An Active Transportation Workshop
for
Pennsylvania's Northern Tier

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Disclaimer Statement

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Acronyms

ADA	Americans with Disabilities Act
ARPA	American Rescue Plan Act
BFB	Bicycle Friendly Businesses
DOT	Department of Transportation
ECCOTA	Elk County Council on the Arts
LAB	League of American Bicyclists
LTAP	Local Technical Assistance Program
MSU	Montana State University
NPP	Neighborhood Partnership Program
QR	Quick-Response
PA	Pennsylvania
PennDOT	Pennsylvania Department of Transportation
RPO	Regional Planning Organization
SPP	Special Partnership Program
SS4A	Safe Streets and Roads for All
WTI	Western Transportation Institute
YMP	Youth Mural Program

1   Introduction

A myth has been perpetuated that walking and bicycling do not hold value as utilitarian or tourism modes for rural America. However, lived experiences in the rural context suggest otherwise, as documented by research projects like *Case Studies of Communities of Less Than 10,000 People with Bicycle and Pedestrian Infrastructure* (Villwock-Witte & Clouser, 2022), and by simply walking in rural communities (Figure 1).

Figure 1: Person Walking in Kane, Pennsylvania

Working with locals within the "Northern Tier" of Pennsylvania (PA), more specifically Cameron, Elk, McKean, Potter and Warren Counties (Figure 2), an active transportation workshop was developed, drawing from knowledge gained through the aforementioned recently completed research project as well as the extensive knowledge of project partners.
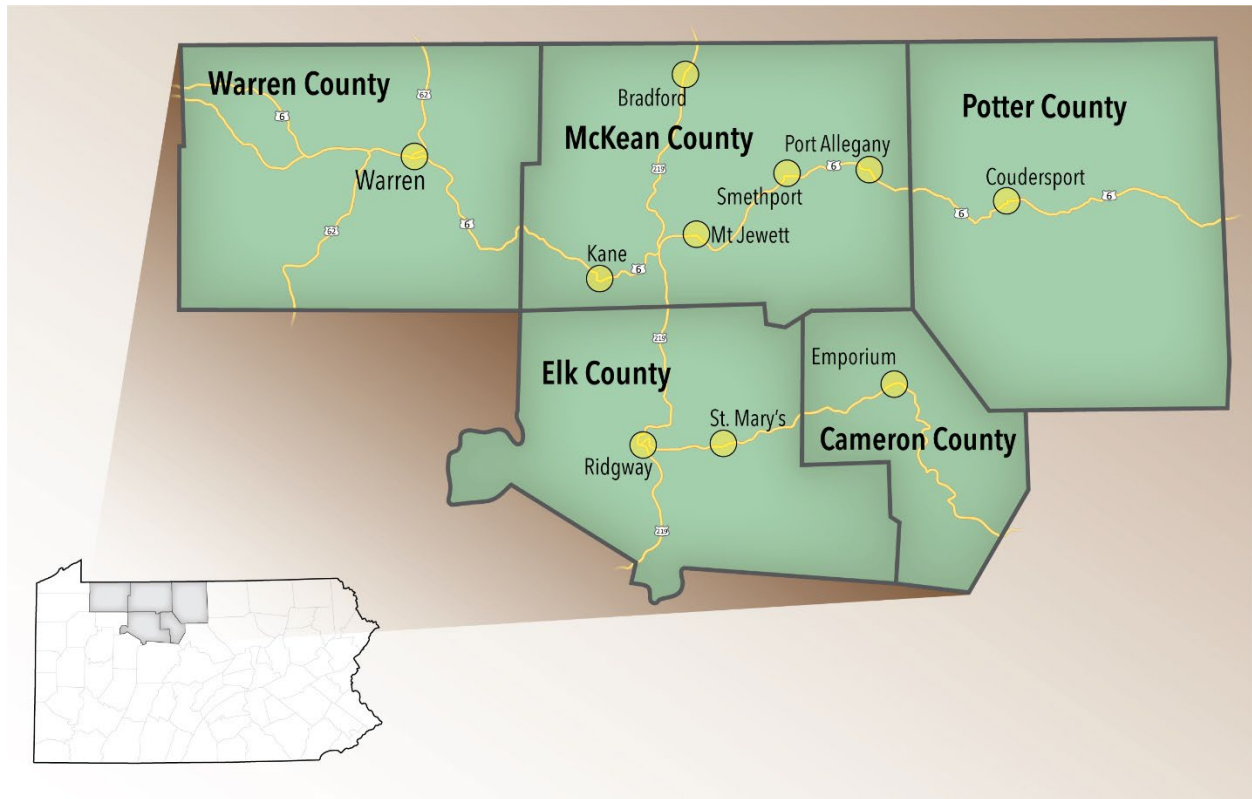
Figure 2: Workshop Outreach area within Pennsylvania's Northern Tier

The workshop was held in Kane, Pennsylvania (population 3,384 (Pennsylvania State Association of Boroughs, 2021)) on Friday, May 19, 2023. The workshop included a welcome and introduction, six one-hour modules covering a variety of active transportation (i.e., walking and biking) topics, a working lunch, a walk audit, and an opportunity to test out e-bikes. In addition to the Friday workshop, two bicycle rides were offered to attendees: a Thursday night walk to a mural and ride to the Kinzua Bridge, as well as a Saturday morning ride. The Saturday ride had to be cancelled due to inclement weather.

2   Planning for the Workshop

To plan for the workshop, eight one-hour-long calls were held between February 28, 2023 and May 16, 2023. The following individuals participated in the planning calls for this workshop (Figure 3):

1) Sam Pearson, Healthy Communities Program Manager, Pennsylvania Downtown Center
2) Kate Kennedy, Executive Director of the Kane Area Development Center
3) Amy Kessler, Director of Community Development and Regional Planning, North Central Pennsylvania Regional Planning and Development Commission (hereafter referred to as North Central)
4) Richard Fry, Planning Director, McKean County
5) Candace Hilliard, Executive Director, Pennsylvania (PA) Route 6 Alliance
6) Ralph Scherder, Assistant, PA Route 6 Alliance (not pictured)
7) Natalie Villwock-Witte, Associate Research Professor/Research Engineer, Western Transportation Institute (WTI) at Montana State University (MSU)
8) Karalyn Clouser, Research Associate, WTI at MSU (not pictured)

Figure 3: Planning Partners

Keeping the meetings short and frequent ensured effective coordination and progress for every discussion.

Ultimately, the following entities were partners in contributing to the success of the workshop, although not necessarily involved in all of the planning discussions: PA Route 6 Alliance, West Penn Power Sustainable Energy Fund, North Central, the National Center for Rural Road Safety, the Western Transportation Institute at Montana State University, the Pennsylvania Downtown Center, McKean County Planning, Pennsylvania WalkWorks, and the Kane Area Chamber.

The following section summarizes the entire planning process for the workshop. Following this summary, in-depth discussions of each meeting are provided. Agencies wishing to offer a workshop for the first time could potentially use the topics identified in each meeting as a blueprint for planning their own workshop. The design of the event postcard and challenges related to planning for the workshop are also discussed.

2.1   Summary of Topics Covered in Meetings

This section provides a summary of the planning process for the workshop including topics covered and resources identified. This summary is organized according to when each topic was discussed qualitatively (e.g., early on, in the middle, and towards the end) in the planning process. The following section provides a description of the eight planning meetings and how planning for the workshop organically evolved.

- Introductions (early)
    - o   Sharing of topics or on-going work related to the workshop
- Advertising (early, middle, end)
    - o   Regional planning organization meeting
    - o   Borough/township/city listserv
    - o   Newspaper press release
    - o   Postcards
    - o   Calls to regional social service organizations
    - o   Social media posting
    - o   Flyer at local coffee shop/restaurants
- Format (early)
    - o   In-person, virtual or a hybrid approach
- Objective (early)
    - o   Cultivating champions for active transportation
- Location (early)
    - o   Defines event capacity
- Content (early, middle, end)
    - o   Draft agenda
    - o   Draft modules
    - o   Consistent branding
- Bicycle rides (middle, end)
    - o   Length (8-mile versus 20-mile versus 45-mile)
    - o   Duration and timing/schedule

- o Are bicycles provided?
- o Will the rides be out and back or one-way with a shuttle?
- o Can the rides help with assessing PA Route 6 proposed loops in the area?
- Evaluation (end)
  - o Deciding on platform for assessment (Menti chosen)
  - o Developing and setting up the survey questions
  - o Providing support materials for surveys (QR code and table tents)
- Sharing of information amongst planners (middle, end) and out to attendees (end)
  - o Via a shared online drive (i.e. OneDrive)
- Logistics (early, middle, end)
  - o Can someone participate in part or are they encouraged to participate for the entire workshop?
  - o Securing meeting space
  - o Parking for participants
  - o Seeking sponsors to cover additional costs
  - o Amount of food
  - o Which organizations will have tabling displays
- Supplies (end)
  - o Folders, name tags, sign-in sheet, printouts to include in folders

Figure 4 summarized milestones in the planning process.
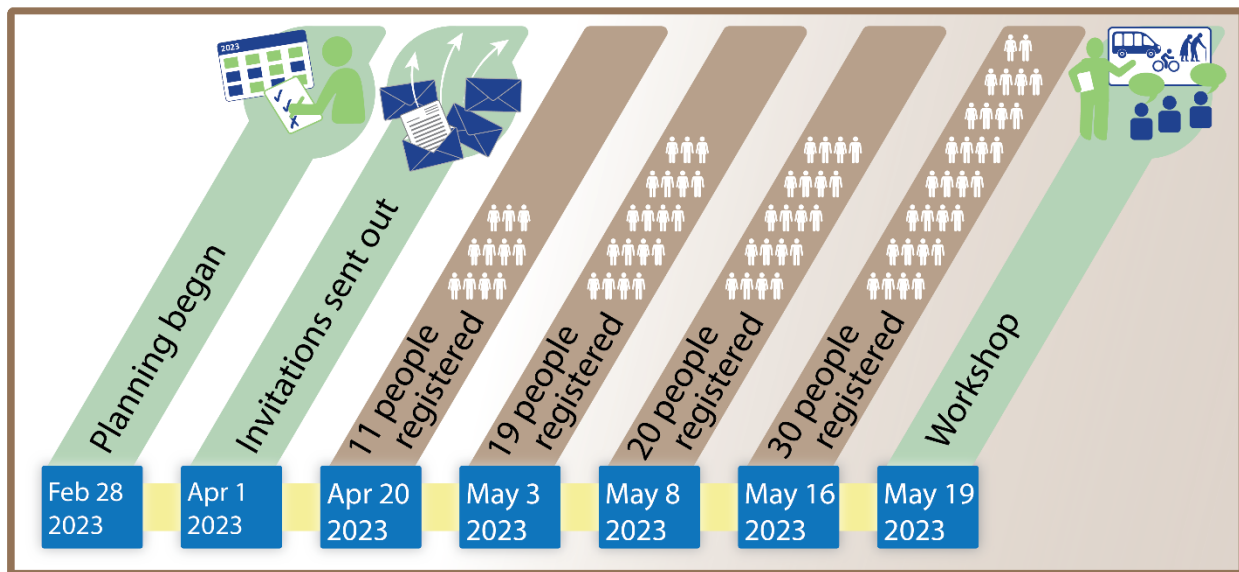
Figure 4: Milestones in the Planning Process

