, you take farmland for bikers who don't even ride the bike lane. I.e Whitehall	4/28/2022 6:46 PM
13	Good idea - the crossing I use most often.	4/28/2022 3:14 PM
14	No	4/28/2022 1:56 PM
15	This is such a dangerous hill, I never feel safe crossing here. A path along nixon road to white hall road would better	4/27/2022 2:08 PM
16	Not needed	4/24/2022 2:56 PM
17	Stop taking Farmer's land	4/23/2022 10:26 AM
18	No	4/21/2022 8:09 PM
19	I use that often - one does have to be careful of cars heading N. on Nixon b/c the hill can make them hard to see. I would prioritize signage here over the Rosemont/45 area, especially since a number of kids cross here to go to the elementary school.	4/21/2022 4:50 PM
20	None	4/21/2022 12:21 PM
21	No	4/21/2022 7:39 AM
22	Again a great improvement.	4/21/2022 6:53 AM
23	None	4/21/2022 6:29 AM
24	Again I'm all for painted crosswalks. I don't believe it is the tax payers responsibility to put electronic signals up on these roads.	4/20/2022 10:44 PM
25	That looks great.	4/20/2022 8:14 PM
26	It is hard to see over the bump in the road	4/20/2022 7:01 PM

27	Helpful as people fly over this hill.	4/20/2022 5:28 PM
28	Same as 13	4/20/2022 5:19 PM
29	Overhead flashing signs are an amazing enhancement idea and could be used on Science Park Road where the bike path crosses near Circleville rd to great effect. Many places have "State Law, must stop for pedestrians in cross walk" signs, often in the middle of the road at the crosswalk. These seems to be quite effective. Keeping the actual crosswalk paint maintained is also very important. The paint at the Rte 45 greenway crossing is nearly gone and so vehicles have more of a reason to ignore or invoke plausible deniability in not honoring that crossing.	4/20/2022 11:08 AM
30	Better safety for folks in the neighborhood, and for kids and families going to and from school.	4/19/2022 7:28 PM
31	no, I like to see the overhead flashing device	4/19/2022 4:30 PM
32	only if drivers can see it will it be useful	4/19/2022 4:16 PM
33	This is also an improvement.	4/19/2022 4:09 PM
34	No.	4/19/2022 4:01 PM
35	Lobby PA legislature to make it "STOP for Peds in crosswalks" and not "Yield." "Yield" is apparently not clear enough, and is rarely, if ever, enforced.	4/19/2022 3:19 PM
36	No	4/19/2022 2:04 PM
37	RRFB should be pedestrian activated, not continuous flashing. Overhead mast arms are good. Should be second highest priority because of connections to access school.	4/19/2022 10:21 AM

Q15 Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Deepwood Drive (east)?

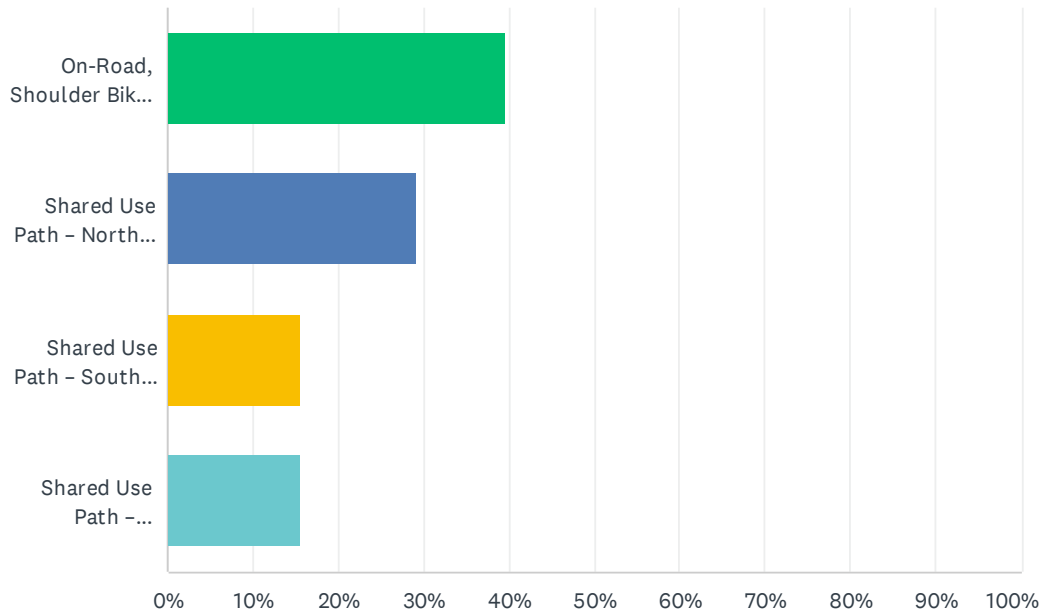
Answered: 37 Skipped: 103

#	RESPONSES	DATE
1	Make sure it's one that a pedestrian could trigger so that it's not flashing all the time.	5/2/2022 11:51 AM
2	Can rapid flashing pedestrian crossing light be dimmed at night? Concerned about light pollution for nearby residents.	5/1/2022 9:27 PM
3	We agree with anything that makes this intersection safer for children to cross, especially during school drop-off and pick-up times.	5/1/2022 7:09 PM
4	No	4/30/2022 2:34 PM
5	Mo	4/28/2022 11:14 PM
6	"Enhanced pedestrian crossing" in other words spending our tax money to paint some more lines on the road on what is common sense.	4/28/2022 7:49 PM
7	Good idea	4/28/2022 7:41 PM
8	You abuse your power	4/28/2022 6:46 PM
9	This change is a good idea.	4/28/2022 3:14 PM
10	No	4/28/2022 1:56 PM
11	Anything to keep the kids safe	4/27/2022 2:08 PM
12	Not a good idea	4/24/2022 2:56 PM
13	Seems like you are infringing on people's property. There has to be better ways to do this than taking their land.	4/23/2022 11:12 AM
14	Stop taking Farmer's land	4/23/2022 10:26 AM
15	No	4/21/2022 8:09 PM
16	Good idea, especially because of the school.	4/21/2022 4:50 PM
17	This makes sense.	4/21/2022 12:21 PM
18	No	4/21/2022 7:39 AM
19	This is a much needed enhancement.	4/21/2022 6:53 AM
20	None	4/21/2022 6:29 AM
21	I don't believe tax Payer dollars should be used for this. If the township can do this they don't need my storm water fee money.	4/20/2022 10:44 PM
22	No	4/20/2022 8:14 PM
23	This would make kids crossing for school MUCH more safe	4/20/2022 6:29 PM
24	Children should not cross twice. Please consider moving the crosswalk to allow only crossing traffic once.	4/20/2022 5:42 PM
25	Long time needed. Thank you.	4/20/2022 5:28 PM
26	No	4/20/2022 5:19 PM
27	Keeping the actual crosswalk paint maintained is also very important, otherwise good improvement.	4/20/2022 11:08 AM

28	Have continuous speed sensing signs to help maintain 25MPH / school zone speeds	4/20/2022 9:02 AM
29	Better safety for folks in the neighborhood, and for kids and families going to and from school.	4/19/2022 7:28 PM
30	no, but that doesn't seem that different from what is there. I don't understand why the cross walk went to the other side of Deepwood.	4/19/2022 4:30 PM
31	Is this wher the crossing guard stands?	4/19/2022 4:16 PM
32	No comment, as this area does not concern me.	4/19/2022 4:09 PM
33	No.	4/19/2022 4:01 PM
34	Understanding that there may be added cost, can flashing yellow lights be added to the two "200 Feet Ahead" signs during school opening and dismissal and during off hour school events?	4/19/2022 3:19 PM
35	No	4/19/2022 2:04 PM
36	RRFB should be pedestrian activated, not continuous flashing. Should be highest priority project given direct connection to school.	4/19/2022 10:21 AM
37	This enhancement makes a lot of sense.	4/18/2022 8:22 PM

Q16 Considering the issues and benefits identified, what do you feel is the best solution to improve bike and pedestrian access on Pine Grove Road from Ross Street to Ferguson Township Elementary School?

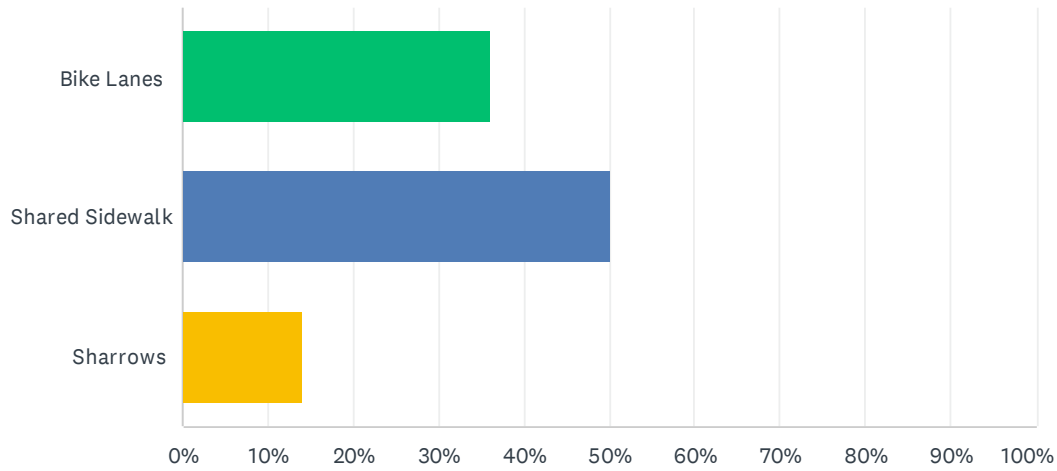
Answered: 96 Skipped: 44



ANSWER CHOICES	RESPONSES	
On-Road, Shoulder Bike Lanes	39.58%	38
Shared Use Path – North Side	29.17%	28
Shared Use Path – South Side	15.63%	15
Shared Use Path – Alternating Side	15.63%	15
TOTAL		96

Q17 Which concept do you prefer to make Pine Grove Road from the Ferguson Township Elementary School to Rosemont Drive, a complete street?

Answered: 100 Skipped: 40



ANSWER CHOICES	RESPONSES	
Bike Lanes	36.00%	36
Shared Sidewalk	50.00%	50
Sharrows	14.00%	14
TOTAL		100

Q18 Please provide any comments on the Pedestrian & Bicycle Network Improvements concepts and information provided.

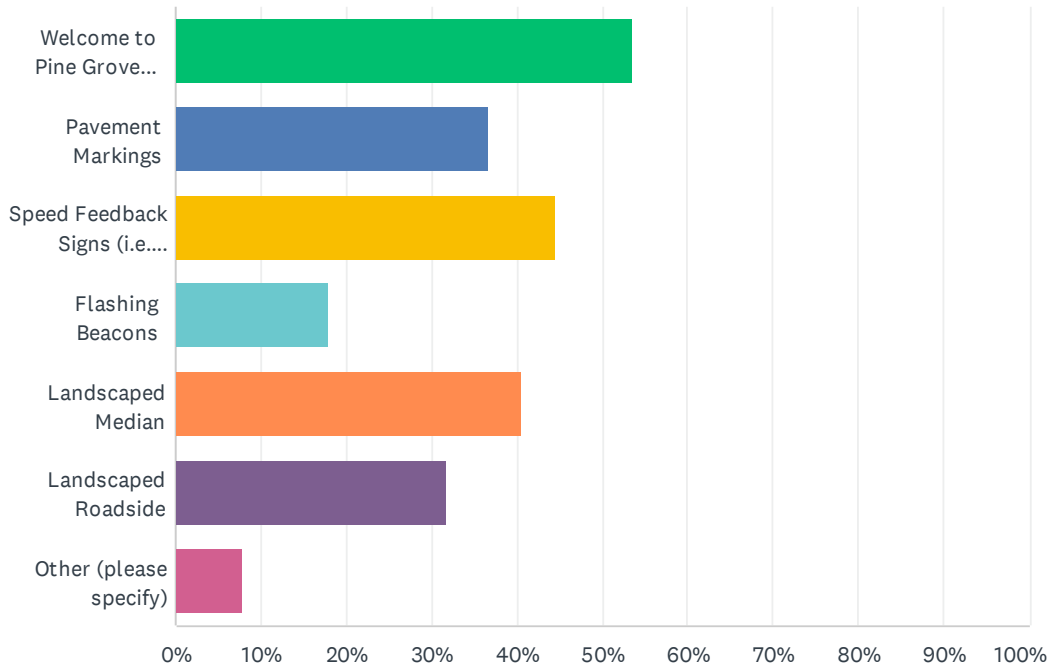
Answered: 25 Skipped: 115

#	RESPONSES	DATE
1	It is very scary to walk along the left-hand side of Pine Grove Road with small children. It feels like cars are so close to you. I frequently worry that a distracted driver could swerve and seriously injure me or my children. We try to walk as far as we can away from the road, single file, but that is difficult when you want to hold the hand of a small child so that they don't go too close to the road.	5/1/2022 7:09 PM
2	If Pine Grove Mills has any hope at all of developing into a walkable village (similar to the renaissance that Lemont has undergone over the past ~10 years), we MUST preserve and enhance pedestrian access. Even if pedestrians are not a common sight now, this is a chicken-and-egg problem. Businesses do not move in without foot traffic, but pedestrians don't walk where there is nothing to see or visit. With so much spillover from the State College housing market, I think we will see a lot of families and young people moving into PGM in the coming years. Now is the time to be making every effort towards walkability, and towards attracting more businesses like Pine Grove Hall, the Naked Egg, and small retail shops.	5/1/2022 2:16 PM
3	None at all	4/30/2022 5:08 AM
4	These changes impact too much private property and farmland. Your survey implies everyone believes there are currently problems and never gives the option of neither or none	4/28/2022 9:45 PM
5	Bicycle never use the bike paths anyways why would they start now	4/28/2022 8:17 PM
6	Making lanes wider. Taking up ag land and green space to make more impervious surface. Are we really worried about storm water run off or not? I can't tell. If you are going to continue to commercialize area and approve more impervious surfaces the storm water fee should be revoked. You can't be worried about it one year and then not the next.	4/28/2022 7:49 PM
7	Parked cars seem to be hazardous along the streets, especially with bikes	4/28/2022 7:41 PM
8	They do what they want anyways not going to help but def don't take ag land	4/28/2022 6:58 PM
9	Stop abusing your power	4/28/2022 6:46 PM
10	Dedicated bike paths are the only real safe alternative.	4/28/2022 3:14 PM
11	Make the bicycle people pay for licenses and insurance	4/24/2022 2:56 PM
12	None! Stop taking farm land away from farmers to make bike paths. There are plenty of bike paths in town	4/23/2022 10:32 AM
13	Stop taking Farmer's land	4/23/2022 10:26 AM
14	N/A	4/21/2022 8:09 PM
15	I have never heard of anyone biking to "the elementary school" from Ross Street. What parent would let their child ride a bike on route 45? Do not encourage more bikes on route 45 unless you slow the speed limit. Pine Grove Mills will never be a destination town to ride a bike to.	4/21/2022 7:10 PM
16	There is no way any bikers on Nixon Rd &/or Pine Grove Rd can get a 4' clearance by a driver. Impossible when the road is curvy & hilly to clear that much space & not have a head on collision with opposite oncoming unseen traffic	4/21/2022 10:46 AM
17	None	4/21/2022 6:29 AM
18	I am strongly against sacrificing more land, especially farmland along route 45 near Plainfield Drive, to accommodate bicyclists and pedestrians which do not frequent this stretch of roadway. I am strongly against the idea of adding a shared path to either side of the road.	4/20/2022 11:41 PM

19	If the township is considering this they need to refund my storm water fee and cancel it completely. These "improvements" are nonsense and complete oversight and negligent spending of hard earned constituent dollars.	4/20/2022 10:44 PM
20	Any other the above solutions would greatly improve the quality of life for my family, so that we can be more active and connect more easily to community assets.	4/20/2022 8:14 PM
21	Given that plans for #16 directly involve our property line and drainage according to this map, I'd like to know a whole lot more about impacts and expectations. Why are we talking about further developing vanishing rural land in PGM?	4/20/2022 8:16 AM
22	My first choice for Q17 is bike lanes, but the next would be for sharrows. IF you are doing road improvements think long term recognizing that 33' curb to curb will allow for future bike lane if parking can be figured out or less people have cars.	4/19/2022 4:30 PM
23	Won't the any of these options effect storm water run off for the township? If this was such an important issue that we needed an added fee it should be considered in everything we do in the township.	4/19/2022 4:01 PM
24	Bike lanes would be really useful for me, as someone who passes through Pine Grove Mills but is not a PGM resident. If I were a resident, I would select a shared-use path as I think this is much better for children	4/19/2022 1:38 PM
25	Should be pedestrian and bike connection to Cecil Irvin Park.	4/19/2022 10:21 AM

Q19 What would you like to see, if possible, as part of the Gateway treatment on Pine Grove Road?

Answered: 101 Skipped: 39



ANSWER CHOICES	RESPONSES
Welcome to Pine Grove Mills Signage	53.47% 54
Pavement Markings	36.63% 37
Speed Feedback Signs (i.e. Your Speed is...)	44.55% 45
Flashing Beacons	17.82% 18
Landscaped Median	40.59% 41
Landscaped Roadside	31.68% 32
Other (please specify)	7.92% 8
Total Respondents: 101	

#	OTHER (PLEASE SPECIFY)	DATE
1	This is a town of people that don't care about farm land	4/30/2022 5:09 AM
2	Speed enforcement! Cars routinely go 50 mph here!	4/29/2022 1:09 PM
3	Nothing. Stop wasting money on frivolous things.	4/28/2022 7:51 PM
4	Stop taking Farmer's land	4/23/2022 10:26 AM
5	Certainly not any more trees planted in town along the sidewalk. A nice sign and clean up the mess across from the naked egg would	4/21/2022 7:14 PM

6	None - spend my tax dollars more wisely	4/20/2022 10:46 PM
7	Landscaping is lovely and the flashing signs and your speed is signs are very effective	4/20/2022 5:55 PM
8	Nothing. Don't waste money.	4/19/2022 4:03 PM

Q20 Please provide any comments on the speed reduction treatments proposed.

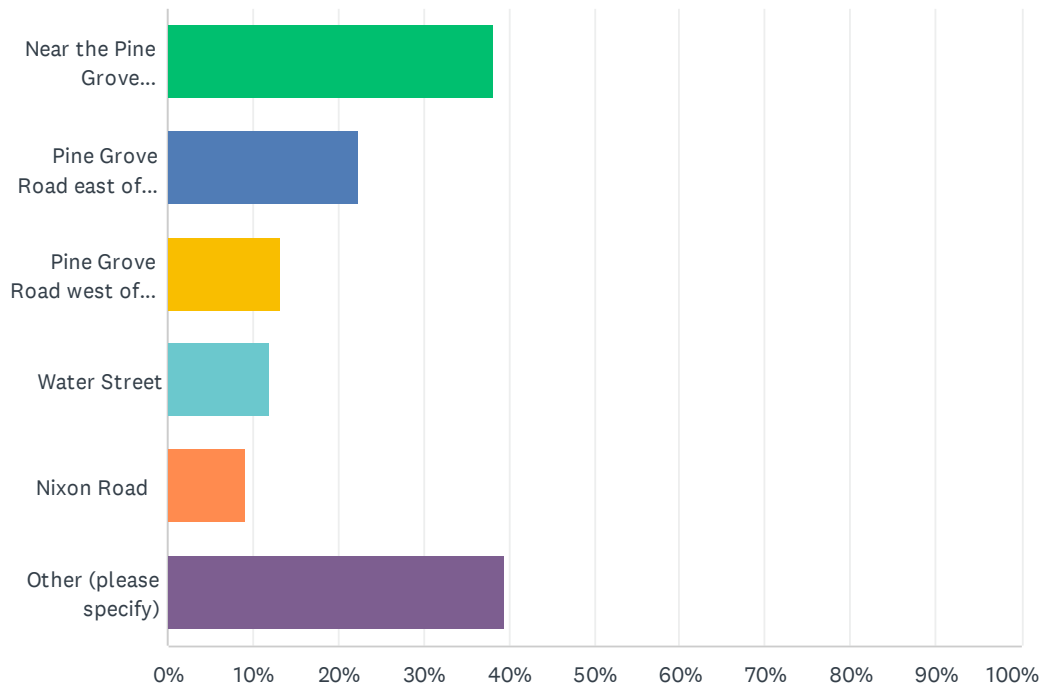
Answered: 38 Skipped: 102

#	RESPONSES	DATE
1	Dropping speed limit is great however if you are not going to enforce it properly what's the point. I see and hear multiple speeders and reckless drivers on 26 in front for the naked egg everyday and have yet to see one person pulled over or stopped. I think the reduced speed limit is great because of the congestion created in front of the naked egg	5/2/2022 8:53 AM
2	Agree with all the reduced speed limit proposals.	5/1/2022 9:28 PM
3	Like the idea of a transition to a slower/faster mph.	5/1/2022 7:11 PM
4	Having a 35mph transition area on East Pine Grove Road is appreciated.	5/1/2022 4:05 PM
5	Visual cues that tell cars they are entering a town ("welcome to" signs, speed feedback signs) are not enough. Drivers already don't care. I wish I could be more optimistic... but no one will slow down unless they are forced to. The only way to get cars to slow down will be to add physical slowdown mechanisms like medians, lane narrowing, etc. We should do everything that is legally in our power to accomplish this, even if it means adding (the horror!) a minute or two of travel time for people passing through. This also goes for other speed reduction strategies proposed throughout the mobility study. Delay of traffic on pine grove road should NOT be seen as a "challenge" -- it is a "benefit"!	5/1/2022 2:19 PM
6	cars tend to speed up in the west bound direction on the way out of town (before they get to the elementary they are way beyond 25mph). Consider an option that will also address this (not only speed coming into PGM from west)	4/30/2022 11:16 PM
7	All sound good except the Nixon Rd plan. The main issue with that part of Nixon Rd is the EXTENSIVE number of bicyclists and pedestrians. Changing the speed limit isn't going to slow down the people who are already ignoring the speed limit on the existing 25mph section of Nixon Rd. This is a band-aid on cancer solution. Better to add bike lanes that pedestrians can also use.	4/30/2022 12:32 PM
8	I think you're barking up the wrong tree. Why can't this quaint small town remain a quaint small town? There are more important things to do. Such as repeal the 'rain tax'. There's no true reason to pay the government for something that God give us and especially the western part of the township where the water runs to Spruce Creek not into the local town system	4/29/2022 8:29 AM
9	There hasn't been issues in these areas yet there is a need to change just for the sake of changing things and wasting money? The wasting spending and overthinking of this township amaze me	4/28/2022 7:51 PM
10	All seem necessary	4/28/2022 7:43 PM
11	LOL speed limit is like 25 mph already	4/28/2022 6:47 PM
12	The round about on the eastern gateway and the medians on the western gateway provide concrete notice that drivers are entering the town. I think this is the only option to enforce lower speed limits and sufficient warnings for drivers.	4/28/2022 3:16 PM
13	I support lowering the speed limit through curve on SR26.	4/28/2022 1:59 PM
14	This is a behavioristic approach that won't necessarily work. People who are going to speed are going to speed. Especially people who aren't from the area and you have a lot of people passing through these zones who just won't care. Build a road that goes AROUND PGM if you don't want people behaving badly in PGM.	4/23/2022 11:15 AM
15	I don't think the speeds need reduced. They are low enough. 25 miles per hour is too low	4/23/2022 10:33 AM
16	Stop taking Farmer's land	4/23/2022 10:26 AM

17	Looks like a good plan	4/22/2022 7:41 AM
18	N/A	4/21/2022 8:14 PM
19	I would change the aspirational speed in the eastern gateway to 25 mph, the the 35 mph that is being proposed. I think that this would reduce accidents at Banyan and Meckely more so than a roundabout.	4/21/2022 4:52 PM
20	This makes sense. Try changing the traffic speed first before installing roundabouts. Again, be mindful of landscape medians and roadsides with large equipment.	4/21/2022 12:25 PM
21	Need more police visibility especially during high traffic events	4/21/2022 10:47 AM
22	Looks good!	4/21/2022 10:20 AM
23	This looks good and acceptable to promote safety needs.	4/21/2022 6:55 AM
24	Don't lower speeds	4/21/2022 6:30 AM
25	Have Ferguson township police do their job and enforce current speed limits. Lowering them will do nothing if the current aren't enforced.	4/20/2022 10:46 PM
26	Dumb	4/20/2022 7:13 PM
27	Living on this end of Pine Grove Road with 5 kids, I worry about them using bikes and crossing the street because few vehicles have slowed down to even close to 25 mph by the time they get to the school.	4/20/2022 6:02 PM
28	Wonderful plan for speed reduction. As a resident, Ive been a first responder on the scene of a completely flipped car on Water Street - driver went over the guard rail and into the woods - it was about 11 pm at night and dark, he took the turns too quickly coming down the mountain. Extending the 25 mile an hour up the mountain to the big curve would be a huge safety benefit for cars as well as pedestrians.	4/20/2022 5:55 PM
29	All sound reasonable.	4/20/2022 5:28 PM
30	I'm OK with the speed limits as they are now.	4/19/2022 4:44 PM
31	none	4/19/2022 4:32 PM
32	I favor the speed reduction treatments.	4/19/2022 4:10 PM
33	How many wrecks happen related to speed in those areas? Not many, if any that I can recall. I don't think speed reduction is going to help something that isn't an issue.	4/19/2022 4:03 PM
34	Appears to adjust speeds where necessary	4/19/2022 3:24 PM
35	West Pine Grove Road intermediate should be 35, not 40, but otherwise, I think all of the above reductions are warranted and needed.	4/19/2022 3:22 PM
36	speed reduction is welcome, although I think many will be speeding anyway. I am not an expert on how to get people to volunarily go slower (due to road design, or signage?) but I think this should be a goal.	4/19/2022 1:39 PM
37	Consider street trees and landscape treatments at the western end of the Eastern Gateway for traffic calming.	4/19/2022 10:27 AM
38	Sign with speed limit to help reduce speed as vehicles enter the town. People do not slow down until they pass the school.	4/18/2022 8:24 PM

Q21 Where do you feel additional parking is needed in Pine Grove Mills?

Answered: 76 Skipped: 64



ANSWER CHOICES	RESPONSES
Near the Pine Grove Road/Nixon Road/Water Street intersection	38.16% 29
Pine Grove Road east of Nixon Road/Water Street	22.37% 17
Pine Grove Road west of Nixon Road/Water Street	13.16% 10
Water Street	11.84% 9
Nixon Road	9.21% 7
Other (please specify)	39.47% 30
Total Respondents: 76	

#	OTHER (PLEASE SPECIFY)	DATE
1	Next to Post Office	5/3/2022 2:29 PM
2	In front or near naked egg cafe	5/2/2022 8:55 AM
3	None	5/1/2022 9:29 PM
4	No new parking needed	5/1/2022 2:22 PM
5	Near the Naked Egg	5/1/2022 10:11 AM
6	No additional taxpayer funded parking necessary	4/30/2022 2:51 PM
7	Not needed	4/30/2022 2:37 PM
8	Don't need any	4/30/2022 5:09 AM

9	Near the Naked Egg	4/29/2022 8:30 AM
10	No where! Parking?! More impervious surface in this township thus creating more storm water run off. You have got to be kidding me. Are we worried about run off or not anymore. Take the fee away if we aren't. I'm getting financial whiplash from what is deemed more important on a year to year basis with this township.	4/28/2022 7:55 PM
11	Are we not concerned for the storm water effects with parking lots?	4/28/2022 7:45 PM
12	Don't allow businesses that don't have enough parking. It is a residential neighborhood, let's keep it that way.	4/28/2022 7:18 PM
13	existing parking on the street needs to be striped or improved deliniation	4/28/2022 4:37 PM
14	Since I do not park on the street, I have no opinions of this.	4/28/2022 3:17 PM
15	Stop taking Farmer's land	4/23/2022 10:26 AM
16	None, people need to park behind their property not on the road	4/22/2022 1:05 PM
17	Something needs done with the parking across from the naked egg. What a mess!!	4/21/2022 7:16 PM
18	Near the Naked Egg specifically. There's an empty lot across from it that could allow for larger, safer parking.	4/21/2022 12:26 PM
19	Put in s parking deck since you want to update our sleepy little town.	4/20/2022 10:58 PM
20	No where. There is no need for additional parking.	4/20/2022 10:47 PM
21	I don't have reason to park in any of these areas	4/20/2022 9:17 PM
22	Naked Egg	4/20/2022 7:01 PM
23	I'm not totally certain where the best parking would be perhaps some on street parking formally in front of the naked egg, perhaps some additional parking on the street near Pinegrove hall. If the new circle includes leveling the existing gas station I would rather that area be a pedestrian spot such as a gazebo or benches to look at the creek rather than additional parking right at a very busy intersection	4/20/2022 5:59 PM
24	To access Rothrock forest for hiking/biking	4/20/2022 9:05 AM
25	No more parking lots please	4/20/2022 8:16 AM
26	Is the real issue parking for Pine Grove Hall or is the parking needed for people who own property at the places you listed? If it is for property owners, then do what you need to do to help them out. If the extra parking is needed for a private business, let them pay for it!	4/19/2022 7:33 PM
27	Need to encourage parking and walking to a destination. Not parking in the center of PGM. Make it a place for people not cars.	4/19/2022 4:36 PM
28	not sure additional parking is needed	4/19/2022 4:17 PM
29	Additional parking creates more storm water run off. If the residents are paying this fee don't add more to the problem	4/19/2022 4:04 PM
30	Post Office and Pine Grove Hall	4/19/2022 3:24 PM

Q22 Please provide any comments on the parking improvements and policy changes proposed.

Answered: 19 Skipped: 121

#	RESPONSES	DATE
1	Our family would not really need extra parking in these areas but I understand other people may have needs we don't have.	5/1/2022 7:11 PM
2	The parking map used does not accurately represent where parking is currently permitted. I hope all residents living on Pine Grove Road will be consulted with potential changes and that previous restrictions based on line of sight issues remain in effect. Besides this, residents should be informed about who they should contact if they do experience line of sight issues, as their safety and the safety of those on Pine Grove Road is paramount.	5/1/2022 4:20 PM
3	Given that the highest regionally-averaged utilization rate was 50%, we definitely do not need more parking right now. However, thinking to the future, if we want to encourage businesses to move into downtown PGM, we will eventually need more parking. If we succeed in acquiring the Pine Grove Country Store property and right of way for the new Water street intersection, maybe some of that area could be turned into a municipal parking lot (effectively just enlarging the post office lot).	5/1/2022 2:22 PM
4	If you are going to commercialize and create more parking areas and more impervious surfaces remove the storm water fee. All we heard was how our storm water system needed this fee for the future. Yet you all keep approving more impervious surfaces and frivolous spending creating more strain on this so called "fragile, aging system". If you want to continue to create more areas of run off remove the fee.	4/28/2022 7:55 PM
5	Where is the money coming from to do all of this?	4/28/2022 7:45 PM
6	Stop taking farmland and using your power	4/28/2022 6:47 PM
7	I hope you are considering unintended consequences.	4/23/2022 11:16 AM
8	Stop taking Farmer's land	4/23/2022 10:26 AM
9	Move the post office to the vacant bank. Easier entry and exit. More parking	4/22/2022 1:05 PM
10	N/A	4/21/2022 8:14 PM
11	Parking we all ready have is causing visibility issues & safety issues for peds & bkers	4/21/2022 10:48 AM
12	Stop catering to PSU people and be concerned about the farm community that you are destronying as a result of these "improvements"	4/20/2022 10:47 PM
13	All of these plans and proposals are very thoughtful thank you for the hard work that has gone into them. In addition to the parking and pedestrian concerns, I think it would not be a heavy lift to consider having a little parklet where the existing gas station is. It would need to have probably some concrete barriers that could have flower boxes so as to protect from traffic but it would be a very nice gathering spot for people who walk or bicycle to get mail	4/20/2022 5:59 PM
14	I think there's enough parking in PGM right now for the size it is right now actually, never have trouble finding parking there.	4/20/2022 5:20 PM
15	Make parking and forest access available on Deepwood Cr. and W. Chestnut St.	4/20/2022 9:05 AM
16	Kudos to everyone involved for taking steps to make PGM safer.	4/19/2022 7:33 PM
17	Parking outside of central PGM and walking will be easier for folks when the sidewalks are safe and people and bikes are given priority. Parking is needed for residents, but for visitors it should be park out and walk in. It is tricky, but if parking is identified in good spots this could be a good location to visit to get to Rothrock, restaurants and more will come.	4/19/2022 4:36 PM
18	So worried about parking and bike lanes but all those contribute to storm water run off that we	4/19/2022 4:04 PM

the residents then have to pay for

19	Pine Grove Hall is driving the need for additional parking. This is a good thing.	4/19/2022 2:05 PM
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Q23 Please provide any comments on the recommendations to improve access and connectivity between Pine Grove Mills and Rothrock State Forest Trails.

Answered: 46 Skipped: 94

#	RESPONSES	DATE
1	Signage directing people to forest trail access would be an asset.	5/2/2022 12:38 PM
2	I think access is great but if you look you will already find existing trails at the proposed treetops drive trail access on rothrock property that already take you up into the forest. The access is great but trails already exist once on state forest land	5/2/2022 9:03 AM
3	Agree with all the proposed new access to Rothrock State Forest.	5/1/2022 9:29 PM
4	We would love and use the the Deepwood Drive access and the Treetops Drive access!	5/1/2022 7:14 PM
5	A good idea might be to add signage at the local/regional trailheads not only to say no parking, but to tell people that parking is available on Kepler road.	5/1/2022 2:22 PM
6	Not needed	4/30/2022 2:37 PM
7	All sounds good.	4/30/2022 12:33 PM
8	Who is using this? Is there a need?	4/29/2022 6:27 PM
9	Local access at the top of Sycamore Drive is an excellent idea and should be undertaken.	4/29/2022 10:17 AM
10	Creating parking m, more impervious surface. Our storm water must not be important to you all anymore since you took our money with more than 90% of public opposition and then create more areas of impervious surface. Unbelievable	4/28/2022 7:57 PM
11	Good ideas	4/28/2022 7:46 PM
12	Respect your farmers	4/28/2022 6:47 PM
13	Why can't limited number of cars park at the chestnut street turn around?	4/28/2022 6:33 PM
14	Trailhead signage and kiosks at access points in PGM	4/28/2022 4:39 PM
15	Adding these trail access points in treetops is a great idea. However if the access at treetops, sycamore and deepwood drive become popular - on street parking will become a problem. On weekends, hikers on the deepwood access can park in the school parking lot but the treetops area has nothing obvious.	4/28/2022 3:19 PM
16	Support up grading parking.	4/28/2022 2:00 PM
17	I am not as familiar with Kepler Road Parking Area but if you do expand it, will you also de-ice Kepler Road in the winter? and the parking area?	4/28/2022 7:21 AM
18	The kepler road parking area is hard to find. Access from Pine Grove Mills is not clear in Pine Grove Mills	4/27/2022 2:10 PM
19	I would love to see new trails developed but not necessarily more public parking.	4/25/2022 6:28 PM
20	I think the access is fine as is.	4/25/2022 6:25 PM
21	new trails work. More parking on top of the mountain will just cause more accidents if people aren't paying attention. If you expand it, it needs to be a drive through, with no ability to return to PGM unless you go down further to a place and safely turn around to come back.	4/23/2022 11:18 AM
22	Stop taking Farmer's land	4/23/2022 10:27 AM
23	N/A	4/21/2022 8:16 PM

24	I would love to having parking for the access off of either Deepwood and/or West Chestnut. It takes me 20/25 min to walk there and I would love to start there. A few spots could be added at either entrance point. One could add more parking on Water St. allowing a person to walk up on W. Chestnut to the access point. I would love to use this great resource more.	4/21/2022 4:57 PM
25	None	4/21/2022 12:28 PM
26	This is good if there is a need.	4/21/2022 6:56 AM
27	It is not the townships responsibility to connect to the state forest. Waste of tax payer dollars.	4/20/2022 10:48 PM
28	These proposals look good; signage would need to be greatly improved.	4/20/2022 9:23 PM
29	Any or all of those plans would be a great improvement and increase local access to trails.	4/20/2022 8:16 PM
30	Keep Deepwood Drive as No Parking. I live on this street and when people park along the street (yardsales, etc.) people park in yards.	4/20/2022 7:03 PM
31	There should be no parking still on deepwood and a parking lot put in as suggested at the end of cheasnut.	4/20/2022 6:35 PM
32	I think the neighborhood trails get a lot of use from residents who are biking walking hiking and riding horses - continuing to maintain that there is no street parking in the neighborhoods for out of town residence makes sense. The expansion of the Kepler parking lot has been wonderful and should continue to be fostered as the safest and largest accommodating trailhead for those who are coming from out of town to use the trails with cars. The signage from DC NR is wonderful, there is ample room up there too expand and it's also a safer place for cars to come and go. It's wonderful that we are not having the same issues that Shingletown is having I think that is a lesson we've learned, About not having out of town cars parking in narrow resident streets to access trailheads.	4/20/2022 6:03 PM
33	I think parking should be allowed for local access but not overnight parking.	4/20/2022 5:29 PM
34	While any user access improvements are awesome, access without parking is a recipe for angst. Additionally and very importantly, if you plan to open this access and add trails any time soon, you MUST start working with DCNR to integrate the proposed trails with their Musser's Gap trail plans NOW!! Finally, I would not support user type restricted trails in Rothrock like "hikers only".	4/20/2022 11:31 AM
35	Provide parking on Deepwood Cr. and W. Chestnut St. for forest access. Have bike lane connections to Musser Gap Trail via Rt 45	4/20/2022 9:09 AM
36	The more you connect PGM to Rothrock, the more you improve the quality of life in the area. Perhaps enough people will use those connections to attract small businesses.	4/19/2022 7:36 PM
37	It would be great to have additional parking for trail access.	4/19/2022 4:45 PM
38	Need to figure out parking, but there is some great opportunity here for PGM community. Keeper Road parking is too far away for connection to PGM. West Chestnut, Deepwood and Treetops are all good for locals but how do others visit? Does PGM want more car/foot traffic in their community? As an outsider I would welcome it and hope for a coffee shop, another lunch spot, etc.	4/19/2022 4:39 PM
39	seems like parking could be an issue not only vistirs of the trail but guests to the homes	4/19/2022 4:18 PM
40	I favor more public access parking.	4/19/2022 4:11 PM
41	Better directional signage within the Village for these trail amenities in addition to wildlife, history, etc.	4/19/2022 3:28 PM
42	Will the trails be updated to reflect the additional use? And from the public access / parking area, the trails are not that great. Further to the west the trail system is much better. Would it be possible to include a public access/parking in a shared manner with Penn State in the Rock Springs area? Trails are great in that area.	4/19/2022 2:07 PM
43	I suggest bike paths to both locations, W. Chestnut and Kepler Rd.'s.	4/19/2022 1:46 PM
44	I often park on Kepler and then ride my mountain bike on the trails. But I also will pass through some of these trials when riding from home, so I like the neighborhood connections that are bike/walk only. The more MTB trails the better, as this is a great area and provides alternatives to Musser and Shingletown that can be busy / heavily trafficked. A connection to cross 26	4/19/2022 1:45 PM

near Kepler, with as little time spent riding on 26 as possible, to take the gravel powerline path toward Musser (and vice versa) would be fantastic. New trails south of the powerline cut, as well as trails that connected to Chestnut as seen on the map, would be really great. I would ride from 26 through Sycamore or Treetops to these trails and then on to the powerline etc.

45	More direct access from all parts of the village for bikes and pedestrians.	4/19/2022 10:30 AM
46	Parking on W Chestnut would be helpful. I'm not sure if room is available, but parking on Deepwood would be beneficial. Currently people park in the school parking lot.	4/18/2022 8:27 PM

Q24 Where are you most concerned about traffic and/or safety in Pine Grove Mills? Why?

Answered: 79 Skipped: 61

#	RESPONSES	DATE
1	Water Street / Pine Grove Rd intersection. There were two major large truck accidents not included in the 5 year study because they occurred about 8 and 18 years ago. One of those was fatal. Both caused injury and destruction of property (buildings completely demolished in the end in both cases). That should NOT be ignored even though it was outside the study time period. Reorienting traffic so it faces east better might be an option. I'm not entirely sure. One of those trucks tried to bail to the west.	5/2/2022 12:41 PM
2	Pedestrians crossing 45 to head to and from the school or recreation areas in Rothrock. There is a lot of traffic that travels route 45. Speed of traffic coming into PGM from the south.	5/2/2022 11:53 AM
3	Water street intersection with pine grove rd and in front of the naked egg	5/2/2022 9:03 AM
4	Car speed entering PGM from all directions and within town. Fixing main intersection (Water St, 26, Nixon) with large roundabout to slow traffic but improve traffic flow and safety.	5/1/2022 9:31 PM
5	Kids should be able to walk and bike. Cars need to go slower. Cars fly on 26 over mountain as well.	5/1/2022 7:54 PM
6	With kids, I'm most concerned about walking on foot, particularly along Pine Grove Road, which we do a lot. It feels unsafe at times. The scariest parts are walking on the left side of Pine Grove Road with kids (you are so close to the roadway, cars go very fast), crossing at Water street, and crossing at Rosemont Drive. If those things could be improved for pedestrian safety, we would be thrilled!	5/1/2022 7:16 PM
7	I am most concerned about the traffic and safety at the intersection of Water Street, Pine Grove Road and Nixon Road. The vehicles travel quickly into and out of that intersection and the pedestrian crosswalks are inadequate and unsafe.	5/1/2022 4:22 PM
8	Nixon Rd intersection between Sunday Dr and Chester Dr for young students walking to school. Grade of Nixon Rd makes it difficult to see incoming cars northbound	5/1/2022 2:26 PM
9	1st priority -- Nixon/Water Street/Pine Grove Road crossing-- heavy traffic, poor visibility from the way the road curves, awkward crossing layout for pedestrians 2nd priority-- general speed control on Pine Grove Road.	5/1/2022 2:23 PM
10	All intersections due to traffic and pedestrian crossings. Pedestrian crossing by the Naked Egg.	5/1/2022 10:12 AM
11	around the Water Street/Nixon Road area because pedestrian access is inadequate. Driving in and out of the post office parking is challenging and often crowded. The blind corner across from post office. Making left turns is difficult onto water street or onto nixon from the other direction. etc.	4/30/2022 11:18 PM
12	Cidery parking and access	4/30/2022 2:53 PM
13	No concerns	4/30/2022 2:38 PM
14	1. The intersection of Nixon/Pine Grove Rd/Water St. Cars drive so fast on Pine Grove Rd, especially driving East to West, it makes it so unsafe. 2. Bicyclists on Nixon Rd and Rt 45 going out of town. There are so many, sometimes large groups of 20 or more riding together. I know we are supposed to share the road with them, but they really need bike paths to keep them safe when you are driving on hilly roads like Nixon Rd.	4/30/2022 12:38 PM
15	The speed on Rt 45 west of Plainfield is too high. There are multiple school bus stops where riders need to cross Rt 45 and cars are greatly exceeding the 50 speed limit.	4/30/2022 9:36 AM
16	Be safer to get all of you people are there	4/30/2022 5:10 AM

17	Traffic circles are a joke, pretty signs are a waste of taxpayer money and overbearing regulations are the reason for division of our community.	4/29/2022 5:21 PM
18	Between the post office and the naked egg cafe. So many speeders!	4/29/2022 1:12 PM
19	At the main intersection of Nixon, water and Rt 45. Safety. Also, can we add decorative paint to crosswalks and/or n side of slab cabin concrete bridge? Studies show this slows traffic. Plus adds charm to village.	4/29/2022 11:55 AM
20	I am not	4/29/2022 9:01 AM
21	It's fine the way it is except there needs to be a functioning light at the foot of the mountain	4/29/2022 8:31 AM
22	Coming off pine grove mountain	4/28/2022 9:47 PM
23	intersection coming off mountain and pulling out of nixon on to rt 45	4/28/2022 9:00 PM
24	I'm most concerned about wasteful spending on frivolous things and creating more storm water run off. If you are going to charge me a fee for storm water run off stop creating more. YOU are the problem	4/28/2022 7:59 PM
25	Any where it is 25 mph and not being enforced enough. Also cars pulling out from Nixon and stopping to turn up the mountain when cars on pine grove road are coming around the tavern	4/28/2022 7:48 PM
26	I am concerned about the parking restrictions not being enforced. Where there are no parking signs it should be enforced.	4/28/2022 7:21 PM
27	No where. Pine Grove is fine. You're using money for pointless things. Stop abusing your power	4/28/2022 6:48 PM
28	Safety is impacted by traffic, but as a hiker, interested in safety.	4/28/2022 6:34 PM
29	Nixon, Pine Grove Road and Water street connection. I cross this everyday as I walk to the Post Office and have nearly been hit at least one time. I opted for the large round about option here but know that many will mourn the loss of the gas station at that corner.	4/28/2022 3:21 PM
30	Cars drive too fast through Pine Grove mill up to and through SR26 curve.	4/28/2022 2:01 PM
31	the intersections at the PO, so difficult to get in and out and turned around in the parking lot, can't we loop around the building instead of having to back up into incoming traffic? the lack of parking and then handicap access ramps at businesses the speed and tight (narrow) roads that make bicyclists hard to see and avoid	4/28/2022 7:22 AM
32	intersection of SR26/45/Nixon. runaway trucks down the mountain, pedestrian safety	4/27/2022 10:51 AM
33	More shared use paths would be great.	4/25/2022 6:28 PM
34	The intersection by the post office is horrible.	4/25/2022 6:25 PM
35	Pine Grove road, Nixon, and water street. A dangerous intersection, and needs some kind of change.	4/23/2022 12:25 PM
36	Runaways trucks coming off the mountain, and the blind spot at the bottom. As well as pedestrian crossi. In the area	4/23/2022 11:42 AM
37	Listening to the opinion of a few to make impactful decisions that affect everyone. You know not everybody is engaged in this. Remember the that PGM is surrounded by farms and you need to engage with the farmers.	4/23/2022 11:19 AM
38	Stop taking Farmer's land	4/23/2022 10:27 AM
39	Water street, lack of speed enforcement. People race every weekend. I witnessed a bus being passed in a no pass zone in the residential area	4/22/2022 1:07 PM
40	Pine Grove Road, Water Street, and Nixon Road intersection due to: 1) lack of visibility pulling out from Nixon Road, 2) speed of vehicles and large trucks coming down the mountain	4/22/2022 7:44 AM
41	Nixon/Water Street and Pine Grove Road intersection due to the occasional congestion	4/21/2022 8:17 PM
42	Parking across from the naked egg.	4/21/2022 7:16 PM
43	The sidewalks and pedestrian crossing situation near the post office are very unsafe.	4/21/2022 6:31 PM

	Sidewalks are hard to travel especially with a stroller and there are not good sight lines to be able to cross safely.	
44	Originally, I was the most concerned about the intersection b/w Water St., 45 and Nixon. Lots of businesses and kids due to FTE. However, looking at the traffic study, I think that where 45 intersects with Banyan, Meckley, and even Thistlewood road is a problem. I would think lowering the speed limit on that stretch of road would be my first choice at trying to mitigate the accidents - it is cheap and much better than building a roundabout.	4/21/2022 5:00 PM
45	After growing up right along route 45, some of this seems difficult to justify, especially to promote biking or tourism. Aside from the Naked Egg, where the road definitely could be widened to make parking safer, there's really nothing in Pine Grove worth walking or biking to like there is in Boalsburg or downtown State College. There's no commerce/shopping aside from a gas station and it doesn't seem like there ever will be. This section of the road is used by numerous farmers and countless large trucks more frequently than bikers. While a bike lane and roundabouts certainly do have merit on certain roads, I do not support them on this section. People drive fast towards Ramblewood/Rock Springs and in town Pine Grove is tight. People have crashed in our front yard, a newspaper boy lost his life on a bike many years ago, and my family lost a friend who wrecked about 10 years ago. I don't think the answer is to promote biking, but I do think a logical solution is to slow down the speed limit with the gateway rather than installing roundabouts or designated bike lanes. This could truly benefit everyone, from anyone who feels absolute need to bike it, to the residents in general who live along this section of road and might need to cross it.	4/21/2022 1:01 PM
46	the area between PGM and Whitehall Rd- no safe pedestrian or bicycle passage combined with a high volume of traffic moving very swiftly. For reasons mentioned in previous responses	4/21/2022 12:45 PM
47	Pine Grove Rd speed needs to be better enforced. Living on Rosemont Dr we have many cars going much too fast since road is no longer a dead end.	4/21/2022 10:50 AM
48	Poor sidewalks, traffic right up against sidewalks, people not cleaning off sidewalks and forcing walkers onto the road to walk, particularly in the winter when snow plows cover the sidewalks with plowed snow. This is the BIGGEST problem in Pine Grove Mills for people who walk through the village. Everything else is subsidiary to this single issue.	4/21/2022 10:24 AM
49	It's getting fixed now	4/21/2022 7:40 AM
50	The intersection of Nixon Rd, Water Street and Rt 45.	4/21/2022 6:57 AM
51	Nothing really	4/21/2022 6:31 AM
52	The intersection of Rt 45 and Pine Grove Road. Also the intersection of Water Street and Pine Grove Road. Both of these intersections are very dangerous. Pulling out of the gas station is very dangerous. The cars parking on the street takes up so much space. If large farm equipment has to go through there it is very hard to navigate through that area. Drivers are not considerate to the drivers if the farm equipment.	4/21/2022 5:14 AM
53	The naked egg restaurant because college students and out of Towners are disrespectful and think they are above the rules of the area.	4/20/2022 10:49 PM
54	Nixon and Pine Grove Road. It's just an odd duck to begin with. People driving south on Nixon still insist on turning left, either towards town or just to the Post Office, regardless of the signage and obvious risk. Coming down Water Street you practically need to have your nose out on Pine Grove Road to see what's coming from the west. Parabolic mirrors are probably not a consideration.	4/20/2022 9:28 PM
55	People walking along Plainfield and Route 45 without a sidewalk or path.	4/20/2022 8:17 PM
56	Pine Grove Road, 26 and Nixon Road intersection. A lot of people don't follow the speed limit and it is hard to turn safely as visibility is limited.	4/20/2022 7:03 PM
57	On the Pine Grove Rd./ Water St./ and Nixon Rd. Intersection.	4/20/2022 6:51 PM
58	The intersection safety and traffic congestion around the naked egg	4/20/2022 6:38 PM
59	The speed limit not being respected currently... more blinking lights, speed signs that show how fast you were going, A circle in the center of town, and reduction and expansion of lower speed zones i.e. making part of the hill 25, Are all wonderful combination solutions that will help to make our village a safer place	4/20/2022 6:04 PM

60	West Pine Grove Road for speed and safety as well as the main intersection and pedestrian safety.	4/20/2022 6:03 PM
61	Bike traffic and near the school for our children and pedestrians.	4/20/2022 5:30 PM
62	Water Street/Nixon because it's murky between drivers coming in off the mountain vs speeding in Nixon vs slower traffic on WS. And Oldd Gatesburg Road/Nixon absolutely must get a bike path.	4/20/2022 5:22 PM
63	The Route 26 and Route 45 Intersection near the post office. Worse case scenario...an out of control truck (large) and a school bus. This intersection should be of highest priority.	4/20/2022 4:56 PM
64	The intersection of Rte 26 and Rte45....poor sight lines /visibility and speed.	4/20/2022 11:32 AM
65	Rt 45/Rt 26 intersection at gas station. The intersection configuration is challenging with the four roads not aligned, plus significant traffic goes over the mountain which is a steep grade coming into Pine Grove Mills	4/20/2022 9:13 AM
66	Left turns onto Water Street from down the mountain are dangerous. Too much traffic in too narrow a space	4/20/2022 8:21 AM
67	The intersection of 26 and 45. Because it is dangerous.	4/19/2022 7:36 PM
68	At the intersection of 45 and Nixon / PGM.	4/19/2022 5:51 PM
69	The visibility when heading south on Nixon and turning on to Pine Grove Rd. Thanks for asking!	4/19/2022 4:46 PM
70	Water St and 26 seems like a dangerous intersection for cars and does not allow for safe walking.	4/19/2022 4:40 PM
71	intersection of 26 in Pine Grove Mills	4/19/2022 4:19 PM
72	The main downtown intersection. Visibility is poor approaching it from Nixon Road.	4/19/2022 4:12 PM
73	This survey covered the most concerning areas of PGM.	4/19/2022 3:29 PM
74	The Nixon-45-26 intersection is where the bulk of my conflicts occur.	4/19/2022 3:23 PM
75	Left hand turns onto Nixon road.	4/19/2022 2:07 PM
76	Speed of traffic along 26, road deterioration and lack of bicycle paths.	4/19/2022 1:47 PM
77	I am most concernd about riding my bike up route 26 due to the tiny shoulders and fast moving traffic. A way to avoid most of this climb, such as via MTB trails or using the powerline, would be great.	4/19/2022 1:46 PM
78	Nixon Road crossing near Sunday Drive. Intersection of Nixon Rd. with Route 26. Pedestrian access to the post office.	4/19/2022 10:31 AM
79	Pedestrian crossing at Water St. and Pine Grove Rd is challenging and dangerous. Walking from the western side of town to the Post Office requires great care. Speed reduction on W Pine Grove Rd is very important. People entering town do not slow down until they pass the school. People leaving down speed up as they get to the school. Therefore, speed is a challenge in both directions.	4/18/2022 8:30 PM

Goddard, Michelle L.

From: Modricker,David <dmodricker@twp.ferguson.pa.us>
Sent: Tuesday, May 24, 2022 7:57 AM
To: Watts, Robert; Seybert,Ron
Cc: Bassett, Kristina
Subject: FW: Gateway

FYI. Forwarding an email from a resident.

-----Original Message-----

From: Mel Westerman <melwesterman@yahoo.com>
Sent: Friday, May 20, 2022 10:40 AM
To: Modricker,David <dmodricker@twp.ferguson.pa.us>
Subject: Gateway

Both lack consideration of a bikeway coming from the north and turning westward on Meckley to connect into center of village. I presented this plan to original SAP. /Mel

Goddard, Michelle L.

From: Modricker,David <dmodricker@twp.ferguson.pa.us>
Sent: Tuesday, May 24, 2022 2:03 PM
To: Watts, Robert; Seybert,Ron
Subject: FW: PGM Mobility Study

Mel email 2

-----Original Message-----

From: Mel Westerman <melwesterman@yahoo.com>
Sent: Friday, May 20, 2022 10:35 AM
To: Modricker,David <dmodricker@twp.ferguson.pa.us>
Subject: PGM Mobility Study

Dave,

First, I apologize for my tardiness. I completely understand if I'm too late.

Re: Intersection-

Although I am a fan of roundabouts (lived in England) I think the offset of Nixon from Water makes it very difficult. I do like the trimming of the gas station frontage and, especially, shifting of WPGR northward in any case to allow some slowing and better visibility. The left turn immediately after a right off of Water is a minor problem. I do it many times each month. People are courteous. I think a roundabout would complicate this maneuver.

Re: P.O. repurposing. GOOD idea! It will facilitate crossing. The bus stop is to be eliminated according to unofficial info I have from a CATA contact when they go to a new service plan in August. The gazebo would be the best choice IMHO because it would add to the village atmosphere and be a resting place for Mr. Wasson who sits on the steps across Water St. The gazebo across from my house on WPGR is used pretty often. I hope State code can be bent enough to allow a crosswalk at the dangerous point. I'm always challenged at tata point on my walks to the P.O.

I want to get this to you ASAP, so I'll send it before I attempt to open the survey.

Yours.

Mel Westerman

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Subject: FW: PGM Mobility Study

Mel email 2

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I want to get this to you ASAP, so I'll send it before I attempt to open the survey.

Yours.

Mel Westerman



Information

Name (optional) _____

Address (optional) _____

Would you like to receive updates from Ferguson Township? Yes No

If so, please provide e-mail address (not to be shared with any third parties):

Are you a resident of Pine Grove Mills? (Check one) Yes No **74 Yes**

What is your age? (Check one)

Under 18 18-25 26-40 41-55 56-64 65+

Do you drive, ride, bike or hike in Pine Grove Mills? (Check all that apply)

Drive Ride Bike Hike

Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

A Pine Grove Road & Water Street/Nixon Road Intersection

1. What do you think is the most important/needed update to the intersection of Pine Grove Road and Water Street/Nixon Road? (Check one)

Improved Pedestrian Crossings **28** Additional Parking **2**
 Different Intersection Configuration Other: _____
28

2. With the understanding that a traffic signal is not warranted for this intersection, which option do you prefer for the Pine Grove Road & Water Street/Nixon Road Intersection? (Check one)

Stop Control Option **26** Small Roundabout **17** Large Roundabout **27**

3. With all three intersection options, there may be an opportunity to repurpose the roadway space in front of the Post Office. What mobility improvements would you like to see included in this space? (Check all that apply)

Bike Parking **16** Gazebo **14** Bus Pull-Out **10**
 Bus Stop Shelter **22** On-Street Parking **17** Other: _____

4. Please provide any comments on the Pine Grove Road & Water Street/Nixon Road Intersection concepts and information provided.



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

B

East Pine Grove Road Gateway - Pine Grove Road & Banyan Drive/Meckley Drive

1. Which option do you prefer for the Pine Grove Road and Banyan/Meckley Intersection? *(Check one)*

- Full Size Modern Roundabout with Green Median 24
- Stop Control with Enhanced Pedestrian Crossing Option 42

2. Please provide any comments on the Pine Grove Road & Banyan/Meckley Intersection concepts and information provided.

C

Pedestrian & Bicycle Network Improvements

1. The Pedestrian & Bicycle Network Opportunities Plan provides adequate connections for the Pine Grove Mills community. *(Check one)*

- Strongly disagree 9
- Disagree 15
- Neither agree or disagree 25
- Agree 8
- Strongly agree 4

2. Do you have any recommendations for additional pedestrian and bike connections?

3. What connection would you use most frequently?

4. Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Rosemont Drive?

5. Do you have any comments on the Nixon Road Enhanced Pedestrian Crossing at Shared Use Path?



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

6. Do you have any comments on the Pine Grove Road Enhanced Pedestrian Crossing at Deepwood Drive (east)?

7. Considering the issues and benefits identified, what do you feel is the best solution to improve bike and pedestrian access on Pine Grove Road from Ross Street to Ferguson Township Elementary School?

(Check one)

- On-Road, Shoulder Bike Lanes 21 Shared Use Path (North Side) 14
- Shared Use Path (South Side) 8 Shared Use Path (Alternating Side) 8

8. Which concept do you prefer to make Pine Grove Road from the Ferguson Township Elementary School to Rosemont Drive, a complete street? *(Check one)*

- Bike Lanes 19 Shared Sidewalk 25 Sharrows 7

9. Please provide any comments on the Pedestrian & Bicycle Network Improvements concepts and information provided.



Pine Grove Road Western Gateway & Speed Limit Changes

1. What would you like to see, if possible, as part of the Gateway treatment on Pine Grove Road?

(Check all that apply)

- Welcome to Pine Grove Mills Signage 34 Speed Feedback Signs (i.e. Your Speed is....) 30 Landscaped Median 21
- Pavement Markings 20 Flashing Beacons 11 Landscaped Roadside 13
- Other: _____

2. Please provide any comments on the speed reduction treatments proposed.



Please comment below on the potential improvements that you viewed today. The letters below coordinate with the concepts boards.

E Parking Improvements & Policy

1. Where do you feel additional parking is needed in Pine Grove Mills? *(Check all that apply)*

- Near the Pine Grove Road/Nixon Road/Water Street intersection 18
- Water Street 5
- Pine Grove Road east of Nixon Road/Water Street 10
- Nixon Road 1
- Pine Grove Road west of Nixon Road/Water Street 7
- Other: _____

2. Please provide any comments on the parking improvements and policy changes proposed.

F Rothrock State Forest Trails Access

1. Please provide any comments on the recommendations to improve access and connectivity between Pine Grove Mills and Rothrock State Forest Trails.

G Traffic & Safety

1. Where are you most concerned about traffic and/or safety in Pine Grove Mills? Why?

Please share any other comments you have on the recommendations shared today, the overall study, or the meeting itself.

Green Infrastructure Ferguson Twp. Municipal Building

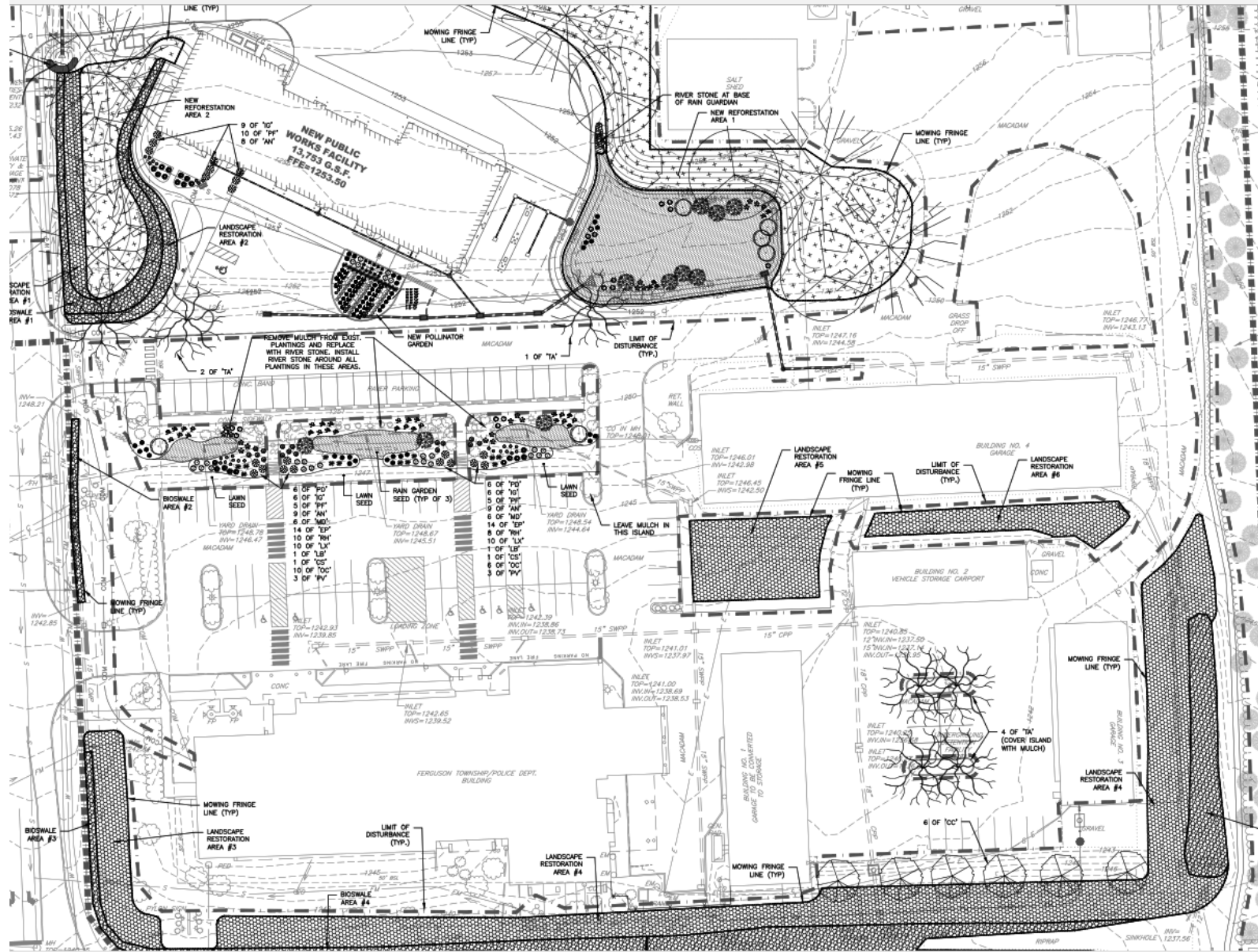


- ▶ David Modricker, PE
- ▶ Ferguson Township Public Works Director
- ▶ June 7, 2022
- ▶ dmodricker@twp.ferguson.pa.us
- ▶ www.twp.ferguson.pa.us

Public Works Building



- ▶ From pole building to LEED Gold
- ▶ Basis of Design
- ▶ Support of elected officials
- ▶ BMPs and GSI



- ▶ Site plan to meet Township subdivision and zoning requirements
- ▶ Stormwater management plan to meet Township requirements (quantitative)
 - ▶ Peak runoff rate control
 - ▶ Stormwater pond capture volume
 - ▶ Recharge volume
 - ▶ Conveyance
 - ▶ Infiltration testing
 - ▶ Filter path for sinkhole protection
- ▶ Additional BMPs (Best Management Practices) for Stormwater
 - ▶ Bioswale, Reforestation, Naturalization of landscaping, Rain garden
 - ▶ Pervious pavers, capture at fueling, hydrodynamic separator

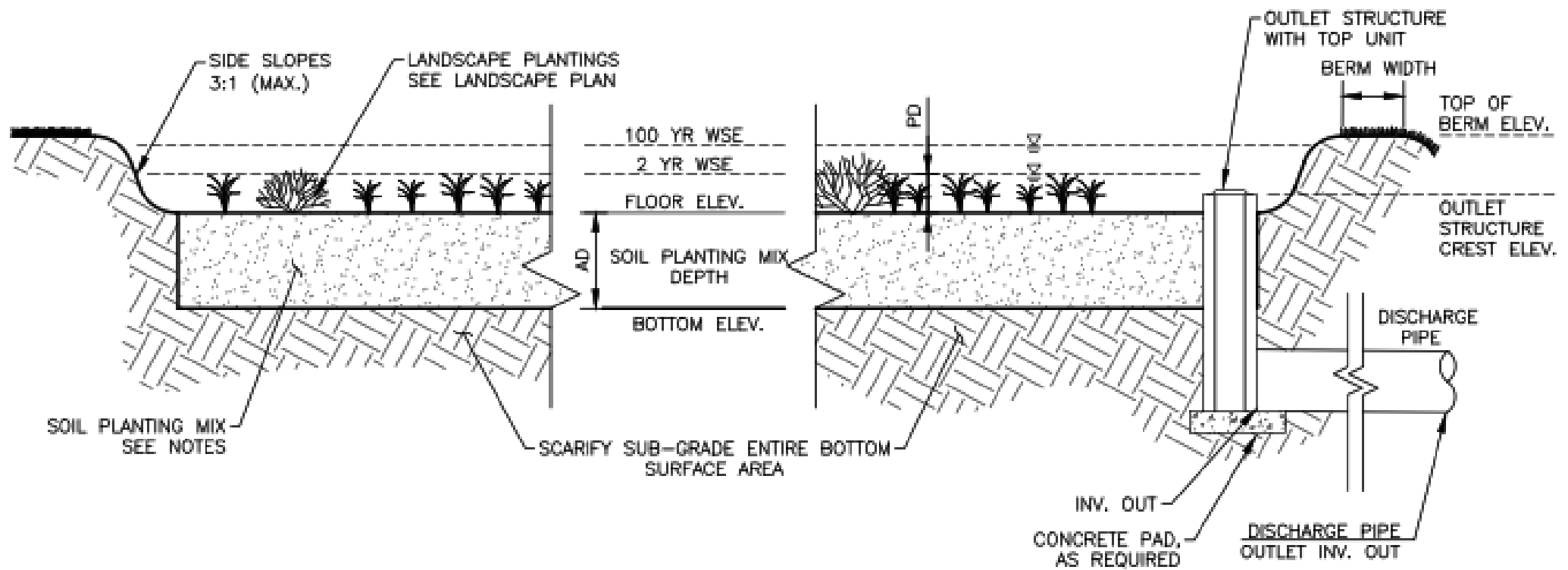
Pervious Pavement



- ▶ Proper design, ability to infiltrate into subsoils
- ▶ Typically includes stone layer below with 40% void ratio
- ▶ Maintenance to prevent clogging

- ▶ Rain Garden
- ▶ Redesigned existing rain gardens
- ▶ Riverstone and plantings
- ▶ Bentgrass on pool floor
- ▶ Emphasis on native plants





"RAIN GARDEN" SCHEDULE:

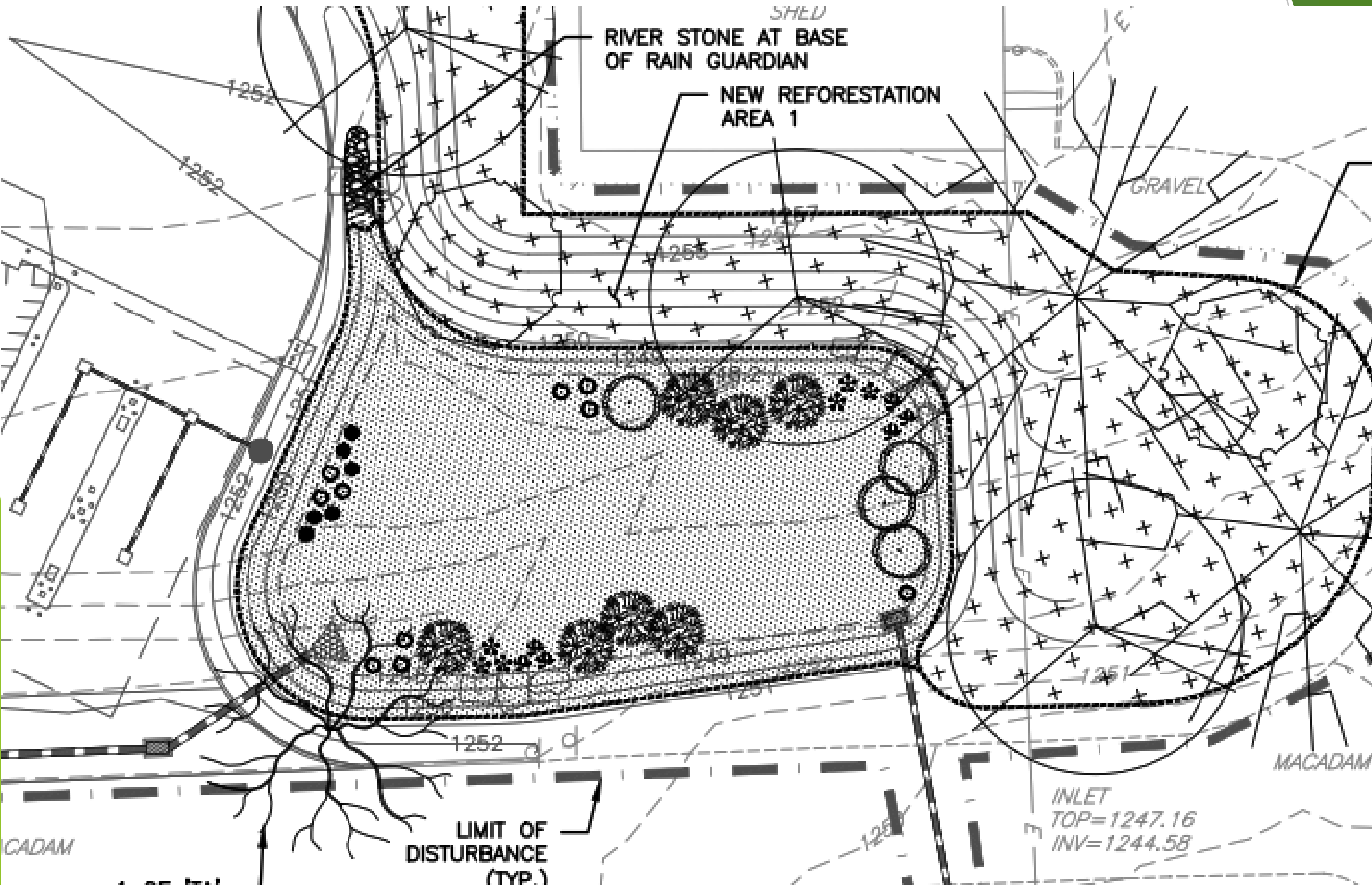


Bioswale and Landscape Restoration

- ▶ Bioswale
 - ▶ If existing, spray existing lawn grass
 - ▶ Till and amend existing soil
 - ▶ Plant with ERNMX-183
 - ▶ (Native Detention Area Mix)
 - ▶ <https://www.ernstseed.com/product/native-detention-area-mix/>
 - ▶ Seed at 20 lbs per acres
- ▶ Landscape Restoration
 - ▶ Kill turfgrass by spraying
 - ▶ Till existing soil
 - ▶ Plant with ERNMX-153
 - ▶ (Showy Northeast Native Wildflower & Grass Mix)
 - ▶ <https://www.ernstseed.com/product/showy-northeast-native-wildflower-grass-mix/>
 - ▶ Seed at 20 lbs per acre



- ▶ Educational Signs:
- ▶ Increase diversity in natural community
- ▶ Improve stormwater runoff
- ▶ Promote sustainable landscape
- ▶ Encourage observation, create learning environment
- ▶ Reduce costs and environmental impacts





- ▶ Reduce Impervious Area
- ▶ Remove existing gravel
- ▶ Installed pollinator mix low mow zone



Reforestation



Landscaping included trees and container plants

Redosier Dogwood

Shrubby Cinquefoil

Black Eyed Susan

Purple Coneflower

Spicebush

Cinnamon Fern

Dallas Blues Switchgrass

Much more

American Yellowwood

Sugar Maple

Bur Oak

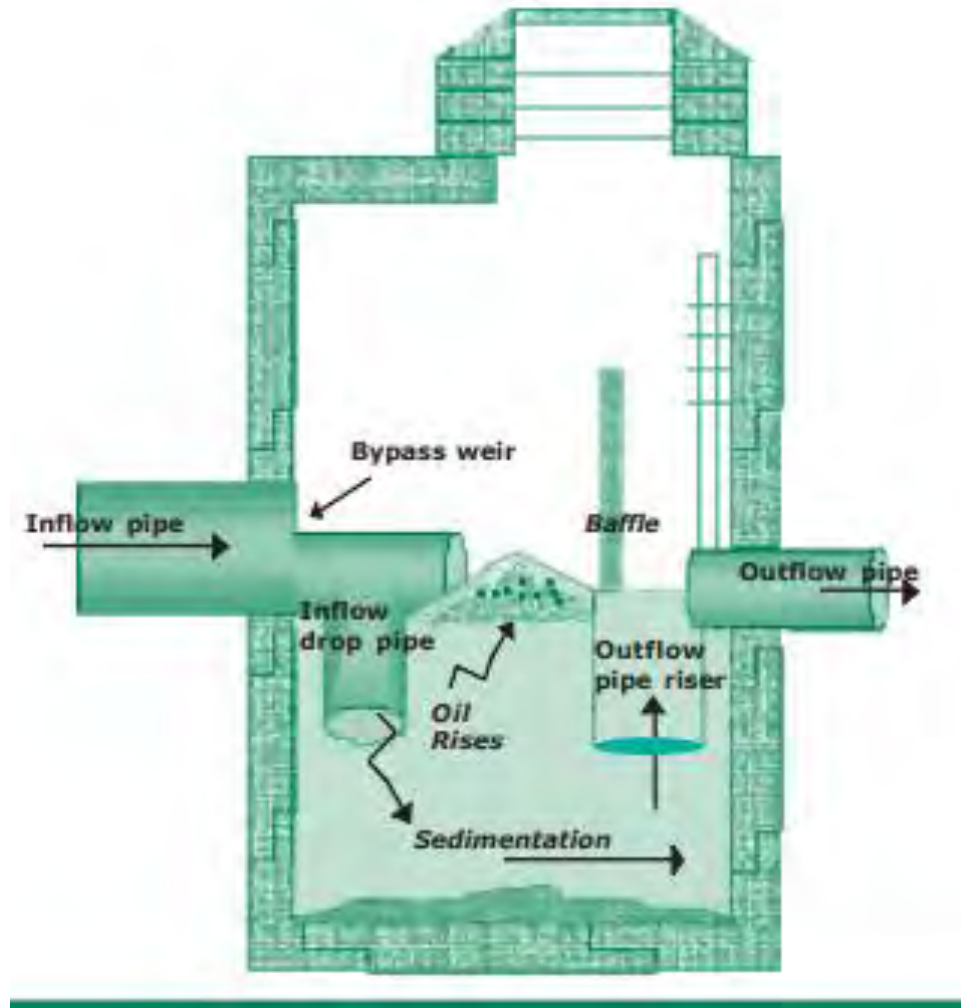
White Pine

Witch Hazel

Cockspur Hawthorn

Eastern Redbud

- ▶ Hydrodynamic Separator
- ▶ During normal flow or first flush, water directed by weir and drops to lower chamber
- ▶ Sediment and oil separation
- ▶ High flow stormwater passes through untreated



A photograph of a field of yellow Black-eyed Susans in the foreground. In the background, there is a brick building with a sign that partially reads "FERGUSON TOWNSHIP" and "DING". The sky is blue with some light clouds. A green geometric overlay is on the right side of the image.

Questions?

CENTRE REGION COUNCIL OF GOVERNMENTS

2643 Gateway Drive, Suite 3

State College, PA 16801

Phone: (814) 231-3077 Fax: (814) 231-3083 Website: www.crcog.net

EXECUTIVE COMMITTEE

Hybrid Meeting

May 18, 2022

12:15 PM

GENERAL MEETING INFORMATION	
<u>RSVP</u>	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/meeting/register/tZAlc-mrrT4oHdDSL5g8AkBcW5Zczb7dHVS4
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/tZAlc-mrrT4oHdDSL5g8AkBcW5Zczb7dHVS4 To attend this meeting by phone: +1 929 205 6099 Meeting ID: 848 4033 5274
In-Person Participants	COG Building – Forum Room 2643 Gateway Drive, State College, PA 16801
Meeting Contact: Scott Binkley email: sbinkley@crcog.net 814-235-7818	
<p style="text-align: center;">Click HERE to locate the AGENDA and ATTACHMENTS <i>Should you desire to annotate any attachments you must download them first.</i></p>	

- To simplify meeting management and to ensure that all attendees have equal ability to participate, the Chat feature has been disabled on the Zoom platform. A recording of the meeting will be made available on the COG website upon its conclusion.
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- **PUBLIC COMMENT GUIDELINES:** Members of the public may comment on any items not already on the agenda (five minutes per person). Comments relating to specific items on the agenda should be deferred until that point in the meeting. For additional information on COG public meeting guidelines, please click [HERE](#). Written public comment or requests to speak to the Executive Committee for items not on the agenda, and requests to comment on specific agenda items listed below, may be submitted in advance by emailing sbinkley@crcog.net.
- To access agendas and minutes of previously held meetings, and to learn more about the COG Executive Committee on our website, please click [HERE](#).

EXECUTIVE COMMITTEE

Hybrid Meeting
May 18, 2022
12:15 PM

AGENDA SUMMARY

1.	CALL TO ORDER AND ROLL CALL
2.	PUBLIC COMMENTS
3.	NEW AGENDA ITEMS
4.	CONSENT AGENDA
CA-1	Approval of Minutes: April 19, 2022 - Executive Committee Meeting
CA-2	Road and Bridge Construction Projects Update
5.	EXECUTIVE DIRECTOR'S REPORT
6.	OTHER BUSINESS
7.	CALENDAR
8.	HELPFUL REFERENCE LINKS
9.	RECESS TO AN EXECUTIVE SESSION TO DISCUSS AGENCY BUSINESS
10.	ADJOURNMENT

CENTRE REGION COUNCIL OF GOVERNMENTS

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State College, PA 16801

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EXECUTIVE COMMITTEE

Hybrid Meeting

May 18, 2022

12:15 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL

Chair will convene the meeting. Staff will take a roll call of committee members.

2. PUBLIC COMMENTS

Chair will invite members of the public to comment on any items not already on the agenda (five minutes per person time limit please). Comments relating to specific items on the agenda should be deferred until that point in the meeting. Submitted comments will be read into the record by the Recording Secretary at the appropriate time in the meeting.

3. NEW AGENDA ITEMS

Executive Committee members may request additional items of business be added to this meeting's agenda. If approved by a majority vote of the members, the proposed new agenda item(s) will be added at an appropriate place on the agenda at the discretion of the Chair. Ideally, items for future agendas should be proposed to the Executive Committee through your municipal representative.

4. CONSENT AGENDA (Action)

The following items listed on the Consent Agenda portion of the Executive Committee agenda may be approved with a single motion by the Executive Committee unless a Committee member or member of the public requests that an item be removed from the Consent Agenda for a question or further discussion.

CA-1 APPROVAL OF MINUTES

Enclosed is a copy of the minutes of the April 19, 2022, Regular Executive Committee meeting.

Approval of this item approves the listed minutes of previous meetings.

CA-2 ROAD AND BRIDGE CONSTRUCTION PROJECTS UPDATE

This item requests that the Executive Committee allow Jim Saylor, CRPA Principal Transportation Planner to conduct an informational presentation at the May 23, 2022, General Forum meeting on road and bridge projects in the Centre Region and Centre County that will be under construction during 2022.

The presentation will focus on PennDOT and municipal construction projects that are anticipated to result in increased traffic congestion and delays for travelers. Although many of the projects to be covered are in the Centre Region, staff will also address key projects in other areas of Centre County that will affect travel to and from the Region. In addition, staff will report about ongoing efforts to communicate information about the impacts of construction activities to the residents, visitors, employers, and businesses.

Approval of this item will place it on the May 23, 2022, General Forum agenda.

Consent Agenda Approval Motion:

“That the Executive Committee approves items CA-1 – CA-2 as listed on the May 18, 2022, Executive Committee Consent Agenda.”

All municipalities should vote on this motion.

5. EXECUTIVE DIRECTOR’S REPORT (Informational) – Presented by Eric Norenberg

The Executive Director will update the Executive Committee on other items of current interest.

If time allows the following items will be provided during the time set aside for Agency Director Reports at the May 23, 2022, General Forum meeting:

- Ms. Salokangas will present highlights from the **enclosed** Centre Region Parks and Recreation 2021 Annual Snapshot.

6. OTHER BUSINESS

- A. Matter of Record – The next meeting of the Executive Committee is scheduled to be a hybrid meeting on **Tuesday, June 21, 2022, at 12:15 PM.**
- B. Matter of Record – The Parks and Recreation Governance Special Committee typically meets on the 4th Wednesday of each month at 8:30 AM at the COG building and via Zoom. For agendas, minutes, and additional information for this Special Committee please go to: <https://www.crcog.net/parksgovernance>.
- C. Matter of Record – To watch an informational session on the Centre Region Council of Governments (COG) please go to <https://www.crcog.net/orientation>. This video is designed

to provide an informational overview of COG, its operations, and its agencies. If you have questions regarding this video please contact COG Executive Director, Eric Norenberg at enorenberg@crcog.net.

- D. Matter of Record - C-NET's coverage of the April 27, 2022, Whitehall Road Regional Park Groundbreaking Ceremony is available to view online at cnet1.org or by clicking here: <https://bit.ly/3FnCnur>.
- E. Matter of Record - A COG Committee assignments roster can be found on the COG website at <https://www.crcog.net/cogcommitteeassignments>.
- F. Matter of Record - The Centre Region COG received a Silver designation from the national SolSmart program for making it faster, easier, and more affordable for homes and businesses in the Centre Region to go solar. This designation recognizes COG for taking bold steps to encourage solar energy growth and remove obstacles to solar development. We join 20 other designees in Pennsylvania and the more than 450 municipalities, counties, and regional organizations across the nation that have achieved SolSmart designation since the program launched in 2016.
- G. Matter of Record - You are invited to view an 11-minute video tour of the Special Operations Center, home to the Centre Region Hazardous Materials Response Team truck, Hazmat 55, as well as other equipment owned and operated by the Alpha Fire Company and Centre Region Council of Governments Regional Fire Protection Program. This video of the space is hosted by Rob Nese and can be viewed here: <https://www.youtube.com/watch?v=R5L8B-7ekFo>.
- H. Matter of Record - **Enclosed** please find a copy of the 2022 LifeLink Annual Report and EMS brochure as presented and distributed at the May 10, 2022, Public Safety Committee meeting.
- I. Matter of Record - At their May 12, 2022, meeting, the Finance Committee approved funding to address a maintenance issue at the Centre Region Schlow Library.

There have been two separate leaks recently identified and repaired at the library and upon further investigation, leaking threaded dielectric unions have been identified as the root cause. Staff worked with the Borough and a mechanical contractor to develop a system-wide replacement plan that has been approved by the Library Board and endorsed by the Facilities Committee.

The Finance Committee approved that payment for the project is conducted by repurposing \$45,000 of the \$73,000 approved in 2022 from the Insurance Reserve Fund to the Library Capital fund to finance improvements to the HVAC system. The Committee felt that the repurposing of a portion of these funds was consistent with the initial goal to improve the air quality at the library in response to the pandemic.

- J. Matter of Record - The SPPA Working Group recently requested that an appropriate range of the COG portion of electricity demand to potentially allocate to solar energy be determined to help inform the drafting of the overall RFP for a solar power purchase agreement (SPPA).

This request was presented at the May meetings of the Facilities, Climate Action and Sustainability, and Finance Committees which produced the following recommendations:

Range	Facilities Committee	CAS Committee	Finance Committee
What is COG's expected minimum % of electricity purchased as solar through the SPPA?	50%	50%	50%
What is COG's expected maximum % of electricity purchased as solar through the SPPA?	90%	100%	90%
Does COG know its expected amount of solar electricity from the PPA?	NO	NO	NO
Do we expect to purchase or retain renewable energy credits?	Unknown at this time	Unknown at this time	Unknown at this time
Any other questions or concerns?	Interested in existing installation with availability for earlier timeline	—	Prioritize resilient solar projects/ installations

Since this decision is only to inform the SPPA Working Group for the purpose of drafting the overall RFP for a solar power purchase agreement (SPPA), staff plans to communicate the overall average range (50% - 93%) from these three Committees to the SPPA Working Group.

The SPPA Working Group has prepared the **enclosed** related document.

The actual COG demand allocation will be decided upon after the results from the RFP are received and will be presented to the General Forum at that time.

- K. Matter of Record - Lou Brungard submitted his resignation in late April and Friday, May 13 was his last day as the full-time Facilities Coordinator. He has agreed to consult with the COG on a part-time basis to help ensure continuity with current/pending capital improvement projects, to wrap up other projects that are in process, and to assist in a smooth transition to his successor. Additional updates will be provided during the meeting.
- L. Matter of Record - Trish Meek has resigned from the CRPA effective June 10, 2022. Trish is leaving to accept a position with PennDOT as the Statewide Bicycle and Pedestrian Coordinator. We are grateful for Trish's leadership in helping to develop a very successful pedestrian and bicycle program in the Region. We wish Trish success in her new position, which will be housed in Pittsburgh. Don't forget, May is bike month!
- M. Matter of Record - On May 10, 2022, The Home Foundation was notified that they are one of eight finalists invited to submit a full proposal to the ICLEI Action Fund, which is a climate action funding opportunity to assist local climate action while addressing inequality. The Action Fund will award a \$1,000,000 grant to the top proposal. The COG had originally filed the application but was not allowed to submit it since it is not a 501c3. The Home Foundation agreed to be the primary applicant. **Enclosed** is the ICLEI press release with more information.

If awarded the grant, the CRPA will work with The Home Foundation, State College Borough, State College Community Land Trust, Centre County Community and Land Trust, Habitat for Humanity of Greater Centre County, The Hamer Center for Community Design-Energy Efficient Housing Research Group, and the Pennsylvania Housing Research Center to allocate up to \$500,000 to perform wide-scale energy retrofits to multiple low-income housing properties. The remaining \$500,000 would seed a revolving loan fund for energy efficiency projects on buildings that house the underserved populations in the Centre Region. The target audience will be rental properties of low- and moderate-income tenants. The CRPA will have a primary role in developing these programs so that we can help reduce greenhouse gas emissions and improve energy performance, and therefore affordability for residents with lower incomes. The goal of the revolving loan is to attract additional private and public sector funds to sustain the program and make it county-wide. A full proposal is due in mid-July and the winner of the grant award will be announced on July 31, 2022.