Throughout the planning process for this workshop, a variety of resources and programs were identified related to active transportation. The following is a list of these resources:

- *Case Studies of Communities of Less Than 10,000 People with Bicycle and Pedestrian Infrastructure* (Villwock-Witte & Clouser, 2022)
- *Regional Greenways and Active Transportation Plan* (DiGioia, Donovan, Kovalchik, Schwartz, & Borsos, 2022)
- PA Route 6 Alliance Heritage Plans
- PA Route 6 Alliance Bicycle Friendly Business (BFB) Program
- League of American Bicyclists (LAB) BFB Program
- Special Partnership Program (SPP)
- Neighborhood Partnership Program (NPP)
- WalkWorks Active Transportation Planning Grants (formerly Walking Route development support)
- Elk County Council on the Arts (ECCOTA)
- PA Wilds
- PA Interscholastic Cycling League
- American Rescue Plan Act (ARPA)
- *The Walk Audit: An Effective Tool for Community Change* (America Walks & AARP, 2023)
- Walmart's Community Grant
- Safe Routes to Parks Activating Communities Program
- Act 13 Funds and the Greenways Portion
- Centers for Disease Control and Prevention – Community Guide
- PennDOT Connects and Local Technical Assistance Program (LTAP)
- PennDOT Statewide Active Transportation Plan
- PennDOT PUB 787G – How-To Guide for the Development of Active Transportation Plans
- Pennsylvania Downtown Active Transportation Initiatives Funding Resources
- United States Department of Transportation, Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds: https://www.transportation.gov/grants/dot-navigator/pedestrian-and-bicycle-funding-opportunities-us-department-transportation

2.2   Planning Meeting Discussions

2.2.1   February 28, 2023

To begin, project partners introduced themselves, although all had previously worked with each other at varying levels. As a part of the introductions, partners shared on-going work that could relate to the workshop. North Central identified recently completing the *Regional Greenways and Active Transportation Plan* (DiGioia, Donovan, Kovalchik, Schwartz, & Borsos, 2022) in December of 2022, which provided a good summary of active transportation at the regional level. The Pennsylvania Downtown Center indicated that they hoped to build upon this work by creating active transportation plans for communities that tied into the regional plan. The PA

Route 6 Alliance pointed to their previously created heritage plans, noting that Kane, Pennsylvania's would be updated in 2023-2024. The PA Route 6 Alliance also shared that they recently created a bicycle friendly business (BFB) program (PA Route 6 Alliance, 2023). This led to a discussion of a BFB program offered by the League of American Bicyclists (LAB). A desired outcome as a result of the event would be the number of businesses applying for PA Route 6 Alliance's BFB program or LAB's program. The application for the former program was identified as being much simpler. At this point, partners believed that individuals from Kane could fill the entire room of the workshop due to early express interest. Early discussions also debated between having the morning workshop in Kane and the afternoon workshop at another location in the region.

2.2.2   March 10, 2023

Whether related to the types of programs created (e.g., PA Route 6 Alliance), available funding (e.g., North Central, Pennsylvania Downtown Center), or how other communities worked to support walking and bicycling in their communities (e.g., WTI), the content for the workshop drew from the expertise of the partners. The following were topic areas identified early on, although ultimately they were either combined into one session or were tabled for future events:

- The Importance of Safety for Those Walking & Biking
- Bicycle Friendly Organizations
- Trail Towns
- Resources for Bicycle & Pedestrian Information/Support
- Funding
- Regional Connections
- The Role of Elected Officials/Administrators
- Walking Tour
- Role of Public Health.

Early discussions sought to provide some flexibility in how attendees could choose to participate in part or all of the event, even if it was just for the working lunch hour.

North Central reported already receiving a recent Safe Streets for All (SS4A) planning grant. The planning commission knew that their active transportation plan focused on community connections (e.g., regional focus), not on Complete Streets within communities. There was a discussion about potentially incorporating a discussion of Complete Street policies as well as encouraging attendees to think about in-community projects as a result of the workshop. Ultimately, the discussion suggested that PennDOT Connects Program and LTAP educators (Pennsylvania Department of Transportation (PennDOT)), Marvin Ta, Mark Hood, and Patrick Wright, could cover this topic in the future.

By the end of the second meeting, the partners were already identifying avenues for outreach to make people aware of the upcoming event including through a regional planning organization (RPO) meeting; a distribution list to boroughs, townships, and cities; and a press release in the newspaper. It was noted that at a recent event, postcards were sent to potential attendees which seemed to be effective based on the reported attendance at that event. Categories of individuals

to focus on as potential attendees included businesses, municipalities, non-profits, and elected officials. As no mailing list was available for businesses and non-profits, outreach involved a call (or virtual connection) to each individual person.

There were also conversations on whether the meeting should be in-person or if a virtual option should be provided as well. Being the first time such a workshop was offered, the decision was to stick to an in-person-only option. This led to a discussion of how far the regional draw of participants could extend in light of changes since the coronavirus pandemic. Some felt that if a virtual option was not offered, people would no longer be interested if participation would require potentially long-distance travel. Others have seen in their work an on-going willingness for regional travel to attend events in-person. There was also some concern regarding if elected officials, who were only employed in a part-time capacity, would have the time to attend the workshop. It is believed that they would have to prioritize evening meetings or local daytime commitments because they viewed active transportation as an "extra" topic.

In addition to the other groups, the Kane Development Center suggested sharing the workshop with chambers and economic/community development entities. They offered to advertise the workshop to these entities throughout the region.

A primary objective of the workshops was also identified: *cultivating champions for active transportation*.

Two PA-specific programs were discussed: the Special Partnership Program (SPP) and the Neighborhood Partnership Program (NPP). The SPP and NPP enable businesses to write-off up to $250,000 annually in taxes if they direct those funds as donations to support the missions of non-profit organizations.

Several interesting on-going initiatives were highlighted during the meeting. First, Mt. Jewett was said to be working on creating a sidewalk inventory. Mt. Jewett was identified as identifying how, if created, the inventory would be maintained over time. As a result of this discussion, it was noted that many boroughs do not have sidewalks, which was attributed to the expense associated with Americans with Disabilities Act (ADA) requirements. Traditionally, this viewpoint is reflective of the attitude and practice of treating walking, biking, and accessibility infrastructure as luxuries and additions beyond the basics of roads. This viewpoint is falling out of favor in recognition that it leaves people with disabilities without the ability to get around safely and had adverse health impacts on everyone in an unwalkable community. Second, a hospital foundation in Kane was identified as collaborating with nursing homes to encourage walking on the Kane to Knox Trail (Figure 5).

Figure 5: Kane to Knox Trail

2.2.3   March 24, 2023

Early on, drafts of presentations were shared. A discussion ensued regarding how the workshop presentation could encourage attendees to consider how they could implement similar programs in their community and how the workshop could be used as a catalyst. One suggestion was to provide notecards to attendees to record programs that may be of interest and identify potential partners.

A presentation was shared identifying several programs which support walking and bicycling in small communities across the U.S. The Youth Mural Program (YMP) in Silver City, New Mexico was identified, which brought up the Public Art & Mural Trail (PA Route 6 Alliance, n.d.) through the PA Route 6 Alliance. This led to a discussion of Elk County Council on the Arts (ECCOTA) as well as PA Wilds' role in outdoor art. A ride was suggested to potentially tie in travel to one of the murals along the Kane to Knox Trail. In addition, a Kentucky mountain bicycling league was identified which led to a discussion of the PA interscholastic cycling league. Walking routes identified in the presentation led WalkWorks to share that walking routes they had helped plan and fund are still found within PA communities (Figure 6), although some of the signage was reported as potentially missing and direct funding for that program is no longer available.

Figure 6: WalkWorks Walking Route Sign in Kane, Pennsylvania

During this meeting, it was decided that the PA Route 6 Alliance would host the lunch meeting, speaking to their BFB program. This would be coupled with a discussion of LAB's BFB program and related bicycle-friendly communities (BFC) program.

Six&Kane, a commercial building in downtown Kane, the first certified Passive House EnerPHit Plus office building in North America, was chosen as the location (see Figure 7). The event was capped at forty participants due to room capacity but was free and open to the public. Holding the event at Six&Kane also resulted in support from the West Penn Power Sustainable Energy Fund who paid for participants' lunches. North Central was able to pay the $425 space rental fee as long as active transportation was included in some aspect of the description or the title for the event. However, the American public does not necessarily associate walking and biking with "active transportation" as much as they associate it with leisure or recreation (for more discussion, see 2.10 Event Postcard). This highlights somewhat of a disconnect between funding agencies and public understanding of how we communicate about walking and bicycling. Ultimately it is a non-issue, but the connection between how the public views walking and biking and how funds can be used may not always be well understood by the funders (e.g., U.S. Department of Transportation).

Figure 7: Child and Caregiver Biking on the Sidewalk in Front of Six&Kane

2.2.4   April 11, 2023

As discussions progressed, partners talked about an appropriate length for a potential bicycle ride which would be held Saturday after the workshop. The Kane Heritage Loop was originally believed to be forty-five miles or so but was ultimately determined to be about twenty miles on-road (PA Route 6 Alliance, 2023). There was also confusion about the length of the Knox & Kane Trail and difficulty establishing how much of its overall length (79 miles) was complete

and currently traversable (multiple shorter segments, including 8 miles near the Kinzua Viaduct and 12-15 miles going south and a bit to the east of Kane). It was decided by the group that a twenty-mile trail ride was the most appropriate length.