7. CALENDAR

A calendar with upcoming COG committee, General Forum, and municipal meetings can be found by clicking the following link: [COG and Municipal Meeting Overlay Calendar](#).

8. HELPFUL REFERENCE LINKS

Repositories of helpful COG information have been assembled for use by elected officials, COG staff, and others:

- Governance policies, procedures, and other related documents can be viewed on SharePoint by clicking [here](#) or going to <https://www.crcog.net/governance>.

- Updates on current COG Studies and Projects can be found by clicking [here](#) or going to <https://bit.ly/3vZP8Zs>.
- The Whitehall Road Regional Park project site facilitates easy access to documents, resources, and current information about the project. Staff continues to develop and update the site which can be found at <https://www.crcog.net/wrrpinfoguide>.
- COG Facilities Reference information can be found at: <https://bit.ly/3qnEbMA>. The Facilities Committee uses this information as a collection point and serves as a resource for new members of the Committee as well as others. Please contact Scott Binkley at sbinkley@crcog.net for access.

9. RECESS TO AN EXECUTIVE SESSION TO DISCUSS AGENCY BUSINESS

This item is to discuss the recommendations provided for and presented by Weidenhammer as a result of the COG IT Study that was conducted over the last two years.

Per the Pennsylvania Sunshine Act, an agency may discuss certain matters in Executive Session, which is not held in public. Section 708 of the Sunshine Act provides that an Executive Session may be conducted to discuss agency business which, if conducted in public, would violate a lawful privilege or lead to the disclosure of information or confidentiality protected by law.

10. ADJOURNMENT

ENCLOSURES

<u>Item #</u>	<u>Description</u>
CA-1	April 19, 2022 - Regular Executive Committee Meeting Minutes
05	Centre Region Parks and Recreation 2021 Annual Snapshot
06H1	Centre Region Council of Governments 2022 LifeLink Annual Report
06H2	EMS Brochure
06J	RFP for SPPA Guidance Doc REV A 5.4.2022 Communication to Boards
06M	ICLEI Action Fund U.S. Round One Finalists Press Release 5.12.22

Spring Creek Watershed Commission

May 18th, 2022

07:00 PM Eastern Time (US and Canada)

Zoom link: <https://us02web.zoom.us/j/89897415182?pwd=QU5uRVp1UWhKRTRVSkZPUStCd1NIQT09>

- 1) Call to Order:** Chair will call the meeting to order
- 2) Roll Call and Introduction:** Establish which municipalities are present and who the representatives/alternates are for each municipality.
- 3) Citizen Comments:** The public is invited to address the Commission on items not on the agenda. (5 minutes per commentary). Electronic copy of comments may be submitted to SCWC & will be added to meeting minutes.
- 4) New Agenda items:**
- 5) Approval of minutes,** Approval of March 2022 draft minutes (attached)
- 6) Educational Topic -** Introduction by Doug Mason, Education Committee
 - *When It Rains, It Pours: Examining the Links Between Climate Change, Extreme Rainfall and Flooding* by Tony Buda
- 7) Old Business:**
 - One Water Plan: Phase III Working Group**
 - Executive Committee members
 - Status update
 - Proposed Initial Slate of nominees (see below)
 - POTENTIAL ACTION ITEM
 - PA Sustainability Institute possible student project(s) - Joanne Tosti-Vasey
 - Atlas Project – Paul Takac and Bob Carline**
 - Recognition Award - Atlas Work Group
 - Recommendation to establish Spring Creek Watershed Mentor Award (see description below)
 - Slate of nominees in development
 - target: presentation for approval at July meeting
 - POTENTIAL ACTION ITEM
 - Other updates

Education Committee updates – Doug Mason and Jasmine Fields

Educational Topics for remainder of 2022

- **Confirmed presentations**
 - July: Carolyn Hatley & Sarah Kania -- *The Senior Environmental Corps Program & other volunteer opportunities available through Clearwater Conservancy*
 - September: PSU Professor Lauren McPhillips – *Walnut Springs Constructed Wetland in the Borough*
 - November: Kimberlie Gridley – tentative title *Pennsylvania’s One Water Task Force*

Social Media and Public Relations – Izen Lingenfelter

8) New Business:

Water Data Collaborative and Mainstream Network

– Srishti Gupta, PhD. Candidate Penn State

9) Financial Update – Bill Sharp and Jon Eaton

Reports: February to April

April 30th 2022

Project Fund: Debit:	\$0.00	Credit:	\$0.00	Balance:	\$2,150.63
General Fund: Debit:	\$0.00	Credit:	\$0.00	Balance:	\$27,324.64

March 31st 2022

Project Fund: Debit:	\$0.00	Credit:	\$0.00	Balance:	\$2,150.63
General Fund: Debit:	\$1,060.00	Credit:	\$0.00	Balance:	\$27,324.64

February 28th 2022

Project Fund: Debit:	\$0.00	Credit:	\$0.00	Balance:	\$2,150.63
General Fund: Debit:	\$0.00	Credit:	\$0.00	Balance:	\$28,384.64

10) Once Around the Watershed: Members are asked to share relevant water related news from their municipality.

11) Matters of Record

Remaining Meetings for 2022:

- July 20, 2022
- September 21, 2022
- November 16, 2022

CNET coverage of this meeting is sponsored by College Township.
The meeting will be rebroadcast on C-NET channel 7 at the following times:
TBA: Day of the week, Month and day - Time of day
eg. Monday, January 24 - 9:00 a.m.

Joanne Tosti-Vasey is inviting you to a scheduled Zoom meeting.

Topic: SCWC Meeting

Time: MAY 18, 2022 07:00 PM Eastern Time (US and Canada)

Every 2 months on the Third Wed

Jul 20, 2022 07:00 PM

Sep 21, 2022 07:00 PM

Nov 16, 2022 07:00 PM

Please download and import the following iCalendar (.ics) files to your calendar system.

Monthly: <https://us02web.zoom.us/meeting/tZ0sd-irrTsuHNNHYPBByoFkeB0CKcG6OYgr/ics?icsToken=98tyKuGhrzsrGdeVtB-ARpx5BYigd-nztmJbgo1ztCbVIQJqbSX9M-ASEZI8N47>

Join Zoom Meeting

<https://us02web.zoom.us/j/89101330467?pwd=eVNINDk1T2xacWxLWFJWWmF5azJuQT09>

Meeting ID: 891 0133 0467

Passcode: 677245

One tap mobile

+13017158592,,89101330467#,,,,*677245# US (Washington DC)

+13126266799,,89101330467#,,,,*677245# US (Chicago)

Meeting ID: 891 0133 0467

Passcode: 677245

Find your local number: <https://us02web.zoom.us/u/kUY3bPIN>

One Water Plan
Phase III Working Group
Proposed Initial Slate of Nominees

Nominee	Background
Deb Nardone	Clear Water Conservancy
Jasmine Fields	Sustainability Director - SC Borough, SCWC
John Arway	Retired Fish and Boat Commission
Mark Ralston	Hydrologist
Ray Stolinias	Director Centre County Planning
Warren Miller	Spring Benner Walker Water Authority
Bob Carline	Hydrologist, Watershed Atlas
Bob Igoe	Harris Twship SCWC member
Dave Roberts	Sierra Club, Nittany Valley Environmental Coalition
Ford Stryker	Trout Unlimited & PSU OPP
Kevin Abbey	Ferguson Township
Lynn Mitchel	PSU Office of Sponsored Programs
Jim Lanning	Benner Twp Water Authority
Bill Sharp	SCWC, planning, Transition Center (fundraising)
Municipal Appointees to SCWC	Ex officio

Potential future additions or outside consultants	
Corey Miller	University Area Joint Authority
Lara Fowler	Water law expert
John Dawes	ED Foundation for PA Watersheds - fundraising
Nick Rockwell	PSU Legislative Director
Ryan Hamilton	Land Conservation Mgr, Clearwater Conservancy & Attorney
Larry Lingle	Benner Twp Supervisor
Terry Melton	Nittany Valley Environmental Coalition

Spring Creek Watershed Mentor Award

Description of Award: The Spring Creek Watershed Atlas Workgroup, operating under the auspices of the Spring Creek Watershed Commission, has assembled a list of individuals who have made significant contributions to management and conservation of water resources in the Spring Creek Watershed. Many of the recognized individuals are not water resource professionals, but rather, they are volunteers who have devoted many hours to protecting our treasured resources.

Some of the individuals are professionals who have gone well beyond their normal duties to ensure that the watershed is well protected and properly managed. The citizens of the Spring Creek Watershed are indebted to all of these individuals for their tireless efforts to conserve our watershed.

CENTRE REGION COUNCIL OF GOVERNMENTS

2643 Gateway Drive, Suite 3

State College, PA 16801

Phone: (814) 231-3077 Fax: (814) 231-3083 Website: www.crcog.net

PARKS AND RECREATION GOVERNANCE SPECIAL COMMITTEE

Hybrid Meeting

May 25, 2022

8:30 AM

GENERAL MEETING INFORMATION	
<u>RSVP</u>	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/meeting/register/tZEscuuoqzIrGtwbNB8l3x1mwRdEPqMr-T-0
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/tZEscuuoqzIrGtwbNB8l3x1mwRdEPqMr-T-0 To attend this meeting by phone: +1 929 205 6099 Meeting ID: 851 5205 9108
In-Person Participants	COG Building – Forum Room 2643 Gateway Drive, State College, PA 16801
Meeting Contact: Scott Binkley email: sbinkley@crcog.net 814-235-7818	
<p style="text-align: center;">Click HERE to locate the AGENDA and ATTACHMENTS <i>Should you desire to annotate any attachments you must download them first.</i></p>	

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- We ask that non-voting participants that are attending remotely remain muted with their video turned off unless recognized to speak. To reduce audio interference, please remain off speakerphone during the meeting.
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- **PUBLIC COMMENT GUIDELINES:** Members of the public may comment on any items not already on the agenda (five minutes per person). Comments relating to specific items on the agenda should be deferred until that point in the meeting. For additional information on COG public meeting guidelines, please click [HERE](#). Written public comment or requests to speak to the Committee for items not on the agenda, and requests to comment on specific agenda items listed below, may be submitted in advance by emailing sbinkley@crcog.net.
- To access agendas and minutes of previously held meetings, and to learn more about the COG Parks and Recreation Governance Special Committee on our website, click [HERE](#).

PARKS AND RECREATION GOVERNANCE SPECIAL COMMITTEE

Hybrid Meeting

May 25, 2022

8:30 AM

AGENDA SUMMARY

1.	CALL TO ORDER AND ROLL CALL
2.	PUBLIC COMMENTS
3.	NEW AGENDA ITEMS
4.	APPROVAL OF MINUTES
5.	WHAT IS THE BEST MISSION AND PURPOSE FOR THE AUTHORITY FOR THE FUTURE?
6.	WHAT IS THE BEST GOVERNANCE STRUCTURE TO ACHIEVE THAT MISSION/PURPOSE?
7.	OTHER BUSINESS
8.	CALENDAR
9.	HELPFUL REFERENCE LINKS
10.	ADJOURNMENT

CENTRE REGION COUNCIL OF GOVERNMENTS

2643 Gateway Drive, Suite 3
State College, PA 16801
Phone: (814) 231-3077 Fax: (814) 231-3083 Website: www.crcog.net

PARKS AND RECREATION GOVERNANCE SPECIAL COMMITTEE

Hybrid Meeting
May 25, 2022
8:30 AM

AGENDA

1. CALL TO ORDER AND ROLL CALL

Chair will convene the meeting. Staff will take a roll call of committee members.

2. PUBLIC COMMENTS

Chair will invite members of the public to comment on any items not already on the agenda (five minutes per person time limit please). Comments relating to specific items on the agenda should be deferred until that point in the meeting. Submitted comments will be read into the record by the Recording Secretary at the appropriate time in the meeting.

3. NEW AGENDA ITEMS

Committee members may request additional items of business be added to this meeting's agenda. If approved by a majority vote of the members, the proposed new agenda item(s) will be added at an appropriate place on the agenda at the discretion of the Chair. Ideally, items for future agendas should be proposed to the Parks and Recreation Governance Special Committee through your municipal representative.

4. APPROVAL OF MINUTES

Enclosed is a copy of the minutes of the April 27, 2022, Parks and Recreation Governance Special Committee meeting.

5. WHAT IS THE BEST MISSION AND PURPOSE FOR THE AUTHORITY FOR THE FUTURE?
(Discussion) – Presented by Chair Francke

Based on the outcome of earlier background questions asked and answered in the prior agenda items, the Special Committee is asked to discuss the question, "What do we want our Authority to do and not do related to municipal parks and regional parks?"

- a. With Regard to Regional Parks:
 - i. What Do We Want Our Parks and Recreation Authority to Do?
 - ii. What Do We Want Our Parks and Recreation Authority to Not Do?
- b. With Regard to Municipal Parks:
 - i. What Do We Want Our Parks and Recreation Authority to Do?
 - ii. What Do We Want Our Parks and Recreation Authority to Not Do?

6. WHAT IS THE BEST GOVERNANCE STRUCTURE TO ACHIEVE THAT MISSION/PURPOSE?
(Discussion) – Presented by Chair Francke

With the Mission and Purpose understood and agreed to, the Special Committee is asked to discuss the question, “What is the best governance structure to achieve that mission/purpose?”

7. OTHER BUSINESS

- A. Matter of Record – The next meeting of the Parks and Recreation Governance Special Committee is scheduled to be a hybrid meeting on **Wednesday, June 22, 2022, at 8:30 AM.**

8. CALENDAR

A calendar with upcoming COG committee, General Forum, and municipal meetings can be found by clicking the following link: [COG and Municipal Meeting Overlay Calendar](#)

9. HELPFUL REFERENCE LINKS

Repositories of helpful COG information have been assembled for use by the elected officials and COG staff:

- Governance policies, procedures, and other related documents can be viewed on SharePoint by clicking [here](#) or going to <https://www.crcog.net/governance>.
- Updates on current COG Studies and Projects can be found by clicking [here](#) or going to <https://bit.ly/3vZP8Zs>.
- Staff has established a SharePoint site to share background information, documents, etc. with the members of the Parks and Recreation Governance Special Committee. As the work of the Committee proceeds, additional information will be added as well as draft documents that are being reviewed. Please contact Pam Salokangas at psalokangas@crcog.net for site access.
- The Whitehall Road Regional Park project site facilitates easy access to documents, resources, and current information about the project. Staff continues to develop and update the site which can be found at <https://www.crcog.net/wrrpinfoguide>.
- COG Facilities Reference information can be found at: <https://bit.ly/3qnEbMA>. The Facilities Committee uses this information as a collection point and serves as a resource for new

members of the Committee as well as others. Please contact Scott Binkley at sbinkley@crcog.net for access.

10. ADJOURNMENT

ENCLOSURES

<u>Item #</u>	<u>Description</u>
04	April 27, 2022 - Parks and Recreation Governance Special Committee Meeting Minutes

CENTRE REGION COUNCIL OF GOVERNMENTS

2643 Gateway Drive, Suite 3

State College, PA 16801

Phone: (814) 231-3077 Fax: (814) 231-3083 Website: www.crcog.net

HUMAN RESOURCES COMMITTEE

Hybrid Meeting

June 1, 2022

12:15 PM

GENERAL MEETING INFORMATION	
RSVP	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/join/91610656128
Remote Participants	To attend via Zoom: https://us02web.zoom.us/join/91610656128 To attend this meeting by phone: +1 929 205 6099 Meeting ID: 857 4771 0130
In-Person Participants	COG Building – Forum Room 2643 Gateway Drive, State College, PA 16801
Meeting Contact: Becca Petitt email: rpitt@crcog.net 814-272-1447	
Click HERE to locate the AGENDA and ATTACHMENTS <i>Should you desire to annotate any attachments you must download them first.</i>	

- The chat feature for this meeting will be limited to remote participants being able to communicate with meeting hosts. A recording of the meeting will be made available on the COG website upon its conclusion.
- We ask that non-voting participants that are attending remotely remain muted with their video turned off unless recognized to speak. To reduce audio interference, please remain off of speakerphone during the meeting.
- **VOTING PROCEDURES:** Members will provide their vote by voice. Clarification will be sought by the Chair if the vote is unclear. For additional information on COG Voting Procedures, click [HERE](#).
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- To access agendas and minutes of previously held meetings, and to learn more about the COG Human Resources Committee on our website, please click [HERE](#).

June 1, 2022

12:15 PM

AGENDA SUMMARY

01.	CALL TO ORDER
02.	PUBLIC COMMENTS
03.	NEW AGENDA ITEM
04.	APPROVAL OF MINUTES
05.	JOB DESCRIPTION UPDATES (3 POSITIONS)
06.	CPI-U
07.	OTHER BUSINESS
08.	CALENDAR
09.	HELPFUL RESOURCE LINKS
10.	ADJOURNMENT

CENTRE REGION COUNCIL OF GOVERNMENTS

2643 Gateway Drive, Suite 3
State College, PA 16801

Phone: (814) 231-3077 • Fax: (814) 231-3083 • Website: www.crcog.net

HUMAN RESOURCES COMMITTEE

Hybrid Meeting
Wednesday, June 1, 2022
12:15 PM

Written public comment or requests to speak to the Human Resources Committee for items not on the agenda, and requests to comment to specific agenda items listed below, may be submitted in advance by emailing rpetitt@crcog.net.

AGENDA

1. CALL TO ORDER

Mr. Strouse has stepped down from his elected position in Halfmoon Township effective May 26, 2022. For the remainder of 2022, Vice Chair Wilson will serve as Chair of the HR Committee.

Chair Wilson will convene the meeting. Ms. Petitt will take roll call of the Committee members.

The Committee members should nominate a Vice Chair to serve for the remainder of 2022.

2. PUBLIC COMMENTS

Members of the public are invited to comment on any items not already on the agenda (five minutes per person time limit, please). Comments relating to specific items on the agenda should be deferred until that point in the meeting. Submitted comments will be read into the record by the Recording Secretary at the appropriate time in the meeting.

3. NEW AGENDA ITEMS

Members may request additional items of business be added to this meeting's agenda. If approved by a majority vote of the members, the proposed new agenda item(s) will be placed on the agenda at the discretion of the Chair. Ideally, items for future agendas should be proposed to the Human Resources Committee through your municipal representative.

4. APPROVAL OF MINUTES- (Action)

A copy of the minutes from the May 4, 2022, Human Resources Committee meeting is **enclosed** for approval.

5. JOB DESCRIPTION UPDATES- (Action) *Presented by the appropriate personnel*

COMMUNICATIONS COORDINATOR – *Presented by Lisa Collens*

The Communications Manager is a part-time position at Schlow Centre Region Library that was established in 2011 under the job title “Public Relations & Marketing Manager.” The position has been an important part of Schlow’s Management Team; however, the position has experienced turnover every couple of years resulting in high recruiting and training costs. Through the budget process last year, an attempt was made to make it a shared full-time position between the Library and Planning; however, there was no financial appetite to do so at that time (though some elected officials shared the opinion that the COG should consider a fulltime COG communications position in the future).

Following the most recent resignation and exit interview, staff reviewed the position and **enclosed** job description and recommend that the position be re-titled as Communication Coordinator. The position will remain part-time but will no longer serve as part of Schlow’s Management Team, and some of the responsibilities have been reduced. Staff is hopeful this will help recruitment and retention for this position as it will allow for greater flexibility of hours and more accurately clarify and reflect the position's responsibilities.

SENIOR TRANSPORTATION PLANNER – *Presented by Jim Saylor*

The Senior Transportation Planner job description was last updated in 2006. The **enclosed** job description is being updated now to prepare for the recruitment and interview process for a Senior Transportation Planner due to the resignation of Trish Meek. Trish’s last day is June 10, 2022. The CRPA is asking the Human Resources Committee to consider approving changes to the job description at this meeting so we can initiate the hiring process for this essential position immediately. The position is a direct report to the Principal Transportation Planner.

The CRPA Director and Principal Transportation Planner have reviewed the job description and prepared several changes that should be considered by the Human Resources Committee. The major proposed changes: update several responsibilities that have shifted to other staff since the last job description update; reflect the demands of the current job market; broaden the variety of educational and experience needed to qualify for the position; and added some GIS skills to the skills and abilities area.

FIRE DIRECTOR – *Presented by Eric Norenberg*

The Fire Director job description **enclosed** is being updated now to prepare for the retirement of the current Fire Director, Steve Bair. Mr. Bair intends to retire later this year following 15+ years of service. Currently, a staff, volunteer, stakeholder survey is being conducted to help develop the Fire Director profile and recruitment brochure for this Agency Director level position. Staff are also in the process of developing a Request for Proposal to hire a

consultant to conduct an independent Assessment Center for this important life safety position.

The Fire Director, HR Officer and Executive Director have reviewed the job description and prepared several changes that should be considered by the Human Resources Committee. A summary of the main changes include: accurately capturing the duties and responsibilities as they relate to HazMat operations, rescue, fire suppression, fire investigation, and department training, as well as coordination with COG Facilities Project Manager on maintenance and upkeep, and updates to the required/preferred education and experience.

The Committee should review the job descriptions and a potential motion to consider would be:

“That the COG Human Resources Committee approve the job descriptions for Fire Director, Senior Transportation Planner, and Communications Coordinator dated June 1, 2022, as discussed, and further, approve that the title for the Communications Coordinator be updated accordingly on the 2022 COG Salary Schedule.”

6. CPI-U - (Action) – Presented by Eric Norenberg and Becca Pettit

In accordance with the COG Compensation policy **enclosed**, the cost-of-living adjustment (COLA) for COG staff for the upcoming fiscal year is to be based on the average of the 12-month changes from July 2021 through June 2022.

The CPI-U for the 12 months that ended April 30, 2022, was 8.3%. Based on the approved measurement period the 2023 COLA is trending to be approximately 7%. Also, per the Compensation policy, in the event the CPI exceeds 5%, General Forum approval by a majority vote of the municipalities is required. As discussed at the April HR Committee meeting, the COLA affects not only the COG budget and municipal budgets, but it impacts staff morale, the quality of life and purchasing power of staff and their families, and the COG’s ability to maintain competitive wages for recruitment and retention.

The Committee is asked to consider a fair and manageable recommendation regarding the 2023 COLA to the General Forum as the 2023 Program Plan and COG Budget process begins. While considering what that recommendation is, the Committee may want to discuss and weigh the following items:

- The current labor market and struggles in recruitment.
- COG has not had a Compensation Study completed in 17 years.
- Recently COG has had to increase rates to hire for some positions. This is causing wage compression or internal inequities amongst new hires and tenured employees.
- The bell curve that exists: COG trails the municipalities, therefore receiving a lower COLA/Merit than a majority of its municipal partners last year:

	COLA	Merit	Total
COG	2.30%	1.50%	3.80%
SCB	5.40%	2.00%	7.40%
College	2.00%	1.80%	3.80%
Ferguson	3.00%	2.00%	5.00%
Halfmoon*			0.00%
Harris	4.50%	2.50%	7.00%
Patton	4.00%	1.25%	5.25%

*Internal Class and Comp Study, rebalancing to 25% level based on job descriptions. Only merit increase.

- The impact this decision will have on staff morale.
- The impact inflation is having on staff and their quality of life.
- Budgetary concerns.
- If we do not keep up with the inflation each year, there will eventually need to be a catch-up adjustments to be made.

The Committee is asked to revisit this topic, to understand the policy and formula, as well as general and specific implications regarding the COLA for 2023. If the Committee supports recommending a COLA based on the formula found in the Compensation Policy, the potential recommendation could be as follows:

That the HR Committee recommends the General Forum endorse the use of the current COG formula for calculating the cost-of-living adjustment (COLA) for COG staff in the development of the 2023 COG budget documents.

7. OTHER BUSINESS

A. Matter of Record – The following represents a list of vacancies of COG full-time and part-time, year-round positions:

- **Administration** – Finance Assistant – Currently being advertised as open until filled. Applications have been sparse, and staff have begun exploring additional recruitment options through a job placement agency.
- **Administration** – Facilities Project Manager – Advertisement coming soon. Discussion with GovHR regarding title and salary for the position resulted in title change from Facilities Coordinator to Facilities Project Manager and a posting of the position using its full salary range, including a note that salary is currently under review. Applicants will be asked to submit cover letter with salary requirements, resume, and references.
- **Code** – Commercial Plans Examiner/Building Inspector – Position currently being advertised.
- **Code** – Permit Program Technician – Ms. Liz Arseniu has resigned following 15 years of service, effective May 27, 2022. The position is currently being advertised.

- **Fire** – Staff Assistant – Offer of employment for this new position was being made at time of agenda prep.
 - **Parks** – Caretaker I – Position currently being advertised.
 - **Parks** – Active Adult Center PT Staff Assistant – Initial offer of employment was accepted, but candidate did not actually start, therefore advertising remains open.
 - **Planning** – Senior Transportation Planner – Ms. Trish Meek has resigned effective June 10, 2022, following 27+ years of service for another employment opportunity. Advertising for the position will begin soon.
- B. Matter of Record – Initial planning meeting with GovHR and the COG HR Officer was held on Thursday, May 26, 2022. As the project kicks-off the Committee will be kept apprised of the progress.
- C. Matter of Record – Per discussion at the February HR Committee meeting, the COGs job descriptions were migrated to a SharePoint site that has been shared via email with the HR Committee members. Committee members should know that as COG heads into the Class and Comp Study and also shares this site with the Consultant, the SharePoint site will remain a work in progress.
- D. Matter of Record – May is mental health awareness month. Our employees are a valued part of COG and their health and well-being are important to the success of the organization and the residents and businesses we serve. COG offers a free and confidential Employee Assistance Program (EAP) which is available to all employees and family members living in their household. The resources available through the EAP range from emotional support to financial and legal guidance and the EAP hotline is available 24 hours a day, 7 days a week. In honor of mental health awareness month, COG distributed an at-home mailer to employees with information about COG's EAP and a magnet to keep the EAP contact info handy at home.
8. CALENDAR
- A calendar with upcoming COG committee, General Forum, and municipal meetings can be found by clicking the following link: [COG and Municipal Meeting Overlay Calendar](#)
9. HELPFUL REFERENCE LINKS
- Repositories of helpful COG information have been assembled for use by elected officials, COG staff, and others:
- Governance policies, procedures, and other related documents can be viewed on SharePoint by clicking [here](#) or going to <https://www.crcog.net/governance>.
 - Updates on current COG Studies and Projects can be found by clicking [here](#) or going to <https://bit.ly/3vZP8Zs>.

- The Whitehall Road Regional Park project site facilitates easy access to documents, resources, and current information about the project. Staff continues to develop and update the site which can be found at <https://www.crcog.net/wrrpinfoguide>.
- COG Facilities Reference information can be found at: <https://bit.ly/3qnEbMA>. The Facilities Committee uses this information as a collection point and serves as a resource for new members of the Committee as well as others. Please contact Lou Brungard at lbrungard@crcog.net for access.

10. ADJOURNMENT

ENCLOSURES

<u>Item #</u>	<u>Description</u>
04	Human Resources Committee Meeting Minutes – April 6, 2022
05	Job Description – Communications Coordinator
05	Job Description – Senior Transportation Planner
05	Job Description – Fire Director
06	COG Compensation Policy

**FERGUSON TOWNSHIP
REGIONAL AND ABC MEETING REPORT**

1. NAME OF MEETING ATTENDEE(S): Lisa Strickland

2. REPORTING ON WHICH COMMITTEE: LUCI **DATE:** 6-2-22

3. REQUIRES COMMENTS BACK TO BOARD OF SUPERVISORS: YES NO

If YES, describe briefly:

4. BRIEF OVERVIEW OF MEETING: New Sustainability intern was introduced. Presentation on 5 year plan update was received. Questions will be on staffing and work program priorities. Options are a status quo re staffing or an increase to meet potential needs especially in areas of sustainability and alternative transportation. Additional consideration would be decrease in staffing which would be difficult to manage given current tasks assigned to CRPA and CCMPO. Comments included requests for as many details as possible in staffing requests: Recommendations from staff, costs estimates and projections, work tasks and project assignments; and that that information be transmitted to municipalities and related agencies efficiently. Additional comments are appreciated as this plan is formulated and committee will be kept updated.

Presentation on Centre County affordable housing study was received. Comments to be taken back to County/consultant included request to look at comparable university towns, look at how Centre Region is viewed comparable to rest of Centre County and how desirability of SCASD influences housing demand. Presentation is attached. It was announced that Trish Meek is moving on to a new position.

**5. LINK TO COG COMMITTEE
MEETING AGENDA:** Attached

CENTRE REGION COUNCIL OF GOVERNMENTS

2643 Gateway Drive, Suite 3

State College, PA 16801

Phone: (814) 231-3077 Fax: (814) 231-3083 Website: www.crcog.net

LAND USE AND COMMUNITY INFRASTRUCTURE COMMITTEE

Hybrid Meeting

Thursday, June 2, 2022

12:15 PM

GENERAL MEETING INFORMATION

RSVP	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/meeting/register/tZEvdumupzkjHND6-S0cq0X1Ck89JNoM4Lqj
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/tZEvdumupzkjHND6-S0cq0X1Ck89JNoM4Lqj To attend by phone: +1 301 715 8592 Meeting ID: 852 1069 2964 Passcode: 514049
In-Person Participants	COG Building – Forum Room 2643 Gateway Drive, State College PA 16801

Meeting Contact: Marcella Hoffman | email: mhoffman@crcog.net | 814-231-3050

[Click HERE to locate the AGENDA and ATTACHMENTS](#)

Should you desire to annotate any attachments, you must download them first

- The chat feature for this meeting will be disabled. A recording of the meeting will be made available on the COG website upon its conclusion.
- We ask that non-voting participants that are attending remotely remain muted with their video turned off unless recognized to speak. To reduce audio interference, please remain off of speakerphone during the meeting.
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- To access agendas and minutes of previously held meetings, and to learn more about the Land Use and Community Infrastructure Committee on our website, please click [HERE](#). Click [HERE](#) for information regarding the Centre Regional Planning Commission

CENTRE REGION COUNCIL OF GOVERNMENTS

2643 Gateway Drive, Suite 4

State College, PA 16801

Phone: (814) 231-3077 Fax: (814) 231-3083 Website: www.crcog.net

AGENDA SUMMARY

1.	CALL TO ORDER AND ROLL CALL
2.	PUBLIC COMMENTS
3.	NEW AGENDA ITEMS
4.	APPROVAL OF MINUTES
5.	COG COMMITTEE REPORTS
6.	PROGRAM PLAN UPDATES AND FIVE-YEAR OUTLOOK
7.	UPDATE ON THE CENTRE COUNTY SOLUTIONS-BASED AFFORDABLE HOUSING STUDY
8.	OTHER BUSINESS
11.	ADJOURNMENT

LAND USE AND COMMUNITY INFRASTRUCTURE (LUCI) COMMITTEE

Hybrid Meeting
Thursday, June 2, 2022
12:15 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL

Mr. Hameister will call the meeting to order. Ms. Hoffman will take a roll call of committee members.

2. PUBLIC COMMENTS

Chair Hameister will invite members of the public to comment on any items not already on the agenda (five minutes per person time limit please). Comments relating to specific items on the agenda should be deferred until that point in the meeting. Submitted comments will be read into the record by the Recording Secretary at the appropriate time in the meeting.

3. NEW AGENDA ITEMS

LUCI Committee members may request additional items of business be added to this meeting's agenda. If approved by a majority vote of the members, the proposed new agenda item(s) will be added at an appropriate place on the agenda at the discretion of the Chair. Ideally, items for future agendas should be proposed to the LUCI Committee through your municipal representative.

4. APPROVAL OF MINUTES (action) - **Enclosed** is a copy of the minutes of the May 5, 2022 meeting.

All municipalities should vote to approve the meeting minutes.

5. COG COMMITTEE REPORTS

At the January 12, 2022 meeting, the LUCI committee members agreed to include an item for Committee reports. The Chair should request any reports from members or staff.

6. PROGRAM PLAN UPDATES AND FIVE-YEAR OUTLOOK - (discussion) - *presented by Jim May and Jim Saylor*

This item presents information regarding the **enclosed** draft CRPA and CCMPO Program Plans for 2023 and previews a five-year outlook on potential staffing, organizational structure, and work priorities for the CRPA and CCMPO. The LUCI Committee should receive a presentation and provide any feedback to the CRPA Director and Principal Transportation Planner. Comments will be helpful prior to 2023 Program Plans being forwarded for municipal review in later this year. Initial comments on five-year planning efforts will also help staff begin to anticipate municipal concerns regarding planning for future staffing and

implementation activities to support transportation, land use, sustainability, and refuse and recycling actions in future years.

Both the CRPA and the CCMPO are currently in transitional phases and planning for potential changes in staffing, organizational structure, and work priorities in the next three to five years. No new personnel or work priority changes are anticipated in the 2023 budget. Planning for the next five years is consistent with a request from the municipalities to adapt the COG budgeting process. This is so municipalities can anticipate potential personnel and operational changes, particularly if the proposed changes have an impact on municipal budgets.

Four activities will inform potential changes to future CRPA, CCMPO, and Refuse and Recycling Program Plans. These are:

- An update the Centre Region Comprehensive Plan that will be completed by the end of 2023. The Comprehensive Plan Update will include an implementation program that will identify projects to complete over the next 10 years. Project priorities will be established every two years utilizing the Comprehensive Plan Implementation Program (CHIP). The first year of implementation will be 2024 and may include potential requests for personnel or studies in the 2024 Program Plan. The Comprehensive Plan Update and CHIP will be completed by CRPA staff.
- Completion of an organizational-based strategic plan for the CCMPO. This project is funded, with half of the funding in the 2022 budget and half of the funding in the 2023 budget. This plan is anticipated to start no later than August 2022, depending upon how quickly the consultant selection process can be completed. Staff is working to complete the Strategic Plan in time to incorporate funding requests for personnel and projects into the 2024 Program Plan, but the consultant selection process may push that to 2025.
- Climate action and adaptation is moving from the planning phase to the action phase through the development of an implementation program. The implementation program will be developed in 2022 and 2023 and will assess capacity building, provide technical resources, and support and identify specific implementable actions to reduce greenhouse gas emissions and achieve other sustainability goals. Potential funding requests, if approved, are anticipated in the 2024 Program Plan. The municipalities previously approved \$75,000 for a consultant to assist with launching implementation efforts. That will be collaborative process between the Climate Action and Sustainability (CAS) Committee, the new Technical Advisory Group (TAG), the Sustainability Planner, and other COG committees as needed

The CAS Committee has oversight over climate action and sustainability efforts. Funding for the Sustainability Planner and other sustainability-related efforts are integrated into the CRPA and CCMPO program plans and budgets, so this item is provided to the LUCI Committee for information. The CAS Committee will discuss specific implementation actions.

- The Refuse and Recycling Administrator, along with the Centre County Refuse and Recycling Authority, are working on a request for proposal for the new five-year refuse and recycling contract. Proposals are due in June 2024 and the new contract will become

effective on April 1, 2025. The Refuse and Recycling Program is a cost recovery program and does not impact municipal budgets. This item is listed here for information but will be discussed by the Climate Action and Sustainability Committee.

The CRPA and CCMPO expect change will be needed in the next three to five years to meet our human capital needs, achieve objectives, and implement actions beyond the status quo. The outcome of these projects and studies will be an understanding of how the CRPA and CCMPO should align human capital needs with the direction the municipalities want to go. The projects and studies will help identify future work, future workforce needs, establish the gap between present and future needs, and through the Program Plan and budgeting process, set a course of action to implement how the agencies can accomplish our mission, goals, and objectives within funding levels established by the municipalities.

The Committee should provide any feedback or comments to staff regarding the Program Plans:

No action is required on this item.

7. UPDATE ON THE CENTRE COUNTY SOLUTIONS-BASED AFFORDABLE HOUSING STUDY (information)– *presented by Nicole Pollock*

This item serves to provide an update on the progress of the Centre County Solutions-Based Affordable Housing Study. CRPA staff has been meeting with County staff and their consultant on a regular basis to represent the Region.

A workshop with staff from the County planning office and the Centre Region planners was held on March 9. The purpose of this workshop was to provide the consultant with details on (1) factors influencing the county's housing market; (2) housing policies, programs, local statutes and resources available; (3) what actions have and haven't worked and why; (4) what gaps exist in policy, financing, and programmatic areas; and (5) best practices that program staff may have learned about and want to apply in the county and its municipalities to expand housing affordability and availability.

The consultant conducted a series of 11 virtual sessions from March 21-30 and April 27 & 28 to solicit information from public and private sector stakeholders whose primary functions involve nearly every aspect of affordable housing across the county. A progress is provided on the **enclosed** PowerPoint. The consultant has provided a qualitative analysis of the sessions.

Per the analysis, here are a few of the key issues that emerged:

- A lack of overall housing inventory
- A misconception of what is affordable and who needs affordable housing is a barrier to gaining more housing
- A need to look to underutilized buildings and under-zoned land for development opportunities
- Preservation of existing housing should be a priority
- A lack of capacity must be overcome to better address the challenge
- Mobile home parks pose an especially difficult challenge

The next step will be for the consultant to provide a market typology report from MLS data compiled from the last five years from the Centre County Association of Realtors.

This study aims to generate reasonable recommendations to ease the housing affordability problem throughout the County. The project is expected to be completed by the end of 2022.

No action is required on this item.

8. OTHER BUSINESS

- a. Matter of Record - The CRPA asks that the LUCI Committee consider cancelling the July 7, 2022 meeting. The next meeting of the LUCI Committee will be held on **Thursday August 4, 2022 at 12:15 p.m.**
- b. Matter of Record - Trish Meek has resigned from the CRPA effective June 10, 2022. Trish is leaving to accept a position with PennDOT as the Statewide Bicycle and Pedestrian Coordinator. We are grateful for Trish's leadership in helping to develop a very successful pedestrian and bicycle program in the Region. We wish Trish success in her new position, which will be housed in Pittsburgh. The Director and Principal Transportation Planner anticipate advertising for the position in early June.
- c. Matter of Record - On May 10, 2022, The Home Foundation was notified that they are one of eight finalists invited to submit a full proposal to the ICLEI Action Fund, which is a climate action funding opportunity to assist local climate action while addressing inequality. The Action Fund will award a \$1,000,000 grant to the top proposal. The COG had originally filed the application but was not allowed to submit it since it is not a 501c3. The Home Foundation agreed to be the primary applicant.

If awarded the grant, the CRPA will work with The Home Foundation, State College Borough, State College Community Land Trust, Centre County Community and Land Trust, Habitat for Humanity of Greater Centre County, The Hamer Center for Community Design-Energy Efficient Housing Research Group, and the Pennsylvania Housing Research Center to allocate up to \$500,000 to perform wide-scale energy retrofits to multiple low-income housing properties. The remaining \$500,000 would seed a revolving loan fund for energy efficiency projects on buildings that house the underserved populations in the Centre Region. The target audience will be rental properties of low- and moderate-income tenants. The CRPA will have a primary role in developing these programs so that we can help reduce greenhouse gas emissions and improve energy performance, and therefore affordability for residents with lower incomes. The goal of the revolving loan is to attract additional private and public sector funds to sustain the program and make it county-wide. A full proposal is due in mid-July and the winner of the grant award will be announced on July 31, 2022.

9. CALENDAR

A calendar with upcoming COG committee, General Forum, and municipal meetings can be found by clicking the following link: [COG and Municipal Meeting Overlay Calendar](#)

10. HELPFUL REFERENCE LINKS

Repositories of helpful COG information have been assembled for use by the elected officials and COG staff:

- Governance policies, procedures, and other related documents can be viewed on SharePoint by clicking [here](#) or going to <https://www.crcog.net/governance>.
- Updates on current COG Studies and Projects can be found by clicking [here](#) or going to <https://bit.ly/3vZP8Zs>.
- Land Use and Community Infrastructure on boarding information can be found here: [01-LUCI Committee Onboarding Materials](#)

11. ADJOURNMENT

ENCLOSURES

<u>Item #</u>	<u>Description</u>
4a	Draft May 5, 2022 minutes
7	Progress Update – Centre County Solutions-Based Affordable Housing Study Presentation

**CENTRE REGION COUNCIL OF GOVERNMENTS COG
LAND USE AND COMMUNITY INFRASTRUCTURE LUCI COMMITTEE**

minutes

Thursday, May 5, 2022

(please refer to the COG audio/video meeting file website when referencing timestamps)

Mr. Hameister called the Thursday, May 5, 2022 hybrid meeting of Land Use and Community Infrastructure (LUCI) Committee to order at 12:15 p.m. A roll call by Mrs. Hoffman was conducted.

Members Present Dennis Hameister, Harris Township; Lisa Strickland, Ferguson Township; Deanna Behring, State College Borough; Rich Francke, College Township; Elliot Abrams, Patton Township; Ronald Servello, Halfmoon Township; and Neil Sullivan, Penn State University (PSU)

Others Present Jim May, Centre Regional Planning Agency (CRPA) Director; Mark Boeckel, CRPA Principal Planner; Jim Saylor, CRPA Principal Transportation Planner; Pam Adams, CRPA Sustainability Planner; Corey Rilk, CRPA Senior Planner; Nicole Pollock, CRPA Senior Planner; Greg Kausch, CRPA Senior Transportation Planner; Trish Meek, CRPA Senior Transportation Planner; Shelly Mato, Recycling and Refuse Administrator; Marcella Hoffman, CRPA Office Manager; Scott Binkley, COG Administration Office Manager; Ben Burns, Herbert Rowland Grubic; Cecily Chu, Penn State University Transportation Services; Cory Miller, University Area Joint Authority (UAJA) Executive Director; Walt Schneider, COG Codes Administration Director;

PUBLIC COMMENTS 00:00:56

There were no comments from the public.

NEW AGENDA ITEMS 00:01:14

There were no requested additions to the agenda.

CONSENT AGENDA 00:01:20

Approval of minutes

Motion was made by Mr. Abrams and seconded by Mr. Servello to approve the minutes of the April 7, 2022 joint meeting of the LUCI Committee and the Centre Regional Planning Commission, as presented. The motion carried unanimously.

COG COMMITTEE REPORTS 00:01:39

There were no reports.

ROAD AND BRIDGE CONSTRUCTION PROJECTS 00:02:05

The LUCI Committee received a report from Mr. Saylor regarding road and bridge projects in the Centre Region and Centre County that will be under construction in 2022. Mr. Saylor provided key information on the following projects:

- Pike Street Reconstruction in Lemont
- Atherton Street Utility Relocation (PennDOT)
- Resurfacing of West Whitehall Road, and other maintenance projects (PennDOT)
- Mary Elizabeth Street Culvert Replacement

In response to a question from Mr. Abrams and Mr. Hameister, Mr. Saylor explained that staff is working with PennDOT to ensure that the roads in the areas that PennDOT will be working will allow for pass-through traffic and won't interfere with municipal projects. Mr. Saylor went on to say that

PennDOT will not be working when Arts Fest, fourth of July, and other fall-related events are happening.

Motion was made by Mr. Abrams and seconded by Ms. Strickland to forward this agenda item to the Executive Committee for consideration at a future General Forum meeting. The motion carried unanimously.

PENN STATE UNIVERSITY SPIN E-BIKE UPDATE 000655

The LUCI Committee received a presentation from Cecily Chu, Penn State University (PSU) Transportation Services, regarding a bike-share program called Spin. PSU Transportation Services has partnered with the Borough of State College and Spin, a San Francisco-based micromobility unit of Ford Motor Co., to offer PSU and State College communities an e-bike share program. Currently, approximately 300 Spin electric-assist bikes (e-bikes) are available across campus and in the neighboring community of State College Borough to offer both Penn State and community members convenient access to the bikes. Users can see all e-bike locations in the Spin app as well as service areas, no-ride zones, and the locations of preferred parking spots on campus and in the Borough. Spin e-bike users must be at least 18 years old to ride, and Penn State and Spin encourage individuals to wear a helmet while riding. Users must also obey local traffic laws and Penn State campus rules and regulations for biking on campus.

There was discussion between Committee members and Ms. Chu regarding more technical details of how the Spin program works, both in a general sense and from an application point of view. There was also interest from several Committee members about the possibility of expanding the Spin program to other municipalities. Ms. Chu will work with those Committee members and their municipalities to possibly expand the Spin bike program to other municipalities.