A workshop module on funding opportunities was shared. It was noted that some locals may not be as interested in pursuing federal funding because of the additional reporting requirements. North Central indicated that they now have three grant writers on staff who can assist locals with applying for funding. They noted that grant applications may not be as much of a barrier for most locals pursuing federal funding as the required funding match is, often about thirty percent. If the local agency does not provide enough match funding, they are viewed as not being competitive. Furthermore, it was offered up that the requirement of three bids hinders local agency pursuit of funding for two reasons. First, the locals prefer to offer projects to local entities (e.g., the local architect) so as to not offend community members who they know. Second, there is a shortage of service providers in the region, whether for design, construction, or construction management, so obtaining three bids can be challenging. Hiring a local person was noted as being a barrier as they often do not have the required federal permits, reviews, and other requirements. Another barrier identified was that many of the communities within the Northern Tier may only have staff in the office one day a week. Missing the timing of grants (e.g., applying by the deadline) and simply the challenge of finding time for grant research, application, and management with such limited hours was also identified as a barrier. Ultimately, North Central and the Pennsylvania Downtown Center collaborated to develop the module on funding to ensure that state-specific information was disseminated.

More discussion ensued regarding match. It was indicated that some in-kind match was possible, although cash match was preferred. American Rescue Plan Act (ARPA) was identified as a source that could be used for match, although it was noted that few communities have done that. Louisiana was identified as a state that was taking an innovative approach to reducing the match required of small communities, sometimes to as low as five percent. They have been able to do this by requesting that the larger communities pay more than the minimum requirement. It was discussed that some communities may not be interested even if the match is only five percent. Yet, it was noted that without any match, funders feel that the community does not have any "skin in the game." It was suggested that seventy-five percent of applications by small communities did not have any match identified.

The draft infrastructure module was shared. Within it, there was a slide about a street in Silver City, New Mexico which has a posted speed limit of fifteen miles per hour (Figure 8).

Figure 8: Silver City, New Mexico's 15 mph Speed Limit on a Local Road

Partners were concerned with its inclusion, as in Pennsylvania, while an engineering study can be conducted to reduce a speed limit to lower than twenty-five miles an hour, it is unlikely that such a study would support a speed reduction as it would have to be based on an assessment of the 85th percentile speed of current free-flowing traffic. Therefore, it was recommended that the slide be removed and instead other information like "20 is Plenty" would be shared in the introduction to the workshop.

Bicycle racks were shown within the infrastructure module; however, some examples were found to have non-preferable designs. There was a desire to remove the poorly designed bicycle racks as there was a concern that including them would "normalize" them. The PA Route 6 Alliance offered to share some local examples of bicycle racks. After the presentation of the infrastructure module to the group, one member recalled an example from Burlington, Vermont of a smartphone-guided walking tour (Wandering Tours Burlington, n.d.). There are examples of similar options in PA, with the Ready Set Fit App in Central Pennsylvania and Walkitecture in Wilkes-Barre.

2.2.5   April 20, 2023

By Tuesday, April 20, 2023, almost a month before the event, only eleven people had registered for the workshop, so about a quarter of the capacity. The majority indicated that they would attend for the entire day. When some people signed up, they registered for a second person under their name, so it was not always clear who the attendees would be. Of those who had registered, none were from Kane, Pennsylvania, which was unexpected.

As more information was provided about mural locations and trail length, it was decided that the Thursday night event would be a combination walk and ride, with the expectation that participants could view three murals along the route. The participants would ultimately ride to the Kinzua Viaduct (Figure 9), four miles away from Mount Jewett along the Knox & Kane Trail.

Figure 9: Kinzua Viaduct (an industrial ruin at the heart of a new State Park)

Potential participants were expected to bring their own bike, although a contact was provided for anyone needing to borrow a bike. The Saturday morning ride was also discussed. At the time of planning, some might view the level of comfort bicycling from Kane, PA to the starting point as low considering the large traffic volumes, high vehicular speeds, and large vehicles that travel Route 6 in this corridor (Figure 10).

Figure 10: An Example of a Large Vehicle

A shuttle ride, coordinating with a local business (Kane Manor Inn) was offered as an option. The cost was quoted as $180, estimating about $15 per person, as the shuttle could accommodate a maximum of twelve people. The shuttle would tow a trailer to accommodate the bicycles. Only four people had signed up for the rides.

At this point, the meeting turned to whether or not representatives from PennDOT were participating. It was noted that employees of PennDOT had been part of invitation emails that were sent out. A local technical assistance program (LTAP) representative was noted as planning to attend, whereas no one from a PennDOT District Office was believed to be attending.

Another discussion centered on whether or not the presentations were to be consistently branded. This topic was tabled until a later meeting.

2.2.6 May 3, 2023

One of the artists who had created a mural along the trail, Angela Cornelius, was contacted and agreed to be present to discuss her work during the combined walk and bicycle ride on Thursday evening.

At this point, approximately nineteen people signed up for the event, whether for part of a day, all of the day, or some mix of the workshop and rides. Categories of participants represented included:

- PA Wilds
- Kane Manor Inn
- Johnsonburg, PA
- Trail Association of the McKean/Elk Divide
- ECCOTA
- Two Commissioners (one from McKean County)
- Cameron County
- Allegheny National Forest Visitors Bureau
- Lumber Heritage Region Plans
- The Warren County Visitors Bureau

There was some concern associated with the limited number of attendees; however, it was noted that for prior events, many people walked in or signed up at the last minute. Whether or not walk-ins would be accepted was a point of discussion, as lunch would be provided based on the number of registrants. A press release was to be shared with the newspaper, not a paid ad. Another suggestion included more of a grass-roots approach to advertising: posting a flyer at local coffee shops or restaurants. There was a desire to include Mt. Jewett Trail Club members.

The meeting then moved to how the workshop was to begin. Who was going to provide a welcome to attendees? It was decided that a representative from Kane, whether from the Kane Area Development Center or the Mayor, would begin by welcoming everyone. A presentation would follow describing the importance of walking and bicycling and the goals of the event.

The presentations associated with lunch were then planned. The PA Route 6 Alliance was going to describe their BFB program and the Downtown Pennsylvania Center was going to provide information on LAB's BFB program.

The Kane walk audit was then discussed. A portion of a video from a webinar, *The Walk Audit: An Effective Tool for Community Change,* recently held by America Walks and AARP (America Walks & AARP, 2023) would kick-off the walk audit followed by a walking discussion of bicycle and pedestrian infrastructure found in Kane. This recording was to be highlighted, as it emphasized a great cooperative working relationship of community members and community administrators, which helped move forward better facilities for walking and biking, as the community administrators acknowledged that the staff capacity could not have done it without the support of the community members. There was an interest in having the walk audit travel to Evergreen Park, which was in relative proximity to the event, although it could possibly be

obstructed by a train traveling through the community when the walk was taking place. An additional consideration for the walk audit was the possible presence of snow.

There was also a discussion regarding whether or not a wheelchair would be used during the walking audit to better demonstrate to participants the challenges that an individual traveling via this mode may experience (e.g., limited -and sometimes erroneously directed - curb cuts).

After the walk audit, there was a plan to get together at a local business for some informal post-workshop discussions. The location was about a half a block from the event location. There was some discussion about how moving to the post-workshop discussion would relate to needing to vacate the event location by a specified time.

With several presentations from various entities now forming the content of the workshop, a shared drive was created where everyone could upload their presentation as well as view the draft presentations by others. A deadline for uploaded presentations was proposed for Friday, May 5, 2023.

Workshop logistics were also discussed. Six&Kane had smart screens, which allowed for an easy set-up of workshop presentations. However, with some organizers traveling to Kane from out-of-town, there was a need to plan for when people would arrive. The workshop organizers planned to capture photographs of the event and the surrounding community to be used for the walk audit map. Finally, demonstration e-bikes would be offered for trial after the workshop (Figure 11).

Figure 11: E-Bike Demonstrations

Several breaks were planned throughout the workshop to foster discussion amongst attendees and for personal breaks. Therefore, planners discussed the possibility of using poster boards to engage people during these breaks. Ultimately, these were not implemented. In addition, tables were identified where information from project partners would be available. This included information about the PA Route 6 Alliance's BFB program, Pennsylvania Downtown Center, information from PennDOT's LTAP, and printouts of the case studies used to develop several modules. All of the aforementioned efforts represented a greater push to identify how next steps after the workshop could be fostered.

2.2.7   May 8, 2023

Twenty people had registered for the workshop. Three people had signed up for the Thursday night ride; two people had signed up for the Saturday morning ride. There were still a limited number of participants from Kane, PA signed up. In addition, there were limited registrations from other municipalities in the region. A press release had been sent out and partners planned to follow-up with people.

The meeting then moved to how the workshop would be evaluated. A pre- and post-survey that was used to evaluate a college course was shared. Menti was identified as a tool that could be used to obtain input from participants.

Ideas for the introduction were then presented. A slide would list all of the sponsors, supporters and participants. It would also mention who and what active transportation is for. A takeaway that was desired is that participants understand that active transportation is not just for recreation and tourism but also for traveling to everyday destinations.

The meeting then moved onto other workshop modules. One topic highlighted is that members of the Pennsylvania Downtown Center can leverage the foundation directory to identify potential sources for funding. Tractor Supply was identified as a funder that may be unexpected. Walmart's Community Grant was also highlighted. Both could be used for event sponsorship. America Walks was identified as another option, as was Safe Routes to Parks Activating Communities. Through the discussions, partners noted how confusing acronyms can be. A need for creating a document highlighting the deadlines for funding sources was identified. It was to be created as a one-page handout.

The lunch-and-learn was further planned. First, a six-minute video would be presented followed by a discussion of the checklist associated with the PA Route 6 Alliance's BFB program. Through this planning, a discussion ensued about LAB's bicycle friendly community program.

The meeting then circled back to branding of the workshop presentation materials. One solution that was used is to have a common title slide for each presentation (Figure 12).

Figure 12: Presentation Title Slide for Branding

As the partners discussed the content of the funding table to be shared during the workshop module, Act 13 Funds and the Greenways Portion were identified. It was noted that Act 13 Funds, related to revenue from gas drilling in the commonwealth, could be potentially used as match for communities, depending upon the decisions of the county commissioners. The county could provide letters of support for a community's application as well. Some federal funds (e.g., Centers for Disease Control and Prevention) were noted as potential match options whereas others (e.g., federal PennDOT) were suggested as not eligible as match for federal programs. Rather than tell a community that one or another could or could not work, it was recommended that the community contact their county planning office or regional planning organization.

2.2.8   May 16, 2023

This meeting centered on some last-minute preparations for the workshop. A shared drive enabled presentation access for all participants.

The inclusion of local photos in the presentation about infrastructure and programs was discussed.

There was also a discussion regarding the "MAMIL" description highlighted in a slide within the opening presentation (Figure 13).

Figure 13: MAMIL Image (from the 2017 film MAMIL: Middle-Aged Men in Lycra)

For some, it was viewed as a negative connotation. For others, they felt that it provided an "a-hah" to audience members. Ultimately, the slide was retained because it was believed to hold a significant presence in many people's minds as the predominant bicyclist type, whereas in reality, these type of bicyclists represent only a small number of people who ride.

The discussion then turned to the use of Menti. Participants could access it using a quick-response (QR) code or by accessing the website and entering a code specific to the event. The vision for Menti is that it would allow capturing before and after understanding of participants, essentially measuring whether or not the workshop had an impact. A challenge with Menti is that only one question could be displayed at a time. The use of a survey in Qualtrics was also mentioned, as it would potentially allow a user to complete the questions at their own pace. Ultimately, the perspective moved from more numerous questions to fewer, simpler questions, one which used a Likert scale (e.g., rate something on a scale from 0 to 5) and a word cloud. It was thought that this would encourage more participants to answer the questions. Furthermore, as a Menti poll was created for each module (in part because participants were not required to participate the entire day), there was a belief that there would be more than enough input from participants.

One last effort was made to encourage workshop participation.

Six&Kane is located in Kane's dense downtown area and parking for the event could present a challenge. Local representatives noted asking permission from local partners (e.g., the church) to use their parking during the event which may otherwise not be utilized.

Thursday's ride was discussed. A few had signed up for the ride. Almost no-one had signed up for Saturday's ride. The meeting location for the ride was identified as the trailhead.

Printouts of the case studies were mailed to the local representative. The PA Route 6 Alliance took the lead on compiling printouts of the presentations and other related items (e.g., BFB application) into folders for participants. They also provided nametags for attendees.

The West Penn Power Sustainable Energy Fund provided morning and afternoon snacks, coffee, and lunch for the event.

Participants were identified as being from Lumber Heritage Region, LTAP, counties, various boroughs and cities (e.g., Mt. Jewett, Johnsonburg), Pennsylvania Department of Conservation & Natural Resources, PA Wilds, a business (e.g., Kane Manor Inn), ECCOTA, Allegheny National Forest, and a visitor's bureau.

Other last-minute to-do's included bringing a sign-in sheet and exchanging numbers amongst the workshop planners.

2.3   Event Postcard

Several iterations of the event postcard were created by the Pennsylvania Downtown Center. They were updated based on feedback from the group during the calls. For example, one suggestion was, "Like to Get Around Under Your Own Power? Looking for Safer Options to Do So in the Area? Come to the Active Community Mobility Workshop." Considering the aforementioned option, it was discussed that while many in the profession term walking and bicycling as "active transportation," to be clear to the general public - the audience for the event - walking and bicycling were included in the postcard. In addition, the term "mobility" was discussed as potentially related to physical therapy. The term, "Walk, Bike & Roll," was viewed as being potential "click-bait" and was seen as being more akin to outdoor recreation terminology. There was also a discussion regarding whether or not there was a need to ensure that the words "safe" and "accessible" were included in the final postcard to reiterate the relationship to the SS4A efforts; ultimately, as shown in Figure 14, they were not included. Furthermore, the photos (shared by the Kane Area Chamber) very purposefully intended to represent a range of ages and mobilities. There was also a discussion regarding whether or not a link as well as a QR code should be used. North Central offered to print the postcard and send it out.

Figure 14: Final Event Postcard

2.4   Challenges

Some challenges were encountered in planning. These are shared with the hope that if another area or region collaborates an active transportation workshop offering, they are able to learn from this effort.

First, Eventbrite was used as the interface to allow registration for the event. The Pennsylvania Downtown Center and PA Route 6 Alliance worked collaboratively to create the registration page. Attendees could sign-up for the Thursday night ride, Friday morning workshop, Friday afternoon workshop, the entire Friday workshop, and the Saturday morning ride or some combination. This created challenges in Eventbrite, as it was not immediately obvious in the program how one could allow for a different number of "tickets" for each event. It is recommended that an independent page on a relevant regional organization's website with the basic event information be provided and then a link to the ticketing. If handled this way, the individual parts of the event could have been ticketed separately, especially the tours taking place on different days. PA Route 6 Alliance was in the middle of a website revamp and the Pennsylvania Downtown Center also had limited ability to do quick website edits. Eventbrite offered a compromise, but also presented limitations.

An event like this would not have been as successful without local partners. The support of these partners helped to ensure that the workshop not only ran smoothly but was relevant to the local audience.

3   Summary of the Workshop

The workshop was held on Friday, May 19, 2023 at the brand new Six&Kane facility (63 North Fraley Street; Kane, Pennsylvania) (Figure 15).

Figure 15: Workshop

A total of thirty people participated in the workshop. Project partners had hoped that forty would attend.

A welcome and introduction to the workshop, five one-hour modules, a lunch-and-learn session, and a walk audit were then scheduled. To encourage participation for evaluating the workshop, each table had a print-out of the QR code that would bring participants to the Menti questions. The agenda for the event can be found in Figure 16.

This section will provide a short description of each module of the workshop. Appendix A contains images of PowerPoints shared with attendees. In addition, WalkWorks Walkable Communities Collaborative rack cars were shared (https://www.pa.gov/en/agencies/health/programs/healthy-living/walkworks/pa-walkable-communities.html) as well as What's In a Word Active Transportation Lexicon (https://padowntown.org/article/whats-in-a-word-expanding-your-active-transportation-lexicon/).

Walk-Bike-Roll! Activating Your Community

Workshop in Kane, PA   Six&Kane, 63 N Fraley St   May 19, 2023

A day of interactive presentations about connecting local communities with more active mobility options, for economic vitality and greater transportation independence for all.

AGENDA (link to view all presentations: https://bit.ly/WBRpresentations23)

9:00am - 9:30am:	1- Welcome & Introduction
	Break
9:45am - 10:45am:	2- Walking & Biking Infrastructure for Small Communities
	Break
11:00am - 11:45am:	3- Funding, Funding, Funding
11:45am - 1:15pm:	4- Lunch & Learn – Bike-Friendly Businesses and Communities
	Break
1:30pm - 2:15pm:	5- Making Connections – Regional & Within One's Community
	Break
2:30pm - 3:15pm:	6- Programs to Support Walking & Biking
	Break
3:30pm - 4:30pm:	7- Kane Walk Audit

WRAP-UP (Optional!)

4:30pm - 5:30pm:	E-bike Test Ride Opportunity
5:00pm - 6:30pm:	Walk-Bike-Roll Happy Hour

EVENT PARTNERS
West Penn Power Sustainable Energy Fund
North Central Pennsylvania Regional Planning and Development Commission
PA Route 6 Alliance
National Center for Rural Road Safety
Western Transportation Institute
McKean County Planning
Pennsylvania Downtown Center
PA WalkWorks
PennDOT Local Technical Assistance Program

Scan QR to access agenda (not the menti) with links.

Interactive survey – go to www.menti.com and enter code 78 85 95 7 or use QR printed on table tents.

Figure 16: Workshop Agenda

3.1   Welcome and Introduction

Sam Pearson conducted the introduction. She identified the partners and sponsors of the workshop. She defined active transportation, discussed its connection to health, identified benefits, identified who might use active transportation, detailed the risks of active transportation, and concluded with describing how everyone can support active transportation.

3.2   Walking and Biking Infrastructure for Small Communities

Natalie Villwock-Witte gave the walking and bicycling infrastructure for small communities presentation. The stated objective of this presentation was to share examples of bicycle and pedestrian infrastructure found in other small communities across the United States. A desired outcome of the presentation was for the audience to consider how similar infrastructure can fit into their community.

3.3   Funding, Funding, Funding

Sam Pearson and Amy Kessler coordinated to deliver the Funding, Funding, Funding presentation. Funding opportunities were discussed by phases of a project. Grant identification tools were shared, as well as key links for active transportation funding sources.

3.4   Lunch & Learn – Bike-Friendly Businesses and Communities

Sam Pearson and Candace Hillyard coordinated to deliver the lunch and learn presentation. Candace's presentation began with sharing information about PA Route 6. She then provided more details on bicycle tourism and shared information about PA Route 6's signature bicycle loops. Candace then provided details about PA Route 6's bike friendly business program, which is a more simplified program than LAB's. A video on the topic was shared with the audience. Sam shared information about LAB's bicycle friendly business, bicycle friendly communities, and bicycle friendly universities programs.

3.5   Making Connections – Regional & Within One's Community

Natalie Villwock-Witte gave the Making Connections presentation. The objective of the presentation was to share examples of varying programs which can support bicycling and walking. In addition, the audience would ideally begin brainstorming what the programs may look like in their community.

3.6   Programs to Support Biking & Walking

Natalie Villwock-Witte gave the Programs presentation. The objective of the presentation was to share examples of community-wide and regional networks to support walking and bicycling from other small communities across the United States. Participants began brainstorming connections that are important in their community and region.

3.7   Kane Walk Audit

A walk audit was the last session of the workshop. The route is identified in Figure 17, and a copy of the route was offered to walk audit participants. The walk audit lead, who was from out-of-town, arrived early to capture topics to discuss on the walk audit route and then partnered with a colleague at the office to develop the map. The walk audit sought to find a balance so as to not be too critical of existing infrastructure but encourage participants to think critically. For

example, in Kane, the bike rack needed to be attached to the ground (Figure 18) as well as oriented properly (see number four of Figure 17). As another example, infrastructure need to be effective – a broken sidewalk, while a sidewalk, is not useful if it cannot accommodate all users, such as someone walking with a cane or traveling in a wheelchair (see number two of Figure 17). Whereas some walk audits can last for extended durations, this relatively quick, but effective exercise got participants out using the infrastructure that some may only see from their vehicles. A few people shared that they never even thought of some aspects that they see on a daily basis in such a way.