CENTRE REGION BIKE ACTIVITIES 002613

Ms. Meek provided the LUCI Committee with a brief presentation regarding Centre Region May is Bike Month activities. CRPA has partnered with State College Borough, Centre Region Parks and Recreation, Penn State, Schlow Centre Region Library, Pennsylvania Recreation and Parks Society, and CentreBike on a number of events that will be held throughout the month of May. Activities include but are not limited to:

- Spring Bike Anywhere Friday
- Biking 101 and Bike Commuting Virtual Classes
- Bike and Munch
- Bike Month Bingo
- Bike Month Word Search
- Bike Scavenger Hunt
- State College Borough's Mayor Ride
- Several Bike Club monthly meetings and rides

Several event flyers were attached to the agenda. Ms. Meek encouraged Committee members to participate in the events and asked them to spread the word about upcoming activities.

THE EAR RIE OT THE REGIONAL GROWTH BOUNDARY AND SEWER SERVICE AREA RGB AND SSA IMPLEMENTATION AGREEMENT 003550

Mr. May provided information regarding the five-year review of the Regional Growth Boundary and Sewer Service Area (RGB and SSA) Implementation Agreement, which is required to be reviewed by the end of 2023. The Agreement lays out a legal process relating to growth and development in the

Centre Region. Mr. May reported that staff's initial review has brought forth the following items that staff feel should be discussed during the review of the Agreement:

- In 2013, a provision was included to allow municipalities to approve and expand the RGB and SSA without going to the COG General Forum for expansions up to 12 acres and 60 Equivalent Dwelling Units (EDUs). This provision expired in 2018 without any municipalities taking advantage of it. Staff would like municipalities to revisit this provision to see if it is still needed.
- Staff would like the municipalities to consider creating a Beneficial Reuse Service Area for the UA A. This would be an area that can be designated in the water service areas so that the UA A can complete expansions of the Beneficial Reuse system without doing a full Act 537 Plan Amendment.
- There is always concern that on-lot septic systems that exist outside of the RGB and SSA are functioning correctly and efficiently. Staff would like municipalities to discuss and analyze the three-year septic pumping and six-year inspection cycle.

There was a lengthy and detailed discussion regarding on-lot septic systems and the three-year pumping and six-year inspection cycle that is conducted by the COG Codes Agency. In response to a question from Ms. Strickland regarding on-lot systems, Mr. May explained that the Agency has no way to monitor water quality around individual on-lot systems, so through the Act 537 Plan, the CRPA relies on the Code Agency to operate the three-year pumping and inspection schedule that is required through the Department of Environmental Protection (DEP). Mr. May further explained that the question is, how does the Centre Region continue to protect water quality with so many on-lot septic systems? The CRPA wants to ensure that the program that is in place now makes sense, and if it doesn't for some areas, how can it be improved? Mr. Abrams agreed with the concern and suggested that a program be developed to require testing of water around on-lot septic systems to ensure that water quality is adequate.

Mr. May stated that staff will continue to work on this item and will bring it back to the LUCI Committee in a few months for further discussion.

THE EAR UPDATE TO THE REGIONAL DEVELOPMENT CAPACITY REDCAP REPORT 00.52.06

Mr. May provided information regarding the five-year review of the Regional Development Capacity (REDCAP) Report to assess development capacity inside the RGB and SSA. Staff plans to complete the update by the end of 2022 so municipalities can provide recommendations to be considered in the future Comprehensive Plan Update. The REDCAP Report was last updated in 2017 and estimates the total amount of remaining development potential within the RGB and SSA of the Centre Region, assesses the ability of the development potential to accommodate forecasted growth, and examines the capacity of the Region's sewer system to support anticipated growth.

Mr. Francke suggested that staff consider including an analysis of redevelopment elements in the REDCAP update. In other words, compare the data from the estimate of redevelopment versus what actually occurred. This data will help municipalities plan for redevelopment in the future.

Staff will begin the update of the REDCAP and will provide reports to the Committee at a future meeting.

REISED ACT 537 SEWER FACILITIES PLAN SPECIAL STUDY FOR MECKS LANE PUMP STATION 00.56.25

The LUCI Committee received a presentation regarding an Act 537 Plan Special Study for the Meeks Lane Pump station from Mr. Rilk, CRPA Senior Planner. The Special Study presents an alternative conveyance method which includes the construction of a new gravity sewer interceptor and a single

pump station that would eliminate three existing pump stations and three planned pump stations. The study area in question includes western Patton Township, which is currently within the Sewer Service Area (SSA) and the eastern portion of Halfmoon Township, which is adjacent to the SSA. The Special Study does not propose the extension of the Regional Growth Boundary (RGB) and the SSA into any portion of Halfmoon Township; however, the UA \square A has proposed that the pump station be oversized to accommodate projected flows to serve 645 unapproved dwelling units in Halfmoon Township. Any action to accommodate unapproved dwelling units is not consistent with the Act 537 Plan and the Centre Region Comprehensive Plan.

Out of seven total possible alternatives, there were two alternatives recommended by the UA \square A and CRPA, respectively:

- Blueberry Crossing Alternative A (UA \square A Recommendation) – This alternative would have a forcemain alignment following Meeks Lane to Grays Woods Boulevard and then extend across the backlot along Scotia Road and cross Circleville Road. From there, the alignment would follow an abandoned railroad towards Ghaner Drive, then extend along the backlot of Whisper Ridge Drive and around a small park. The forcemain would then discharge into new gravity sanitary sewer lines constructed north of Lowe’s to convey wastewater flows to the Valley Vista Interceptor.
- Blueberry Crossing Alternative B (CRPA Recommendation) – This alternative is generally consistent with the previously described Blueberry Crossing Alternative A, though the preliminary design capacity was based on flow projections within the existing RGB and SSA only.

During the March 10, 2022 Halfmoon Township Board of Supervisors meeting, the Board expressed support for sizing the proposed pump station to convey flows from EDUs located within the RGB/SSA only. Therefore, CRPA recommends that the study be revised to remove any reference to the EDUs located within Halfmoon Township. CRPA staff recommends that the Blueberry Crossing Alternative B be chosen since it is in conformance with the 2013 Centre Region Comprehensive Plan.

Motion was made by Mr. Abrams and seconded by Mr. Servello to recommend that the Special Study be revised to remove any alternatives which reference future sewer service in Halfmoon Township and that the UA \square A move forward with the Blueberry Crossing Alternative B. The Committee also requests that the document be revised and resubmitted to the CRPA prior to General Forum review.

Committee members, UA \square A representatives, and CRPA staff had a very detailed and lengthy discussion revolving around the Blueberry Crossings Alternative A, specifically regarding the 645 unapproved dwelling units in Halfmoon Township. There was discussion regarding removing Alternative A altogether from the report; however, Mr. Miller argued that it shouldn’t be removed because it is part of the special study process, even if it ends up not being recommended to move forward. There was discussion about the pump station being oversized and whether it is still possible to oversize the pump without the intent of expanding the SSA. Mr. Francke stated that it is the stance of College Township for the UA \square A to do what is in the best interest of the rate payer, which would be to oversize the pump station from the beginning, instead of coming back years later to add more capacity. He communicated that College Township will be voting no against the motion on the table.

Motion was made by Mr. Abrams and seconded by Mr. Servello to withdraw the previous motion on the table that would move forward the Blueberry Crossing Alternative B. The motion carried 6-0.

There was direction from the LUCI Committee that the UA \square A and its consultants should work with CRPA staff to develop language that would be acceptable to all municipalities, since a unanimous vote is needed to move forward on this project.

OTHER BUSINESS 013242

Mr. Hameister referred to the matter of record relating to “low use” procedures for on-site sewer septic systems on properties that have limited use by the part-time residents or a single elderly person. Dr. Schneider explained that under DEP, every system is required to be pumped every three years; however, there is a process for a resident to request a pump waiver. This waiver is evaluated by the Sewage Enforcement Officer (SEO) and in no case can the cycle extend for more than six years. The SEO has the option to push pumping off or change the cycle; however, at the COG Code Agency, they do not change the pump cycle because there is no way for the Codes Agency to know when that property has been sold and has changed hands. Modifying pump cycles requires an amendment to the Act 537 Plan, as well as a sludge level analysis of the systems that were being pumped every three years, as required by DEP. When this item was discussed about four years ago, the Codes Agency did not receive any direction to move forward with changing the pumping cycles. There was consensus that the current pump cycle was adequate with the ability to request a pump waiver. Committee members requested that the Code Agency look at ways to better advertise that there is a pump waiver for low-use septic systems.

The next meeting of the LUCI Committee will be held on June 2, 2022 at 12:15 p.m. using hybrid meeting technology.

ADJOURNMENT

There being no other business, the May 5, 2022 LUCI Committee meeting was adjourned at 2:04 p.m.

Respectfully submitted,

Marcella Hoffman
Recording Secretary

CENTRE COUNTY SOLUTIONS BASED HOUSING STUDY

PROGRESS UPDATE

Land Use and Community
Infrastructure Committee

Thursday, June 2, 2022

WORKSHOP AND STAKEHOLDER SESSIONS

- March 9th – workshop with the County and Centre Region planners
 - Housing market factors
 - Housing policies, programs, and resources
 - Actions that have and have not worked
 - Gaps in policy, financing, and programming
 - Best practices that could be applied and expanded
- March 21-30 and April 27 & 28 – public and private sector stakeholders



KEY ISSUES

- Lack of overall housing inventory
- Misconception of affordable and who needs it = barrier to gaining more housing
- Need to look to underutilized buildings and under-zoned land for development opportunities
- Preservation of existing housing should be a priority
- Lack of capacity must be overcome to better address the challenge
- Mobile home parks pose an especially difficult challenge



NEXT STEPS

- Staff will continue to meet regularly with the County staff and consultant team
- Consultant to provide a market typology report shortly
 - 5 yrs. of MLS data from the CCAR
- Study expected completion by end of 2022





**Manager's Report
June 7, 2022**

1. On May 31, the Township held a training session, facilitated by Dr. Daniel Foster, for the Board of Supervisors on parliamentary procedures.
2. Provided with the Manager's Report is an update to the Park Hills Drainageway Project by Ron Seybert, Township Engineer.
3. The Radar Coalition is holding a rally on June 9 on the steps of the Capital Building in Harrisburg for the new momentum to pass on local use of radar due to the obsolescence of current non-radar technology. Staff can attend in support of passing House Bill 606. A flyer is provided with the Manager's report.
4. Provided with the Manager's Report is a thank you letter from Centre Safe.
5. Provided with the Manager's Report is an acknowledgement letter from PA Department of Environmental Protection (PA DEP) noting receipt of our final report pertaining to Windstream Communications, Land Recycling and Environmental Remediation Standards Act 2. A response from DEP will follow their review within 60 days of receipt date.
6. Staff facilitated and hosted the first Authorities, Boards, and Commission (ABC) Appreciation picnic on Thursday, June 2.
7. Township Manager attended the Association for Pennsylvania Municipal Managers (APMM) Conference in Hershey, Pennsylvania from Monday, May 23 to Wednesday, May 25.
8. Provided with Manager's Report is a compiled list of comments the Township received through the online submission form in response to the Centre Region Refuse and Recycling Pilot Program.
9. Township Manager and Assistant Manager had a preliminary discussion with Mr. Anthony Cartolaro representing Weidenhammer to discuss and explore security exercises identify vulnerabilities within the Township's technology environment.



TOWNSHIP OF FERGUSON

3147 Research Drive • State College, Pennsylvania 16801

Telephone: 814-238-4651 • Fax: 814-238-3454

www.twp.ferguson.pa.us

TO: Property Owners along Park Hills Drainageway

FROM: Ronald A. Seybert, Jr., P.E.,
Township Engineer

DATE: June 1, 2022

SUBJECT: Park Hills Drainageway
Project Update

The last project update that I provided to you was on December 5, 2021. I am providing a new update since the project schedule is no longer valid from that update. The following is a summary of activities that have occurred on the project since the last update, along with our next steps on the project.

SUMMARY OF ACTIVITIES SINCE JANUARY 2021:

Design Activities – Consultant team finalized the design and updated the plans accordingly as well as prepared necessary permit documents for both FEMA (Federal Emergency Management Agency) and DEP (Pennsylvania Department of Environmental Protection). Easement areas that will be required for permanent drainage flow and temporary construction were finalized. The design is currently in final QA/QC review for submission for permits.

Utility Coordination – Consultant team and Township met with various utility providers to advance utility design work related to impacts from the project to utility facilities. A section of sanitary sewer main in the channel between Devonshire Drive and Princeton Drive will need to be relocated out of the channel to the top of bank during construction. In addition, electric, telephone, and cable to various properties will need to be relocated prior to starting work on the drainage improvements. The Township is still working with adjoining property owners to gain permission to relocate required utility services to their homes. Once those permissions are all granted, the advance utility relocation can be bid.

ANTICIPATED NEXT STEPS AND REVISED TENTATIVE SCHEDULE:

June 2022 – Submit DEP permit applications and submit for a FEMA Conditional Letter of Map Revision (CLOMR).

June 2022 through November 2022 – Continue utility coordination in preparation for construction. A separate contract is being prepared for utility work to be completed prior to construction to relocate utilities along Greenwood Circle and Penrose Circle. This will be bid once all authorizations to enter are approved by adjoining owners. Some utility work will be completed with the project construction.

Park Hills Drainageway
Project Update
June 1, 2022
Page 2 of 2

June 2022 through November 2022 – DEP/FEMA Review, finalize specifications and acquire required easements.

Fall/Winter 2022 – Project bidding and award.

Winter 2022 thru 2023 – Construction (pending project funding in the 2023 operating budget).

If you have specific questions in the meantime, please contact me at rseybert@twp.ferguson.pa.us or by phone at (814) 238-4651.

Copy: Ferguson Board of Supervisors
Centrice Martin, Manager
David Modricker, Public Works Director
NTM Engineering
2018-C20 Project File

Attachment:
2018-C20 Update Mailing List

**Ferguson Township
2018-C20 Project Update Mailing List**

Tax ID Number	Owner Name	Owner Name 2	Mailing Address 2	Post Office	State	Zip
24-001C,090-,0000-	BARTGES, JIM & LIISA K		1651 GLENWOOD CIRCLE	STATE COLLEGE	PA	16803
24-001C,091-,0000-	BRACKEN, TIMOTHY	SHEA WINTON	1650 GLENWOOD CIRCLE	STATE COLLEGE	PA	16803
24-001C,103-,0000-	LIES, RICHARD C SR		1437 W PARK HILLS AVE	STATE COLLEGE	PA	16803
24-001C,107-,0000-	SHEEDER, SCOTT A	BETTY J HARPER	1436 WEST PARK HILLS AVENUE	STATE COLLEGE	PA	16803
24-001C,108-,0000-	STAGER, SARAH J		1366 GREENWOOD CIR	STATE COLLEGE	PA	16803
24-001C,128-,0000-	BOTTONI, ROBYN J	HERBERT GARY GREENE	1431 W PARK HILLS AVE	STATE COLLEGE	PA	16803
24-001C,129-,0000-	MULLEN, KEVIN P		394 OAKWOOD AVENUE	STATE COLLEGE	PA	16803
24-001C,142-,0000-	COYLE, JOHN J JR & BARBARA K		1698 PRINCETON DRIVE	STATE COLLEGE	PA	16803
24-001C,143-,0000-	CALIFORNIA, JAMES M & MARY		1694 PRINCETON DR	STATE COLLEGE	PA	16803
24-001C,149-,0000-	CERES, ROBERT L JR & ELIZABETH G		1364 GREENWOOD CIR	STATE COLLEGE	PA	16803
24-001C,150-,0000-	ZENNER, ERIC K	JERILYNN E PECK	1362 GREENWOOD CIRCLE	STATE COLLEGE	PA	16803
24-001C,151-,0000-	KNOBLOCH, LYNNE C		1360 GREENWOOD CIR	STATE COLLEGE	PA	16803
24-001C,152-,0000-	ROSS, ALEX F & ALTA C		1358 GREENWOOD CIRCLE	STATE COLLEGE	PA	16803
24-001C,167A,0000-	BOWMAN, GREGORY SCOTT & ANGELA S		1763 PRINCETON DRIVE	STATE COLLEGE	PA	16803
24-001C,173-,0000-	VRENTAS, JAMES S & CHRISTINE		1764 PRINCETON DR	STATE COLLEGE	PA	16803
24-001C,174-,0000-	STEVENS, ROBERT J & PATRICIA L		1762 PRINCETON DRIVE	STATE COLLEGE	PA	16803
24-001C,176-,0000-	NELSON, JOHN A & ANNA C		1756 HIGH RIDGE CIRCLE	STATE COLLEGE	PA	16803
24-001C,255-,0000-	SMITH, WILLIAM R & RUTH L		660 DEVONSHIRE DRIVE	STATE COLLEGE	PA	16803
24-001C,256-,0000-	WONG, HERBERT C & THERESA		654 DEVONSHIRE DRIVE	STATE COLLEGE	PA	16803
24-001C,262-,0000-	HAWBAKER-BROWER LIMITED PART.		1000 W AARON DRIVE	STATE COLLEGE	PA	16803-3159
24-001D,030-,0000-	WOLNICK, DENNIS J & CAROL A		1656 CHERRY HILL ROAD SOUTH	STATE COLLEGE	PA	16803
24-001D,031-,0000-	ROWE, NORITA J		1662 SOUTH CHERRY HILL ROAD	STATE COLLEGE	PA	16803
24-001D,032-,0000-	FOSCO, GREGORY M	SEBRINA L DOYLE FOSCO	1665 N CHERRY HILL ROAD	STATE COLLEGE	PA	16803
24-001D,033-,0000-	WOOTEN, JADRIAN J	& PITCHAYAPORN TANTHIKARNCHANA	1659 N CHERRY HILL ROAD	STATE COLLEGE	PA	16803
24-001D,034-,0000-	HARIS, PAUL A T		1653 CHERRY HILL RD	STATE COLLEGE	PA	16803
24-001D,130-,0000-	LEET, SUSAN J	RANDOLPH J BUFANO	1347 PENROSE CIRCLE	STATE COLLEGE	PA	16803
24-001D,131-,0000-	SCHNEIDER, DONALD P & HENRIETTE W		1345 PENROSE CIRCLE	STATE COLLEGE	PA	16803
24-001D,300A,0000-	THE TOWNSHIP OF FERGUSON		3147 RESEARCH DRIVE	STATE COLLEGE	PA	16801





Please join The Radar Coalition for a rally in support of Local Use of Radar

Thursday, June 9th at 9:00 am on the Capitol Steps

Stopping unnecessary fatalities on Pennsylvania's roadways begins with authorizing the use of modern technology.

Pass House Bill 606!

The Pennsylvania Radar Coalition

Pennsylvania Municipal League ● Pennsylvania Association of Township Commissioners ● Pennsylvania Chiefs of Police Association ● Pennsylvania Association of Township Supervisors ● Pennsylvania State Association of Boroughs ● Pennsylvania State Mayors' Association



May 7, 2022

Township of Ferguson
3147 Research Dr
State College, PA 16801

Dear Friends:

Thank you for your gift of \$5,000.00 to Centre Safe. No goods or services were provided in exchange for this contribution.

Your gift provides safety and support for survivors of domestic and dating violence, sexual assault and stalking in Centre County. Your support ensures that survivors will have access to the 24-Hour Crisis Hotline, Emergency Shelter, Crisis Counseling, Legal Advocacy and Representation, and Transitional Housing. In addition, with your gifts Centre Safe is able to address violence before it begins – by working with children and youth to develop healthy relationships. We could not do this work without you!

Currently we are compiling a list of our donors in order to thank them publicly in our newsletter. If you do not want your name to be published, please contact Jo Nutter at 814.238.7066 or at jnutter@centresafe.org who will be happy to process your request. On behalf of the staff and those we serve, thank you.

Sincerely,

Anne K. Ard
Executive Director

mjn

The official registration and official information of Centre Safe may be obtained from the Pennsylvania Department of State by calling toll free, within Pennsylvania, 1-800-732-0999. Registration does not imply endorsement. EIN 25-1283421

140 W. Nittany Ave.
State College, PA 16801-4811

814.238.7066
fax 814.238.4449

centresafe@centresafe.org
toll free hotline 877.234.5050

Bellefonte Office:
814.355.6477





June 1, 2022

Mr. Jed Hill
Letterle & Associates, Inc.
2022 Axemann Road, Suite 201
Bellefonte, PA 16823

Re: Receipt of Final Report
Windstream Communications
eFACTS PF #856800
eFACTS Rem ID #55083
441 Science Park Road, State College, PA 16803
Ferguson Township, Centre County

Dear Mr. Hill:

This letter acknowledges receipt of your final report on May 16, 2022 pertaining to the subject site and submitted in accordance with the Land Recycling and Environmental Remediation Standards Act (Act 2). You indicate that this final report has been submitted within 90 days of a release, and you sought to remediate this site to meet the Statewide Health Standard.

Act 2 requires the Department of Environmental Protection (DEP) to review and respond to your final report within 60 days of receipt date. You will receive a letter advising you of the DEP's action of your final report submission. If you have any questions or need further clarification of our procedures, please call Mary Maryott at 570-327-3704.

Sincerely,

Lisa Hensel

Lisa Hensel
Clerical Assistant 2
Environmental Cleanup and Brownfields Program

Cc: Paige Sanders, Windstream Communications
Centre County Conservation District
Ferguson Township Supervisors
Mary Maryott
File

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Sunday, April 10, 2022 8:55:35 AM

Submitted on Sunday, April 10, 2022 - 8:54am
Submitted by anonymous user: 2603:6080:a312:c4a8:d024:fa07:9b81:be9c
Submitted values are:

First Name: Katie
Last Name: Jones
Email: rsj3216@aol.com
Phone: 18433424461
Address: 3296 Shellers Bend
Apartment/Suite Number: unit 117
City: Hilton Head Island
State: SC
Zip Code: 29926

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. :

In this newsletter there is an article about beware of bears, and it says to prevent attracting bears, to not put out garbage the night before. I think if there is a 6 am pick up, many people WILL put out their garbage the night before.

I am also concerned about the noise from the trucks if my garbage actually gets picked up at 6am.

thankd for asking

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7471>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, May 7, 2022 12:20:00 PM

Submitted on Saturday, May 7, 2022 - 12:19pm
Submitted by anonymous user: 128.118.7.106
Submitted values are:

First Name: Kelly
Last Name: Bryan
Email: kvb6@psu.edu
Phone: 8142347887
Address: 1471 N. Allen St
Apartment/Suite Number:
City: State College
State: PA
Zip Code: 16803

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : My concern is by changing the time from 7:00 a.m. to 6:00 a.m. will force residents to have refuse/recycle curbside overnight. Overnight trash/recycle bins could attract animals that in-turn tear open bags and displace trash in the streets etc.. there is also the chance of vandalism with items left out overnight.

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7766>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, May 14, 2022 12:13:06 PM

Submitted on Saturday, May 14, 2022 - 12:12pm
Submitted by anonymous user: 2601:98a:4200:2a60:92:a96:8376:ac1c
Submitted values are:

First Name: Robert
Last Name: Elkin
Email: rge3elkin@gmail.com
Phone:
Address: 1322 Chestnut Ridge Drive
Apartment/Suite Number:
City: State College
State: PA
Zip Code: 16803

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : I never leave my refuse or recycling out on the curb overnight because of possible winds blowing the paper out of the recycle bin or an animal tipping over the garbage can and spreading garbage on my driveway and the street. This happens occasionally to my neighbors who put their recycle and refuse out the night before. I would prefer to not have to wake up at 5:50 a.m. to take out the refuse and recycling. The current collection time (by 7:00 a.m.) is fine.

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7956>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, May 14, 2022 3:06:29 PM

Submitted on Saturday, May 14, 2022 - 3:06pm

Submitted by anonymous user: 2601:98a:4100:bca0:b82d:5c2f:4fcf:a887

Submitted values are:

First Name: Carol

Last Name: Boland

Email: boland123@comcast.net

Phone: 814-234-8415

Address: 315 Rosemont Dr

Apartment/Suite Number:

City: State college

State: Pa

Zip Code: 16801

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : Noise ordinance doesn't allow this truck decibel level before 7am as has ALWAYS been for all outdoor noise. Of more importance is the contract we have with this co. Only allowing one 40lb bag per week for 1/2 rate & then jump to eight 40lb bags for a total of 320lbs is absurd. Senior citizens need something in between & a discount! Highly recommend we look into our own tsp collector or give us a choice

The results of this submission may be viewed at:

<https://www.twp.ferguson.pa.us/node/20361/submission/7966>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Sunday, May 15, 2022 8:14:13 AM

Submitted on Sunday, May 15, 2022 - 8:13am

Submitted by anonymous user: 2601:98a:4000:8620:20e7:76c7:bd84:92c4

Submitted values are:

First Name: Dwight

Last Name: Smith

Email: dxs5@psu.edu

Phone: 8148836783

Address: 796 West Aaron Dr.

Apartment/Suite Number:

City: State College

State: Pennsylvania

Zip Code: 16803

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : I think most people place their refuse and recycling out the night before, so collecting it one hour earlier should be no problem.

The results of this submission may be viewed at:

<https://www.twp.ferguson.pa.us/node/20361/submission/7971>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Monday, May 16, 2022 5:42:47 PM

Submitted on Monday, May 16, 2022 - 5:42pm
Submitted by anonymous user: 71.169.113.158
Submitted values are:

First Name: Ronald
Last Name: Webb
Email: rwebb16@verizon.net
Phone: 814 278-9899
Address: 1632 Bristol Ave.
Apartment/Suite Number: Unit 203
City: state college
State: PA
Zip Code: 16801

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : I do not foresee a problem with this time change for our household. If I encounter any, I will let you know.

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/8001>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Tuesday, May 17, 2022 8:23:13 AM

Submitted on Tuesday, May 17, 2022 - 8:22am
Submitted by anonymous user: 2601:98a:4100:40e0:a1bb:343d:508e:96e1
Submitted values are:

First Name: Eric
Last Name: Hurvitz
Email: ebhurvitz@hotmail.com
Phone: 8148839880
Address: 181 Chester Dr
Apartment/Suite Number:
City: Pine Grove Mills
State: PA
Zip Code: 16868

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : Dont love the idea....many put out recycling the morning of and might miss and end up throwing away recycling. Also, don't like the idea of noisy trucks and smashing glass waking me up at 6am

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/8006>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, April 9, 2022 11:30:02 PM

Submitted on Saturday, April 9, 2022 - 11:28pm
Submitted by anonymous user: 2601:98a:4203:484e:dc1:f546:6e26:888b
Submitted values are:

First Name: Lynn
Last Name: LaBorde
Email: lynnlaborde@gmail.com
Phone:
Address: 679 Berkshire Dr
Apartment/Suite Number:
City: State College
State: Pa
Zip Code: 16803

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : Too early. People already put garbage out the evening before and I just finished reading an article that states not to put garbage out early because it gives the bears reason to come into the community

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7466>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, April 9, 2022 5:07:28 PM

Submitted on Saturday, April 9, 2022 - 5:06pm
Submitted by anonymous user: 2604:cb00:1295:e100:81a8:7532:649b:920a
Submitted values are:

First Name: Patty
Last Name: Lambert
Email: 2celtichorses@gmail.com
Phone: 8146928966
Address: 2354 W Gatesburg Rd
Apartment/Suite Number:
City: Warriors Mark
State: PA
Zip Code: 16877

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : I always put mine out the night before, so this is not an issue for me.

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7461>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, April 9, 2022 4:30:00 PM

Submitted on Saturday, April 9, 2022 - 4:29pm
Submitted by anonymous user: 75.75.188.216
Submitted values are:

First Name: Lori
Last Name: Steffensen
Email: lsteffensen61@gmail.com
Phone: 5703571896
Address: 137 Goddard Circle
Apartment/Suite Number:
City: Pennsylvania Furnace
State: PA
Zip Code: 16865

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. :

As one near the beginning of the route, who does not like to have the trash out overnight due to local wildlife, it means an earlier start to our day.

My early-rising spouse, who normally does the trash chore, does not have a concern.

If I have "the duty" that week, it will probably go out the night before.... and I won't be happy if the critters get into it.

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7456>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, April 9, 2022 3:23:00 PM

Submitted on Saturday, April 9, 2022 - 3:21pm
Submitted by anonymous user: 71.58.111.199
Submitted values are:

First Name: Jeri
Last Name: Peck
Email: jeripeck@hotmail.com
Phone: 8142342898
Address: 1362 Greenwood Cir
Apartment/Suite Number:
City: State College
State: PA
Zip Code: 16803-3232

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : This would require setting cans out the night before, which often leads to spilled cans (animals), missing lids (wind), and roaming/knocked over cans in the street (wind).

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7451>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, April 9, 2022 1:22:04 PM

Submitted on Saturday, April 9, 2022 - 1:21pm
Submitted by anonymous user: 2601:98a:4204:38f0::338f
Submitted values are:

First Name: Gerry
Last Name: Hamilton
Email: GLHamilton48@Gmail.com
Phone: 8142383413
Address: 1205 Deerfield Drive
Apartment/Suite Number:
City: State College
State: PA
Zip Code: 16803

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. :

My first question is “why.” If an explanation was given, I missed it.

Second, note the following bullet point from the Ferguson Township website item about increased sightings of black bears in the township: “Avoid placing trash outside before collection day.” A lot of people rise before 6 a.m., but a lot of people do not. The current 7 a.m. is a better one-time-fits-all, because those who rise before 6 can meet it, and life is one hour easier for those who do not.

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7446>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Saturday, April 9, 2022 1:14:54 PM

Submitted on Saturday, April 9, 2022 - 1:14pm
Submitted by anonymous user: 2607:fb90:da8c:6951:9c48:f669:9ac7:e7c4
Submitted values are:

First Name: Barbara
Last Name: Bonta
Email: barbbonta@yahoo.com
Phone: 412-606-5416
Address: 2390 Shagbark Court
Apartment/Suite Number:
City: State College
State: PA
Zip Code: 16803

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : It will be necessary to put out the night before. That's not good because of attracting bears.

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7441>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Wednesday, April 27, 2022 3:40:59 PM

Submitted on Wednesday, April 27, 2022 - 3:39pm

Submitted by anonymous user: 98.235.171.186

Submitted values are:

First Name:

Last Name:

Email:

Phone:

Address: 611 Hawknest Road

Apartment/Suite Number:

City: State College

State: PA

Zip Code: 16801

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : This will lead to more refuse being put out the night before pickup and increase the bear and other animal activity in our neighborhoods. When trash gets ripped opened by animals, it's not picked up by Waste Management. I do not want to get up at 5am so my trash isn't scattered all over the street from animal activity that could be avoided.

The results of this submission may be viewed at:

<https://www.twp.ferguson.pa.us/node/20361/submission/7631>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Wednesday, April 27, 2022 9:09:27 PM

Submitted on Wednesday, April 27, 2022 - 9:08pm

Submitted by anonymous user: 2601:98a:4201:42d0:9482:e74a:1de4:f6ab

Submitted values are:

First Name: arthur

Last Name: patterson

Email: apattersonpa1@gmail.com

Phone: 9413236373

Address: 2443 HICKORY HILL DR

Apartment/Suite Number:

City: STATE COLLEGE

State: PA

Zip Code: 16803

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. :

-due to wildlife in our area it is difficult to put garbage out the night before. Early pickup requires crazy early time to take garbage out.

-noise, noise, noise! The recycling truck requires significant noise to sort the items. Many residents are asleep between 6:00am and 7:00am.

The results of this submission may be viewed at:

<https://www.twp.ferguson.pa.us/node/20361/submission/7636>

From: [Ferguson Township PA via Ferguson Township PA](#)
To: [Beiling, Nick](#)
Subject: Form submission from: Resident Refuse & Recycling Comment Form
Date: Sunday, April 10, 2022 10:35:04 AM

Submitted on Sunday, April 10, 2022 - 10:34am
Submitted by anonymous user: 2601:98a:4400:79f0::b610
Submitted values are:

First Name: KARA
Last Name: KRAUS
Email: kra402@comcast.net
Phone: 8142373644
Address: 402 ROSEWOOD CIR
Apartment/Suite Number:
City: PENNSYLVANIA FURNACE
State: PA
Zip Code: 16865

Please provide information or express concerns you may have on having all refuse and recycling to the curb by 6:00 a.m. from Memorial Day, May 31, 2022, to Labor Day, September 2, 2022. : It does not matter to me. I put my trash out the night before and for almost 40 years, only once did something get into it.

The results of this submission may be viewed at:
<https://www.twp.ferguson.pa.us/node/20361/submission/7476>



TOWNSHIP OF FERGUSON

3147 Research Drive • State College, Pennsylvania 16801

Telephone: 814-238-4651 • Fax: 814-238-3454

Public Works Director's Report to the Board of Supervisors (BOS) for the regular meeting on June 7, 2022

1. **5 year Capital Improvement Program** – Staff continues work on preparing the 5 year capital improvement plan for consideration.
2. **Public Works Road Crew Activities** Major activities planned for the week of June 6th include a round of brush collection a round of leaf collection, inlet repairs, mowing, and roadside spraying. Activities for the week of June 13th include crack sealing, inlet repairs, street sweeping, and tree trimming. Vehicle and equipment maintenance is ongoing.
3. **Arborist and Ferguson Township Tree Commission (FTTC) Activities-** The Tree Commission will meet again on June 21st. Arborist interactions with residents concerned about tree conditions has increased given leaf out and public education efforts.
4. **Pine Grove Mills Mobility Study:** The working group met on May 23rd to review survey comments, review options to improve mobility, and discuss cost estimates. The consultant will then prepare a final report for presentation to and consideration by the BOS in June.
5. **Stormwater** – The application period is currently open for credits and exemptions.
6. **Admin Building HVAC** – Barton Associates is providing technical assistance to prepare a contract to replace the non-functioning Reznor rooftop air exchange unit.
7. **Work Orders and Asset Management** – TRAIRS subcommittee meetings with COG and the consultant are ongoing.
8. **Contract 2016-C11 Traffic Signal Performance Metrics** – [Work is underway](#) by Wyoming Electric and Signal Company to interconnect our traffic signals using radio signals to allow for more efficient and timely optimization of signals from the Township office and PennDOT's Traffic Management Office.
9. **Contract 2018-C20 Park Hills Drainageway** – Final design is near completion. A permit submission to PaDEP is pending. Easement plats were provided to our appraiser, Chris Aumiller. Notices are being sent to 11 property owners notifying them that based upon comprehensive studies an easement is required on their property and letting them know they may contact and accompany the appraiser on his visit. Utility relocations are nearing construction. Once the permit is obtained and easements are acquired, the project can be put out to bid. A late year construction start is anticipated.

10. **Contract 2019-C21 Pine Grove Mills Street Light Conversion:** Design work continues. A permit application submission to PennDOT is pending.
11. **Contract 2020-C4 Suburban Park** This project includes features shown in the master plan including play equipment, a perimeter walk path, restoration of a stream channel, installation of bridges.
12. **Contract 2020-C18 Science Park and Sandy Drive Signal Design** – Design work continues. Given other priorities, it is likely this project will go to construction in 2023.
13. **Contract 2021-C1 Harold Drive** –This project includes reconstruction of a section (east) of Harold Drive, and drainage improvements taking into consideration any wetland impacts. This contract was awarded. [A pre-construction meeting with Mid State Paving is planned for June 1st.](#)
14. **Contract 2021-C16 Chesapeake Bay Pollutant Reduction Plan (CBPRP) Design and Permitting** – In compliance with our MS4 permit and CBPRP, certain projects need to be advanced through the design and permitting phase.
15. **Contract 2021-C18 Homestead Park Play Equipment Installation** – This project includes redesign and installation of a play set at an accessible location and an alternative for fall protection. The poured in place fall surface is complete. [Punchlist items must be taken care of before the playground is opened for use.](#)
16. **Contract 2022-C1 Street Improvement Projects (in town)** –This contract includes primarily paving and some related curb, stormwater, and ancillary improvements to (or sections of) the following roads: **W. Aaron Drive, N. Allen Street, Circleville Road, Park Crest Lane, Research Drive, Sleepy Hollow Drive.** Bids were opened on April 12th. This contract was awarded.
17. **Contract 2022-C2 Street Improvement Projects (west end)**– This contract includes primarily paving and some related stormwater, and ancillary improvements to **Marengo Road, Oak Glenn Road, W. Whitehall Road** from Tadpole Road through the Meadows, **Old Gatesburg Road** from Science Park Road to Nixon Road. Bids were opened on April 12th. This contract was awarded.
18. **Contract 2022-C3 Cured in Place Pipe Lining** – This project includes repairing corrugated metal storm pipes with a pipe liner allowing pipe repair from the inside without the need for digging. The contract is prepared based on a completed video assessment of the pipes. The process includes ultraviolet light cured in place pipe lining. The project is planned for bidding in June.
19. **Contract 2022-C6 Concrete curb and ADA ramp upgrades** – Wolyniec Construction continues work. [A resident fell in a work zone. Corrective action was taken. Our insurance agent is handling the claim.](#)
20. **Contract 2022-C8 Pavement Markings** – The contract was awarded to Alpha Space Control.

21. **Contract 2022-C9a Microsurfacing (in town)** – This work is bid each year and typically performed in late July when school is out of session and temperatures are favorable for this type of work. Work includes the placement of two layers of a slurry of fine aggregate, minerals, asphalt emulsion and water on the pavement surface as a preventative maintenance measure to cost effectively extend the life of the pavement. In an effort to attract more bidders and receive favorable pricing, the microsurfacing work was divided into 2 contracts; one in town and one for the westernmost roads. Bids were opened 4/26/22. [This contract was awarded.](#)
22. **Contract 2022-C9b Microsurfacing (west end)** – This contract was awarded.
23. **Contract 2022-C10 Sealcoat bikepaths** – Certain bikepaths and multi-use paths are sealcoated to extend the life of the asphalt path. In advance of work, FTPW will edge and sweep the paths, seal any cracks, and repair the asphalt as needed. Work is performed in the summer months. [This project has yet to be designed and bid.](#)
24. **Contract 2022-C11 Sidewalk Repairs** – [FTPW Engineering Section inspected a portion of the public sidewalks. Property owners will be sent notices to fix deficient sidewalk sections](#) and given an opportunity to fix it themselves or have the Township perform the work by contract and bill the property owner.
25. **Contract 2022-C14 Street Tree Planting** – [Balled and burlapped street trees were planted in May by Greene Landscaping. Work is complete.](#)
26. **Contract 2022-C15 Street Tree Pruning** – Each year a certain number of street trees are pruned to include shaping while they are young, clearance over sidewalks and roadways, deadwood removal as the trees mature, and hazard mitigation.
27. **Contract 2022-C16 Audible Pedestrian Signal (APS) Push Buttons** – This project (in design) includes upgrades to the traffic signals at the College/Bristol intersection and the College/Blue Course intersection to install audible pedestrian signals. An APS provides audible information along with the visual indicators to let blind pedestrians know when to safely cross an intersection.
28. **Contract 2022-C19 FTPW Building 3 Roof Repair** -The existing rubber roof on FTPW building 3 has failed and the roof needs replaced. The project is in design.
29. **Contract 2022-C21 Pine Grove Mills bike and pedestrian Improvements** – PennDOT announced a \$700,000 grant award for construction and inspection of this project. The 2022 budget includes \$120,000 for survey and design. The County will provide a \$50,000 liquid fuel grant toward design of this project. [Next steps include a kickoff meeting with PennDOT, receiving and executing a reimbursement agreement with PennDOT, and starting the consultant selection process to begin design work.](#)
30. **Contract 2022-C23 Pine Grove Mills Lighting Design (18 new lights)** – Work includes the design of new ornamental lights in Pine Grove Mills mostly to the west of the flashing light. Work has not yet started on the design of this project.



TOWNSHIP OF FERGUSON

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PLANNING & ZONING DIRECTOR'S REPORT

Tuesday, June 7, 2022

LAND DEVELOPMENT PLANS AND OTHER PROJECTS

1. Active Plans are listed below for the Board of Supervisors (6/1/2022).
 - **The Peace Center/Cemetery—Islamic Society Land Development Plan**
(24-004-078C-0000)
 - **Farmstead View Subdivision Plan**
(24-022-306-0000)
 - **Tussey Tracks (Centre Animal Hospital) Land Development Plan**
(24-019-0074-0000)
 - **Centre Volunteers in Medicine (CVIM) Land Development Plan**
(24-433-022-0000)
 - **Fusion Japanese Steakhouse**
(24-015-038-0000)
 - **IMBT Subdivision Plan**
(24-004-017A-0000)
 - **1004/1006 West College Ave Vertical Mixed-Used Preliminary Land Development Plan**
(24-002A-057-0000/24-002A-056-0000)
 - **Nittany Dental—Minor Land Development Plan**
(24-012-016-0000)
2. PZ Staff attended TRAIRS Implementation Committee meetings hosted by Centre Region Code, the Township's Planning Commission meeting, the Municipal/CRPA Joint Staff Meeting, Pine Grove Mills Advisory Committee Meeting, Route 45 Getaways Committee Meeting, the Bi-Weekly meeting with Mackin Engineering, and the Annual ABC Appreciation Event.
3. PZ Director attended the Leadership Team Meeting, met with staff from the Borough to discuss Food Trucks and ordinance enforcement, and met with the Manager and Township Solicitor.
4. PZ Staff and Engineering met with two applicants about potential land development plans and with a resident about a zoning permit.

PLANNING COMMISSION

The Planning Commission met May 23, 2022, to review the Zoning Ordinance Text Amendment Application for §27-304.2.A.—Permitted Principal Uses in the Terraced Streetscape zoning district. The Planning Commission recommended to the Board of Supervisors **denial** of the application request and

recommended that the Board **authorize** staff to draft and amendment to Chapter 27—Zoning to define ‘Home Burial’ and explore regulations related to that use.

ZONING HEARING BOARD

Zoning Hearing Board met May 24, 2022, to hear the following variance request:

- A. Oakes Fletcher—3450 West College Avenue (24-004-079E-0000), zoned General Commercial (C), is requesting a variance from §27-209.1.—Yard Requirements. The applicant is proposing to place a storage structure 10 feet into the side yard setback. The Zoning Hearing Board granted the **variance** request.

PINE GROVE MILLS SMALL AREA PLAN ADVISORY COMMITTEE

PGMSAP Advisory Committee met May 26, 2022, to review the Committee logo and draft call to action postcards. The Committee also discussed the current Village boundary and a potential overlay district to require developers to build units to certain specifications that would encourage home-based businesses.

ROUTE 45 GETAWAYS COMMITTEE

The Route 45 Getaways Committee met May 23, 2022, and May 31, 2022, to discuss the next phases of the event. The Committee did receive notification that Happy Valley Adventure Bureau (HVAB) awarded the Committee \$8,000.00 for infrastructure projects that will improve visitor/customer experience for businesses in Centre County. Funding for the grant program was made possible by the PA Department of Community and Economic Development (DCED) as part of its Marketing to Attract Tourists program.

The Committee will utilize the funds for installing Tourist Oriented Directional Signing (TODS) for businesses that participate in the Route 45 Getaways event and to purchase footers and poles to display event banners across Route 45. Ideally, with additional signage, tourists and visitors will support the local economy in the arts, entertainment, recreation, and agricultural sectors along the Route 45 corridor.

Chapter 16
PARKS AND RECREATION

Part 1
RULES AND REGULATIONS

§ 16-101. Definitions. [Ord. 873, 11/20/2006, § 1]

PARK — Unless specifically limited, shall be deemed to include all parks, playgrounds, athletic fields, stadium, tennis courts, golf course, swimming pools, beaches, band shells, music pavilions, recreational areas and structures, museums, geological and botanical gardens, and also entrances and approaches thereto, and all other land or property or structures under the jurisdiction of the Centre Region Parks and Recreation Board, now or hereafter owned, acquired or leased by the Township of Ferguson for park or recreation purposes. Also included are areas owned or leased on behalf of Ferguson Township for municipal park and recreational purposes by Centre Regional Recreational Authority (CRRA) and/or Centre Region Council of Governments (COG) upon designation of such areas as a "municipal park" or "regional park" by the Board of Supervisors by resolution.