Locals on the walk audit route suggested an "ah-ha" after realizing that the post office bike rack was bent and disconnected and that the bike racks near the community center were orientated in the wrong direction. They also noted that they had asked for better visibility of the crossing of the roadway going through downtown (as well as more crossings) but indicated that they felt they had limited options to address it. A similar sentiment was felt regarding the broken sidewalk. They suggested that funding its rehabilitation was a point of discussion. Additional take-aways from the activity include:

- Request the bike rack at the post office be reattached to the ground.
- Consider more visible versions of crosswalks, especially along Route 6 in the community.
- Daylight crosswalks where possible to improve visibility.
- Make it easier to find the Knox & Kane Trail maps for people visiting.
- Consider additional wayfinding signage for pedestrians, beyond the park kiosk format.
- Engage with the school district, particularly when looking into funding related to Safe Routes to School.
- Consider applying for the Local Share Account or Multi-modal Funding for intersection improvements (the former could be used for the design looking at the intersection south of town and the railroad tracks as it also has a significant grade which makes it difficult for the large vehicles traveling through town as well as an extensive amount of pavement which is expensive to maintain).
- Investigate creating direct routes for bikes and pedestrians at the south end of Commons Alley, near the Historical Society.
- Consider landscaping/path improvements to the empty lot owned by the Historical Society.
- Consider pilot installations of infrastructure (e.g., paint and flexible posts) to help clarify road allocation on Field Street (especially if it is changed to a one-way street).
- Pursue outreach with the assisted living facility to see if there may be opportunities for Cycling Without Age activities.
- Promote the PA Route 6 Alliance's BFB program (including outreach to trucking companies that frequently send trucks through town).
- Offer Bicycle-Friendly Driver training for commercial operators in the county.

Figure 17: Walk Audit Route

Figure 18: Pushed Over (and Disconnected on One Side) Bike Rack at the Post Office

3.8 Bike Rides

Two bike rides were organized as a part of the event: one the evening of Thursday, May 18, 2023 which included a walk to a mural for a discussion with the artist (Figure 19) followed by a bike ride to the Kinzua Viaduct (see again Figure 9), and one on Saturday, May 20, 2023. The intent was that routes/sites would have different characteristics or purposes and therefore potentially attract different participants (e.g., those interested in art, those interested in a shorter ride (Thursday), and those interested in a longer ride (and potentially only available to ride on the weekend (e.g., they work)). Unfortunately, weather ultimately resulted in the cancellation of the Saturday event, although minimal interest had been showed during early registration for the event. More notably, very few workshop participants seemed interested in the rides. This potentially suggests a bit of a disconnect in the interest in planning for bicycling (and walking) and those same individuals seeing the value of bicycling to better understand some of the challenges. It could also suggest an interest in a shorter time commitment, particularly for an activity like bicycling, which is still considered to be more of a "reach" activity. Walks and rides provide a different type of experience and level of information.

Figure 19: Walk to Mural

4   Evaluation of the Workshop

A total of thirty people attended the workshop (thirty registered). Workshop attendees represented cities (e.g., City of Warren; St. Mary's), townships (e.g., Collins), boroughs (e.g., Johnsonburg, Youngsville), counties (e.g., Cameron, McKean, Warren), the state (Department of Health, Department of Conservation and Natural Resources), visitor bureaus (e.g., Visit Allegheny National Forest; Warren County Visitor Bureau; Lumber Heritage Region), private businesses (e.g., Kane Manor Inn), art entities (e.g., ECCOTA), and conservation groups (e.g., PA Wilds), and the PennDOT Local Technical Assistance Program (which is a contract with an engineering firm). Furthermore, larger regional non-profits and the rural planning organization were represented as presenters.

This section highlights an evaluation of the workshop including engagement in PA Route 6 Alliance's BFB program post-workshop, results of the Menti poll feedback from each workshop module, and a post-event survey.

4.1   PA Route 6 Alliance BFB Program

The lunch-and-learn session focused on PA Route 6 Alliance's BFB program. Only a few businesses were represented at the event. However, even those who did not have a business were encouraged to share the information with business owners.

4.2   During Event, Menti Feedback

Menti was used as a tool to evaluate the workshop, particularly as the workshop was an inaugural offering. Menti polls were used both before and after each module presentation in order to gauge whether attendees' understanding of the topic changed over the period of the workshop.   The following sections provide Menti poll results.

4.2.1   Workshop Introduction: Community Role

During the workshop welcome and introduction, participants were asked, "What is your role in your community?" Choices provided to participants include: resident, business owner, part of a community organization, advocate, appointed official, municipal employee, elected official, county/regional agency and state agency.

The majority of participants self-identified as residents and individuals representing a community organization (Figure 20).
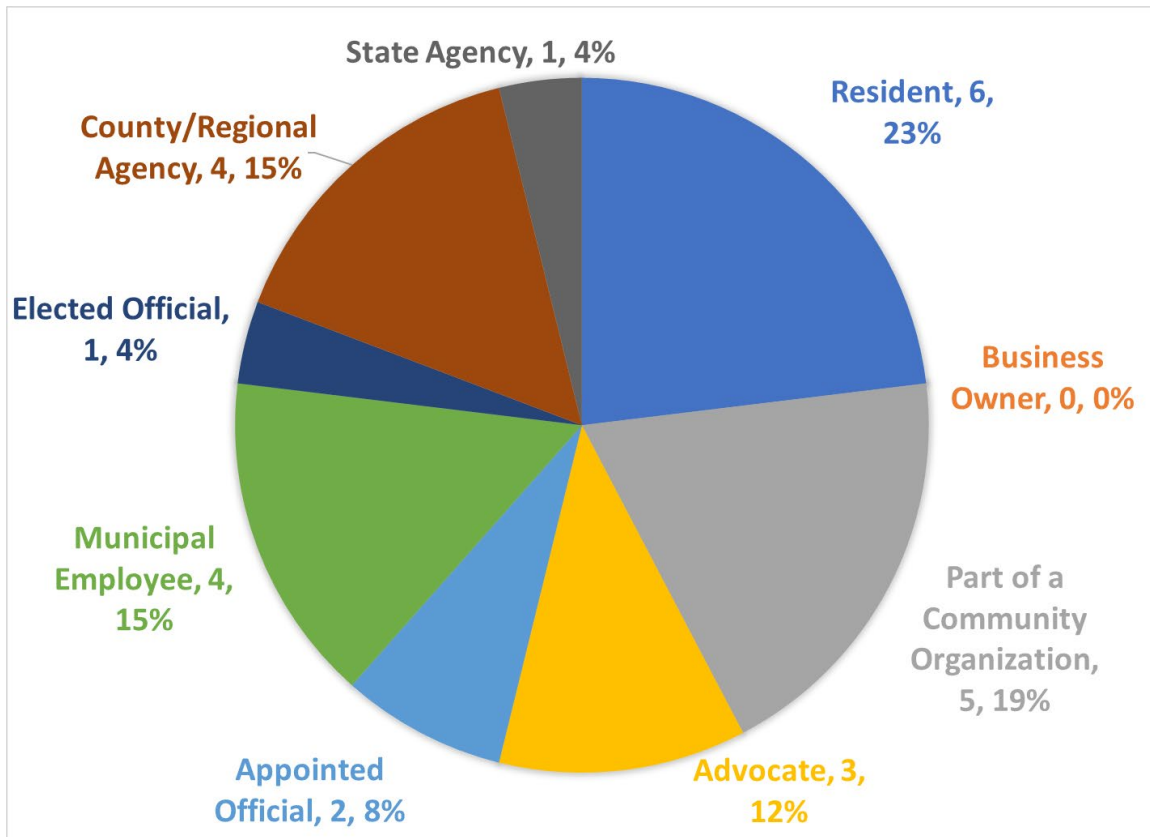
Figure 20: Community Role

4.2.2   Workshop Introduction: Participant Interest

Participants were asked, "What aspects of walking and biking in rural and small town communities are you most interested in learning about?" Seventeen responses were provided, and they are as follows:

- "Marketing cycling as transportation and enjoyment"
- "Making downtown walkable and safe routes through downtown and safe routes to schools and parks."
- "Trails. Walkable community to add to small town charm. Safety. Direct routes for practical use."
- "Want to find out how to integrate bike/hiking into our redevelopment plan we are developing for our downtown business area"
- "Connectivity to downtown, business area and neighborhoods as well as recreational opportunities for our residents."
- "Extending Bike Path and walking trails and upgrading cross walks throughout a city to a more durable and safer material."
- "Can there be a designated area to travel by bike that doesn't consist of sharing the same lanes as vehicles?"

- "In our downtown and connection to trails"
- "Learning where to start, how to create a transportation plan and the resources to create a plan."
- "Small steps that most rural communities can take"
- "Starting and promoting the activity. Rental stations."
- "Is there funding to also help make businesses qualify for this program? E.g, getting bike racks, cleaning stations, repair equipment"
- "Connecting sidewalks; sidewalks that are not crumbling, that are safe."
- "Small steps that rural communities can take for better accessibility. How regional organizations like PA Wilds can help encourage and accomplish those goals."
- "Safety and accessibility."
- "Development of Bike trails with State Routes and Highways"
- "Development of Bike Lanes with State Routes and Highways."

Some themes that seem to come through several times in the comments provided include a desire to connect to a community downtown via walking and bicycling, a need to consider safety, learning where to start or small steps to improve active transportation infrastructure, and the need for infrastructure repair (sidewalks).

4.2.3   Workshop Introduction: Reported Feeling of Walking & Biking in Small Towns & Rural Areas

Participants were asked, "How do you feel about walking and biking in small towns and rural areas at the beginning of this workshop?" Only four participants provided a response. They are as follows: 1) leary, hopeful, 2) relaxing, exhilarating, 3) intriguing, necessary, vital, and 4) improvement, health, safety.

4.2.4   Infrastructure Module

The following questions were asked during this session:

- Infrastructure (quantitative), Pre- & Post-: Please indicate your level of agreement with the following statement: I can identify infrastructure the supports people's ability to walk and/or bicycle in my community.
- Infrastructure (qualitative), Pre- & Post-: Please name bicycle and/or pedestrian infrastructure that comes to mind.