PERMIT — Any written authorization issued by or under the authority of the Director of Parks and Recreation permitting specified park privilege.

PERSON — Any natural person, corporation, organization of persons, company, association or partnership.

POLICE OFFICER — Any peace officer of the Township of Ferguson, or State of Pennsylvania or any employee of the Department of Parks and Recreation appointed as a special police officer for the purpose of the enforcement of law and order within parks.

EXCRETA — All useless matter eliminated from the bodily system, as sputum, urine, fecal matter.

INTOXICATION — A state of any person being drunk, inebriated or under the influence of alcoholic beverages or spirituous liquors, taken internally or under the influence of drugs.

RULES AND REGULATIONS — Any rules and regulations hereby or hereafter established by the ordinance of Ferguson Township as promulgated by the Director of Centre Region Parks and Recreation under authority herein conferred.

§ 16-102. Interpretation of Rules and Regulations. [Ord. 873, 11/20/2006, § 2]

1. In the interpretation of the rules and regulations affecting parks, their provisions shall be construed as follows:
 - A. Terms in Singular. Any term in the singular shall include the plural.
 - B. Terms in Masculine. Any term in the masculine shall include the feminine and neuter.
 - C. Extension of Rules and Regulations. Any requirement or provision of these rules and regulations relating to any act shall respectively extend to and include the causing, procuring, aiding or abetting, directly or indirectly, of such act; or the permitting or the allowing of any minor in the custody of any person, doing any act prohibited by any provisions thereof.

- D. Acts not Unlawful. No provision hereof shall make unlawful any act necessarily performed by any police officer or employee of the Department of Parks and Recreation or by any person, his agents or employees, in the proper and necessary execution of the terms of any agreement with the Department of Parks and Recreation.
- E. Permits. Any act otherwise prohibited by these rules and regulations, provided it is not otherwise prohibited by law or local ordinance, shall be lawful if performed under, by virtue of and strictly in compliance with the provisions of a permit and to the extent authorized thereby.
- F. State and Federal Laws. These rules and regulations are in addition to and supplement all state and federal laws.

§ 16-103. Conduct Prohibited in Parks. [Ord. 873, 11/20/2006, § 3; as amended by Ord. 952, 5/2/2011, § 1; and by Ord. 998, 1/19/2015, §§ 1, 2]

1. Disturbing the Peace. No person shall disturb the peace in any park by any act.
2. Immorality and Indecency. No person shall do any obscene or indecent act in any park, or display, expose or distribute any picture, banner or other object suggestive of sex in a lewd, indecent, immoral way; or enter a comfort station or toilet set apart for the use of the opposite sex; nor shall any person loiter in any comfort station or toilet at any time, nor shall any person dress or undress in any park except in dressing rooms provided for such persons.
3. Unbecoming Language. No person shall use threatening, abusive, insulting, profane or obscene language or words in any parks.
4. Soliciting Money. No person shall solicit money, subscriptions, or contributions for any purpose in any park unless authorized by permit from the Director of the Centre Region Parks and Recreation Department
5. Intoxication. No person shall enter a park in an intoxicated condition; nor shall any person have in his possession or drink, or use in any park any alcoholic beverage; nor shall any person have in his possession or use in any park drugs of any kind.
6. Weapons, Projectiles, Etc. No person shall perform the following actions within parks or playgrounds without having previously obtained written consent and approval of the Director of the Centre Region Parks and Recreation Department. Carry or discharge an air rifle or air pistol, a paintball gun or paintball marker; fireworks (including rockets) or other missile propelling instruments or explosives a slingshot or a bow and arrow, or other dangerous weapons, excepting firearms, which have such properties as to cause annoyance or injury to any person or property; provided further that no person shall discharge any firearm within parks or playgrounds. The foregoing exception relating to firearms is intended to eliminate any prohibition relating to the carrying or possessing of firearms. However, the discharge of firearms in parks or playgrounds is prohibited other than for lawful personal protection.
7. Throwing Missiles. No person shall, in any park, throw, cast, lay, deposit or propel any missile except in the performance of an authorized recreational activity.

8. Dangerous Conduct. No person shall interfere with, encumber, obstruct or render dangerous any park or part thereof.
9. Excreta. No person shall emit, eject, or cause to be deposited in any park, any excreta of the human body, except in proper receptacles designated for such purposes.
10. Improper Admission. No person shall gain improper admission to, or use of, or attempted admission to any park facility, for which a charge is made, without paying the fixed charge or price of admission.
11. No use of snowmobiles, mini-bikes, motorcycles, or any vehicle recreational or otherwise except on designated roads, trails, or areas set aside for their use.
12. Disobeying Authorities and Signs. No person shall, in any park, disobey a proper order of a police officer or any Park and Recreation employee designated by the Director of the Centre Region Parks and Recreation Department to give orders. Nor shall any person in any park disobey, disregard or fail to comply with any rule or regulation, warning, prohibition, instruction or direction, posted or displayed by sign, notice, bulletin, card, poster, or when notified or informed as to its existence by a park employee or other authorized person.
13. Hunting. It is unlawful to hunt for, capture or kill, or attempt to capture or kill, or aid or assist in capturing or killing of, in any manner, any wild bird or wild animal of any description, either game or otherwise.
14. Camping. Day or overnight camping of any type is prohibited except as authorized by the Director of the Centre Region Parks and Recreation Department.
15. Remote-Controlled or Tethered Model Aircraft. Remote-controlled or tethered model aircraft shall not be operated in any park without a permit for the operation thereof issued by the Director of the Centre Region Parks and Recreation Department.

§ 16-104. Treatment of Park Property. [Ord. 873, 11/20/2006, § 4]

1. Defacing, Breaking, and Injuring Trees, Plants, Benches, etc. No person shall cut, break, injure, deface, or disturb any tree, shrub, plant, rock, building, cage, pen, monument, fence, bench, or other structure, apparatus or property or pluck, pull up, cut, take or remove any shrub, bush, plant or flower; or mark, or write upon any building, monument, fence, bench or other structure, or injure, deface or remove any property real or personal or any natural growth, structure, equipment, animals, signs, or other park property.
2. Setting of Fires. No fires shall be set in any park except in areas where fires are designated as permitted or except as authorized by permit issued under the authority of the Director of the Centre Region Parks and Recreation Department.
3. Discharging in Bodies of Water. No person shall throw, cast, lay, drop or discharge into or leave in any body of water in any park, or in any storm sewer, or drain flowing into said water, or in any gutter, sewer or basin, any substance, matter or thing, whatsoever.

4. **Animals in Parks.** No person owning or being custodian or having control of any animal, livestock or poultry, shall cause or permit same to go at large in any park except for dogs in designated fenced off-leash areas in accordance with posted rules and regulations. A dog or other domesticated animal may be brought into park; provided, that such animal is continuously restrained by a leash not exceeding six feet in length, except that no dog or other such animal shall be permitted in the immediate vicinity of bath houses, wading pools, and children's play areas or in any area designated by signs as prohibited areas.
5. **Horses.** No person shall ride or lead a horse into or upon lawns or other areas in any park. Horses may be permitted in designated fenced pasture areas and established riding rings.
6. **Waste Matter.** No person or animal shall deposit, drop or leave any papers, bottles, debris, or other waste matter or refuse of any kind in any park or part thereof except in such receptacles as may be provided for the purpose.

§ 16-105. Traffic Control. [Ord. 873, 11/20/2006, § 5]

1. **Vehicles to be Operated at Reasonable Speed, Not to Exceed 15 Miles per Hour.** No person shall operate any motor vehicle on any roadway in any park at any rate of speed greater than is reasonable having regard to the width of the roadway, traffic, and use of such roadway, intersection with other roadways, weather and other conditions; and in no event shall any vehicle be operated on such highway at a speed in excess of 15 miles per hour.
2. **Repairs to Vehicles.** No person shall in any park make repairs to any vehicle except those of a minor nature, and then only in cases of emergency.
3. **Vehicle to be Operated on Roadways and Parked in Approved Areas.** No person shall operate any vehicle in any part of a park except on roadways established for the operation of vehicles, nor shall any person park any vehicle in any area except those specifically designated for parking purposes.

§ 16-106. Regulated Uses. [Ord. 873, 11/20/2006, § 6]

1. **Permits.** A permit to do any act shall authorize the same only insofar as it may be performed in strict accordance with the written terms and conditions thereof. Any violation of any law, ordinance, or rule or regulation by the holder or agents of the holder of any permit shall constitute grounds for revocation, which action shall be final. In case of revocation, all moneys paid therefore shall, at the option of the Centre Region Department of Parks and Recreation, be forfeited and shall leave the violator liable for all damages or loss suffered in excess of such forfeited or retained money, and such moneys retained or damage paid, or both, shall not relieve such person from liability to punishment for violation of any law, ordinance, rule or regulation.
2. **Public Events.** No person shall conduct, operate, present or manage in any park, a parade, drill, maneuver, public meeting, ceremony, speech, address, public contest, exhibit, dramatic performance, spectacle, play, motion picture, fair, circus, or show of any kind or nature, band, choir, glee club, orchestra, without a permit.

3. Picnics. All organized picnics or outings shall be authorized by permits obtained previous to entering any park.
4. Baseball and Softball Fields. All organized teams, leagues, agencies, schools, churches and other groups must obtain a permit for these facilities before announcing schedules.
5. Selling Concessions. No person shall in any park exhibit, sell, or offer for sale, hire, lease or let out any object, service or merchandise or anything whatsoever, whether corporal or incorporeal, except under a permit issued by the Centre Region Department of Parks and Recreation.
6. Advertising. No person shall advertise in any park in any manner whatsoever for any reason whatsoever, except by permit issued by the Centre Region Department of Parks and Recreation.
7. Games in Designated Areas. No person shall throw, cast, catch, kick, play with, or strike any gameball whatsoever or engage in any sport, game, or competition except in places and during the time designated therefore. Nor shall a person engage in or play a game or other sport or contest of a nature different from the one for which the designated area was created, except in such areas as are officially set aside for diversified games.

§ 16-107. Centre Region Parks and Recreation Department. [Ord. 873, 11/20/2006, § 7]

1. In order to provide for equitable use of park facilities, preserve park areas, and facilities, and protect the safety of users of the parks and their facilities, the Director of the Centre Region Parks and Recreation Department shall have the following authority, the enumeration of which shall not restrict the general authority and control of the Director over parks:
 - A. To Fix Time. To fix times when the parks or parts thereof shall be open to public use.
 - B. To Restrict Use. To designate parks and parts thereof as restricted to the use of certain portions of the public at certain times as he sees fit.
 - C. To Issue Permits. Under uniform conditions to be prescribed by him, to issue permits for regulated uses as hereinbefore enumerated.
 - D. To Fix, Charge and Collect Fees. To fix, charge and collect such fees and deposits for the use of park areas or facilities or privileges as he deems advisable to help defray the expense of the parks and their facilities.

§ 16-108. Enforcement and Penalties. [Ord. 873, 11/20/2006, § 8]

1. Police officers of the Township or state, or Township or park employees appointed as special park police, shall have the authority to enforce these rules and regulations.
2. Any person, firm or corporation who shall violate any provision of this Part shall, upon conviction thereof in a proceeding commenced before a district justice

pursuant to the Pennsylvania Rules of Criminal Procedures, be sentenced to a fine of not less than \$100 nor more than \$1,000 plus costs and, in default of payment of said fine and costs, a term of imprisonment not to exceed 90 days. Each day that a violation of this Part continues shall constitute a separate offense.

3. The Township may maintain a civil action, in addition to any prosecution under Subsection 2 hereof, to recover from any party responsible therefore damages for injury to park and recreation equipment and property.



APPLICATION FOR PROPOSED ORDINANCE AMENDMENT
Ferguson Township, Centre County

Date Application Submitted: 5/11/22

Subject of Proposed Ordinance Amendment: Home Burial

Applicant Name: Pamela Steckler

Address: 127 Hoy St. State College, PA 16801

Phone: 814-404-4477 Fax: _____ E-Mail: pamasunshine@aol.com

Chapter / Section of Existing Ordinance to be Amended: 27-304.2.A and 27-405.I.B.8

Description of Proposed Ordinance Amendment: To permit Home Burials in Terraced Streetscape District
Allow exemption from concrete grave lining based on spiritual beliefs

Describe Reason for Ordinance Amendment: Green Home Burials are much lower impact than "Cemetery" which is the determined definition by zoning. As conservationists it has always been our desire to replenish & restore the ecological integrity of the land.

Signature of Applicant: Pamela Steckler

Date Fee Paid: 5/11/22 Amount: 250.00

Note: To be considered on a Board agenda, this application along with the required fee (see Township Fee Schedule) must be submitted to the Township a minimum of 7 days in advance of the Board meeting at which the applicant wishes to attend. The fee is non-refundable.

It is, and has been our belief that nature is sacred and that humans are a part of nature. That the natural cycles of birth, growth & death carry profoundly spiritual meaning.

Ferguson Township
3147 Research Drive
State College, PA 16801
814-238-4651
814-238-3454 (fax)
www.twp.ferguson.pa.us

000000

Receipt No. 00020378

05/11/2022 08:50 AM

Pamela Steckler

01 Ord Amendment /Home Burial	250.00
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Check # 7598	
Receipt Total	250.00
Payment Total	250.00

Thank you!



SUBJECT: Text Amendment Application to Permit Home Burials in Terraced Streetscape Zoning District

APPLICANT/PROPERTY OWNER: Pamela Steckler

PURPOSE: This report provides information on current Township Regulations for cemeteries to provide context to the requested text amendment. In addition, regulations that should be considered if an amendment is recommended.

EXECUTIVE SUMMARY: The Board of Supervisors received and referred the text amendment application to Planning Commission for further review. The Board acknowledges that cemeteries have a different connotation than home burials and would like Planning Commission to review the definition of cemetery, provide a definition of home burial (if warranted), review zoning districts where these uses are currently permitted, and if permitting these uses in more zoning districts is viable. Some municipalities in the State have ordinances dedicated to the Burial of Human Remains, while two cities prohibit all new burial grounds within city limits.

BACKGROUND: There are no state laws in Pennsylvania prohibiting home burial and local governments have the authority to regulate these types of burials. Pennsylvania law prohibits burials on any land that drains into a stream supplying water to a city, unless the burial ground sits at least one mile from the city ([9 Pennsylvania Statutes § 10](#) (2018)). Ferguson Township Zoning Ordinance does not define a home burial. §27-1102 defines Cemetery as “*land used or dedicated to the burial of the dead, including mausoleums, necessary sales and maintenance facilities*” and the Zoning Administrator has determined the definition of cemetery applies to home burials.



The Ferguson Township Zoning Ordinance permits cemeteries as a principal use in the Rural Agriculture (RA) zoning district on parcels with a minimum lot size of 50-acres. Cemeteries are permitted as an accessory use in the Rural Residential (RR) zoning district on parcels with a minimum lot size of 3-acres. Cemeteries are also permitted as an accessory use customarily incidental to the specified principal use (church).

Churches are considered to be a Place of Assembly (Neighborhood, Community or Regional) and these uses are permitted in the Rural Agriculture (RA), Rural Residential (RR), Agricultural Research (AR), Single Family Residential (R1), Suburban Single Family Residential (R1B), Two Family Residential (R2), Townhouse Residential (R3), Village (V), Office Commercial (OC), Planned Residential Development (PRD), and Commercial (C) Zoning Districts.

The Multifamily Residential (R4), Industrial (I), Light, Industry, Research and Development (IRD), Mobile Home Park (MHP), Traditional Town Development (TTD), Forest/Gamelands (FG), and Terraced Streetscape (TSD) zoning districts currently do not permit cemeteries as a principal or accessory use, and they don't permit Places of Assembly. The Traditional Town Development (TTD) zoning district is the only district where cemeteries are expressly prohibited.

The Applicant for the Text Amendment resides in the Terraced Streetscape District and would like to have home burials added as a permitted accessory use. Currently, the terraced streetscape doesn't have accessory uses. The Parcel is 8,850 SF (0.2 acres) and in a residential area with an industrial supply business located behind the lot.

ADDRESS:	127 Hoy Street
PARCEL ID:	24-002A,076-,0000-
ZONING DISTRICT:	Terraced Streetscape District (TSD)
SITE DESCRIPTION:	Single-Family Home approximately 0.20 acres (8,850 SF)
SURROUNDING LAND USE:	Single-Family Homes and an industrial supply business
RECENT LAND USE ACTIONS: (REZONINGS, CU'S, SE'S, VARIANCES, MOD/WAIVERS)	The Terraced Streetscape Zoning District is currently being reviewed by a Consultant for a complete zoning rewrite for this district.

STAFF ANALYSIS: Staff has conducted research into the differences between a home burial and cemeteries. Staff recognizes that there are differences in a commercially or religiously run cemetery and a home burial in relation to scale and familial requirements. Home burials, family plots and other private interments are privately held plots for burial of members of the same family (blood or marriage).

Certain perpetuity clauses and restrictions are required with the establishment of a home burial, ensuring that future residents know of the location and establishing dedicated access to the site. The deed to the property should also include language of the existence of the private interment. Disturbing a home burial ground is illegal and regulations should be clearly outlined to ensure that proper care is taken to preserve the burial sites.

Regulations to consider:

- What Zoning Districts would home burials be permitted?
- What setback requirements should be regulated?
- Minimum lot size and number of graves per lot.
- Minimum depth of graves.
- Environmental concerns (i.e. proximity to a floodplain, riparian buffer, steep slopes, sinkholes, etc.)
- Easement or access to burial site.
- Burial marker requirements.
- Map/survey depicting the burial site location.
- Maintenance of the burial site.



ATTACHMENTS: Location Map, Text Amendment Application

Primary Author:

Kristina Bassett | Community Planner, 814-238-4651 or kbassett@twp.ferguson.pa.us

Reviewed/Approved By:

Jenna Wargo, AICP | Director of Planning & Zoning



Department of
PLANNING AND ZONING

Interoffice Memorandum

TO: Ferguson Township Board of Supervisors

FROM: Kristina Bassett
Community Planner

DATE: May 31, 2022

SUBJECT: Summary of Planning Commission's Discussion of the Text Amendment to the Terraced Streetscape District

On May 11, 2022, Ms. Pamela Steckler submitted An Application for a Text Amendment to the Terraced Streetscape Zoning District. The Board received the application at the May 16, 2022 regular meeting and referred the request for further review to the Planning Commission. The Planning Commission reviewed the request at their May 18, 2022 regular meeting.

Chapter 27, Zoning, section 11, defines a cemetery as land used or dedicated to the burial of the dead, including mausoleums, necessary sales and maintenance facilities. The Zoning Ordinance does not include a definition or regulations for home burials. The Zoning Administrator has determined that the definition of cemetery applies to home burial. This determination thus only permits home burials as a principal use in the Rural Agricultural (RA) Zoning District and as an accessory use in the Rural Residential (RR) Zoning District.

There are no state laws in Pennsylvania prohibiting home burial and local governments have the authority to regulate these types of burials. Pennsylvania law prohibits burials on any land that drains into a stream supplying water to a city, unless the burial ground sits at least one mile from the city (9 Pennsylvania Statutes § 10 (2018)). 28 Pa. Code §1.21 and §1.22 regulates the depth of graves and structures for the dead respectively.

Home burials and family burial sites are privately held for burial of members of that same family, by blood or marriage and staff recognizes that there are differences between cemeteries and home burials including scale, familial requirements, commercialization, etc.

Mr. Steinberg and Mr. Binney agreed that the request should be done in two parts. The first step would be for Staff to provide a definition for 'Home Burial' to review and with a clear definition, then the second step would be to provide a recommendation to the Board on the request to allow home burials in the TSD.

Ms. Rittenhouse stated that on the request they want this to be completely natural. Ms. Wargo stated that there are two requests included in the application regarding the Source Water Protection Ordinance and that a consultant with State College Borough Water Authority (SCBWA) is investigating that part of the request. Ms. Steckler would like to do a green burial, and currently the Township's Source Water Ordinance requires a cement liner.

Mr. Keough agreed that a home burial definition is needed and suggested adding a definition for green burial. Planning Commission agreed that the requested amendment for the permitted use in the Terraced Streetscape zoning district is not a compatible use with the intent of the zoning district. Mr. Wheland noted that composting should be addressed as well because big farms are composting their dead animals.

The Planning Commission made two motions:

1. Mr. Keough moved that the Planning Commission recommend the Board of Supervisors deny the request for a text amendment to the Terraced Streetscape District to permit home burials as a permitted use on the basis that it is not a compatible use in the high-density zoning that is attached to the lot. Mr. Wheland seconded the motion. The motion passed unanimously.
2. Mr. Keough moved that the Planning Commission recommend an ordinance amendment to Chapter 27—Zoning to include a definition and regulations for home burials. Ms. Holliday seconded the motion. The motion passed 3-2 with Mr. Wheland and Mr. Crassweller dissenting.

Application and Certificate for Payment

TO (OWNER):	Ferguson Township 3147 Research Drive State College, PA 16801	PROJECT	Automated Traffic Signal Perform	APPLICATION NO:	1	Distribution To:	
				PERIOD TO:	30-Apr-22	_____	Owner
FROM (CONT):	Wyoming Electric & Signal, Inc. 214 Wyoming Avenue Wyoming, PA 18644	VIA ENGINEER:	Robert A. Seyber, Jr. PE 3147 Research Drive State College, PA 16801	CONTRACT#	2016-C11 ATSPM	_____	Architect
						_____	Contractor
CONTRACT FOR:	Automated Traffic Signal Perform			CONTRACT DATE:	September-21		
				Invoice Number:	8861		

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for Payment, as shown below, in connection with the contract.

Continuation Sheet is attached.

CHANGE ORDER SUMMARY

Change orders approved in previous months by Owner	ADDITIONS		DEDUCTIONS
	14,223.00		\$12,200.00
	5,964.00		\$36,600.00
			\$7,400.00
Change orders approved in current month by Owner			
	ADDITIONS		DEDUCTIONS
Net Change by Change Orders	\$20,187.00		56,200.00

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information, and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

1	ORIGINAL CONTRACT SUM	\$619,276.00
2	Net Change by Change Orders	(\$36,013.00)
3	CONTRACT SUM TO DATE	\$583,263.00
4	TOTAL COMPLETE & STORED TO DATE (Column G)	\$46,290.00
5	RETAINAGE:	
	a. 10% of Completed Work (Column D&E)	\$4,629.00
	b. 0% of Stored Material (Column F)	\$0.00
	Total Retainage (Line 5a+5b) or Column I	\$4,629.00
6	TOTAL EARNED LESS RETAINAGE (Line 4 less Line 5 Total)	\$41,661.00
7	LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 Prior Certificate)	\$0.00
8	CURRENT PAYMENT DUE	\$41,661.00
9	BALANCE TO FINISH, PLUS RETAINAGE (Line 3 less Line 6)	\$541,602.00

CONTRACTOR: Wyoming Electric & Signal, Inc.

By: Dodie L. Bresnahan Date: 5/10/2022
Dodie L. Bresnahan, President

State of: Pennsylvania County of: Luzerne

Subscribed and Sworn to before me this 10th day of May-22

Notary Public: Chris M. Bauhin

My Commission expires: _____

ARCHITECTS CERTIFICATE FOR PAYMENT

In accordance with Contract Documents, based on on-site observations and the data comprising the above application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information, and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED \$41,661.00

(Attach explanation if amount certified differs from the amount applied for)

ARCHITECT: [Signature] Date: 6-1-22

This certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment are without prejudice to any rights of the Owner or Contractor under this contract.

32-439-610

Wyoming Electric and Signal, Inc.

214 Wyoming Avenue Wyoming, PA 18644

Centre County, Ferguson Township

Owner/Contractor:
Ferguson Township
3147 Research Drive
State College, PA 16801
Customer: FER40

APPLICATION FOR PAYMENT
APPLICATION NUMBER 001
PERIOD 04/01/2022 THRU 04/30/2022
INVOICE NUMBER 886-1

ITEM NO.	DESCRIPTION OF WORK	UNIT	ORIGINAL QUANTITY	UNIT PRICE	SCHEDULED VALUE	*** QUANTITIES ***			*** AMOUNT ***				% COMPLETE	BALANCE TO FINISH	RETAINAGE (IF VARIABLE RATE)
						PREVIOUS APPLICATION	THIS PERIOD	TO DATE	PREVIOUS APPLICATION	THIS PERIOD	MATERIALS PRESENTLY STORED	TO DATE			
0608-0001	Mobilization	LS	1.00	\$24,000.00	\$24,000.00	0.00	0.50	0.50	\$0.00	\$12,000.00	\$0.00	\$12,000.00	50.00%	\$12,000.00	\$0.00
0901-0001	Maint & Protection of Traffic	LS	1.00	\$8,400.00	\$8,400.00	0.00	0.10	0.10	\$0.00	\$840.00	\$0.00	\$840.00	10.00%	\$7,560.00	\$0.00
0954-0402	Electric Service, Type B	EA	4.00	\$1,900.00	\$7,600.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$7,600.00	\$0.00
9000-0770	Digital Wave Radar Presence Det Sys	EA	15.00	\$8,400.00	\$126,000.00	0.00	1.00	1.00	\$0.00	\$8,400.00	\$0.00	\$8,400.00	6.67%	\$117,600.00	\$0.00
9000-0771	Digital Wave Radar Advance Det Sys	EA	2.00	\$8,400.00	\$16,800.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$16,800.00	\$0.00
9000-0772	Digital Wave Radar Cabinet Interface	EA	1.00	\$8,400.00	\$8,400.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$8,400.00	\$0.00
9000-1001	Managed Network Switch	EA	22.00	\$3,600.00	\$79,200.00	0.00	3.00	3.00	\$0.00	\$10,800.00	\$0.00	\$10,800.00	13.64%	\$68,400.00	\$0.00
9000-1002	Wireless Comm System - Single Radio	EA	14.00	\$4,750.00	\$66,500.00	0.00	3.00	3.00	\$0.00	\$14,250.00	\$0.00	\$14,250.00	21.43%	\$52,250.00	\$0.00
9000-1003	Wireless Comm System - Dual Radio	EA	17.00	\$7,400.00	\$125,800.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$125,800.00	\$0.00
9000-1004	Controller Unit Replacement	EA	4.00	\$6,100.00	\$24,400.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$24,400.00	\$0.00
9000-1005	Malfunction Mgmt Unit Replacement	EA	11.00	\$1,390.00	\$15,290.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$15,290.00	\$0.00
9000-1006	Solar Power Supply System	EA	1.00	\$8,000.00	\$8,000.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$8,000.00	\$0.00
9000-1007	Radio Roof Mounting	EA	1.00	\$1,986.00	\$1,986.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$1,986.00	\$0.00
9000-1008	Cabinet Modification for Phase Change	EA	1.00	\$3,100.00	\$3,100.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$3,100.00	\$0.00
9000-1009	TSS, Strain Pole (30' Height) 1,000#	EA	2.00	\$11,000.00	\$22,000.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$22,000.00	\$0.00
9000-1010	TSS, Strain Pole w/ Lum Arm 30' Ht 1000#	EA	2.00	\$16,500.00	\$33,000.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$33,000.00	\$0.00
9000-0011	TSS, Strain Pole Blk Paint 30' Ht 1000#	EA	0.00	\$12,200.00	\$0.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	#DIV/0!	\$0.00	\$0.00
9000-0011	TSS, Strain Pole Blk Paint 30' Ht 2000#	EA	1.00	\$14,223.00	\$14,223.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$14,223.00	\$0.00
9999-0000	Network Access Relocation	LS	1.00	\$5,964.00	\$5,964.00	0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$5,964.00	\$0.00
						0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	#DIV/0!	\$0.00	\$0.00
						0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	#DIV/0!	\$0.00	\$0.00
						0.00		0.00	\$0.00	\$0.00	\$0.00	\$0.00	#DIV/0!	\$0.00	\$0.00
	Contract Total:				\$590,663.00	-	-	-	\$0.00	\$46,290.00	\$0.00	\$46,290.00	7.84%	\$544,373.00	\$0.00

WYOMING ELECTRIC & SIGNAL, INC. INSTALLATION AND PAYMENT REPORT

PAYMENT DATES:		CONTRACTOR: Ferguson Townshp				PHONE NO: 814-238-4651				CONTACT: Ronald A. Seybert, Jr. P					
JOB NO: 886		CO: Centre County, Ferguson Township				SR (SEC):				TOWN: Ferguson Township					
MONTH:															
ITEM NUMBER	ITEM	PLAN QTY	DAY 4/28	DAY 5/2	DAY 5/3	DAY 5/4	DAY 5/5	DAY	DAY	DAY	DAY	DAY	DAY	EST	EST
0608-0001	Mobilization	1												0	0.5
0901-0001	Maintenance and Protection of Traffic during Construction	1												0	0.5
0954-0402	Electrical Service, Type B	4												0	0
9000-0770	Digital Wave Radar Presence Detection System	15	1	1	4									6	17
9000-0771	Digital Wave Radar Advance Detection System	2												0	6
9000-0772	Digital Wave Radar Cabinet Interface	1												0	0
9000-1001	Managed Network Switch	22	3	2	1									6	16
9000-1002	Wireless Communication System - Single Radio	14	3		1									4	12
9000-1003	Wireless Communication System - Dual Radio	17		2										2	7
9000-1004	Controller Unit Replacement	10												0	0
9000-1005	Malfunction Management Unit Replacement	11												0	0
9000-1006	Solar Power Supply System	1												0	0
9000-1007	Radio Roof Mounting	1												0	0
9000-1008	Cabinet Modification for Phase Change	1												0	0
9000-1009	Traffic Signal Support, Strain Pole (30' Height) 1,000#	2												0	0
9000-1010	Traffic Signal Support, Strain Pole w/ Lum Arm (30' Ht) 1,000#	2												0	0
9000-0011	Traffic Signal Support, Strain Pole Painted Black (30' Ht) 1,000#	1												0	0
														0	1
														0	0

APPLICATION AND CERTIFICATION FOR PAYMENT

TO OWNER: Ferguson Township

PROJECT: 2018-PWGGGS

AIA DOCUMENT G702

PAGE ONE OF

PAGES

APPLICATION NO: 2

Distribution to:	
<input checked="" type="checkbox"/>	OWNER
<input checked="" type="checkbox"/>	ARCHITECT
<input type="checkbox"/>	CONTRACTOR
<input type="checkbox"/>	
<input type="checkbox"/>	

FROM CONTRACTOR:

Envinity, Inc

VIA ARCHITECT:

PERIOD TO: 4/30/2022

PROJECT NOS:

CONTRACT FOR:

CONTRACT DATE: 8/9/2021

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet, AIA Document G703, is attached.

1. ORIGINAL CONTRACT SUM	\$	190,224.90
2. Net change by Change Orders	\$	14,473.65
3. CONTRACT SUM TO DATE (Line 1 + 2)	\$	204,698.55
4. TOTAL COMPLETED & STORED TO DATE (Column G on G703)	\$	204,698.55
5. RETAINAGE:		
a. 0 % of Completed Work (Column D + E on G703)	\$	\$0.00
b. % of Stored Material (Column F on G703)	\$	Included in above
Total Retainage (Lines 5a + 5b or Total in Column I of G703)	\$	0.00
6. TOTAL EARNED LESS RETAINAGE (Line 4 Less Line 5 Total)	\$	204,698.55
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate)	\$	123,261
8. CURRENT PAYMENT DUE	\$	81,438.04
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)	\$	0.00

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner	\$15,698.55	(\$1,224.90)
Total approved this Month	\$0.00	\$0.00
TOTALS	\$15,698.55	(\$1,224.90)
NET CHANGES by Change Order	\$14,473.65	

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

CONTRACTOR: Envinity, Inc

By: Jason Grottini Date: 5/2/2022

State of: PA County of: Centre
 Subscribed and sworn to before me this 2nd day of May 2022
 Notary Public: Courtney L. Moyle
 My Commission expires: June 14, 2025
 My commission expires June 14, 2025
 Commission number 1314518

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents comprising the application, the Architect's knowledge, information and the quality of the Work is in accordance with the AMOUNT CERTIFIED is entitled to payment of the AMOUNT CERTIFIED.

By dmodricker at 10:14:17 AM, 5/20/2022

ok to pay \$81,438.04 djm
 contract 2018-PWGGGS
 account 30.409.750

CONTINUATION SHEET

AIA DOCUMENT G703

PAGE OF PAGES

AIA Document G702, APPLICATION AND CERTIFICATION FOR PAYMENT, containing

Contractor's signed certification is attached.

In tabulations below, amounts are stated to the nearest dollar.

Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NO: 2

APPLICATION DATE: 5/2/2022

PERIOD TO: 4/30/2022

ARCHITECT'S PROJECT NO:


A ITEM NO.	B DESCRIPTION OF WORK	C SCHEDULED VALUE	D WORK COMPLETED		F MATERIALS PRESENTLY STORED (NOT IN D OR E)	G TOTAL COMPLETED AND STORED TO DATE (D+E+F)	H -% (G + C)	I BALANCE TO FINISH (C - G)	J RETAINAGE (IF VARIABLE RATE)
			FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
1	Materials	\$123,326.12	\$110,993.51	\$12,332.61	\$0.00	\$123,326.12	100.00%	\$0.00	
2	Labor - Design and Management	\$13,630.00	\$12,267.00	\$1,363.00	\$0.00	\$13,630.00	100.00%	\$0.00	
3	Change Order 1	\$14,473.65	\$0.00	\$14,473.65	\$0.00	\$14,473.65	100.00%	\$0.00	
4	Labor - Prevailing Wage Rates	\$53,268.78	\$0.00	\$53,268.78	\$0.00	\$53,268.78	100.00%	\$0.00	
GRAND TOTALS		\$204,698.55	\$123,260.51	\$81,438.04	\$0.00	\$204,698.55	100%	\$0.00	\$0.00

Users may obtain validation of this document by requesting of the license a completed AIA Document D401 - Certification of Document's Authenticity

Project Description Storm Sewer Cleaning and Video Assessment Contract No. 2022-C5 Job No. 221009
 Owner Township of Ferguson Contractor Insight Pipe Contracting, LLC
 Address 3147 Research Drive Address 232 East Lancaster Road
State College, PA 16801 Harmony PA 16037

Periodic Estimate No. 3 FINAL Periodic Estimate From March 22, 2022 To April 27, 2022

Item No.	Description	Original Contract			Completed This Estimate		Completed to Date					
		Quantity	Unit Cost	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Percent Complete			
0608-0001	Mobilization	1.00	LS	5,000.00	5,000.00	0.50	LS	2,500.00	1.50	LS	7,500.00	150%
0901-0001	Maintenance and Protection of Traffic During Construction	1.00	LS	2,000.00	2,000.00	-	LS	-	1.00	LS	2,000.00	100%
9000-0001	Light Cleaning, Remove Debris, CCTV 6" Diameter Pipe	579.00	LF	2.70	1,563.30	-	LF	-	7.60	LF	20.52	1%
9000-0002	Light Cleaning, Remove Debris, CCTV 12"-18" Diameter Pipe	17,225.00	LF	2.70	46,507.50	2,651.60	LF	7,159.32	15,453.30	LF	41,723.91	90%
9000-0003	Light Cleaning, Remove Debris, CCTV 21"-30" Diameter Pipe	3,426.00	LF	3.00	10,278.00	1,681.00	LF	5,043.00	4,326.40	LF	12,979.20	126%
9000-0004	Light Cleaning, Remove Debris, CCTV 36"-42" Diameter Pipe	359.00	LF	5.00	1,795.00	70.00	LF	350.00	439.30	LF	2,196.50	122%
9000-0005	Heavy Pipe Cleaning	11.00	HR	400.00	4,400.00	15.61	HR	6,244.00	78.30	HR	31,320.00	712%
9000-0006	2108 Brushwood Drive Back Yard Inlet	10.00	HR	425.00	4,250.00	-	HR	-	11.00	HR	4,675.00	110%
	TOTAL				75,793.80			21,296.32			102,415.13	135%

2022-C5 CCTV Contract
Pay App #3 (FINAL)
Pay: \$25,352.26
Acct#: 20.446.450


2022-C5 Storm Sewer Cleaning and Video Assessment

ITEM No. UNIT	DESCRIPTION	UNIT PRICE	Heavy Pipe Cleaning (HR)	Deductions	6" Dia. Length (FT)	12" Dia. Length (FT)	15" Dia. Length (FT)	18" Dia. Length (FT)	21" Dia. Length (FT)	24" Dia. Length (FT)	30" Dia. Length (FT)	42"x 29" Dia. (36" Equiv.) Length (FT)
			Pay App #1		Pay App #2		Pay App #3		Total Contract			
			PAY APP 1 QTY.	SUB-TOTAL COST	PAY APP 2 QTY.	SUB-TOTAL COST	PAY APP 3 QTY.	SUB-TOTAL COST	QTY.	SUB-TOTAL COST		
0608 0001 LS	MOBILIZATION	\$5,000.00	0.5	\$2,500.00	0.5	\$2,500.00	50%	\$2,500.00	1.50	\$7,500.00		\$7,500.00
0901 0001 LS	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION	\$2,000.00	0.5	\$1,000.00	0.5	\$1,000.00	0.00	\$0.00	1.00	\$2,000.00		\$2,000.00
9000 0001 LF	LIGHT CLEANING, REMOVE DEBRIS, CCTV 6" DIAMTETER PIPE	\$2.70	0.00	\$0.00	7.6	\$20.52	0.00	\$0.00	7.60	\$20.52		\$20.52
9000 0002 LF	LIGHT CLEANING, REMOVE DEBRIS, CCTV 12"-18" DIAMTETER PIPE	\$2.70	6,754.90	\$18,238.23	6,046.8	\$16,326.36	2,651.60	\$7,159.32	15,453.30	\$41,723.91		\$41,723.91
9000 0003 LF	LIGHT CLEANING, REMOVE DEBRIS, CCTV 21"-30" DIAMTETER PIPE	\$3.00	571.40	\$1,714.20	2,074.0	\$6,222.00	1,681.00	\$5,043.00	4,326.40	\$12,979.20		\$12,979.20
9000 0004 LF	LIGHT CLEANING, REMOVE DEBRIS, CCTV 36"-42" DIAMTETER PIPE	\$5.00	92.00	\$460.00	277.3	\$1,386.50	70.00	\$350.00	439.30	\$2,196.50		\$2,196.50
9000 0005 HR	HEAVY PIPE CLEANING	\$400.00	26.69	\$10,676.00	36	\$14,520.00	15.31	\$6,124.00	78.30	\$31,320.00		\$31,320.00
9000 0006 HR	2108 BRUSHWOOD DRIVE BACK YARD INLET	\$425.00	0	\$0.00	11	\$4,675.00	0.00	\$0.00	11.00	\$4,675.00		\$4,675.00
SUB-TOTALS				\$34,588.43	\$46,650.38		\$21,176.32		\$102,415.13			

Retainage (%)	-5%
Retainage (\$)	-\$1,729.42
Release Retainage	\$0.00
Pay App Payment	\$32,859.01

-5%	0%	
-\$2,332.52	\$0.00	-\$4,061.94
\$0.00	\$4,061.94	
\$44,317.86	\$25,238.26	\$102,415.13

\$44,203.86	*Actual amount paid on Pay App 2	\$25,352.26	Payment with amount shorted from Pay App 2
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\$114.00 Shorted amount on Pay app 2

% 0.36%
Percent to contract 34.36%

0.43%
38.90%

93.65%

TO (OWNER): Ferguson Township
3147 Research Drive
State College, PA 16801

PROJECT: Ferguson Twp ADA Ramps
Ferguson Twp, PA

APPLICATION NO: 2
PERIOD TO: 5/26/2022

DISTRIBUTION
TO:
_ OWNER
_ ARCHITECT
_ CONTRACTOR

FROM (CONTRACTOR): Wolyniec Construction Inc
294 Freedom Road
Williamsport, PA 17701

VIA (ARCHITECT):

ARCHITECT'S
PROJECT NO: Contract 2022-C6

CONTRACT FOR: Concrete Construction

CONTRACT DATE: 3/25/2022

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for Payment, as shown below, in connection with the Contract. Continuation Sheet, AIA Type Document is attached.

1. ORIGINAL CONTRACT SUM	\$	125,597.50
2. Net Change by Change Orders	\$	3,204.00
3. CONTRACT SUM TO DATE (Line 1 + 2)	\$	128,801.50
4. TOTAL COMPLETED AND STORED TO DATE	\$	128,801.50
5. RETAINAGE:		
a. 0.00 % of Completed Work	\$	0.00
b. 0.00 % of Stored Material	\$	0.00
Total retainage (Line 5a + 5b)	\$	0.00
6. TOTAL EARNED LESS RETAINAGE (Line 4 less Line 5 Total)	\$	128,801.50
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate)		
	\$	33,998.40
8. CURRENT PAYMENT DUE	\$	94,803.10
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)		
	\$	0.00

RTS
Pay

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner	0.00	0.00
Total approved this Month	3,204.00	0.00
TOTALS	3,204.00	0.00
NET CHANGES by Change Order	3,204.00	

The Undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the work covered by this application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the owner, and that current payment shown herein is now due.