Workshop participants were asked to indicate their level of agreement [1 (Strongly Disagree); 2 (Disagree); 3 (Neutral); 4 (Agree); and 5 (Strongly Agree)] that they can identify infrastructure that can support walking and/or bicycling within their community both before and after the module presentation. From the seventeen people who responded to the pre- and post-presentation survey, the average response before the presentation was 3.6 and 3.9 after (Figure 21).
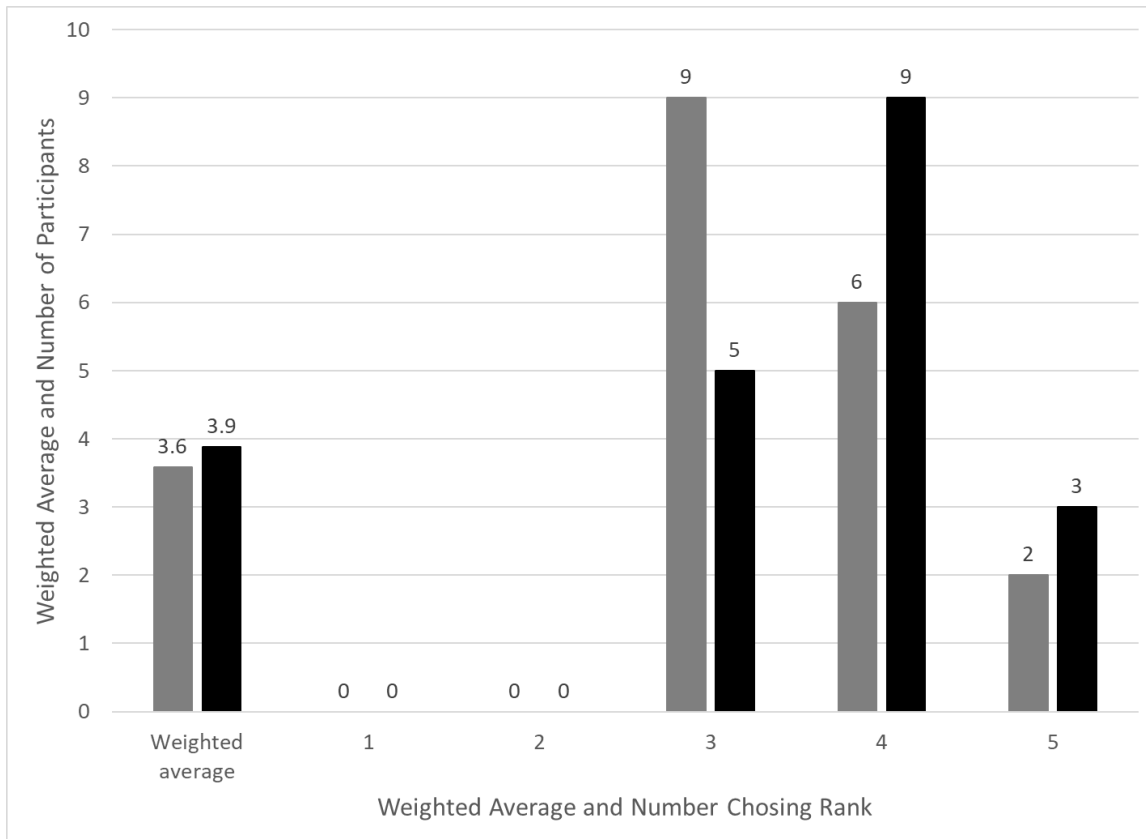
Figure 21: Infrastructure, Pre- and Post- Presentation

Participants were also asked to identify bicycle and/or pedestrian infrastructure that comes to mind both before and after the session presentation. Sixteen people provided a response before and after the presentation. The before and after word clouds are shown in Figure 22.

Figure 22: Infrastructure Word Cloud

While respondents suggested that they learned a limited amount from the presentation, the word cloud indicates that in the before case many of the descriptors related to trails (e.g., rails to trails, trails, hiking trails, trails at jakes rocks), whereas in the post-presentation word cloud, people were starting to report terms used in the transportation profession (e.g., rrfbs, "rectanglr" flashing beacon, sharrows (aka "sharos")), which could enable participants to start asking for specific

infrastructure when speaking with planners or submitting grant proposals. Sometimes it seems as if the public may not seem as supportive of bicycle and pedestrian infrastructure because they do not know what they can ask for, as it is not as familiar to many Americans, particularly rural Americans. Empowering residents with images and photos of what the infrastructure can (and does, see Appendix A) look like in other communities can help them envision what is possible for their community.

4.2.5   Funding Module

The following questions were asked during this session:

- Funding (quantitative), Pre- & Post-: Please indicate your level of agreement with the following statement: I can identify potential funding sources to support people walking and biking in my community.
- Funding (qualitative), Pre- & Post-: Please name a funding source or sources that might be a good fit for your community.

Workshop participants were asked before and after the session presentation to indicate their level of agreement about whether or not they can identify funding sources to support people walking and biking in their community both. Of the eleven people who responded to the pre-presentation survey and the seventeen who responded to the post-presentation survey, the average before the presentation was 3 and 4.5 after (Figure 23). This change suggests that many attendees were not well versed on the variety of funding sources that could be used to support walking and bicycling.
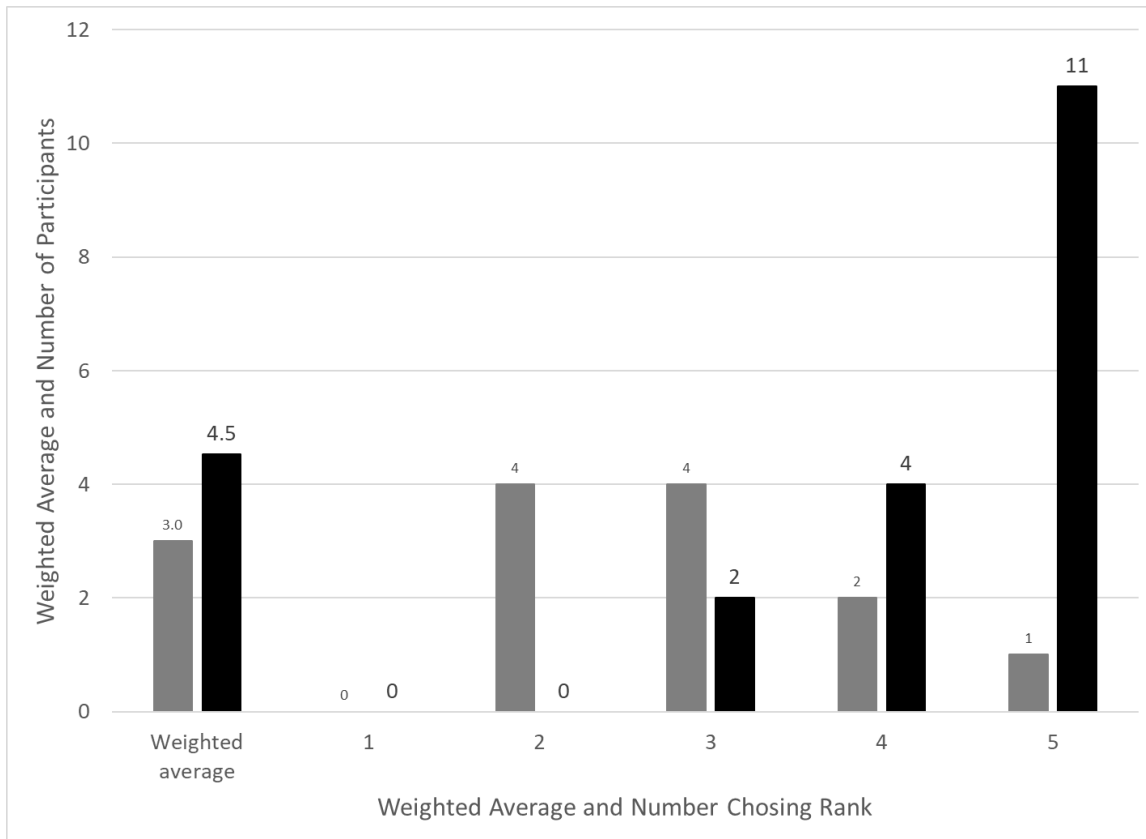
Figure 23: Funding Pre- and Post-Presentation

Participants were also asked to identify bicycle and/or pedestrian funding sources that they were aware of both before and after the session presentation. Thirteen people provided a response before and after the presentation. The before and after word clouds are shown in Figure 24.
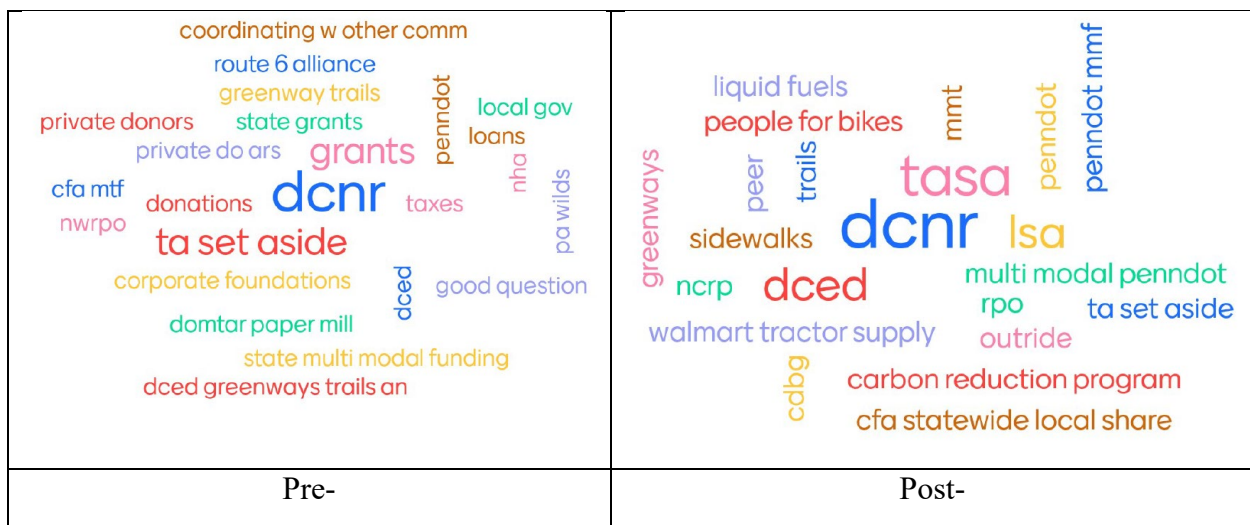
Figure 24: Funding Word Cloud

Responses indicate that participants learned about the alternative funding options available (e.g., Walmart, Tractor Supply). Additionally, it seems participants learned of opportunities to fund active transportation infrastructure through initiatives like the Carbon Reduction Program which aim to reduce greenhouse gas emissions from transportation. Only a few responses identified transportation-specific funding sources (as compared with conservation or economic development or generic ideas like taxes, grants, or donors) in the before and many more distinct responses in the latter.