CONTRACTOR: Wolyniec Construction Inc
294 Freedom Road Williamsport, PA 17701

By: Steven W. Schenck Date: 5/27/2022
Steven W. Schenck / President

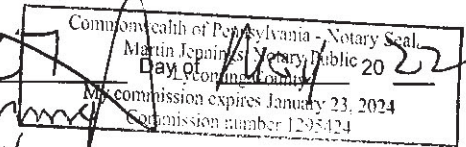
State of: PA

County of: Lycoming

Subscribed and Sworn to before me this

Notary Public:

My Commission Expires:



Project Manager

ARCHITECT'S CERTIFICATE FOR PAYMENT

In Accordance with the Contract Documents, based on on-site observations and the data comprising the above application, the Architect certifies to owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED \$ 94,403.10

(Attach explanation if amount certified differs from the amount applied. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)

Project Manager

ARCHITECT:

By: Ryan P. Scale Date: 5/27/22

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, Payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

AIA Type Document
Application and Certification for Payment

TO (OWNER): Ferguson Township
3147 Research Drive
State College, PA 16801

PROJECT: Ferguson Twp ADA Ramps
Ferguson Twp, PA

APPLICATION NO: 2
PERIOD TO: 5/26/2022

DISTRIBUTION
TO:
_ OWNER
_ ARCHITECT
_ CONTRACTOR

FROM (CONTRACTOR): Wolyniec Construction Inc
294 Freedom Road
Williamsport, PA 17701

VIA (ARCHITECT):

ARCHITECT'S
PROJECT NO: Contract 2022-C6

CONTRACT FOR: Concrete Construction

CONTRACT DATE: 3/25/2022

ITEM	DESCRIPTION	SCHEDULE VALUE	PREVIOUS APPLICATIONS	COMPLETED THIS PERIOD	STORED MATERIAL	COMPLETED STORED	%	BALANCE	RETAINAGE
1	Protective Coating for Cement Concrete	1,092.50	0.00	1,092.50	0.00	1,092.50	100.00	0.00	0.00
2	Mobilization	3,100.00	1,550.00	1,550.00	0.00	3,100.00	100.00	0.00	0.00
3	Plain Cement Mountable Curb Type A	37,300.00	14,230.00	23,070.00	0.00	37,300.00	100.00	0.00	0.00
4	Plain Cement Concrete Curb Gutter	4,630.00	0.00	4,630.00	0.00	4,630.00	100.00	0.00	0.00
5	Cement Concrete Sidewalk (Modified)	47,277.00	15,471.00	31,806.00	0.00	47,277.00	100.00	0.00	0.00
6	Detectable Warning Surface, Polymer	18,488.00	5,600.00	12,888.00	0.00	18,488.00	100.00	0.00	0.00
7	M & P of Traffic	1,850.00	925.00	925.00	0.00	1,850.00	100.00	0.00	0.00
8	Plain Cement Concrete Rolled Face Curb	11,360.00	0.00	11,360.00	0.00	11,360.00	100.00	0.00	0.00
9	Concrete Grinding	500.00	0.00	500.00	0.00	500.00	100.00	0.00	0.00
10	Change Order #1: Quantity Adjustments	3,204.00	0.00	3,204.00	0.00	3,204.00	100.00	0.00	0.00
REPORT TOTALS		\$128,801.50	\$37,776.00	\$91,025.50	\$0.00	\$128,801.50	100.00	\$0.00	\$0.00

2022-C6
 Pay App 2 (Final)
 Pay \$94,803.10
 Acct#: 35.439.610

Ray T. Scale

2022-C6 Curb and Ramp Upgrades

Construction Quantities

5/27/2022

Location	Mountable Curb (LF)	Curb & Gutter (LF)	Rolled Face Curb & Gutter (LF)	Walk (SF)	Walk-DWS (SF)	Walk (SY)	DWS (SF)	GRIND (LF)	NOTES
Ramp 1	10.00	0.00	0.00	59.15	39.15	4.35	20	0.00	Gwenned/Autumn
Ramp 2	22.25	0.00	0.00	112.50	102.50	11.39	10.00	0.00	Gwenned/Autumn
Ramp 3	21.00	0.00	0.00	147.00	137.00	15.22	10.00	0.00	Gwenned/Autumn
Ramp 4	12.00	0.00	0.00	155.00	145.00	16.11	10.00	0.00	Gwenned/Charleston
Ramp 5	10.50	0.00	0.00	36.00	26.00	2.89	10.00	0.00	Gwenned/Charleston
Ramp 6	12.50	0.00	0.00	128.50	118.50	13.17	10.00	0.00	Gwenned/Charleston
Ramp 7	14.00	0.00	0.00	113.00	103.00	11.44	10.00	0.00	Gwenned/Charleston
Ramp 8	8.50	0.00	0.00	60.30	50.30	5.59	10.00	0.00	Sandy/Tanager (west)
Ramp 9	0.00	0.00	0.00	18.00	8.00	0.89	10.00	0.00	Sandy/Tanager (west)
Ramp 10	7.00	0.00	0.00	147.50	137.50	15.28	10.00	0.00	Sandy/Tanager (west)
Ramp 11	10.50	0.00	0.00	139.00	119.00	13.22	20.00	0.00	Sandy/Tanager (east)
Ramp 12	14.00	0.00	0.00	55.00	45.00	5.00	10.00	0.00	Sandy/Tanager (east)
Ramp 13	0.00	0.00	7.00	65.00	55.00	6.11	10.00	0.00	Foxpointe/Sagamore
Ramp 14	0.00	0.00	7.00	139.50	129.50	14.39	10.00	0.00	Foxpointe/Sagamore
Ramp 15	0.00	0.00	7.00	136.00	126.00	14.00	10.00	0.00	Foxpointe/Sagamore
Ramp 16	0.00	0.00	29.00	105.80	75.80	8.42	30.00	0.00	Foxpointe/Chatham
Ramp 17	0.00	0.00	26.00	251.30	225.30	25.03	26.00	0.00	Foxpointe/Chatham
Ramp 18	0.00	0.00		48.09	32.09	3.57	16.00	0.00	Foxpointe/Chatham
Ramp 19	0.00	0.00	9.50	50.50	41.00	4.56	10.00	0.00	Foxpointe/Nantucket
Ramp 20	0.00	0.00	8.00	67.94	57.94	6.44	10.00	0.00	Foxpointe/Nantucket
Ramp 21	0.00	0.00	7.00	51.00	41.00	4.56	10.00	0.00	Foxpointe/Nantucket
Ramp 22	41.50	0.00	0.00	345.40	325.40	36.16	20.00	0.00	Chestnut Ridge/Hickory Hill
Ramp 23	51.00	0.00	0.00	180.00	160.00	17.78	20.00	0.00	Chestnut Ridge/Hickory Hill
Ramp 24	47.00	0.00	0.00	183.50	163.50	18.17	20.00	0.00	Chestnut Ridge/Hickory Hill
Ramp 25	58.00	0.00	0.00	202.50	182.50	20.28	20.00	0.00	Chestnut Ridge/Hickory Hill
Ramp 26	8.00	0.00	0.00	82.50	72.50	8.06	10.00	0.00	Chestnut Ridge/Summersweet
Ramp 27	14.00	0.00	0.00	110.00	96.00	10.67	14.00	0.00	Chestnut Ridge/Summersweet
Ramp 28	15.00	0.00	0.00	129.50	113.50	12.61	16.00	0.00	Chestnut Ridge/Summersweet

Location	Mountable Curb (LF)	Curb & Gutter (LF)	Rolled Face Curb & Gutter (LF)	Walk (SF)	Walk-DWS (SF)	Walk (SY)	DWS (SF)	GRIND (LF)	NOTES
Ramp 29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Chestnut Ridge/Corinna
Ramp 30	0.00	0.00	7.00	80.29	70.29	7.81	10.00	0.00	Devonshire/Brittany
Ramp 31	0.00	0.00	12.00	63.00	53.00	5.89	10.00	0.00	Devonshire/Wiltshire
Ramp 32	0.00	0.00	16.00	70.50	60.50	6.72	10.00	0.00	Devonshire/Wiltshire
Ramp 33	0.00	21.50	0.00	134.25	120.25	13.36	14.00	0.00	Martin/Park Crest
Ramp 34	0.00	16.00	0.00	99.00	87.00	9.67	12.00	0.00	Martin/W Aaron
TOTALS	376.80	37.50	135.50	3,766.50	3,319.00	368.80	448.00	0.00	
	LF	LF	LF	SF	SF	SY	SF	LF	

2022-C6

Pay App Summary

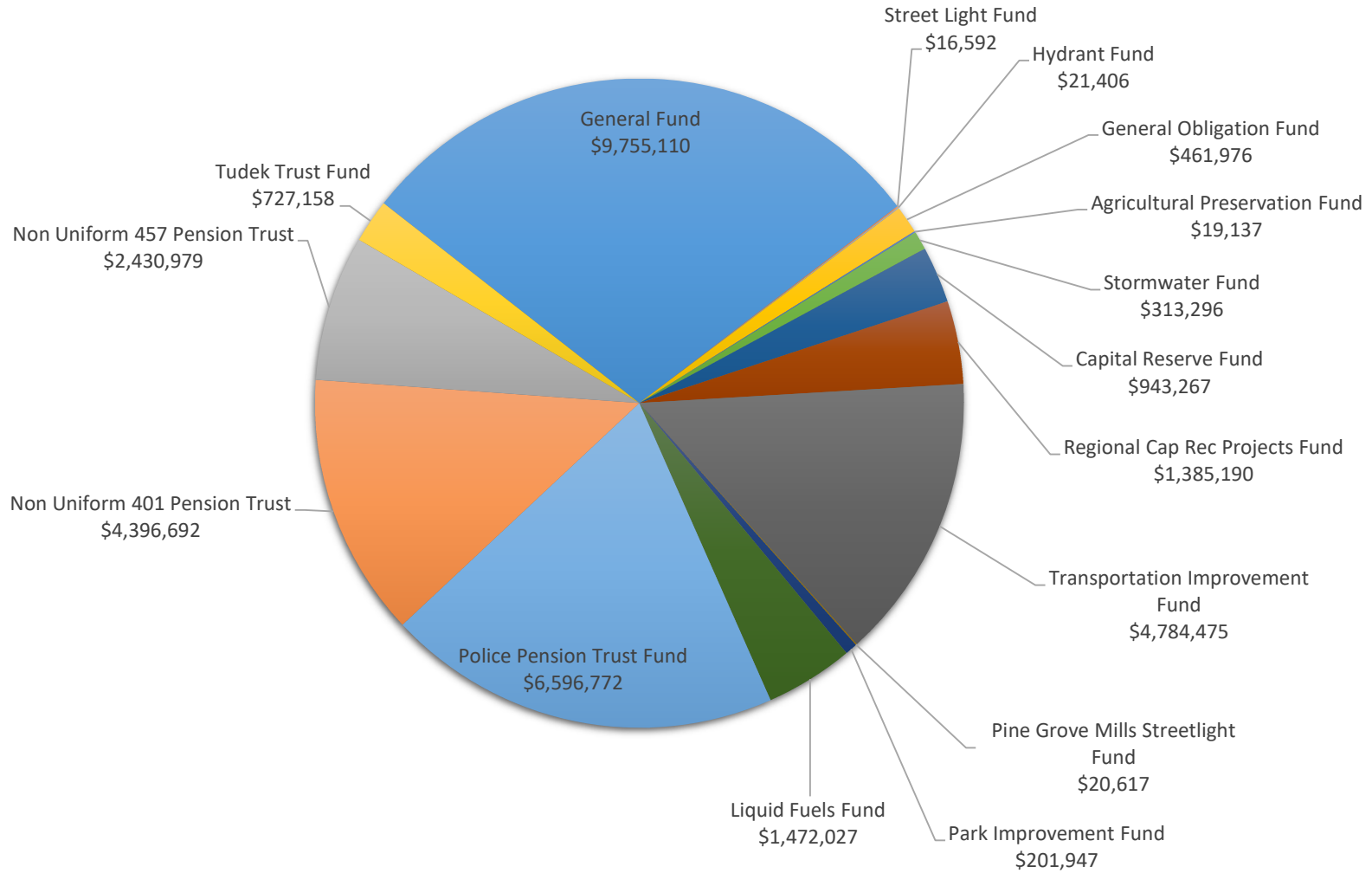
ITEM No. UNIT	DESCRIPTION	INITIAL QTY	UNIT PRICE	PAY APP 1 QTY	PAY APP 1 SUB-TOTAL	PAY APP 2 QTY	PAY APP 2 SUB-TOTAL	TOTAL QTYS	TOTAL CONTRACT
4503 0001 SY	PROTECTIVE COATING FOR CEMENT CONCRETE PAVMENT (MODIFIED)	437.00	\$2.50	0.00	\$0.00	460.00	\$1,150.00	460.00	\$1,150.00
0608 0001 LS	MOBILIZATION	1.00	\$3,100.00	0.50	\$1,550.00	50%	\$1,550.00	1.00	\$3,100.00
4633 0200 LF	PLAIN CEMENT MOUNTABLE CURB, TYPE A (MODIFIED)	373.00	\$100.00	142.30	\$14,230.00	234.50	\$23,450.00	376.80	\$37,680.00
4641 0005 LF	PLAIN CEMENT CONCRETE CURB GUTTER (MODIFIED)	46.30	\$100.00	0.00	\$0.00	37.50	\$3,750.00	37.50	\$3,750.00
4676 0001 SY	CEMENT CONCRETE SIDEWALKS (MODIFIED)	350.20	\$135.00	114.60	\$15,471.00	254.30	\$34,330.50	368.90	\$49,801.50
4695 0004 SF	DETECTABLE WARNING SURFACE, POLYMER COMPOSITE (MODIFIED)	462.20	\$40.00	140.00	\$5,600.00	308.00	\$12,320.00	448.00	\$17,920.00
0901 0001 LS	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION	1.00	\$1,850.00	50%	\$925.00	50%	\$925.00	1.00	\$1,850.00
9000 0001 LF	PLAIN CEMENT CONCRETE ROLLED FACE CURB GUTTER	113.60	\$100.00	0.00	\$0.00	135.50	\$13,550.00	135.50	\$13,550.00
9000 0002 LF	CONCRETE GRINDING	5.00	\$100.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00
Initial Contract Price \$125,597.50				Sub-Total	\$37,776.00		\$91,025.50		\$128,801.50
				Retainage (%)	10%		0%		
				Retainage (\$)	\$3,777.60		\$0.00		
				Previous Retainage Paid	\$0.00		\$3,777.60		
				Pay App Total	\$33,998.40		\$94,803.10		\$128,801.50



MONTHLY TREASURERS REPORT

APRIL 2022

CASH BALANCES BY FUND - APRIL 30, 2022



Ferguson Township Treasurer's Report

April 30, 2022

Statement of Cash Balances

General Fund

Checking

Jersey Shore State Bank Operating Checking (3245)	6,616,177.80
Jersey Shore State Bank Investment Checking (5531)	2,337,257.35
JSSB Flex Plan Checking (8757)	26,450.94
Ameriserv Money Market 2602	264,541.88
PLGIT General Fund Classs (3017)	307,374.91
PLGIT General Fund Prime (3017)	203,307.05
TOTAL GENERAL FUND	9,755,109.93

Other Funds

Fund 02 Street Lights

JSSB Checking (4836)	16,592.43
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Fund 03 Fire Hydrant

JSSB Checking (4844)	21,405.62
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Fund 16 General Obligation

JSSB Checking (4852)	461,975.36
JSSB 2019 Bond Checking	0.43

Fund 19 Agricultural Preservation

JSSB Checking (4879)	19,137.20
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Fund 20 Stormwater Fund

JSSB Checking (1711)	313,296.46
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Fund 30 Capital Reserve

Paypal Account	23,647.57
JSSB Checking (Employee Wellness Sinking Fund)(4909)	7,003.38
JSSB Capital Reserve Checking (3555)	113,898.44
JSSB Checking (PW Equipment Sinking Fund)(4895)	508,985.87
JSSB Checking (Bldg Equipment Sinking Fund)(4887)	289,731.78

Fund 31 Regional Capital Recreation Projects

JSSB Checking (3547)	1,120,648.54
Ameriserv Money Market 2818	264,541.88

Fund 32 Transportation Improvement

JSSB Checking (3539)	3,996,844.49
PLGIT Checking (Class & Plus)(3261)	315,582.61
PLGIT Checking (Prime)(3261)	207,505.95
Ameriserv Money Market 2693	264,541.88

Fund 33 Pine Grove Mills Street Lights

JSSB Checking (4917)	20,616.59
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Fund 34 Park Improvement

JSSB Checking (4925)	201,947.49
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Fund 35 Liquid Fuels

JSSB Checking (4933)	495,064.87
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Ferguson Township Treasurer's Report

April 30, 2022

Statement of Cash Balances

PLGIT Checking (Class) (3020)	875,266.32
PLGIT Checking (Prime) (3020)	101,695.91
<u>Fund 93 Tudek Memorial Trust</u>	
JSSB Checking (4976)	5,930.87
FNB Investments (@market)	159,283.87
Centre Foundation Investments	561,943.75
TOTAL OTHER FUNDS	10,367,089.56
TOTAL NON PENSION FUNDS	20,122,199.49

Employer Pension Trust Funds

<u>Fund 60 Police Pension Trust</u>	
JSSB Checking (4941)	29,199.17
PNC Enterprise Checking (9642)	28,764.88
PNC Investments (@market)(includes accrued interest)	6,538,807.61
<u>Fund 65 Non Uniformed 401a Pension Trust</u>	
JSSB Checking (4968)	4,915.68
VOYA/TASC-RHS (3922) Employee Retirement Health Savings Trust (@market)	16,851.13
Voya-401 (664582) Employee Pension Investment Trust (@ market)	4,374,925.66
TOTAL PENSION TRUST FUNDS	10,993,464.13
GRAND TOTAL	31,115,663.62

Employee Pension Trust Funds

<u>Fund 66 Non Uniformed 457 Pension Trust</u>	
Voya-457 (664581) Employee Pension Investment Trust (@ market)	2,346,967.59
IPX-Services IRA () Individual Retirement Accounts (@ market)	80,789.35
MissionSquare-ROTH IRA (706007) Employee Pension Investment Trust (@ mar	3,221.58
TOTAL	2,430,978.52

Bank Reconciliation

Uncleared Checks by Fund

User: eendresen
Printed: 05/26/2022 - 2:50PM
Checks Before: 04/30/2022



Fund/Check No.	Check Date	Clear Date	System	Vendor/Employee No.	Vendor/Employee Name	Amount
01	GENERAL FUND					
9001	08/22/2019	Uncleared	AP	10263	CORMANS MAIL SERVICE	2,873.11
9183	10/15/2019	Uncleared	AP	11593	HOME DEPOT CREDIT SERVICES	288.05
9272	11/15/2019	Uncleared	AP	10035	ALS TECHNOLOGIES INC	1,145.00
9297	11/15/2019	Uncleared	AP	11253	INFRADAPT LLC	3,221.44
9340	11/29/2019	Uncleared	AP	11855	ANDERSON INDUSTRIAL MACHINERY	769.80
9437	12/31/2019	Uncleared	AP	10035	ALS TECHNOLOGIES INC	1,145.00
9562	01/20/2020	Uncleared	AP	11173	WALKER & WALKER EQUIPMENT II LLC	43.19
9725	02/28/2020	Uncleared	AP	11248	SOLV BUSINESS SOLUTIONS-SAFEGUARD	100.17
9806	03/15/2020	Uncleared	AP	11797	LANDPRO EQUIPMENT LLC	759.15
9874	03/31/2020	Uncleared	AP	11877	RUSSIAN CHURCH OF CHRIST	78.11
10091	05/31/2020	Uncleared	AP	11490	RECONYX, INC	970.51
10331	08/14/2020	Uncleared	AP	10244	COMCAST	1,050.00
10444	09/15/2020	Uncleared	AP	10208	CENTRE REGION COUNCIL OF GOVERNMENTS	22.50
10602	10/15/2020	Uncleared	AP	10893	PRINT O STAT INC	1,849.00
10774	12/15/2020	Uncleared	AP	10346	ECOLAWN	90.00
10908	01/15/2021	Uncleared	AP	10846	PENNSYLVANIA MUNICIPAL LEAGUE	2,264.32
10915	01/30/2021	Uncleared	AP	11239	ASAP HYDRAULICS STATE COLLEGE, INC	42.99
10920	01/30/2021	Uncleared	AP	11930	BUDS ELECTRIC	437.01
10974	01/30/2021	Uncleared	AP	10493	THE HITE COMPANY	75.84
11001	02/15/2021	Uncleared	AP	10247	COMMONWEALTH OF PA	35.00
11005	02/15/2021	Uncleared	AP	11445	GIANT FOOD STORES LLC	35.00
11034	02/15/2021	Uncleared	AP	11192	WEST PENN POWER	955.52
11098	03/31/2021	Uncleared	AP	10120	BORING COURT REPORTING	225.00
11219	04/30/2021	Uncleared	AP	11336	F.O.P. LODGE #37	205.00
11244	04/30/2021	Uncleared	AP	11139	UNIVERSITY AREA JOINT AUTHORITY	39.76
11321	05/31/2021	Uncleared	AP	11946	HUFFMAN CHELSEA	3,009.60
11358	05/31/2021	Uncleared	AP	11948	TANKNOLOGY INC.	588.50
11588	08/31/2021	Uncleared	AP	11751	NITRO SOFTWARE, INC.	749.85
11816	11/15/2021	Uncleared	AP	11930	BUDS ELECTRIC	241.74
11847	11/15/2021	Uncleared	AP	11593	HOME DEPOT CREDIT SERVICES	69.78

Fund/Check No.	Check Date	Clear Date	System	Vendor/Employee No.	Vendor/Employee Name	Amount
12032	11/30/2021	Uncleared	AP	10800	PA POLICE ACCREDITATION COALITION	235.00
12123	12/31/2021	Uncleared	AP	10661	MARTIN JOSH	750.00
12192	01/15/2022	Uncleared	AP	10679	MCMONAGLE DAVID	26.80
12223	01/15/2022	Uncleared	AP	11159	VERIZON WIRELESS	206.03
12399	03/15/2022	Uncleared	AP	10383	FERGUSON TWP AREA SENIOR CITIZENS GROUP	500.00
12428	03/15/2022	Uncleared	AP	10927	REDLINE SPEED SHINE	280.33
12449	03/31/2022	Uncleared	AP	10194	CENTRE COUNTY HOUSING & LAND TRUST	5,000.00
12451	03/31/2022	Uncleared	AP	12018	CENTRE SAFE	5,000.00
12464	03/31/2022	Uncleared	AP	10568	K & S DISTRIBUTION	3,360.00
12472	03/31/2022	Uncleared	AP	12020	OUT OF THE COLD	5,000.00
12479	03/31/2022	Uncleared	AP	11012	SPRINGBROOK NATIONAL USER GROUP	100.00
12480	03/31/2022	Uncleared	AP	11876	STATE COLLEGE AREA MEALS ON WHEELS	5,000.00
12481	03/31/2022	Uncleared	AP	12019	STATE COLLEGE FOOD BANK	5,000.00
12523	04/15/2022	Uncleared	AP	10053	APWA MEMBERSHIP	185.00
12529	04/15/2022	Uncleared	AP	11885	CDI	1,950.00
12532	04/15/2022	Uncleared	AP	10244	COMCAST	1,134.00
12533	04/15/2022	Uncleared	AP	11760	COMCAST	11.92
12535	04/15/2022	Uncleared	AP	10284	CUSTOM ALTERATIONS	27.40
12536	04/15/2022	Uncleared	AP	10324	DONS POWER EQUIPMENT	65.98
12537	04/15/2022	Uncleared	AP	10374	FEDERAL EXPRESS	37.33
12538	04/15/2022	Uncleared	AP	10380	FERGUSON TOWNSHIP SUPERVISORS	112,237.26
12539	04/15/2022	Uncleared	AP	10398	FIVE STAR INTERNATIONAL, LLC	283.15
12540	04/15/2022	Uncleared	AP	11635	GREAT AMERICA FINANCIAL SERVICES	26.00
12541	04/15/2022	Uncleared	AP	11450	GROVE PRINTING	267.50
12542	04/15/2022	Uncleared	AP	10474	HALDEMAN GEORGE K	237.60
12544	04/15/2022	Uncleared	AP	11253	INFRADAPT LLC	655.47
12545	04/15/2022	Uncleared	AP	10539	IRVIN FARMS	112.00
12549	04/15/2022	Uncleared	AP	10203	MCCLATCHY COMPANY LLC	1,481.40
12550	04/15/2022	Uncleared	AP	10674	MCCORMICK TAYLOR INC	930.00
12551	04/15/2022	Uncleared	AP	11812	MEDEXPRESS	419.00
12552	04/15/2022	Uncleared	AP	10701	MILLER WELDING SERVICE	100.00
12555	04/15/2022	Uncleared	AP	12022	PENO BALANCING COMPANY, INC.	250.00
12561	04/15/2022	Uncleared	AP	11026	SPRING TOWNSHIP SUPERVISORS	706.30
12565	04/15/2022	Uncleared	AP	11696	STROUSE ELECTRIC INC.	1,996.00
12568	04/15/2022	Uncleared	AP	11159	VERIZON WIRELESS	303.03
12572	04/30/2022	Uncleared	AP	11035	STATE COLLEGE BOROUGH WATER AUTHORITY	1,817.51
12573	04/29/2022	Uncleared	AP	10004	A & H EQUIPMENT COMPANY	182.21
12574	04/29/2022	Uncleared	AP	10016	AFLAC	354.51
12575	04/29/2022	Uncleared	AP	11994	ALAN TYE & ASSOCIATES	1,502.90
12576	04/29/2022	Uncleared	AP	10027	ALL TRAFFIC SOLUTIONS	1,500.00
12577	04/29/2022	Uncleared	AP	11242	AMAZON CAPITAL SERVICES INC	1,567.64

Fund/Check No.	Check Date	Clear Date	System	Vendor/Employee No.	Vendor/Employee Name	Amount
12578	04/29/2022	Uncleared	AP	10047	AMSOIL INC	199.74
12580	04/29/2022	Uncleared	AP	10085	BASTIAN TIRE & AUTO CENTERS	68.68
12581	04/29/2022	Uncleared	AP	10100	BEST LINE EQUIPMENT	1,193.55
12583	04/29/2022	Uncleared	AP	11702	BLUE KNOB AUTO	350.00
12584	04/29/2022	Uncleared	AP	10122	BOROUGH OF STATE COLLEGE	136.68
12585	04/29/2022	Uncleared	AP	11384	CENTRAL PA DOCK & DOOR LLC	425.00
12586	04/29/2022	Uncleared	AP	10184	CENTRE COMMUNICATIONS INC	113.00
12587	04/29/2022	Uncleared	AP	10201	CENTRE COUNTY UNITED WAY	52.00
12588	04/29/2022	Uncleared	AP	10231	CLEARFIELD WHOLESALE PAPER COMPANY INC	178.05
12589	04/29/2022	Uncleared	AP	10142	CNET	8,122.00
12590	04/29/2022	Uncleared	AP	10241	COLONIAL PRESS	2,395.10
12591	04/29/2022	Uncleared	AP	10243	COLUMBIA GAS OF PA INC	2,153.55
12592	04/29/2022	Uncleared	AP	10275	CRAFICO INC-BIRMINGHAM	126.88
12593	04/29/2022	Uncleared	AP	11217	FERGUSON TOWNSHIP POLICE ASSOCIATION	760.00
12594	04/29/2022	Uncleared	AP	10396	FISHER AUTO PARTS	907.52
12595	04/29/2022	Uncleared	AP	10398	FIVE STAR INTERNATIONAL, LLC	720.74
12596	04/29/2022	Uncleared	AP	10491	HINTON & ASSOCIATES	23,645.00
12597	04/29/2022	Uncleared	AP	11286	HUNTER KEYSTONE PETERBILT, LP	190.68
12598	04/29/2022	Uncleared	AP	11497	ICMA MEMBERSHIP RENEWALS	1,016.00
12600	04/29/2022	Uncleared	AP	10618	LAWSON PRODUCTS INC	153.28
12601	04/29/2022	Uncleared	AP	11704	MADISON NATIONAL LIFE	1,527.99
12602	04/29/2022	Uncleared	AP	10762	MARCO	29.40
12603	04/29/2022	Uncleared	AP	11839	MARCO TECHNOLOGIES LLC	78.00
12604	04/29/2022	Uncleared	AP	10673	MCCARTNEYS INC	414.86
12605	04/29/2022	Uncleared	AP	10203	MCCLATCHY COMPANY LLC	317.82
12606	04/29/2022	Uncleared	AP	10701	MILLER WELDING SERVICE	80.00
12607	04/29/2022	Uncleared	AP	11807	MODEL UNIFORMS	202.30
12608	04/29/2022	Uncleared	AP	11332	NTM ENGINEERING INC	10,861.77
12609	04/29/2022	Uncleared	AP	10773	OLD DOMINION BRUSH COMPANY INC.	151.92
12610	04/29/2022	Uncleared	AP	10918	R H MARCON INC	594.42
12611	04/29/2022	Uncleared	AP	10939	RITTER TECHNOLOGY LLC	190.99
12612	04/29/2022	Uncleared	AP	11997	SCANLAN RYAN	30.00
12613	04/29/2022	Uncleared	AP	12024	SECURITIES AMERICA, INC.	3,000.00
12614	04/29/2022	Uncleared	AP	11045	STEPHENSON EQUIPMENT INC	301.76
12615	04/29/2022	Uncleared	AP	11952	STERICYCLE	315.98
12616	04/29/2022	Uncleared	AP	11763	SUNBELT RENTALS, INC.	558.86
12617	04/29/2022	Uncleared	AP	11298	SUSQUEHANNA VALLEY PROFESSION	20.00
12618	04/29/2022	Uncleared	AP	11665	TERMINAL SUPPLY COMPANY	99.40
12619	04/29/2022	Uncleared	AP	11130	TURNER HYDRAULICS INC	405.00
12620	04/29/2022	Uncleared	AP	11136	U S MUNICIPAL SUPPLY INC	996.00
12621	04/29/2022	Uncleared	AP	11139	UNIVERSITY AREA JOINT AUTHORITY	208.00

Fund/Check No.	Check Date	Clear Date	System	Vendor/Employee No.	Vendor/Employee Name	Amount
12622	04/29/2022	Uncleared	AP	11843	WARGO JENNA	93.00
12623	04/29/2022	Uncleared	AP	11192	WEST PENN POWER	145.58
12624	04/29/2022	Uncleared	AP	10771	WITMER PUBLIC SAFETY GROUP INC	4,205.00
12625	04/29/2022	Uncleared	AP	11214	ZEIGLERS PACKING & CRATING	190.80
Fund 01Total:						252,105.51
02	STREET LIGHT FUND					
143	02/15/2021	Uncleared	AP	11192	WEST PENN POWER	21.71
Fund 02Total:						21.71
20	STORMWATER FUND					
30	02/28/2022	Uncleared	AP	12012	COBBLE CREEK MANOR	2,945.25
35	04/15/2022	Uncleared	AP	12009	KEYSTONE WATER RESOURCES	512.77
Fund 20Total:						3,458.02
30	CAPITAL RESERVE FUND					
934	04/15/2022	Uncleared	AP	11789	SCHICHTEL'S NURSERY INC	2,698.00
935	04/29/2022	Uncleared	AP	11619	GOVHR USA	12,334.00
936	04/29/2022	Uncleared	AP	11332	NTM ENGINEERING INC	227.25
Fund 30Total:						15,259.25
32	TRANSPORT IMPROVEMENT FUND					
129	04/20/2022	Uncleared	AP	11910	BARTON ASSOCIATES	5,160.00
2017119	04/15/2022	Uncleared	AP	10674	MCCORMICK TAYLOR INC	9,053.75
Fund 32Total:						14,213.75
34	PARK IMPROVEMENT FUND					
108	04/29/2022	Uncleared	AP	10507	HRG INC	5,211.82
109	04/30/2022	Uncleared	AP	11035	STATE COLLEGE BOROUGH WATER AUTHORITY	46.00
Fund 34Total:						5,257.82
93	TUDEK PARK TRUST FUND					
227	04/30/2022	Uncleared	AP	11035	STATE COLLEGE BOROUGH WATER AUTHORITY	22.00
20200914	02/15/2021	Uncleared	AP	11192	WEST PENN POWER	81.75
20200944	04/29/2022	Uncleared	AP	11139	UNIVERSITY AREA JOINT AUTHORITY	93.60
20200945	04/29/2022	Uncleared	AP	11192	WEST PENN POWER	45.24
Fund 93Total:						242.59

Fund/Check No.	Check Date	Clear Date	System	Vendor/Employee No.	Vendor/Employee Name	Amount
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					Grand Total:	290,558.65
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FERGUSON TOWNSHIP APPLICATION FOR SPECIAL EVENTS PERMIT

Use of this Form:

Complete this application if the proposed assemblage, procession, or other special event will require the closure of Township roads, sidewalks, and/or bikeways. Each application must be completed by an authorized agent of the sponsoring organization. Please complete this form in its entirety and submit it to Ferguson Township staff in accordance with the conditions enumerated in this application. For your convenience, this application also includes instructions and timelines for securing Pennsylvania Department of Transportation (PennDOT) and Centre Region Parks and Recreation (CRPR) Department approval should the event require closure of state roads and/or use of municipal/regional parks. Nothing in this application or associated policy shall supersede or override PennDOT or CRPR permit requirements.

Timeline:

<u>Step</u>	<u>Timeline</u>
Notify Ferguson Township Police Department of the intent to host an event and provide a general description of the event	10 – 12 weeks prior to the event if the event will require a Ferguson Township Special Events Permit OR 3 weeks prior <i>IF</i> no closures are required
Preliminary event planning with the Centre Region Parks and Recreation Department, if necessary	At least 45 days prior to the event*
If food will be served, notify the Department of Health and Neighborhood Services at the Borough of State College	10 – 12 weeks prior to hosting an event
Complete Ferguson Township Special Events Application	10 – 12 weeks prior to hosting an event*
Remit application permit fee and escrow payments to township	Due when application is submitted
Submit Certificate of Insurance, proposed map of procession, a copy of the "Registration for a Food Event on Public Property Form" signed by the Dept. of Health and Neighborhood Services, and a completed application checklist	6 – 8 weeks prior to hosting an event

If denied a permit and applicant wishes to appeal, notify Township Manager in writing of intent to do so	Within 7 days of receiving a denial
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*Note: Plan to apply for a permit from CRPR **at least** 10 – 12 weeks prior to events that will also require a Ferguson Township Special Events Permit

Definitions:

Assemblage – An organized group of people without vehicles, or with vehicles that are stationary, which encroaches onto a street or highway and interferes with the movement of pedestrian or vehicular traffic. The term includes, but is not limited to, street fairs, block parties, organized demonstrations, and other recreational activities. An assemblage is a special event.

Authorized Agent – An individual or legal entity that has obtained authorization to act on behalf of the organization responsible for conducting the assemblage, procession, or special event for the purposes of completing all required parts of this application.

Procession – An organized group of individuals, or individuals with vehicles, animals, or objects, moving along a roadway, or the berm or shoulder of a roadway in a manner that interferes with the normal movement of traffic. The term includes, but is not limited to walks, foot races, parades, and marches. A procession shall not include a funeral caravan, military convoy or emergency service convoy. Other processions shall be considered a special event.

Special Event – A procession, assemblage, or special activity held within the right-of-way of a public right-of-way.

State Road – A highway or bridge on the system of highways and bridges over which the Pennsylvania Department of Transportation has assumed or has been legislatively given jurisdiction.

Any change in this application, regardless of progress in the approval process, must be resubmitted and routed through the same channels as if it were a new application.

Applicant Information:

Name of Applicant/Authorized Agent: Joy Killian Date: 5-12-22

Address of Sponsor or Organization: _____ Phone: 814-883-8511
1319 Harris St 16803 Cell: cell

Email Address: joyvincentkillian@gmail Fax: _____

Primary Contact: Joy Killian Phone: _____

Secondary Contact: Patty Stephens Phone: 910-382-8533

Date and time of Activity: 6/25 @ 7/30 From: 4pm To: 6pm

Rain Date (if applicable): 8/6 From: 4pm To: 6pm

Activity Detail: 6/26 @ 7/31

Describe your event in detail using additional sheets, if necessary:

Block Party N. Hills Place from Harris St
to Allen from 3:30pm - 6:00pm

Will this event be held solely on sidewalks and/or bikeways? Request Police to attend for kids
 No Yes

Does your event require a street closure?
(Please consult Ferguson Township Police Dept. to help determine.)
 No Yes

If yes, select the type of road that will be closed: (For more information, see attached map and list)

- State Road(s) Only (Additional Form Required: PennDOT TE-300 Form)
- Local Road(s) Only
- State Road(s) and Local Road(s) (Additional Form Required: PennDOT TE-300 Form)

Listed in order of route, what street(s) would you like closed for this event? (Use additional sheets, if necessary)

N. Hills Place ~~Harris~~
closed only Linn St.

How long will the street closure be in effect? From: 3³⁰ PM To: 6⁰⁰ PM

Will the event cross any municipal or state roads? Yes No

If yes, please indicate which roads the procession will cross:

Linn Street

Will the event procession cross any state roads? Yes No
(If yes, submit PennDOT TE-300 Form)

Municipal/Regional Park Usage:

If this event includes the use of a municipal/regional park, please contact the Centre Region Parks and Recreation (CRPR) Department by phone at (814) 231-3071 or by email at crpr@crcog.net prior submitting this form (see attached timeline). Special park permits and conditions may also apply. Once the approval is secured from the Centre Region Parks and Recreation Department, please have an authorized official complete the fields below.

Name: (Print) _____ Title of Official: _____

Signature: _____ Date of Approval: _____

Charitable Cause:

Is the Sponsor an organization with 501(c)(3) tax exempt status? Yes No

If this event is to benefit a charitable organization, please identify that organization:

Health Considerations:

Will there be food and drink provided to the public at this event? Yes No

If yes, have you made arrangements for approval/inspections with the Department of Ordinance Enforcement and Public Health? Yes No

If no, please complete the form that is attached to this application and obtain approval prior to submission of this application.

The Applicant recognizes and AGREES that Ferguson Township requires the proposed event to be conducted in such a manner that minimizes disruption to township residents and be within the limits established by existing ordinances. By signing below, the Applicant AGREES to protect, defend, indemnify and hold Ferguson Township and its officers, employees and agents free and harmless from and against any and all losses, penalties, damages, settlements, costs or other expenses or liabilities of every kind and character arising directly or indirectly from this event. The Applicant further AGREES to investigate, handle, respond to, provide defense for and defend any such claims, etc., at the Applicant's sole expense and AGREES to bear all other costs and expenses related thereto, even if such claims are groundless, false or fraudulent.

Signature: Jay K. Ulian Date: 5-12-22

OFFICE USE ONLY: ROUTING FOR APPROVAL

Police Dept. [Signature] 5/23 Public Works Dept. [Signature] 5/25/22
Health Dept. _____ Township Manager _____

THIS SERVES AS YOUR PERMIT

The Ferguson Township Board of Supervisors **approved** your application on:

Conditions (if any) are as follows: See Attached conditions
specified by P.W. Director David Modricker

Signature of Chairperson or authorized representative: _____

Checklist:

- Notify the Ferguson Township Police Department of your intent to host a special event regardless of whether or not the event will require the use of Township roads, bikeways, or sidewalks.
- Contact the Centre Region Parks and Recreation Department (CRPR) at 814-231-3071 *if* the event will include the use of a municipal/regional park.
- If food will be served on public property, contact the Department of Health and Neighborhood Services at the Borough of State College by phone at 814-234-7191 or by email at healthdept@statecollegepa.us.
- Complete the Ferguson Township Special Events Application.
- Pay required application and escrow fees.
- Submit Certificate of Insurance and any other necessary documents.
- If denied a permit at any point in the process and you wish to appeal the decision, notify the Township Manager in writing of your request to do so.

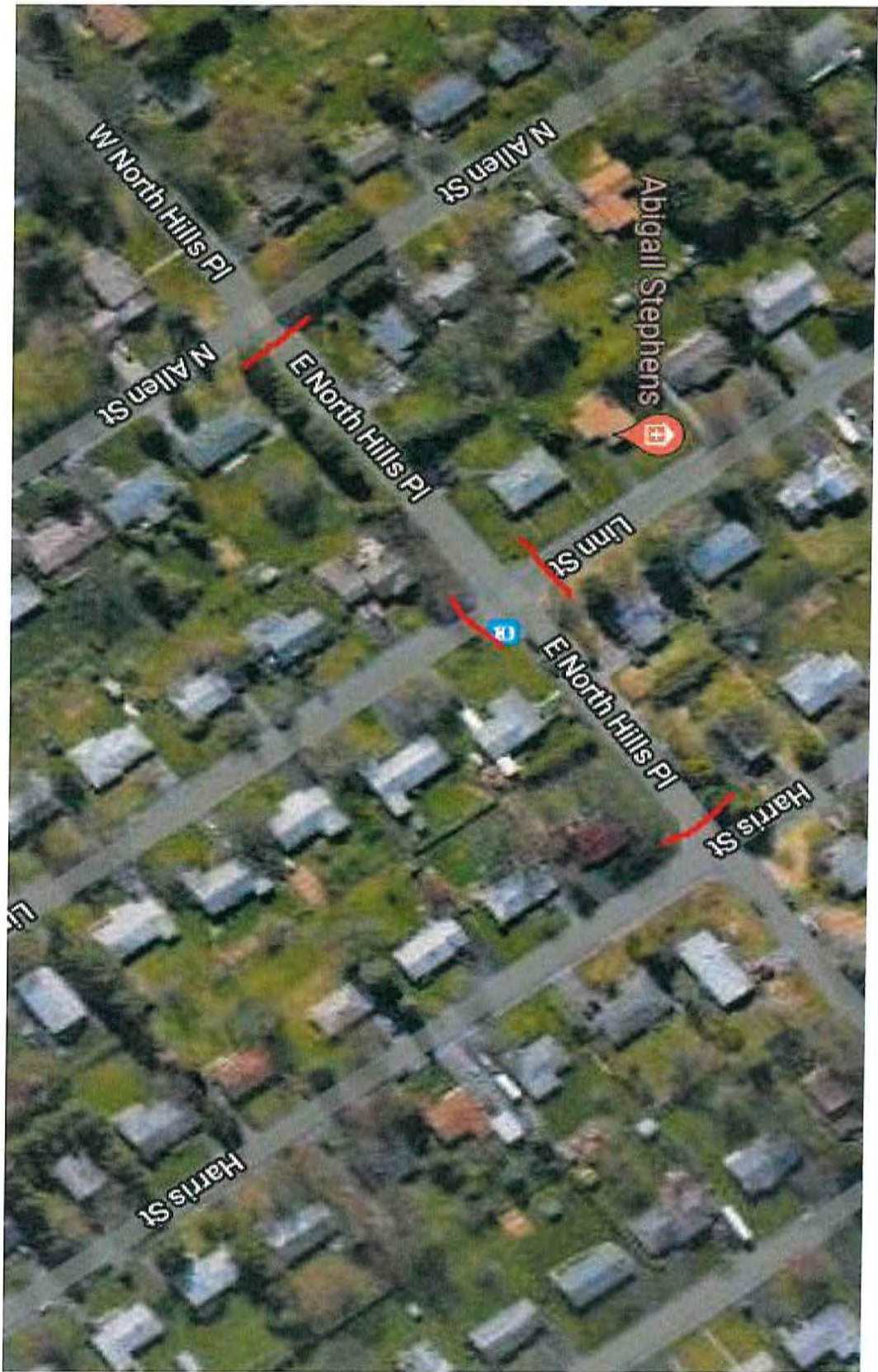
Checklist for Hosting a Special Event on State Roads:

- Complete PennDOT's TE-300: Special Event Permit Application.
(must be done after approval is secured from Ferguson Township)
- Review PennDOT Title 67, Chapter 212.701 Subchapter H, Special Events.
- Event Insurance Certificate
(must meet Ferguson Township requirements above, **and** list the Commonwealth of Pennsylvania as an additional insured)
- Notify Pennsylvania State Police (PSP) of special event
(please contact Station Commander at Local PSP Barracks).
- PennDOT requirements for notification and/or approval letter(s) for special events. If the Special Event occurs on:
 - State Road(s) Only
 - Sponsor is required to send notification letter(s) to each municipality for special event involvement on state road.
 - Sponsor is required to submit a copy of the municipality notification letter(s) to the Pennsylvania Department of Transportation along with the TE-300: Special Events Permit Application.
 - State Road(s) and Local Road(s)
 - Sponsor is required to send notification letter to each municipality for special event involvement on state road.
 - Sponsor is required to obtain approval letter from each municipality for special event involvement on a local road.
 - Sponsor is required to submit a copy of each municipality notification and approval letter to the Pennsylvania Department of Transportation along with the TE-300: Special Events Permit Application
- Submit completed and signed permit application and the required documents to the appropriate Pennsylvania Department of Transportation District Engineering Office **eight (8) weeks prior to the date of the special event.**

**Attachment to Overlook Heights Block Party Event Permit request by Joy Killian
dated 5/25/22**

Conditions by David Modricker, Ferguson Township Public Works (FTPW) Director

1. 4 road closures are required to close N. Hills Place from Allen Street to Curtin Street using Township/PaDOT approved traffic control devices.
2. Each road closure should consist of one each type 3 barricade with ROAD CLOSED sign in the center of the road flanked on each side by one each type 1 barricade (note: for short term closures, a type 1 barricade may be substituted for the type 3 barricade).
3. Total devices = 4 ROAD CLOSED signs, 4 type 3 barricades, 8 type 1 barricades (for short term closure total devices = 6 ROAD CLOSED signs, 18 each type 1 barricades).
4. Traffic control devices can be picked up the day of the event and dropped off the day after the event from Ferguson Township, 3147 Research Drive, FTPW building 2 at no cost.
5. Traffic control devices can be delivered by FTPW the Friday before the event and picked up the Monday after the event for a fee based on \$35/hr per road worker.






TOWNSHIP OF FERGUSON

3147 Research Drive • State College, Pennsylvania 16801

Telephone: 814-238-4651 • Fax: 814-238-3454

www.twp.ferguson.pa.us

TO: Ferguson Township Board of Supervisors

FROM: Ronald A. Seybert, Jr., P.E.
Township Engineer 

DATE: June 1, 2022

SUBJECT: **ROGAN SUBDIVISION
SURETY REDUCTION No. 1**

I have reviewed the request of Chris Rogan to have his surety released for the Rogan Subdivision along Sycamore Drive.

The requested release is for completion of the sanitary sewer and water laterals to the two building lots along Sycamore Drive, along with the related street restoration. Since all of the work was performed by the sewer and water authorities under permits issued by the Township, no maintenance bond is required.

Based upon a review of the submitted request and a site evaluation, I recommend approval of the surety release as outlined below.

Current Surety Amount	\$32,973.11
Amount of Reduction	\$32,973.11
Revised Surety Amount	\$ 0.00

cc: Rogan Subdivision Surety File

Re: 6.7 Tentative Agenda Items

Williams, Tierra <twilliams@twp.ferguson.pa.us>

Sun 5/29/2022 6:19 PM

To: Martin, Centrice <cmartin@twp.ferguson.pa.us>

Good Evening,

I know that President Biden Signed an order declaring Juneteenth a national holiday, however, is there a way we can have a proclamation acknowledging Juneteenth in Ferguson Township for the first time and encourage residents to participate in local celebrations!?

Thank you!

From: Martin, Centrice <cmartin@twp.ferguson.pa.us>

Sent: Friday, May 27, 2022 4:13 PM

To: Ferguson Board of Supervisors <FergBoard@twp.ferguson.pa.us>

Cc: Department Heads <departmentheads@twp.ferguson.pa.us>

Subject: 6.7 Tentative Agenda Items

Good Afternoon:

The following items are tentatively scheduled for June 7th meeting.

- Authorities, Boards, and Commission Report
 - State College Borough Water Authority
- Special Reports
 - C-NET Presentation
 - Pine Grove Mills Mobility Study Presentation
- COG and Regional Committee Reports
 - Executive Committee
 - Centre Region Parks and Recreation Authority
 - Spring Creek Watershed Commission
 - Parks and Recreation Governance
 - Human Resource Committee
 - Land Use Community Infrastructure Committee
- Public Hearings
- Consent Agenda
 - Special Event Request
- Discussion/Action Items
 - Text amendment application
 - Spin e-bike agreement
 - Organizational Assessment
 - Continued Discussion on Amending Chapter 16 Parks and Recreation
 - Board member request - proclamation for Jewish American Heritage
 - Board member request - public meeting social norms



May 31, 2022

Ms. Centrice Martin
Township Manager
Ferguson Township
3147 Research Drive
State College, PA 16801

Dear Ms. Martin:

Thank you for the opportunity to provide you a proposal to work with Ferguson Township on an organizational assessment and audit of the Township's Operations.

UNDERSTANDING OF ENGAGEMENT – SUMMARY

Ferguson Township is a Home Rule Municipality in the Centre Region. Ferguson Township is near the University Park Airport and is accessible by a major highway, Interstate 99. The Township is one of six municipalities that voluntarily participates in the Centre Region Council of Governments (COG), that serves the region of over 90,000.

Under the Council-Manager form of government, Ferguson Township is a community with approximately 65 full-time employees and a general fund budget of \$15.7 million for 2022 with all funds totaling \$25.4 million. The township budget has been recognized by GFOA for Excellence in Budgeting. The Township has a 5-Year Capital Improvement Program Budget that aligns with its Strategic Plan. The Township pays close attention to its financial health and is in a strong financial position and recently adopted and implemented a stormwater utility fee.

Our understanding is that the Township seeks, through this proposal for services, to undertake an organizational assessment of the Township's operations. The focus areas are Administration and Tax and Finance. Administration included the following positions: Township Administrator, Assistant Township Manager (vacant), Human Resources Manager, Communications Manager, Administrative Assistant. The Tax and Finance Department consist of the Finance Director, Accountant, Utility Billing Specialist, and a shared administrative position with the administration department. The Finance Director also oversees the Information Technology contracts and services.

CONSULTING FIRM BACKGROUND AND STATEMENT OF STAFF EXPERIENCE

GovHR USA, LLC ("GovHR") is a public-sector management consulting firm specializing in executive recruitment and management consulting. All services are provided solely for public jurisdictions and not-for-profit entities. GovHR provides service to jurisdictions and agencies on a variety of contemporary issues, providing management, financial, and human resources

assistance. Our organization has a full-time staff of 19 employees, 7 part-time employees, and 26 additional project consultants. The company was formed as Voorhees Associates in 2009; however, many of its consultants also worked together previously at The PAR Group. The PAR Group was a public-sector management consulting firm in business for over 30 years.

Our consultants not only have significant experience working in the public sector but are also experienced consultants with a history of helping other clients with staffing analysis studies, such as the one being considered by Ferguson Township. The consultants assigned to this study have the time and commitment to take on this work beginning within two weeks of the proposal being accepted.

The lead consultant on this project will be GovHR Senior Vice President Charlene Stevens. She will be assisted by GovHR Vice Presidents Don Carlsen and Rachel Glisper. Ms. Stevens joined GovHR in 2019, and works on executive search, classification and compensation, and general management consulting assignments. She has over 20 years of experience in local government administration that spans three states, Minnesota, Kansas, and Pennsylvania.

Mr. Carlsen has over 35 years of public sector service with over 30 years of experience in the information technology field. Don was the Management Services Business Group Director for the City of Naperville, Illinois and Chief Information Officer for DuPage County, Illinois. In Naperville, the Business Group supported the technology and HR needs for over 1,000 employees and at DuPage County the IT Department supported the technology needs for over 2,500 employees.

Don's career achievements include establishing a customer centric approach to government and implementing several multi-million-dollar systems including Enterprise Resource Planning and Computer-Aided-Dispatch/Records Management systems at both Naperville and DuPage County. Don also has considerable experience with NEOGOV and Munis as well as ERP implementation.

Ms. Glisper has more than 20 years of Human Resources experience spanning the private and public sectors. Most recently, Rachel served as the Director of Human Resources for the Town of Needham, Massachusetts. During her tenure, Rachel supported diversity, equity, and a culture of inclusion by implementing the Town's first Round Table Discussion Series, coordinating a Town wide Cultural Competence Workshop, and creating and facilitating the Town's first Employee Resource Group for Black, Indigenous, and People of Color (BIPOC) employees.

Rachel is driven by a passion to create healthy workspaces with a sharp focus on equity and inclusion. She believes that the foundation for sustainable change begins with an acknowledgement of where and what improvements are needed, an unwavering commitment to providing equal opportunities to underrepresented individuals and written policies that provide direction and ensure accountability.

The biographies and qualifications of Ms. Stevens, Mr. Carlson and Ms. Glisper are attached to this proposal and their contact information is below:

Charlene Stevens
Senior Vice President, GovHR USA LLC
Cottage Grove, Minnesota
320-262-0303
Cstevens@govhrusa.com

Don Carlsen
Vice-President, GovHR USA, LLC
630-361-3189
DCarlsen@Govhrusa.com

Rachel Glisper
Vice President, GovHR USA, LLC
339-222-6963
rglisper@govhrusa.com

The following projects are comparable to the assessment sought by Ferguson Township. Reference contact information is also included.

- 1) City of Stillwater, MN - Organizational Analysis of Public Works, Parks and Utilities -**
GovHR Senior Vice Presidents Sarah McKee and Charlene Stevens, 2019
Tom McCarty, City Administrator, 651-430-8800
- 2) City of Burnsville, Minnesota – Organizational Analysis of Human Resources and Development of a Strategic Plan for the Human Resources Department -**
GovHR Senior Vice Presidents Charlene Stevens and Rachel Skaggs, 2020
Karissa Bartholomew, Human Resources Director, 952-895-4470
- 3) City of Kaukauna, WI – Organizational Analysis, Public Works, Planning and Development –** GovHR Senior Vice Presidents Charlene Stevens and Lee Szymborski, 2021
Anthony, J. Penterman, Mayor, 920-766-6310

APPROACH TO THE PROJECT

The work plan for the study is organized around the purposes articulated in the Understanding of the Assignment and on methodology that we have found successful in other studies of similar scope. The consultant will initially seek input from Township leadership team as to how this study and its desired outcomes will seek to align with the Township's mission and goals. It is important for the consultants to have a good understanding of the direction the Township desires to go in the future. The remainder of the tasks outlined below will be undertaken with these policy and management understandings in mind as the basis for the analysis.

Component 1 (Conducted Week 1 – Week 4): Review of Administration and Finance Core Functions for process improvements and efficiencies: Total Hours = 40. Tasks include:

- Review the existing organizational system via document study and interviews with the staff of the Administration and Tax and Finance Departments.
- Collect, review, and analyze past and existing organizational charts, position descriptions, and other relevant documents such as department and Township budgets, job descriptions and department or Township strategic plan and/or employee surveys.
- Compare existing duties and relationships to the formalized structure; synthesize information and diagram existing organization structure and workflow.
- Conduct time study of select positions to understand current workload and workflows.
- Review and analyze data input, output, and throughput, including any performance metrics or benchmarks.
- Prepare a succession plan for the Director of Finance and Tax position.

Component 2: Analysis of Human Resources Functions (Conducted Week 1-4): Total Hours = 65. Tasks Include:

- Develop discussion-point questions or survey for Township employees regarding employee satisfaction and organizational culture, overall perception of the services. Consultant submits questions to the Township point of contact for review distribution ahead of time. GovHR will work with the Township on messaging this survey to distinguish it from other employee engagement efforts.
- Reviewing existing HR policies, procedures, orientation and onboarding for new hires, training programs, employee handbook and analyze for current compliance and best practices.
- Review of recruitment process and retention rates for past five years.
- Develop matrix identifying areas of improvement or non-compliance.
- Assess the organization's structure and workforce and identify positions that are a priority for succession planning.
- Review diversity, equity and inclusion initiatives within the Township organization's service delivery and management practices for recommendations.

Component 3 IT Analysis: (Weeks 1-4). Meet with the Township staff to understand current technological and data capabilities, limitations and opportunities for increased efficiencies within administration and finance and tax as well as assess future needs. Total Hours = 40 hours

- Gather information on systems and modules currently in use, including staff training levels.
- Gather information on staff's view of the future state for the Township including systems and training needs
- Conduct a gap analysis comparing current state to the future state
- Review Acceptable Use Policy and Retention Policy Review

Component 5: (Conducted Week 5 – Week 7): Conduct a comparative analysis of Ferguson Township’s Administration and Finance and Tax Departments structure with similar sized peer communities within Pennsylvania. Total Hours = 15.

- Identify and survey at least five area communities and/or other Pennsylvania communities similar in size and nature to the Ferguson Township. The Township and consultant will discuss and agree upon the comparable communities to be used.
- In narrative and tabular format, analyze results, and identify any best practices and/or organizational structures whose replication, in whole or in part, may benefit Ferguson Township.

Component 7: (Conducted Week 8 – Week 10): Analyze and provide options and recommendations. Total Hours = 25. Tasks include:

- Analyze staff workloads and demands placed on staff, and the impact on service delivery.
- Review and recommend changes, if necessary, to current and possible future Township services and workloads, and determine the most effective and efficient structure to meet the demands and expectations of internal and external stakeholders.
- Provide cost estimates for recommended changes.
- Draft of Report

Component 8: Draft Report and Final Report Presentations (Conducted Week 10-12): Total Hours= 10, Task Include:

- Review draft report with township staff, revise draft report, submit final report and review final report with township team.

COST PROPOSAL

GovHR is pleased to provide our proposed costs and expenses for this assessment. The consultant’s time is priced on estimated staff hours to complete the assignment as defined in this proposal. A component for estimated reimbursable direct expenses is also included for consultant travel and associated activities. Together, these two components comprise the projected fee. It is expected that the Township will provide background information, office space, and access to Township staff and officials while our staff is conducting the project. We also anticipate that due to COVID-19 protocols much of the work may be conducted in a virtual environment.

We will provide a charge at a rate of \$125.00 an hour based on the estimated hours of 195 hours. Accordingly, GovHR agrees to complete the study for a fee of \$24,375. Expenses, including travel will be \$2,500, for a **total not to exceed cost of \$26,875**. Travel will be billed at actual cost.

Payment is expected to be processed as follows: 50% upon contract execution and 50% after the project is completed. Invoices will be sent to the Township and are due within 30 days of receipt.

TOWNSHIP RESPONSIBILITIES

It is expected that the Township will:

- provide background information and access to Township staff and officials while our staff is conducting the project. We also anticipate that portions of the work may be conducted in a virtual environment.
- provide coordination assistance for meeting with Township staff, including on site space if needed.
- provide copies of all data requested and available, such as policies, procedures, handbooks and benchmarked or other collected data.
- provide comments and corrections to the draft report in a timely manner.

DELIVERABLES

Ferguson Township can expect to receive a draft report and a final written report. The consultant will also meet with the appropriate Township officials to verbally present and conduct an overview of the final report and recommendations

At approximately the tenth week, Township's officials can expect a draft of the written report delivered in electronic format to the Township's point-of-contact for the project. Within a week of the Township's receipt of the draft, the consultant will review the draft report with the Township's point-of-contact, and others as determined by the township, for input and reactions. Presentation of a draft report follows along the lines of our approach to Process Consultation, as described above.

At about the 12th week, depending on the extent of changes requested and mutually agreed upon, the consultant will deliver in an electronic version a final draft of the report. After receipt of the final report, Township officials can also expect to meet with the consultant.

CONCLUDING REMARKS

GovHR USA is a public-sector management consulting firm devoted to assisting only public-sector entities. We believe we have the expertise and experience necessary to conduct this assessment for Ferguson Township. Following your review of our proposal, and if you find it acceptable, please sign the Contract Acceptance below and return to our office via email at Jschmittgens@govhrusa.com.

We believe we have provided you with a comprehensive proposal; however, if you would like a service that you do not see in our proposal, please let us know. We can most likely accommodate your request.



This proposal will remain in effect for a period of six months from the date of the proposal. We look forward to working with you on this project. GovHR hopes to have the opportunity to work with Ferguson Township on this important project. We appreciate your consideration of this proposal.

Submitted By:

A handwritten signature in black ink that reads 'Judith Th. Schmittgens'.

Judith Schmittgens
Corporate Secretary

ACCEPTED BY:

Ferguson Township

BY: _____

TITLE: _____

DATE: _____

Billing Contact: _____

Billing Email: _____



CHARLENE STEVENS



Ms. Stevens has over twenty years of experience in municipal management. Ms. Stevens has worked in both county and city government and her career covers work in urban, suburban and rural communities. Her career has spanned three states: Minnesota, Kansas and Pennsylvania.

Ms. Stevens has expertise in community and civic engagement, having started her career in neighborhood services and led community wide visioning and strategic planning efforts for two different communities. Ms. Stevens' strength is her ability to develop strong partnerships with multiple and diverse stakeholders. Through those partnerships, Ms. Stevens helps communities develop consensus and achievable plans.

Ms. Stevens' results-oriented management has included projects that have expanded parks and preserved greenspace in rapidly developing communities, developed a workforce training center for a large urban county, led downtown development plans for two communities and created mentoring and training programs for city staff. Ms. Stevens has appreciated the opportunity to mentor many young professionals, including helping to establish women's mentoring groups in three different communities.

PROFESSIONAL EDUCATION

- Master of Public Administration, University of Kansas, Lawrence, Kansas
- Bachelor of Arts, International Relations, Pomona College, Claremont, California
- Leadership Wichita Graduate

PROFESSIONAL DEVELOPMENT AND SPEAKING ENGAGEMENTS

- Instructor, International City and County Management Association (ICMA), Emerging Leaders Development Program
- Instructor, ICMA Mid-Career Institute

MEMBERSHIPS AND AFFILIATIONS

- International City and County Management Association (ICMA) – Current Member
- ICMA Task Force on Welcoming New Members - Chair, 2009 - 2015
- ICMA Task Force on Women in the Profession - Member 2012-2014
- ICMA Regional Vice President - ICMA Executive Board Member, 2003 - 2006
- ICMA Committee of Professional Conduct - Chair, 2006
- ICMA Conference Host Committee - Co Chair, 2002
- ICMA Conference Planning Committee - Member, 2001 and 2002

- ICMA Task Force on Small Communities - Member, 1999-2001
- League of Minnesota Cities (LMC) - Board Member, 2013 - 2015
- Coalition of Greater Minnesota Cities (CGMC) - Board Member, 2011 - 2015
- Minnesota City and County Management Association (MCMA) - Current Member
- MCMA Task Force on Women in the Profession - Current Member
- YMCA of Woodbury Community Board - Current Member and Board Vice Chair
- KUCIMAT President - University of Kansas, 2013 - 2014
- Willmar Area Rotary, 2011 - 2015
- Kansas Association of City and County Managers (KACM) - Member, 2006 - 2011
- Association of Pennsylvania Municipal Managers (APMM) - Member, 1997 - 2006

PROFESSIONAL BACKGROUND

Over 20 Years of Local Government Leadership and Management Experience

- | | |
|---|-----------|
| • City Administrator, Cottage Grove, MN | 2015-2018 |
| • City Administrator, Willmar, MN | 2011-2015 |
| • Assistant County Manager, Sedgwick County, KS | 2006-2011 |
| • Assistant Township Manager, Lower Gwynedd, PA | 1999-2006 |
| • Assistant Township Manager, Buckingham, PA | 1997-1999 |
| • Neighborhood Assistant, City of Wichita, KS | 1995-1996 |





DONALD CARLSEN



Mr. Carlsen has over 35 years of public sector service with over 30 years of experience in the information technology field.

Don was the Management Services Business Group Director for the City of Naperville, Illinois and Chief Information Officer for DuPage County, Illinois. In Naperville, the Business Group supported the technology and HR needs for over 1,000 employees and at DuPage County the IT Department supported the technology needs for over 2,500 employees.

Don's career achievements include establishing a customer centric approach to government and implementing several multi-million-dollar systems including Enterprise Resource Planning and Computer-Aided-Dispatch/Records Management systems at both Naperville and DuPage County. Don also managed the Human Resources and City Clerk's Office in Naperville. Don also has experience creating strategic plans for government organizations and IT in particular.

Mr. Carlsen has instructed Graduate level students in the Division of Public Administration on Information Technology and Management in Public Service Organizations at Northern Illinois University. Don has also provided consulting services to several local governments in the Chicago area.

PROFESSIONAL EDUCATION

- Masters degree in in Public Administration, Northern Illinois University
- Bachelors' degree from Northern Illinois University

PROFESSIONAL DEVELOPMENT AND SPEAKING ENGAGEMENTS

- Instructor – Information Management in Public Service Organizations, Northern Illinois University
- Authored a chapter titled, "IT Governance at the City of Naperville, Illinois," in the textbook, Case Studies on Digital Government
- Chairman – Naperville School District 203 Technology Insight Team-led district IT staff and several district residents in the creation of a Strategic Technology Plan for School District 203
- Member of the Naperville Development Partnership's Marketing and Retention Committee
- Many guest speaking engagements at Rotary International, and other service organizations
- Member-Government Management Information Sciences (GMIS) Illinois Chapter

- Completed National Incident Management System training courses: ICS-100, ICS-200, ICS-300, ICS-400 & ICS 700; and attended the Integrated Emergency Management/Community Specific: Preparedness and Response course - National Emergency Training Center, Emmitsburg, MD

MEMBERSHIPS AND AFFILIATIONS

- Government Management Information Sciences organization (GMIS)
- Illinois County CIO Association

PROFESSIONAL BACKGROUND

- Chief Information Officer, DuPage County, IL
- Management Services Business Group Director and Information Technology Director, City of Naperville, IL





RACHEL GLISPER



Rachel Glisper has more than 20 years of Human Resources experience spanning the private and public sectors. Most recently, Rachel served as the Director of Human Resources for the Town of Needham MA. During her tenure, Rachel supported diversity, equity, and a culture of inclusion by implementing the Town's first Round Table Discussion Series and creating and facilitating the Town's first Employee Resource Group for Black, Indigenous, and People of Color (BIPOC)

Known by colleagues as positive, personable, and persuasive, Rachel's expertise includes best practice development, coaching, change facilitation, and collaboration. Rachel served as a Board member of the Massachusetts Municipal HR Association and was the 2021 Emil Skop Award recipient for outstanding contributions to municipal human resources management.

Rachel is driven by a passion to create healthy workspaces with a sharp focus on equity and inclusion. She believes that the foundation for sustainable change begins with an acknowledgement of where and what improvements are needed, an unwavering commitment to providing equal opportunities to underrepresented individuals and written policies that provide direction and ensure accountability.

Rachel is a proud graduate of Emmanuel College in Boston, MA, living in the metro west area of Boston.

PROFESSIONAL EDUCATION AND CERTIFICATION

- Bachelors of Science degree in Business Administration, Emmanuel College (Boston, MA)
- Grief Support Specialist, University of Wisconsin, Madison, 2020
- Conflict of Interest Law, Massachusetts State Ethics Commission, 2019
- Train the Trainer, Massachusetts Commission Against Discrimination, 2018
- Making Reasonable Accommodations in the Workplace, Massachusetts Interlocal Insurance Assoc. 2017
- Preventing and Addressing Workplace Discrimination, MCAD, 2017
- Conducting Workplace Investigations Training, Safety and Respect at Work, LLC and Eckert, Seamans, Cherin, & Mellott LLC, 2016

PROFESSIONAL BACKGROUND

- Human Resources Director, Needham MA 2016- 2021
- Workforce Planning and Development Director 2014-2016
Commonwealth of MA Executive Office of Health & Human Services, Boston MA
- Employment Services Director 2013-2014
Commonwealth of MA Executive Office of Health & Human Services, Boston MA
- Assistant Human Resources Director 2011 - 2013
Middlesex Sheriff's Office, Medford MA
- Personnel Officer, Massachusetts Parole Board 2008-2011
Natick MA

CONSULTATION EXPERTISE AND SERVICES

- Management Turn-around: Enhancing competitive advantage through workplace planning, best practices development, training, coaching, and employee relations initiatives.
- Communications Improvement: Articulating written and spoken data clearly with all levels of an organization, including large group presentations, facilitation, and planning.
- Change Facilitation: Improving processes and help others adapt to change.
- Problem and Solution Identification: Finding answers to challenging work/life situations, balancing individual and organizational needs.
- Collaboration: Engaging joyfully in team environments that supports exchange of ideas.



RESOLUTION NO. _____

A PUBLIC HEARING ON A RESOLUTION OF THE TOWNSHIP OF FERGUSON, CENTRE COUNTY, PENNSYLVANIA RATIFYING A TENTATIVE AGREEMENT WITH THE TEAMSTERS LOCAL UNION 764 ON BEHALF OF THE FERGUSON TOWNSHIP PUBLIC WORKS DEPARTMENT TO CONSTITUTE AN INITIAL COLLECTIVE BARGAINING AGREEMENT FOR AN EFFECTIVE TERM BEGINNING JANUARY 1, 2022, AND ENDING DECEMBER 31, 2024.

WHEREAS, the Ferguson Township Public Works Department certified to unionize in March of 2021; and

WHEREAS, the Ferguson Township and the Teamsters Local Union 764 have completed negotiations in good faith to present for ratification a Tentative Agreement for the term beginning January 1, 2022, and ending December 31, 2024; and

WHEREAS, the Tentative Agreement presented for ratification has been attached hereto and made part of this Resolution as Exhibit "A".

NOW THEREFORE, the Ferguson Township Board of Supervisors hereby ratifies the Tentative Collective Bargaining Agreement with the Teamsters Local Union 764 on behalf of the Ferguson Township Public Works Department incorporating the terms of the Tentative Agreement attached hereto and made part of this Resolution as Exhibit "A".

RESOLVED this 7th day of June, 2022.

TOWNSHIP OF FERGUSON

By: _____
Laura Dininni, Chair
Board of Supervisors

[SEAL]

ATTEST:

Centrice Martin, Secretary

Exhibit "A"

TENTATIVE AGREEMENT

By and Between

Ferguson Township, Pennsylvania
and
The Teamsters Local Union 764

As evidenced by the signatures below, the bargaining committees of both parties have agreed to recommend for ratification the following terms and provisions of a Tentative Agreement reached which will constitute the first Collective Bargaining Agreement between these parties. If ratified, the Agreement is to remain in effect for the term of January 1, 2022 through December 31, 2024. The parties further agree to work collaboratively to draft and execute the final document which will constitute the Agreement following the ratification of this Tentative Agreement by both parties.

Article I – Preamble

THIS AGREEMENT is made this _____ day of _____, 20____, by and between FERGUSON TOWNSHIP, a Home Rule municipality of the County of Centre, Commonwealth of Pennsylvania, hereinafter referred to as “Township”,

AND

TEAMSTERS LOCAL NO. 764, an affiliate of the International Brotherhood of Teamsters, 450 Beaver Street, Milton, Pennsylvania, hereinafter referred to as “Union”.

WHEREAS, the Township is engaged in furnishing essential public services necessary to the health, welfare, and safety of the public; and

WHEREAS, the parties desire to promote sound, stable, and peaceful labor relations for the resolution of differences, rates of pay, hours of work and other conditions of employment and to achieve the highest level of employee performance consistent with safety, good health, and sustained effort to achieve the same. The Union agrees to encourage cooperation by its members with the Employer and the Employer agrees that its rules and practices shall not violate any of the terms and provisions of this Agreement; and

NOW, THEREFORE, in consideration of the mutual promises hereinafter set forth, it is agreed by and between the Parties as follows:

Article II – Recognition

Section 1 – The Township recognizes the Union as the sole and exclusive collective bargaining representative for the employees included in the bargaining unit as certified by the Pennsylvania Labor Relations Board under Case No. PERA-R-21-17-E, being all full-

time and regular part-time blue-collar non-professional employees including but not limited to building custodians, road workers, and mechanics; and excluding management level employees, supervisors, first level supervisors, confidential employees and guards as defined by the the Public Employees' Relations Act, being known as Act 195 (1970).

Section 2 – The Union recognizes the Township Board of Supervisors or the designee of the Board of Supervisors as the exclusive representative for purposes of collective bargaining on behalf of the Township.

Article III – Definitions

Section 1—The term “employee” as used in this Agreement, refers only to employees occupying one of the classifications of the collective bargaining unit as certified by the Pennsylvania Labor Relations Board, as follows:

All full-time and regular part-time blue-collar nonprofessional employees including but not limited to building custodians, road workers and mechanics, and excluding management level employees, supervisors, first level supervisors, confidential employees and guards as defined in the Act.

Section 2—A “full-time employee” is defined as any employee who is hired to fill a permanent position, who is regularly scheduled to work thirty (30) or more hours per week and who has successfully completed the probationary period set forth in this Agreement.

Section 3—A “probationary employee” is defined herein as any employee who is hired to fill a permanent collective bargaining unit position, and who has not yet completed the probationary period set forth in the Agreement. Probationary employees shall not be entitled to any rights, benefits, or entitlements pursuant to this Agreement except as may be made expressly applicable to “probationary employees” in the Agreement. A probationary employee may be dismissed during the probationary period at the Township’s sole discretion and shall not have recourse to the grievance and arbitration procedures set forth in this Agreement.

All employees are subject to a twelve (12) month probationary period when hired or when promoted to a new position prior to acquiring permanent status in the job. During the probationary period, a designated supervisor will evaluate the performance of the probationary employee just prior to the end of six (6) months within the position and then just prior to the end of the probationary period. Before the end of twelve (12) months of satisfactory employment, the Director of Public Works will recommend to the Township Manager that the employee be appointed to permanent status (if a newly hired employee) or to his/her promoted status (if undergoing evaluation as a promoted employee), or that the employee not be made permanent. An employee must complete his/her original probationary period before being eligible for a promotion to a new position. If the promoted employee does not pass the probationary period in his newly promoted job, he/she shall be returned to his/her former position. A promoted employee who is returned to his or her former position shall not be entitled to challenge the Township’s decision to return the promoted employee to his or

her former position but shall otherwise retain all rights under the Agreement to which he or she is entitled.

Section 4—A “regular part-time employee” is defined as an employee who is regularly scheduled to work less than thirty (30) hours per workweek. Part-time employees shall not be entitled to any benefits, rights or entitlements pursuant to this Agreement except as may be made expressly applicable to “regular part-time employees” in the Agreement.

Section 5—A “temporary or seasonal employee” is defined to mean an employee, hired at the sole discretion of management, to perform a special task (including work ordinarily performed by the bargaining unit) or to work for a specified but finite period of time, but in no event to exceed six (6) months in any one year. Temporary or seasonal employees are not members of the bargaining unit and shall not enjoy any of the benefits or protections of this Agreement. Further, temporary or seasonal employees are not meant to replace bargaining employees.

Article I □ – Union Security

Section 1 – The Township agrees to provide the Union with the names, home addresses, and telephone numbers on file with the Township of the employees who are members of the bargaining unit. Contact information for each new hire into a position which is part of the bargaining unit shall be provided to the Union no more than thirty (30) working days from the first day of employment.

Section 2 – Upon knowing, voluntary, written authorization of each Union member, the Township will deduct prorata from that member’s monthly paychecks Union dues, initiation fees, and assessments as designated by the Union in writing to the Township. A copy of such authorizations shall be furnished to the Township. Deductions on the basis of authorizations submitted to the Township shall commence in the month following the one in which the Township receives such authorization. In the case of insufficient earnings to cover deductions, a deduction shall be made from the next pay in which there are sufficient earnings, or multiple deductions may be made from the pay of the following pay period(s), provided that in no event shall the employee earn less than minimum wage for the pay period in question for time actually worked in that pay period.

Section 3 – The Union agrees that by the fifteenth (15th) day of each month, the Union will send a billing statement to the Township, showing the specific amount to be deducted from each Union member’s paycheck for the following month’s pay periods. The Township shall forward monthly to the office of the Local Union a check representing the amounts so deducted within thirty (30) days of receipt of the billing statement from the Union.

Section 4 – The Township shall be relieved from making such individual deductions upon an employee’s (1) termination of employment; (2) transfer to a job not in the bargaining unit; (3) layoff from work; (4) unpaid leave of absence; or (5) upon written revocation of authorization from an employee.

Section 5 – The Union shall indemnify and hold the Township harmless for any costs, attorney’s fees, suits, orders, judgments, or any or all claims brought or issued against the Township as a result of any action taken or not taken by the Township under the provisions of this Article. This indemnification shall include any claim, demand, suit, or other form of liability that shall arise out of the Township’s reliance on any list, notice, or billing statement furnished under any such provision.

Article II – Bulletin Boards

Section 1 – The Township agrees to provide a bulletin board space in an area where it may be seen by members of the bargaining unit for the purpose of posting Union meetings, recreational and social affairs, or other Union business.

Section 2 – All Union notices of any kind posted on the bulletin board shall be signed, dated, posted, and removed by a designated Union representative. It is understood that no material may be posted on any the Union bulletin board at any time which contains the following:

- A. Personal derogatory statements or remarks concerning any other bargaining unit employee or any other employee of the Township;
- B. Derogatory statements or remarks concerning the Township or any other governmental units, officials, or employees;
- C. Favorable or derogatory statements or remarks regarding any candidate for public or Union office.
- D. Material which is profane, obscene, or defamatory.

Section 3 – No Union related materials of any kind may be posted anywhere in the Township's facilities or on the Township's equipment except on the bulletin boards designated for use by the Union.

Section 4 – Upon the request of the Township, the Union shall cause the immediate removal of any material posted in violation of this Article.

Article III – Management Rights

Section 1—Except as expressly limited by the Second Class Township Code and the Home Rule Charter of the Township, other relevant statutes and codes or provisions of this Agreement, and reserving unto the Township any and all management rights which, by law, may not be bargainable, the Township shall have and retain, solely and exclusively, all other managerial rights and responsibilities which shall include, but not be limited to, the following: the right to manage, direct, and assign duties to its employees, including the right to hire, promote, transfer, layoff and recall, to reprimand, suspend with or without pay, and discharge or discipline for just cause; to determine the work to be performed and determine the Department’s goals, objectives, programs and services, and to utilize personnel in the manner designed to effectively meet these purposes; to determine in the size and composition of the workforce and the Township’s organization structure,

including the right to relieve employees from duty or to abolish positions, subject to applicable law; to determine the hours of work and work schedules required to most efficiently operate; to determine when a job vacancy exists, and to decide whether to fill such vacancy; to determine the duties to be included in all job classifications, and the standards of quality and performance to be maintained; and, to determine the necessity to schedule overtime and the amount required.

Section 2—It is specifically understood that the Township shall have the unilateral prerogative to introduce and utilize new technology to improve its operations at any time. Further, the listing of specific rights in this Agreement is not intended to be nor shall it be considered restrictive or a waiver of any of the rights of management not listed and not specifically surrendered herein.

Article II – No Strike – No Lockout

Section 1 – The parties agree that they will abide by the provisions of the Pennsylvania Public Employees' Relations Act (Act 195) and this Agreement. The Township pledges that it will not conduct [] a lockout during the term of this Agreement, and the Union pledges that it will not call, condone, sanction, or take part in any strike, walkout, slow down or work stoppage during the term of Agreement.

SECTION 2 – In the event that any strike should occur during the term of this Agreement, the Union agrees that it will without delay do all things possible to bring about a prompt termination of such strike.

SECTION 3 – Employees engaging in a strike, slowdown, walkout or work stoppage in violation of this Article may, at the discretion of the Township, be subject to discipline, including discharge, without recourse to the grievance procedure set forth herein. Provided, however, that such employees' participation in the unlawful activity may be subject to the Grievance Procedure, but upon a finding that an employee did so participate in any capacity an arbitrator shall have no power to alter the disciplinary determination of the Township.

Article III – Hours of Work

Section 1 – Nothing in this Agreement shall be construed as a guarantee of any minimum or maximum number of hours of work or amount of pay per day, per week, or per year for individual employees, crews, or shifts.

Section 2 - The regular workweek shall consist of five (5) consecutive days in any seven-day period. The standard workweek shall commence at 12:00AM on Sunday and end at 11:59PM the following Saturday.

Section 3 – The standard workday shall be a twenty-four (24) hour period commencing with the start of the employee's shift. A regular shift shall be eight and one-half (8 ½) hours per day, normally 7:00AM to 3:30PM, which may be altered by the Township in accordance with this Article. During a regular shift an employee shall be provided a

designated period of thirty (30) minutes uninterrupted for lunch which shall not be compensable. Employees shall also be granted one (1) twenty (20) minute paid work break daily to be taken at a time that is convenient to fit the work schedule subject to supervisor approval.

Section 4 – Work schedules will be posted not less than two weeks in advance. In the event the Township desires to deviate from the normal scheduled workweek, including the starting or quitting time or length of shifts, the employees will be notified of such changes at least twenty-four (24) hours preceding the first day of the workweek that such schedule changes are to become effective. The Township shall maintain the right to implement varying work schedules, to include winter schedules, emergencies or impending holiday weeks which may apply to all or a portion of the workforce, in its sole and complete discretion upon notice to the Union.

Section 5 – Notwithstanding anything in this Agreement, nothing shall preclude the Township from changing schedules or working hours in the event of an emergency, in the event of inclement weather, or as may otherwise be needed for the safe or efficient operation of the Township, or to avoid the creation of overtime. On such occasions the Township shall be required only to provide as much advance notice as is practical under the circumstances.

Section 6 – The Township shall maintain a sign-up list for voluntary overtime opportunities, which shall be updated every three (3) months. When the Township determines it necessary to call out an employee, preference shall be given to those employees whose names appear on the sign-up list, with the Township rotating through the list as call out opportunities arise. If an employee on the sign-up list fails to respond to the call without justification, as determined in the sole and exclusive discretion of the Township, the employee's name shall be removed from the list and the employee shall not be permitted to sign the list again until it is next updated by the Township.

Notwithstanding any other provision of this agreement or the existence of the voluntary overtime list, the Township may exercise its discretion in selecting an employee to be called out, which may include consideration of the nature of the work to be performed, the equipment needed, or the particular skillset of the employee. The Township may call out a part-time employee in lieu of a full-time employee when full-time employees are unavailable. Employees must respond to a call out. An employee who fails to report to work after being called out may be subject to discipline.

An employee called out to work shall be guaranteed pay for three (3) hours, or pay for all time actually worked, whichever is greater, at the straight time or overtime rate, whichever is applicable based on the number of hours worked in that workweek. Employees called out within three (3) hours of the starting time of their shift shall be paid only for time actually worked. For purposes of this section, a “call out” shall include any request or directive to report on a workday after the employee has finished a regular shift. A “call out” shall not include circumstances in which an employee must remain at work following the completion of his or her shift.

Section 7— No employee shall work any overtime unless they receive prior authorization from the Township Manager, the Public Works Director, or their designee. Failure to abide by this provision will result in disciplinary action.

Article I – Working Supervisors

Nothing contained in this Agreement shall preclude or prohibit supervisory or management level personnel from performing bargaining unit work, provided, however, that no supervisory or management level employee shall perform any work that would displace a bargaining unit employee except as may be required on a temporary basis, or in the case of unforeseen events which require immediate attention or for the purpose of instruction or training.

Article II – Non-Discrimination

Section 1 – In accordance with applicable law, the Township and the Union agree not to discriminate against any individual with respect to hiring, compensations, terms or conditions of employment because of such individual’s race, color, religion, sex, gender identity, sexual orientation, national origin, pregnancy, disability, or age, nor will they limit, segregate or classify employees in any way to deprive any individual of employment opportunity because of race, color, religion, sex, gender identity, sexual orientation, national origin, pregnancy, disability, or age, except in accordance with applicable law.

Section 2 – The Township agrees not to interfere with the rights of employees to become members of the Union, and there shall be no discrimination, interference, restraint or coercion by the Township against any employees because of Union membership or any employee activity in an official capacity on behalf of the Union, or for any other cause.

Section 3 – The Union agrees to represent all employees covered by the collective bargaining agreement without discrimination, interference, restraint or coercion.

Article III – Holidays

Section 1

A. The following days shall be observed as paid holidays:

1. New Year’s Day
2. Presidents Day
3. Memorial Day
4. Independence Day
5. Labor Day
6. Thanksgiving Day
7. Christmas Day
8. Veteran’s Day
9. Martin Luther King Day

10. Nineteenth Day

Section 2 – Regular full-time employees shall be eligible for holiday pay if an employee actually works their last scheduled workday before and their first scheduled workday after the holiday. Eligible employees shall receive one day’s pay for each of the holidays listed above on which they perform no work. Eight (8) hours pay at an employee’s regular rate shall constitute holiday pay.

Section 3 – Employees required to work on any of the above-listed holidays shall be paid one and a half (1 ½) times their regular hourly compensation for all hours worked during a holiday in Section 1, which shall be in addition to holiday pay if an employee is eligible for holiday pay under Section 2 of this Article. Holiday work must have the prior approval of the Township Manager, the Director of Public Works, or their designee.

Section 4 – Holidays occurring on a Saturday shall be observed on the preceding Friday and holidays occurring on a Sunday shall be observed on the following Monday.

Article II – Vacations

Section 1 – Vacation is earned based upon past service. Employees during their probationary period shall earn up to forty-eight (48) hours at the rate of four (4) hours per month in which the employee works at least fifteen regular (15) work days, but may not utilize vacation until the completion of their probationary period. After completion of the probationary period, vacation will accrue and be available for use to an employee on January 1 on each successive calendar year based upon the years of service completed as of that date in accordance with the following schedule:

Completion of:	
1-9 years of service	80 hours
10-14 years of service	120 hours
15-24 years of service	160 hours
25+ years of service	8 additional hours per year of service over 24 up to 176 hours

Vacation may be taken in minimum increments of one-half (1/2) hour. Vacation time may be accumulated up to a maximum of one hundred and sixty (160) hours per vacation year and carried forward to the next vacation year. The vacation year for each employee shall be the twelve (12) month period following the anniversary date of employment of the employee.

Section 2 – Subject to the Township’s right to set the number of employees in each job classification who may be on vacation at the same time, vacation requests may be submitted between January and March each calendar year by seniority. The Township reserves the right to approve the number of employees permitted to take vacation in any given workweek and deny vacation requests based upon operational or public safety

considerations. Vacation requests submitted after March each year may be granted on a “first come, first serve” basis subject to Township approval and discretion in determining the number of employees permitted to take vacation at any given time. Vacation shall not be requested, scheduled, or taken in a manner which creates overtime.

Section 3 —The rate of vacation pay shall be the employee’s regular straight time rate of pay in effect for the employee’s regular job on the payday immediately preceding the employee’s vacation period. Employees shall receive their vacation pay as part of their pay for the pay period in which the vacation is taken. Employees who are called out to work while on an approved vacation period during time which would have otherwise constituted their regular shift, or who are called out on a workday on which they have taken approved vacation for their full regular shift shall receive one and one-half (1 ½) times their regular hourly rate for all hours worked and shall be reallocated any previously scheduled vacation hours during which they were required to work as a result of the callout on a per hour basis upon the employee notifying their supervisor and the Human Resources Administrator of the callout within seventy-two (72) hours.

Section 4 — Except for a discharge for cause, employees upon terminating employment may receive pay for unused vacation earned in the previous year, plus vacation time earned in the current year intended for the following year on a pro-rata basis, to a maximum of one hundred and sixty (160) hours.

Article III – Sick Leave

Section 1 – Sick leave shall not be considered a privilege but will be allowed only in the event of injury or illness, visits to the doctor, visits to the dentist, and illness or injury to spouse or children where the employee’s absence from work is necessary. Accordingly, sick leave is not an entitlement like vacation leave, and it shall not be treated as such. Sick leave abuse is a serious disciplinary offense which may subject an employee to disciplinary action, up to and including termination.

Section 2 – Employees shall accrue eight (8) sick hours per month to a maximum of ninety-six (96) sick hours earned per calendar year. Probationary employees shall accrue sick hours at the rate of four (4) hours per month that the work day requirement is met. An employee shall not accrue or accumulate more than nine hundred and sixty (960) paid sick leave hours. Accrued sick leave not taken at the time of resignation, termination, or retirement shall be lost.

Section 3 – Employees may be required to provide an explanation for their use of sick leave, which shall not obligate an employee to provide a diagnosis or detailed medical explanation but which will require the employee to provide sufficient information so as to enable a determination that sick leave has been used for a qualifying reason. For purposes of this explanation, claims of general illness or the need to attend a doctor’s appointment

shall suffice. After an extended or severe illness, the Township may require certification by a doctor that an employee is fit to return to work.

Section 4 – A doctor’s certificate or cogent medical explanation shall be presented by the employee to the Director of Public Works in the following instances:

1. After three (3) consecutive days of sick leave.
2. After twelve (12) sick days in any year.
3. After an employee takes a sick leave in conjunction with other paid time off or scheduled days off more than two (2) times in a calendar year.

For purposes of this Section, a “sick leave” will be defined as a sick day or days uninterrupted by a day of work. A “cogent medical explanation” is one which comes from a competent medical practitioner, who demonstrates knowledge of the essential functions of the employee’s job, and who provides sufficient detail so that a reasonable lay person can understand the asserted basis for the absence. A conclusory statement that the employee was unable to report to work due to illness will not be satisfactory. Cogent medical explanations will be required for subsections (3) and (4) above.

Section 5 – Notwithstanding the above, the Township may counsel and/or discipline employees, in its sole discretion, for sick leave abuse if an employee’s use of sick leave demonstrates a pattern of abuse. An employee with a history of such utilization may be required to justify any request to utilize sick leave by providing a cogent medical explanation for the absence. In addition, any challenge to discipline imposed by the Township for suspected sick leave abuse will impose the burden on the employee to show that the utilization was proper.

Section 6 – In the event of an on-the-job injury an employee must report to the Township Manager or the Director of Public Works within twenty-four (24) hours of the incident regardless of whether the injury required medical attention.

Section 7 - In addition to sick leave, the Township purchases short-term disability policies for the benefit of its full-time employees. In addition, employees have the option of purchasing long-term disability coverage at their own expense. These benefits will be administered in accordance with the provisions of those policies, which will be selected in the sole and exclusive discretion of the Township.

Article I – Other Paid Leave

Section 1—Employees shall be eligible for unpaid leaves of absence after one (1) year’s service. Leaves of absence will be considered and granted in the sole discretion of the Township. Except as required by law, no leave of absence shall be for more than ninety (90) calendar days unless approved by the Township Supervisors.

Section 2—In the event of death of an employee’s spouse, parent, child, brother or sister,

the employee shall be entitled to a maximum of three (3) consecutive workdays with pay, which must include the date of the funeral. In the event of death of an employee's grandparent, grandchild, parent-in-law, son-or-daughter-in-law, brother-or-sister-in-law, the employee shall be entitled to a maximum of one (1) scheduled workday with pay which must be the date of the funeral.

Section 3—Military Leave shall be provided in accordance with applicable law. Nothing in this Agreement shall be interpreted as granting an employee any pay or benefit in addition to that as provided by law.