4.2.6   Bicycle Friendly Business Module

The following questions were asked during this session:

- Bicycle friendly (quantitative), Pre- & Post-: Please indicate your level of agreement with the following statement: I can identify potential ways for businesses and/or the municipality to support people walking and biking in my community.
- Bicycle friendly (qualitative), Pre- & Post-: Please name a bicycle-friendly strategy that could be a good fit for your business or community.

Workshop participants were asked to indicate their level of agreement that they can identify ways that businesses and municipalities can support walking and bicycling in one's community both before and after the session presentation. Of the fourteen people who responded to the pre-presentation survey and the thirteen people who responded to the post-presentation survey, the average before the presentation was 3.2 and 4.2 after (Figure 25).

Figure 25: BFB Pre- and Post-Presentation

Participants were also asked to identify bicycle and/or pedestrian strategy that could be a good fit for business or community both before and after the session presentation. Eleven people provided a response before and seven people after the presentation. The before and after word clouds are shown in Figure 26.
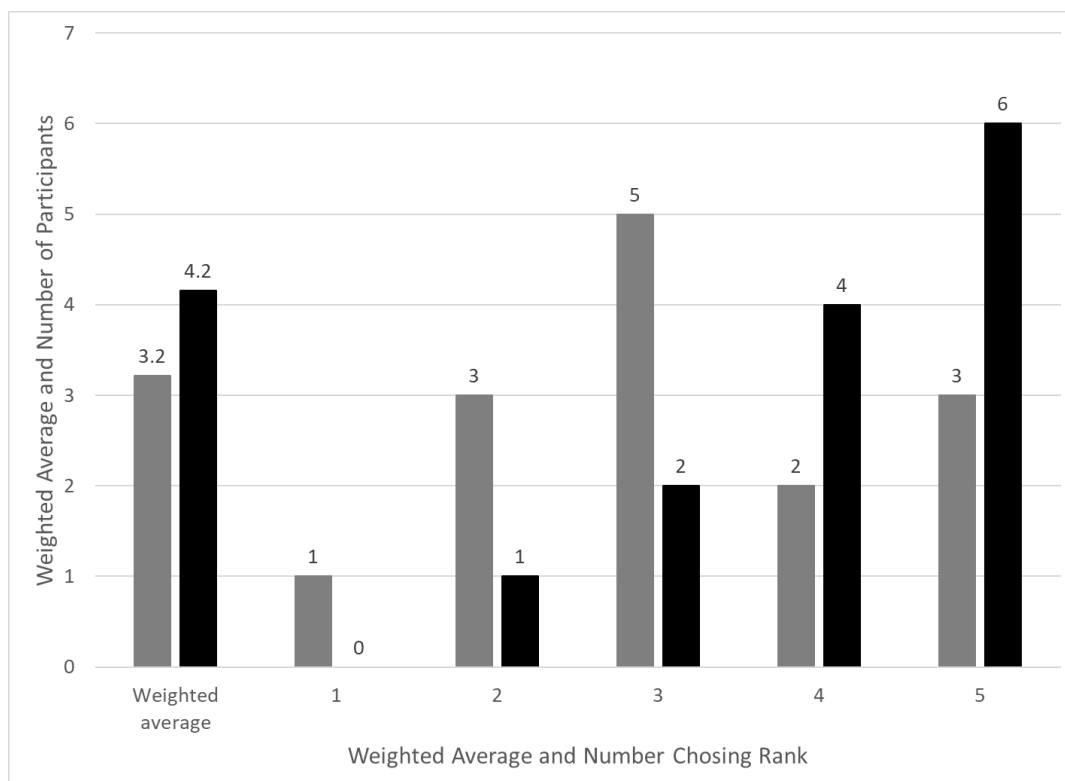

| Pre- | Post- |

Figure 26: BFB Word Cloud

The results suggest an understanding of how creating bicycle and walking connections to town can encourage economic development. While there are fewer responses in the after, they include a number of bigger picture concepts rather than just being concrete objects, events, or local installations. Also, since the Menti results were not displayed where participants could see them, people became less interested in the word clouds when they were not able to see them populate in real time. Furthermore, while information was not always entered into Menti, there were many lively small group conversations going on, as was encouraged. However, the small group conversations competed with the completion of the Menti information. The lack of responses may also reflect that respondents completed the second question but did not press enter because the question was closed.

4.2.7   Connections Module

The following questions were asked during this session:

- Connections (quantitative), Pre- & Post-: Please indicate your level of agreement with the following statement: I understand the importance of making bicycle and/or pedestrian connections to local and regional destinations.
- Connections (qualitative), Pre- & Post-: Please indicate a destination(s) a person walking and/or bicycling may want to travel to within your community or region.

Workshop participants were asked to indicate their level of agreement that they understand the need for bicycle and pedestrian connections in their community and in the region both before and after the session presentation. Of the six people who responded to the pre-presentation survey and the seven who responded to the post-presentation survey, the average before the presentation was 4.5 and 4.3 after (Figure 27).

Figure 27: Connections Pre- and Post-Presentation

And it seems that the person who chose "Very Poor" (a.k.a., 1) was possibly not paying much attention, suggested by their lack of participation in the pre-survey.

Participants were also asked to identify a destination that someone might want to walk or bicycle to within their community or region both before and after the session presentation. Five people provided a response before and four people after the presentation. The before and after word clouds are shown in Figure 28.
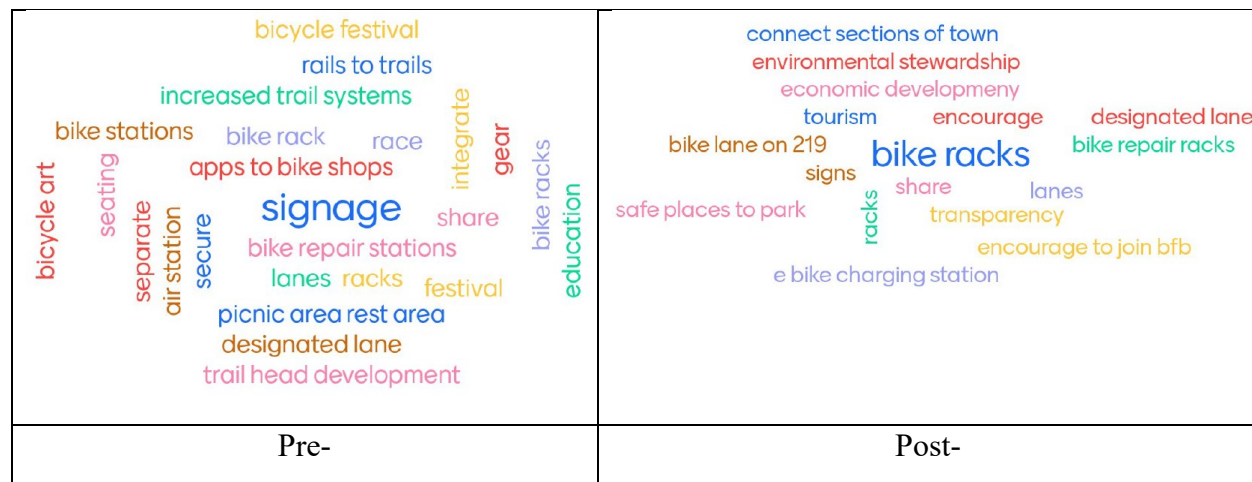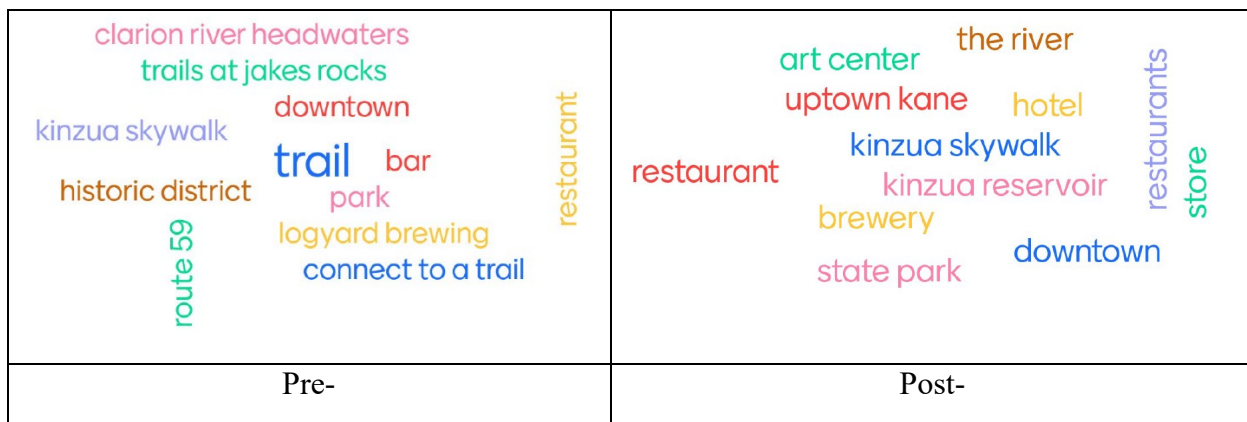

Figure 28: Connections Word Cloud

The results suggest somewhat more of a focus on local destinations after the presentation (e.g., store, hotel, art center, downtown, "uptown kane") whereas before the presentation attendees were more likely to note a specific trail or recreation connection.

4.2.8   Programs Module

The following questions were asked during this session:

- Programs (quantitative), Pre- & Post-: Please indicate your level of agreement with the following statement: I can identify partners that I can work with to support walking and bicycling in my community.
- Programs (qualitative), Pre- & Post-: Please name a program or programs that can support walking and/or bicycling.