Section 4—Any employee ordered to report for jury duty shall be granted a leave of absence from his/her regular duties during the actual period of such jury duty. Employees on jury duty may be paid the difference between their regular rate of pay and the compensation they receive to serve as a juror for up to a total of two (2) weeks in any one calendar year. An employee must timely submit documentation supporting the need for jury duty leave to the Township Manager.

Section 5—Employees having one (1) or more years of service shall be granted fifty-six (56) hours for personal leave per calendar year. Probationary employees shall receive eight (8) personal leave hours after each two (2) months worked provided the employee has worked at least fifteen (15) work days in each month but in no event is an employee entitled to more than fifty-six (56) personal leave hours in a calendar year. Personal days shall be scheduled and granted for days requested subject to the Township's responsibility to maintain efficient operations. Personal time may be used in no less than one-half (1/2) hour increments. Except in cases of emergency, the employee shall request personal leave at least seven (7) days in advance of the personal day selected by the employee. Requests for personal leave shall not be unreasonably denied provided that the Township may deny requests for operational or public safety concerns, and further, that personal leave which would create overtime may be denied on that basis. Personal leave not taken shall be forfeited.

Article 00 – 00 ages

Section 1

A. The Township retains the right, in its sole discretion, to determine the number of employees in each job classification, as well as all other rights provided by law and as recognized in this Agreement.

B. All bargaining unit employees hired prior to January 1, 2022 will receive a \$1.75/hr base wage increase effective January 1, 2022. Effective January 1, 2023, or the ratification date of the agreement, whichever is later, such employees shall receive a 2.5% increase to their base hourly wage and an additional 2.5% increase taking effect January 1, 2024.

C. The base hourly rate for employees hired on or after January 1, 2022 shall be as follows, and no retroactivity shall be paid:

Full-Time Employees:	Eff. 1/1/2022	Eff. 1/1/2023	Eff. 1/1/2024
Mechanic	\$22.11/hr	\$22.66/hr	\$23.23/hr
Road Crew	\$19.10/hr	\$19.58/hr	\$20.07/hr
Custodian	\$16.50/hr	\$16.91/hr	\$17.34/hr
Part-Time Public Works	\$15.45/hr	\$15.70/hr	\$15.95/hr

Section 2—The salaries and wages of employees shall be paid bi-weekly every other Friday by direct deposit. Pay checks will normally be distributed by 12:00 noon on the scheduled pay day.

Article 00I – Overtime

Section 1— An employee shall receive one and one-half times his/her regular hourly rate of pay for all hours actually worked in excess of forty (40) hours in a workweek. Leave time shall not be considered “hours actually worked” for purposes of the overtime calculation.

Section 2—Payment of overtime shall not be duplicated or pyramided for the same hours worked. Hours compensated at the rate of time and one-half pursuant to any provision of this Agreement shall not be counted further for any purpose in determining overtime eligibility under the same or any other provision of this Agreement.

Article 00II – Seniority

Section 1– Seniority shall be defined as the length of continuous, uninterrupted service with the Township. Continuous service shall be computed from the date of hire but shall not accrue during the probationary period. Continuous service shall be broken by:

- i) Quit—Absence for three (3) consecutive workdays without notice to and approval by the Township shall also constitute a “quit.”
- ii) Discharge for just cause.
- iii) Absence from work for any reason for a period in excess of twelve (12) months, unless approved by the Township.
- iv) Transfer or promotion to a position with the Township that is outside the bargaining unit and where the employee remains in that position beyond thirty (30) calendar days.

Section 2—The term “break in service”, and the above-mentioned parameters defining it, is intended for calculation of seniority. Further, a break-in-service under sub-paragraphs “i-iii” above shall constitute separation from employment and terminate any and all contractual responsibilities the Township may have to the employee, including wages, benefits and future employment.

Section 3—New employees shall serve a probationary period of twelve (12) months. If prior to the end of the employee’s probationary period, the Township requests to extend the probation; that request must be made to the Union in writing, and an extension may be granted by the mutual agreement of the Union and the Township.

Section 4— For the purpose of calculating seniority only, continuous service shall include only time worked as a regular, full-time employee of the Township.

Article III – Discipline and Discharge

Section 1

A. Disciplinary action or measures shall include only the following:

1. oral reprimand
2. written reprimand
3. suspension (notice to be given in writing)
4. discharge

B. Disciplinary action may be imposed upon an employee only for just cause. Any disciplinary action or measure imposed upon any employee may be processed as a grievance through the regular grievance procedure.

Section 2

A. The Union shall have the right to take up the suspension and/or discharge as a grievance at the third step of the grievance procedure and the matter shall be handled in accordance with this procedure through the arbitration step if deemed necessary by either party.

Article I – Promotions, Transfers and Layoffs

Section 1—When the Township decides to fill a permanent vacancy in the bargaining unit, it shall post notice of that permanent vacancy on a mutually agreed upon bulletin board and provide a copy of the notice to the Union. The mere posting of the vacancy shall not obligate the Township to ultimately fill the vacancy. The decision of whether or not to fill a vacancy is a prerogative of the Township.

Section 2—This notice shall be dated and any employee who has completed their initial twelve (12) months probationary period desiring to be considered for the promotion shall file a written bid within seven (7) calendar days including the day such notice was posted. The Township will notify any employee who is absent from work from the date such notice is posted through the seven (7) calendar days to provide an opportunity to file a written bid.

Section 3—When skill, ability, and prior work performance are essentially equal, the Township shall fill the opening by promoting from among the applicants the qualified employee having the longest continuous service. The determination of the skill, ability and work performance shall rest solely with the Township.

Section 4—In the event the Township determines that the applicants for any permanent vacancy do not possess the requisite skill, ability and/or an acceptable work performance record, the Township reserves the right to consider external candidates for employment in order to fill any permanent vacancy. The determination of the skill, ability and work performance shall rest with the Township. but shall not be exercised arbitrarily or capriciously.

Section 5—Once an employee has been awarded a promotion, whether or not he/she accepts it, he/she will not be allowed to bid on another position for twelve (12) months. An employee promoted shall be required to complete a twelve (12) month probationary period in the new position.

Section 6—An employee may be returned to his/her prior position on the basis of unsatisfactory performance. An employee returned to a former position outside of the probationary period shall have the right to challenge this decision pursuant to the grievance procedures but shall bear the burden of proving that the Township's decision was arbitrary and/or capricious.

Section 7—If in the sole opinion of the Township, it is necessary to reduce the working force, layoffs shall occur in inverse order of seniority within an affected job classification/department/office provided that the more senior employees are relatively equal with respect to skill, ability and prior work performance with those laid off. Employees laid off shall have a right of recall in the event the Township, in its sole and complete discretion, seeks to supplement the workforce in the classification in which the employee was formerly employed, with this recall right lasting for twelve (12) months from the date of layoff. Any employee who refuses a recall shall waive his/her right to recall and shall be terminated in accordance with the Agreement's seniority provisions. Any employee on a recall list may bid on a vacancy.

Article □□ – Settlement of Disputes

Section 1 – Only disputes which concern the application, meaning or interpretation of the specific terms of this Agreement shall be subject to the grievance procedure outlined in this Article. No other disputes may be processed through these procedures under any circumstances.

Section 2 – The deadlines and timeliness provisions contained in this Article shall be considered of the essence and to the highest degree binding. Failure to adhere to the temporal mandates of this Article shall render a grievance untimely and will prohibit its procession under this Article unless it is mutually agreed by the Township and Union, in writing, to waive such time limits.

Such timely and contractual disputes shall be settled in the following manner:

Section 3 –

STEP 1 - The employee shall present the written grievance to the Director of Public Works or his/her designee within five (5) working days of its occurrence or within five (5) working days of the date the employee knew or should have known of its occurrence, whichever is later. The grievance shall be dated and shall describe the complaint in detail, and shall indicate the section(s) of the collective bargaining agreement allegedly violated and the relief sought. Grievances which do not indicate a section of the collective bargaining agreement allegedly violated shall not be permitted to proceed beyond this step. The Director or the designee shall give the employee a written decision within seven (7) working days of the filing of the grievance. If the Director or designee does not provide the employee with a written decision within the seven (7) working days the Union will be entitled to proceed to Step 2.

STEP 2 – If the grievance has not been resolved at Step 1, it shall be presented in writing by the Union on behalf of the employee to the Township Manager within seven (7) working days after the response at Step 1, or the due date for a response at Step 1 if no response is provided. The Township Manager may meet with the affected employee and Union representative and shall give the Union a written decision within seven (7) working days of receipt of the receipt of the Step 2 appeal or from the date of such meeting, whichever is later. If the Township Manager does not provide the employee with a written decision within the seven (7) working days the Union will be entitled to proceed to Step 3.

STEP 3 – If the grievance remains unresolved, the grievance shall be presented by the Union to the Board of Supervisors or a designee of the Board within seven (7) working days after the response at Step 2, or the due date for a response at Step 2 if no response is received. The Board or the designee, within fourteen (14) working days after receiving the appeal, may hold a hearing at which the employee may present the grievance. The Board or the designee, within fourteen (14) working days following the hearing, shall give the employee a written decision. If the Board or the designee does not provide the employee with a written decision within the fourteen (14) working days the Union will be entitled to proceed to Step 4.

Step 4 – If the grievance is still unresolved, the Union may appeal to arbitration within seven (7) working days after the reply of the Board of Supervisors or designee is received by the Union, or the due date for a response at Step 3 if no response is received. A request for arbitration may be initiated by the Union serving upon the Township a notice in writing of its intent to proceed to arbitration. Only the Union, and not an individual employee, may appeal to arbitration. Upon receipt of a proper notice requesting arbitration, the Parties shall meet to select an arbitrator.

- a. If the Parties cannot agree on the selection of a neutral arbitrator, the Parties shall request a list of seven (7) arbitrators who reside in Pennsylvania from the Federal Mediation and Conciliation Service (FMCS). The Parties shall strike names from the list of arbitrators with the Union striking first until one name remains.
- b. The decision of the arbitrator shall be final and binding on the parties, and the arbitrator shall be requested to issue his/her decision within thirty (30) days after the conclusion of testimony and argument.
- c. Expenses for the arbitrator's services, if any, and the proceedings shall be borne equally by the Township and the Union. However, each Party shall be responsible for compensating its own representatives and witnesses. If either Party desires a verbatim record of the proceedings, it may cause such a record to be made, providing it pays for the record and makes copies available without charge to the other Party and to the arbitrator.
- d. The arbitrator shall have no power or authority to add to, subtract from, or otherwise modify any terms of the Agreement and shall have no authority to make any decision contrary to or inconsistent with the terms of this Agreement or applicable law or which otherwise operates to limit or interfere with the powers and responsibilities of the Township.

Article □□I – Subcontracting

Section 1—The Township shall have the continuing and unfettered right to subcontract bargaining unit work (including, but not limited to, snow plowing in small residential neighborhoods, large paving projects, custodial work due to long-term disability, etc.) both to efficiently and/or cost-effectively meet operational needs provided it does not result directly in the lay-off of any employee(s), and in any emergency situation, but (except in an emergency) shall give notice in writing to the Union of its intention to enter into a contract involving work that would be performed by employees covered by this agreement. Said written notice shall be given at least two (2) weeks prior to the entry into the contract with the third party. The Parties agree that the prior listing of actual examples of subcontracting occurrences is not in any way intended to be an exhaustive list, but is merely illustrative of the Township's unfettered authority.

Section 2—The Township shall have the right, in its sole discretion, to hire temporary or seasonal employee(s) to perform a specific task (including work ordinarily performed by the bargaining unit) provided it does not result directly in the lay-off of any employee(s).

Article □□II – Uniforms and Allowances

Section 1— Employees are required to wear weather-appropriate uniforms and/or safety gear provided by the Township while on-duty. Employees who do not wear their Township-provided uniforms will be subject to discipline. The Township will provide employees upon their hiring with pants, shirts, safety vests, and other articles or safety apparatus as selected by the Township for the class of employee which are appropriate for the tasks engaged in by the employee.

Section 2— The Township will provide an allowance of up to five hundred dollars (\$500) per year to each employee for the purchase of boots and/or clothing used on the job, subject to the approval of the Township. Such approved clothing and boots may be purchased individually by the employee and reimbursed by the Township upon the submission of receipts, or may be purchased directly by the Township for the employee if approved upon request. The amount is not allowed to be carried from year to year.

Section 3—The Township will reimburse each employee twenty dollars (\$20.00) per month towards their personal cellphone usage for work purposes.

Article III – Health and Welfare

Section 1—The Township shall provide a health insurance plan, which is defined to include hospitalization and prescription drug coverage.

Section 2—Both parties acknowledge that the Township’s responsibility is to provide a share of premium payment for the health insurance plan in effect at any given time. The particular benefits provided within that plan and any changes to the product or plan that are initiated by the insurance company are not the responsibility of the Township.

Section 3—Each employee shall be responsible for the payment of each co-pay and any deductible set forth in the health insurance plan and the Township shall not be responsible for the payment of any co-pay or deductible. Each employee shall be responsible for the payment of any surcharge or increase in premium for the employee’s coverage under the health insurance plan due to tobacco use.

Section 4— Each employee shall have deducted from his pay to assist the Township in the payment of the premiums for health insurance coverage, a pro rata contribution in a total amount equal to 10% of the monthly premium applicable to the employee’s level of coverage. This employee contribution shall begin immediately upon execution of the Agreement and shall continue each year thereafter.

In addition to the foregoing, employees will make monthly contributions in the amount of Fifteen Percent (15%) of the increase in premium from the prior year applicable to the coverage level in the current year. For example, an employee who selects individual-only coverage in Year 1 and two-party coverage in Year 2 shall, in Year 2, pay Fifteen Percent (15%) of the increase in premium for two-party coverage from Year 1 to Year 2. If the

premium has stayed the same or decreased between years, this additional contribution shall be zero dollars.

Section 5— The Township will continue to provide a health insurance plan for employees and their dependents, subject to changes imposed by the carrier. The Township shall have the right to change the existing health insurance coverage to a different plan and/or different carrier which is comparable to the coverage that is presently being provided. The parties agree that comparable shall not mean nor be applied by any arbitrator as meaning “identical.” The Union, however, retains the right to grieve the Township’s determination that the plan and/or carrier is “comparable.” If the Union does not agree that a plan and/or carrier selected by the Township is “comparable”, it will so state, in writing, to the Township within fourteen (14) calendar days of the plan and/or carrier being presented to the Union by the Township, or such longer period as mutually agreed to by the parties in writing. The writing will specify why the Union believes that the plan is not comparable. In that event, the Township may immediately process the dispute before a neutral arbitrator selected pursuant to the arbitration step of the grievance procedure. The decision of the arbitrator on this “comparable” issue, shall be issued within forty-five (45) calendar days of the Union’s written notice contesting that the plan and/or carrier selected by the Township is “comparable” and shall be final and binding and will determine if the Township is authorized to implement the new plan and/or carrier.

Section 6—An employee who provides proof of alternative health insurance coverage and who elects to waive coverage provided by the Township shall receive an amount equal to twenty percent (20%) of the premium that would have been paid by the Township for the employee’s health insurance coverage had the employee not waived health insurance coverage.

Section 7—Employees shall be entitled to receive a proportionate share of any annual health insurance reimbursement payment made by the Township to employees. The Union acknowledges and expressly agrees that the decision as to whether to make such a reimbursement payment in the first instance, or if a payment is to be made the total amount of the payment, is within the sole and exclusive discretion of the Township, and that no grievance shall be filed concerning any reimbursement paid or not paid under this provision. It is the Parties’ intent in adopting this provision that full-time employees covered by this Agreement shall continue to be eligible for such payments only if they are made by the Township, and subject to the amounts determined by the Township, in the same manner as non-represented employees.

Article – Drugs, Alcohol, and Tobacco

The Union agrees that employees shall continue to be subject to the Ferguson Township Drug and Alcohol Policy applicable to non-uniformed Township employees, attached hereto and incorporated in full herein, as such Policy may be amended from time to time in the Township’s discretion.

The Union further agrees that employees shall continue to be subject to the Township’s Tobacco Control Policy, attached hereto and incorporated in full herein, as may be amended from time to time in the Township’s discretion.

Article 000 – Pension

Employees shall participate in the defined contribution pension plan provided by the Township to all full-time non-uniformed employees, consisting of a combined 401(a) Money Purchase Plan and a 457 Deferred Compensation Plan. On behalf of each employee, the Township shall make contributions equal to a percentage of the employee's base salary as designated from by the Township Board of Supervisors on an annual basis, in its sole discretion, into the Money Purchase Plan Account. Employees shall be required to contribute a minimum of two (2) percent of their base salaries into the 457 Deferred Compensation Plan in order to be eligible to receive the Township's Money Purchase Plan Account contribution, if any.

Article 000I – Union Stewards

Section 1—The Township recognizes the right of the Union to designate one (1) union steward and one (1) alternate steward from among the employees covered by this Agreement.

Section 2—The authority of the steward shall be limited to the following duties and activities:

- a). The investigation and presentation of grievances in accordance with the provisions of this Agreement.
- b). The collection of dues when authorized.
- c). The transmission of such messages and information which shall originate with and are authorized by the local union or its officers.

Section 3— The Township shall not hold the Union liable for any authorized acts by the steward or the alternate steward. However, the Township shall have full authority and right to impose proper discipline on the steward or the alternate steward, including permanent dismissal from employment, for just cause.

Article 000II – Savings Clause

Should any Article, Section, or portion hereof, of this Agreement be held unlawful and unenforceable by any court of competent jurisdiction, such decision of the court shall apply only to the specific Article, Section, or portion thereof directly specified in the decision. Upon the issuance of such a decision, the parties agree immediately to negotiate a substitute for the invalid Article, Section, or portion thereof.

Article 000III – Outside Employment

Employees may not engage in outside employment which would in any way hinder their objective and impartial performance of their duties, embarrass the Township, or impair their efficiency on the job. Employees who wish to obtain outside employment must obtain prior written approval from the Township Manager. Employees who are granted permission to engage in outside employment must sign the following waiver:

“The undersigned, an employee of Ferguson Township, does hereby waive and release Ferguson Township from any liability, expense, or costs due to any injury or sickness incurred by reason of any employment accepted by the undersigned other than as an employee of Ferguson Township. I further release the Township for any claim for wages or other benefits during any absence caused by such injury or sickness. This waiver shall be binding upon my heirs, representatives, or assigns.”

Article □□I□ – □ iscellaneous

Section 1—In cases of bonafide emergencies such as for acts of God, disease, pandemic, natural disaster, or other major public health threat or civil disorder, the Township may temporarily suspend any provision(s) of this Agreement which restrict the Township’s ability to effectively deal with such emergency. The Township shall notify the Union of the provision(s) temporarily being suspended and the reason(s) thereof. Upon conclusion of the emergency, the waiver shall be withdrawn, and all provisions of the Agreement shall again become effective from that point forward.

Section 2—The Township as part of its inherent managerial authority may take reasonable actions and impose reasonable work rules which may be deemed necessary in its sole and complete discretion to ensure the safety of its employees and the general public.

Article □□□ – Complete Agreement

It is understood that during collective bargaining negotiations for this Agreement, both parties had the opportunity to raise and address all issues of concern. This Agreement therefore supersedes all prior agreements and extinguishes all past practices, whether written or oral, existing or alleged to have existed prior to the execution of this contract. Moreover, it is understood that the parties are not required to collectively bargain or reach agreements regarding issues which are or could have been addressed in this collective bargaining agreement during the term of this Agreement.

Article □□□I - Termination

This Agreement shall be effective as of the ratification date, and shall remain in full force and effect until and including December 31, 2024. It shall be automatically renewed from year to year thereafter unless either party shall notify the other in writing one hundred and

twenty (120) days prior to termination that it desires to modify or terminate this Agreement. If proper notification is made, the parties agree to commence negotiations no later than one hundred and twenty (120) days prior to termination.

Agreed to by Teamsters Local Union 764

Agreed to by Ferguson Township

By

By

Date

Date



Micromobility Share Program Agreement

This Micromobility Share Program Agreement ("Agreement") is made this ___ day of _____ 2022 and effective as of the date of last signature below by and between Township of Ferguson, a township in Centre County, Pennsylvania ("Township") and Skinny Labs Inc. dba Spin ("Spin").

Recitals

1. In conjunction with Penn State University, Township seeks to provide safe and affordable multimodal transportation options to Township residents and visitors, reduce traffic congestion, and maximize carbon-free mobility.
2. Electric bike share services are a component to help the Township achieve its transportation goals, and the Township desires to make electric bike share services available to Township residents and visitors.
3. Should the Commonwealth of Pennsylvania establish laws allowing electric scooter use on roadways, Township agrees to consider adding electric scooters to this micromobility share program.
4. Spin proposes to operate an electric bike and, when legally permitted in the Commonwealth and approved by the Township for operation in the Township, operate a scooter share program within the Township limits.
5. The Spin-owned electric bikes ("E-bikes") contain GPS, Bluetooth and self-locking technology that, among other things, (i) enables individual users to lock and unlock such devices using a mobile app and (ii) permits Spin to track such vehicles to provide, among other things, maintenance and operations support.

In consideration of the mutual covenants and representations set forth in this Agreement, Township and Spin hereby agree as follows:

Agreement

1) Micromobility Share Program.

- a) Micromobility Share Services means an E-bike share program, which includes, without limitation, the provision, deployment, management, operation, maintenance, parking, and other use of E-bikes.
- b) License. In furtherance of the rights granted to Spin in Section 1(a), Township hereby grants to Spin and the individual users of who have booked an E-bike using the Spin mobile app (collectively, "End-Users") a right and license to access, travel, cross, and/or otherwise use the sidewalks, roads, streets, avenues, boulevards, thoroughfares, and other pathways on Township property consistent with applicable law (collectively, the "Right of Way" or "ROW") in connection with Spin's provision, and each End User's use, of the Micromobility Share Services as further set forth herein and in Exhibit A; provided, that Spin may access, travel, cross, and/or otherwise use any Township property as reasonably necessary or

convenient to maintain, retrieve, and/or repair E-Bikes in connection with the Share Services.

2) Spin Obligations.

- a) Micromobility Share Services. Spin shall perform the Micromobility Share Services in a professional and workman like manner in accordance with the prevailing industry standards applicable in Spin's industry, including, without limitation, meeting the minimum maintenance level obligations set forth in Exhibit A.
- b) Limitations on E-Bikes. Except for placements and/or attachments of E-bikes in accordance with this Agreement and /or Exhibit A, Spin shall not place or attach any personal property, fixtures, or structures to the ROW without Township's prior written consent. Spin shall use reasonable efforts to ensure that (i) its provision of the Micromobility Share Services does not block pedestrian walkways or the ROW or create conditions that threaten public safety and (ii) E-bikes are parked in an orderly fashion on the ROW or in otherwise agreed-upon designated areas set forth in Exhibit A; provided, that E-bikes parked on non-Township Property (i.e., private property) will be at the discretion of such property owner or occupier. Township shall notify spin@support.pm, through Spin's customer service app portal listed in Exhibit A, or through another agreed-upon mechanism for any E-bike that, in Township's reasonable discretion, is adversely affecting the Right of Way. Spin shall be responsible to correct improperly parked bikes within the timeframes listed in Exhibit A.
- c) Repairs. Spin shall reimburse Township for its reasonable and documented costs in repairing, replacing, or otherwise restoring- any part or item of Township-owned real or personal property that is damaged, lost, or destroyed as a result of Spin's negligence or willful misconduct in its provision of the Share Services.
- d) Reports. Spin shall provide quarterly reports to Township concerning utilization of the E-bikes and route usage.
- e) Further Limitations or Obligations. Further limitations and /or obligations, if any, on Spin in connection with its provision of the Micromobility Share Services will be set forth in Exhibit A.
- f) Spin may not use the Township brand identifiers for any promotional, marketing, advertising, or social media materials whether in print or digital media without the written approval of the Township.

- 3) **Township Obligations.** Township shall support the Micromobility Share Program as set forth in Exhibit A, which may include, at the Township's discretion, creation and/or implementation of a research program, installation of additional parking racks or painted parking spots, identification of preferred parking spots to End-Users, and/or other activities.

4) Indemnification.

- a) The Township shall defend, indemnify, and hold Spin, its officers, employees, and agents harmless from and against any and all liability, loss, expense (including reasonable attorneys' fees), or third party claims for injury or damages arising out of the performance of this Agreement but only in proportion to and to the extent such liability, loss, expense, attorneys'

fees, or claims for injury or damages are caused by or result from the negligent or intentional acts or omissions of the Township, its officers, employees or agents. The foregoing indemnification obligations shall not apply with respect to claims arising out of Spin's negligence or willful misconduct.

- b) Spin agrees to indemnify and hold Township harmless from and against any and all liabilities, claims, losses, damages, costs and expenses of any kind (including, but not limited to, reasonable attorneys' fees) resulting from, attributable to, or arising out of the willful misconduct or negligence of Spin, its directors, officers, employees, agents, contractors or subcontractors, including but not limited to: (i) personal injury, bodily injury, wrongful death and/or property damage (including theft); (ii) disclosure or loss of, inability to account for, misuse of, or unauthorized access to Township Confidential Information; and (iii) any violation of any laws, statutes or governmental regulations. Spin shall be liable in proportion to and to the extent such liability, loss, expense, attorneys' fees, or claims for injury or damages are caused by or result from the negligent or willful Misconduct of Spin, its officers, employees or agents. The foregoing indemnification obligations shall not apply with respect to claims arising out of Township's negligence or willful misconduct.

5) **Limitation of Liability.** TO THE FULLEST EXTENT PERMITTED BY APPLICABLE LAW AND NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OF ANY LIMITED REMEDY OR LIMITATION OF LIABILITY NEITHER PARTY SHALL BE LIABLE FOR ANY SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL OR PUNITIVE DAMAGES ARISING OUT OF OR RELATING TO THIS AGREEMENT OR THE SUBJECT MATTER HEREOF.

6) Insurance.

- a) Insurance Coverages. Spin shall, at its cost, procure and maintain insurance continuously throughout the Term from such companies listed in the current "Best's Insurance Guide" as possessing a minimum policyholder's rating of "A-" (Excellent) and a financial category no lower than "VI" (\$25,000,000 to \$50,000,000 of adjusted policyholder's surplus) or a minimum A rating from Standard and Poor's or a minimum A rating from Fitch or a minimum A3 rating from Moody's.
 - i) Workers' Compensation insurance for statutory limits or a state certificate of self-insurance and Employer's Liability insurance for not less than one million dollars (\$1,000,000) per occurrence;
 - ii) Occurrence type Commercial General Liability insurance including, but not limited to, blanket contractual coverage for bodily injury (including death), personal injury, property damage, and products liability and completed operations with limits of not less than three million dollars (\$3,000,000) per occurrence;
 - iii) Automobile Liability insurance covering all non-owned and hired vehicles with limits of not less than one million dollars (\$1,000,000) combined single limit per occurrence.

- b) Additional Insurance Terms. With the exception of Workers' Compensation and Employer's Liability, each insurance policy listed above, must name Township as an additional insured under the policy(ies). All insurance policies shall be primary and not in excess to or contributory with any self-insurance or insurance policies carried by Township and shall provide that the policy may not be cancelled without 30 days' prior written notice to Township. Spin may use subcontractors in the performance of this Agreement and subcontractors shall procure and/or maintain insurance coverage at the limits described above.

7) Term and Termination.

- a) Term. This contract shall be binding on both parties for a one (1) year period beginning on the date of contract award. The Township shall have the option of extending the contract for two (2) additional one (1) year terms. The Township shall give the Vendor written notice of its intent to renew no less than ninety (90) calendar days prior to the expiration and if the Township elects to renew, the terms of said renewal shall be specified in writing as part of the written notice. Vendor shall respond within thirty (30) calendar days of this notice with any exceptions or changes to the original contract terms. The exceptions shall be negotiated between the Township and the Vendor during the remaining sixty (60) calendar days of the notice period. If there are no exceptions taken or, upon mutual contract of the parties concerning renewal terms, the Vendor shall sign the renewal notice and send it back to the Township. The total term of this contract, including all renewals, shall not exceed ten (10) years.
- b) Termination. Either party may terminate this Agreement without cause with thirty (30) days written notice to the other party.
- c) Effect of Termination. Within a reasonable timeframe, of no more than 10 business days, after termination of this Agreement, Spin shall, at its cost, remove all E-bikes on Township Property and shall, at its cost, use commercially reasonable efforts to restore all ROW to the condition of such ROW as of the Effective Date.

8) Miscellaneous.

- a) Entire Agreement. This Agreement, along with Exhibit A, contains the full and complete understanding and agreement between the parties relating to the subject matter hereof and supersedes all prior and contemporary understandings and agreements, whether oral or written, relating to such subject matter hereof. Any modification or amendment to this Agreement shall be effective only if in writing and signed by both parties.
- b) Amendment. This Agreement may be amended by mutual agreement of the parties. Such amendments shall only be effective if incorporated into written amendments to this Agreement and executed by duly authorized representatives of the parties.
- c) No Joint Venture. Nothing herein contained shall be in any way construed as expressing or implying that the parties hereto have joined together in any joint venture or liability company or in any manner have agreed to or are contemplating the sharing of profits and losses among themselves in relation to any matter relating to this Agreement.
- d) Governing Law and Jurisdiction. The laws of the State of Pennsylvania, without reference to its choice or conflicts of laws provisions, shall govern the interpretation and enforcement of this Agreement. All disputes under this Agreement shall be brought in state or deferral courts sitting in the Middle District of Pennsylvania (as defined by the Federal Courts).
- e) Counterparts. This Agreement may be executed simultaneously or in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

9) **Notices.** All notices and correspondence herein provided to be given, or which may be given by either party to the other, shall be deemed to have been fully given when made in writing and sent in pdf format via email, sent via facsimile, or deposited in the United States Mail, certified and postage prepaid and addressed as follows:

To Spin: 2 Embarcadero Center 8th floor – WeWork - San Francisco, CA 94111; Legal@spin.pm

To Township: 3147 Research Drive State College, PA 16801

Executed by the parties as follows:

Township

Skinny Labs Inc. d/b/a Spin

Signature: _____
Name: _____
Title: _____
Date: _____

Signature: _____
Name: _____
Title: _____
Date: _____

Exhibit A

Spin Operations and Maintenance Plan E-Bike Sharing Program

Fleet Size

Spin will work with the Township on a phased deployment plan not to exceed a total of 100 E-bikes.

Placement Plan

Spin will work with the Township to determine deployment locations for E-bikes. Spin's nimble and flexible operations can adjust vehicle deployment and distribution based on user demand and usage data. Spin's ground operations team will place Spin vehicles in a neat fashion on pathways at least 10 feet wide and at or near racks and corrals. Spin will ensure that vehicles are not obstructing pedestrian or motor vehicle traffic.

Geofencing

Spin agrees to work with the Township to identify and implement geofencing zones, including no ride zone, slow ride zones, and no park zones. Spin agrees to share an initial geofence and deployment map with the Township for approval prior to launch. The live location of bikes is viewable at any time through the Spin mobile app.

User Education

Spin believes that the most effective, consistent, and efficient method of providing important notices and educating users is through Spin's app. Any Spin user may utilize the app, helping to ensure important information is seen and acknowledged.

New Spin users will receive informational pop-ups when they use Spin's app to take a ride for the first time. The pop-ups will require the new users to affirmatively dismiss the pop-ups in order to proceed. The informational pop-ups will include a) reminders about applicable bike laws; and b) instructions on how to park responsibly.

Customer Support

Spin provides easy mechanisms through which users and the public can contact us to ask questions, report Spin bikes that are damaged or obstructing the public right of way, or otherwise. Spin's app has a "Help" button on the user interface. The "Help" buttons enable users to report any issues via live chat, email (support@spin.pm), and phone.

Spin vehicles display our URL, where the public will be able to easily report relocation requests via in-app messaging, email, or phone.

Ground Operations

Spin's ground operations staff are hired locally and help ensure the safety, accessibility, and responsible placement of Spin vehicles. The exact number of locally hired staff will depend on the fleet size in operation. The ground operations staff perform two primary functions:

- Roving
 - Inspect and tune-up vehicles.
 - Visually survey the streets and remove obstructing vehicles.
- Rebalancing
 - Retrieve vehicles that have been marked for repair.
 - Visually survey the streets and remove or neaten obstructing vehicles.

Placement of Vehicles

- Vehicles will be neatly placed by Spin staff on wide sidewalks and at or near public racks and corrals, following consultation with the Township.
- Vehicles will be neatly placed such that they do not obstruct the public's right of way.

Relocation Requests

- Spin users and the general public can report bikes 24/7 via the website or the app.
- Spin will dispatch a ground operations member within three hours between the hours of 9am-6pm on weekdays, with submission of supporting evidence, to deal with vehicles reported as obstructing the public right of way.
- Requests received after normal business hours, weekends, and/or holidays will be handled as soon as practicable the following day.

Maintenance and Safety

- Every vehicle is inspected for safety, with a recorded inspection history.
- Vehicles reported by the public as unusable are remotely disabled and marked for safety inspection.
- All repairs are done by certified mechanics contracted by Spin.
- Safety inspections are performed by the ground operations team, who are trained by certified mechanics. Ground operations staff inspect:
 - Chain
 - Derailleur
 - Drivetrain
 - Seat
 - Pedals
 - Frame
 - Handlebars
 - Baseboard
 - Brakes
 - Brake levers
 - Grips

- Light
- Reflectors
- Tires
- Bell
- Wheels
- Fender
- Signage
- Cables
- Stem

Tune-ups are performed on the spot by the ground operations team during safety inspections. These include minor adjustments that can be completed in 5 minutes or less with tools that operations team can easily carry with them. Substantive tune-ups and repairs are performed at the warehouse per safety protocols. The ground operations team is equipped with the necessary tools.

Repairs are performed at the warehouse by certified mechanics.

All vehicles are inspected against the above checklist, at a minimum, for:

- Cleanliness;
- Damage;
- Secureness; and
- Safe and reliable operation

Reporting

Spin agrees to provide the Township with a subscription to data platform Populous Mobility Manager at no cost.

Contacts

For Spin:

John Lankford
Head of Campus Partnerships
773.240.7956
John.lankford@spin.pm

RESOLUTION NO. _____

A RESOLUTION OF THE TOWNSHIP OF FERGUSON, CENTRE COUNTY, PENNSYLVANIA, ESTABLISHING A POLICY THAT REQUIRES THE IMPLEMENTATION OF MULTI-FACTOR AUTHENTICATION FOR STATE AND LOCAL AND REGIONAL AUTHORITIES, BOARDS, AND COMMISSIONS

WHEREAS, the Board of Supervisors is desirous of establishing a policy that implements procedures to and measures to protect Ferguson Township from cybercriminal activity; and

WHEREAS, passwords are a vulnerable security measure as cyberattacks are becoming more sophisticated and targeted at local governments; and

WHEREAS, passwords provide only a single layer of defense against hackers and cyber criminals, and the security of online accounts is based solely on the strength of the password; and

WHEREAS, phishing attempts have been an issue in the past for Ferguson Township staff and the representatives on local Authorities, Boards, and Commissions (ABCs); and

WHEREAS, multi-factor authentication (MFA) requires not only a password, but also requires additional authentication such as a code sent to a trusted device or a physical token; and

WHEREAS, the implementation of multi-factor authentication (MFA) make it more difficult for the occurrence of spoofing, and ultimately increase the effectiveness of a security system; and

WHEREAS, Ferguson Township's IT System Administrator will implement MFA for employees or ABC members that accesses an issued Ferguson Township Microsoft 365 account or the private network from a location other than the main office located at 3147 Research Drive, State College, PA 16801;

WHEREAS, the Ferguson Township policy shall be for all staff and local and regional Authorities, Boards, and Commissions that requires the implementation of multi-factor authentication is attached hereto as Exhibit "A".

NOTHEREFORE the Ferguson Township Board of Supervisors adopts the Ferguson Township Policy for staff and local and regional Authorities, Boards, and Commissions that requires the implementation of multi-factor authentication.

TOWNSHIP OF FERGUSON
BOARD OF SUPERVISORS

By: _____
Laura Dininni, Chair

[S E A L]

ATTEST:

By: _____
Centrice Martin

**TOWNSHIP OF FERGUSON
PERSONNEL RULES & REGULATIONS**

Subject: Multi-Factor Authentication	Date of Adoption:	Section	Page No.
Employees Affected: All Employees	Date of Revision:	33.0	33.5

Password and Authentication Policy

Definition

Multi-Factor Authentication

Multi-Factor Authentication (MFA) is a security mechanism in which authentication requires the use of more than one verification method to confirm identify of the user prior to granting access to a resource including Microsoft 365 email account or private network.

Remote location

Remote location refers to accessing Ferguson Township Microsoft 365 accounts or the private network from a location other than the employee's office located at 3147 Research Drive, State College, PA 16801.

Network Infrastructure Devices

Network infrastructure devices are the components of a network that transport communications needed for data, applications, services, and multi-media. These devices include routers, firewalls, switches, servers, load-balancers, intrusion detection systems, domain name systems, and storage area networks.

IT Systems Administrator

The IT System Administration shall implement Township-wide controls, procedures, and policies to protect the Township's computers, network, and information systems from intentional or inadvertent modification, disclosure or destruction, as well as monitor user adherence to these policies; arbitrate and resolve issues and problems pertaining to ownership, accessibility and updating responsibility of the Township's data resources; and educate the user community to the ethical usage of computer information and network facilities.

Purpose

The purpose of this policy is to establish password and account *authentication* requirements for authorized employee users that access a Ferguson Township Microsoft Office 365 account or the Ferguson Township Sonicwall NetExtender SSL Virtual Private Network (VPN) Client from a remote location or device not plugged into the network.

**TOWNSHIP OF FERGUSON
PERSONNEL RULES & REGULATIONS**

Subject: Multi-Factor Authentication	Date of Adoption:	Section	Page No.
Employees Affected: All Employees	Date of Revision:	33.0	33.5

Applicability/Scope

This policy also applies to all employees, elected officials, or Authorities, Boards, and Commission members of Ferguson Township. Two-factor authentication (2FA) will be configured for Microsoft Office 365 which shall include Outlook email, OneDrive, Sharepoint as well as Sonicwall NetExtender VPN user accounts. Ferguson Township reserves the right to change, modify, add, or remove portions of this policy at any time. Federal laws, state laws, or other regulatory requirements may preempt this policy.

Roles and Responsibilities

Ferguson Township Manager, or designee, serves as the Chief Information Security Officer and will implement and manage the policy.

Users are responsible for reading and complying with the provisions of this policy.

Enforcement

Failure to comply with Ferguson Township information security policies including this password and authentication policy shall result in sanctions as determined by the appropriate disciplinary procedure. For enforcement questions or clarification on any of the information contained in this policy, please contact Township Manager.

Policy

Ferguson Township employees shall implement strong passwords and multi-factor authentication for both accessible applications owned by Ferguson Township, namely Microsoft Office 365 and the Sonicwall NetExtender SSL Virtual Private Network (VPN) Client.

Password Generation and User Authentication

Access to Ferguson Township information including email exchanges through Ferguson Township Microsoft Office 365, information stored on the township's virtual private network, and other network infrastructure devices owned by the township must be protected by User ID, a strong password, and multi factor authentication.

Passwords – Creating New

All platforms and services permitting access must use *strong passwords*. A strong password contains a minimum of twelve (12) characters consisting of a mix of alpha, numeric and/or

**TOWNSHIP OF FERGUSON
PERSONNEL RULES & REGULATIONS**

Subject: Multi-Factor Authentication	Date of Adoption:	Section	Page No.
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special characters. Upper- and lower-case character combination should be used in the password for case sensitive systems.

Examples for creating strong passwords

- Insert a number or special character in the middle of a word, e.g., “Da1%1as”
- Separate small words with numbers and/or special characters, e.g., “hen#Egg”
- Alter the ordinary spelling of a phrase by substituting numbers for or alphabxxxxx for entire words, e.g., “You are too envious” becomes “UR2nvus”
- Create a phrase that can be squeezed into twelve (12) characters minimum – similar to a vanity license plate number, e.g., “avp@att”
- Easily guessed passwords are strongly **discouraged**. The following are examples:
 - Month and year combinations
 - Account names
 - Names of people
 - Any words found in a dictionary
 - Ferguson Township names or abbreviations
 - Brand names
 - Nicknames
 - College and professional team names and nicknames
 - Sequences like 111111 or aaaaa

Password Expiration

Passwords should have a maximum expiration age of 120 days. Automated password expiration prompts are implemented to remind users when to change their password. New passwords should not be based on any of the last four previously expired passwords.

Default Passwords

All operating system default passwords must be replaced with strong passwords immediately upon gaining access.

Password Administration / Account and Password Reset

Documented procedures must be established to authenticate users on password reset requests. The IT Systems Administrator will provide employees with the password

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paraphrase that shall be provided for an initial first-time account logon or password reset request.

Password Sharing

Users are prohibited from the sharing of passwords.

Account Management

Account Lockout

Failed logon attempts must be limited to three (3) before the system or application initiates a *lockout*. The IT Systems Administrator must be contacted to unlock the account and reset the password.

User's Account Storage

Passwords must be stored and transmitted using a password protected document.

Screen Locking

Systems left unattended for ten (10) minutes or longer must be protected with a screen saver password.

All systems should be configured to automatically start the screen saver feature within a ten (10) minute period of inactivity.

Users are required to use the manual lock feature whenever the system is left unattended.

This immediately invokes the password protected screen saver and overrides the 10-minute automated setting.

For use exclusively by Ferguson Township employees and approved associates

- Password protected screen savers should be used on all systems that support this feature.
- Passwords for screen lock must be consistent with this policy's password

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requirement.

Disabled and Reassigned Accounts

Accounts assigned to employees who have terminated employment with Ferguson Township will have an automated message that recommends an alternative point of contact for an immediate response for the first 30 days. The account will be disabled after 30 days from the last day of employment.

Default Passwords

All operating system default passwords must be replaced with strong passwords.

DRAFT

Discussion of Hybrid meeting Board member attendance

Zoom has revolutionized our traditional thoughts about meetings and how we all attend and participate.

IN our strategic plan, public participation transparency and two way communications were ideals we strive to keep and enhance.

Discuss need for recording attendance in virtual and in person format and consider moving that we collect and record attendance. Would also like to discuss any current legislation that looks as guidelines for remote participation of the public, staff and board members.



Township of

FERGUSON

Pennsylvania

Proclamation

2022 NATIONAL JEWISH-AMERICAN HERITAGE MONTH MAY 2022

Whereas, Jewish-American heritage has roots stemming as far back as 1654, where a ship carrying Jewish religious refugees arrived near present-day New York City, and who like other early colonial settlers, were escaping religious persecution in Europe; and

Whereas, in local Centre County history, the historical legacy of Jewish-Americans can be found as far back as 1786 in nearby Aaronsburg, which is thought to be the first settlement in Pennsylvania, and possibly in the United States, to be founded by someone of Jewish heritage, Aaron Levy, who also valiantly fought in the Revolutionary War as an American; and

Whereas, these stories of early Jewish-Americans, though not often included in the history of early American settlers, speak to the concept of the “American Dream”, where America welcomes “the tired, the poor, and those yearning to breathe free” a chance to find work, life, and new possibilities in the United States; and

Whereas, with this legacy beginning in 1654, Jewish-Americans have gone on to contribute to some of America’s greatest cultural, scientific, and artistic achievements, and have also forever engrained their celebrations, literature, and cuisine, into the larger American life while keeping their identity and traditions alive in the face of virulent anti-Semitism and most importantly, the Holocaust; and

Now, therefore, the Ferguson Township Board of Supervisors does hereby designate the month of May 2022, as National Jewish-American Heritage Month in Ferguson Township; and urges all Township residents to join with the Township Board of Supervisors in recognizing the substantial contributions and culture Jewish-Americans have brought to the world, and condemns all forms of anti-Semitism and hate unto our Jewish-American neighbors and fellow Americans.

PROCLAIMED this ___ day of May 2022.

Ferguson Township Board of Supervisors,

Laura Dininni, Chair