Workshop participants were asked to indicate their level of agreement that they can identify partners they can work with to support walking and bicycling one's community both before and after the session presentation. Of the ten people who responded to the pre-presentation survey and the eight who responded to the post-presentation survey, the average before the presentation was 4.1 and 4 after (Figure 29).
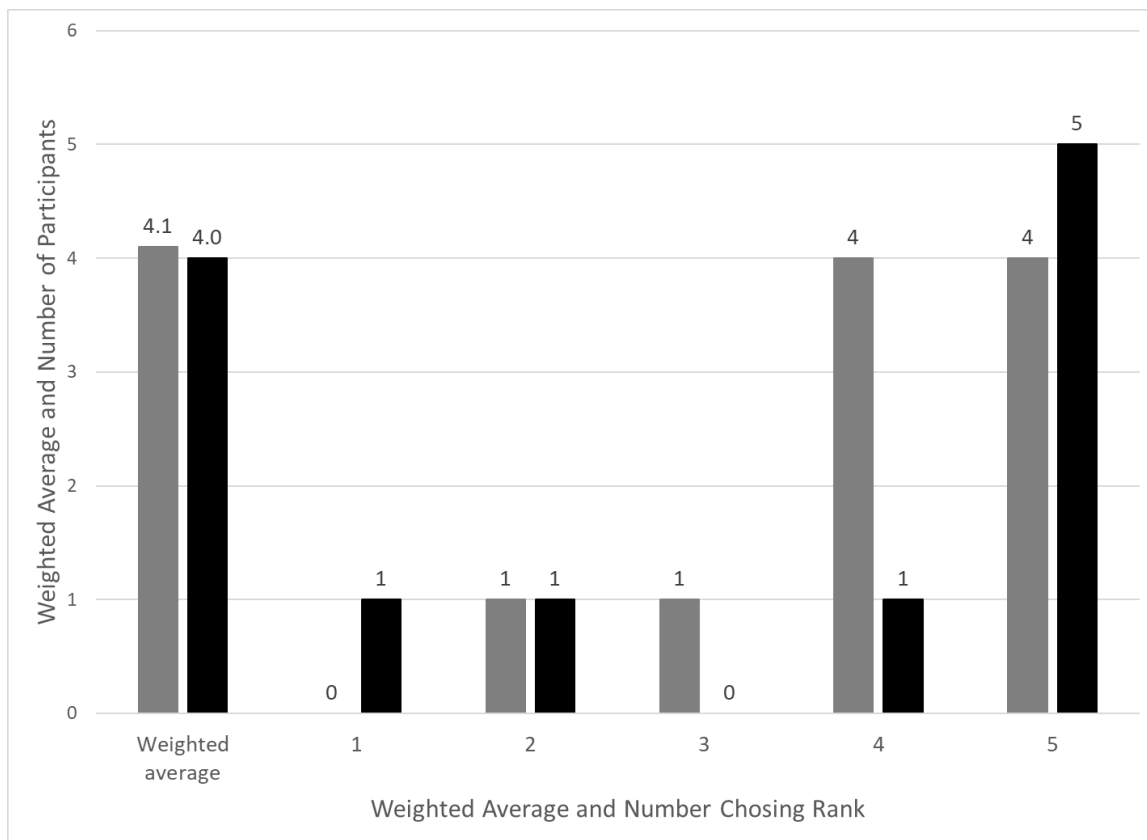
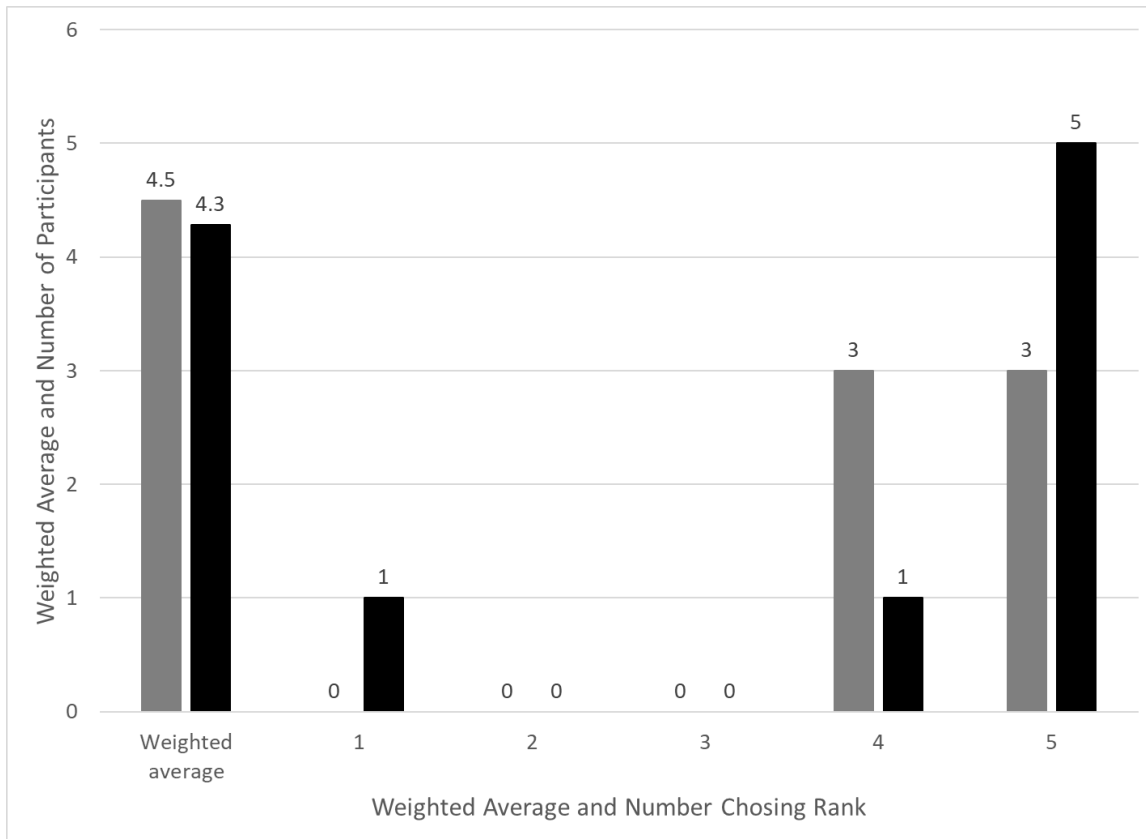
Figure 29: Programs Pre- and Post-Presentation

Participants were also asked to name a program or programs that can support walking and/or bicycling both before and after the session presentation. Seven people provided a response

before and three people after the presentation. The before and after word clouds are shown in Figure 30.

local cycle shop	
dcnr walkworks pa wilds	
visitor center ltap	
cannd aid lsa rec committee	
rails to trails natl biking assc	
chamber of commerce	
bicycle coalition of phil	
Pre-	Post-
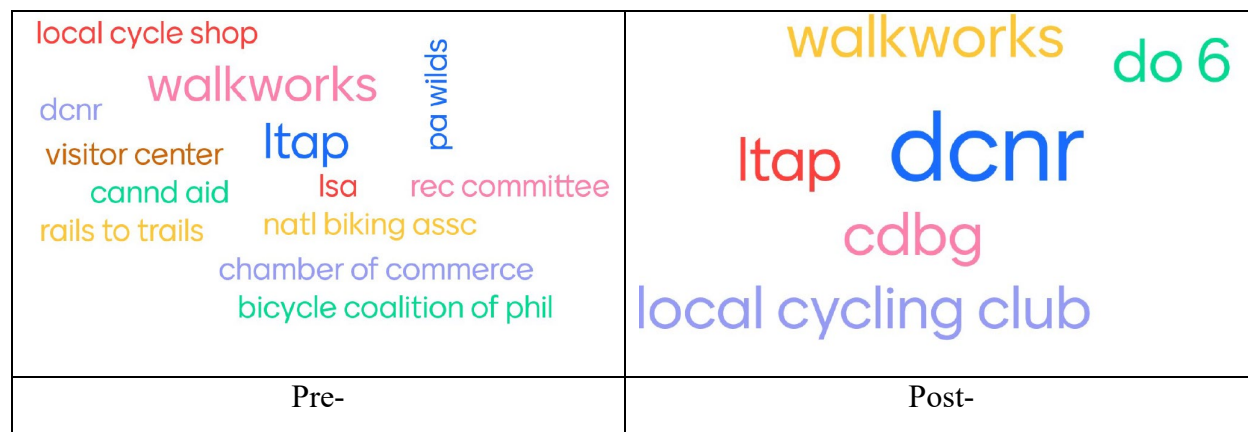
Figure 30: Programs Word Cloud

The results suggest limited learning from the programs module, although there were very few respondents. The results seem to suggest confusion about what is meant by "program." The given feedback details grant programs, funding programs or non-profits when compared with the desired walking and bicycling engagement, education, and outreach programs. At this point, there may have been some fatigue by participants.

4.2.9   Menti Summary

Participation via the Menti polls drastically decreased after lunch. This was also reflected in the number of attendees who remained in the afternoon. It might suggest Menti poll fatigue and/or it might suggest overall workshop fatigue. Therefore, there are several alternatives that could be considered in an attempt to more effectively engage participants. For example, information could be shared during a half-day workshop, or possibly even during monthly hourly discussions. There was also concern, based on how attendance reduced as the day went on, with the workshop being offered on a Friday. More discussion is needed to weigh the pros and cons of offering the event on a different day of the week. There also might be value in offering a printed feedback form. Some of the participants seemed to be less inclined to participate via the tech modality. There also may have been some resistance in being polled.

4.3   Post-Event, Survey Feedback

In addition to Menti, a survey was sent out to participants to obtain some post-event feedback. Ten survey respondents provided feedback.

5   Conclusions & Next Steps

With the objective of cultivating champions for active transportation, the workshop saw success but there is also opportunity to further these efforts. For example, while some personal discussions with some of the attendees suggested that they found significant value in what they had learned, many within Kane lamented the lack of participation from Kane residents. However, this could potentially be a phenomenon where people are aware that they have a great resource in their community, but being so busy with day-to-day activities, they do not necessarily make use of said resource.

Early on, the partners discussed the workshop as part of a series of efforts to promote and create more bikeable and walkable communities (and between communities) for Pennsylvania's Northern Tier. Another event had already been planned for the region on the topic of Trail Towns. It was led by Amy Camp who had conducted previous work in the area and nationally regarding Trail Towns. In that sense, the objective was achieved.

The attendance and response to this workshop highlighted the value of providing people with a real-world event that doubles as a teaching tool.

One item that was not well-covered within the workshop was Complete Street policies at the local level. The region could leverage the support of the PennDOT Connects Program to conduct a training event that covers this topic.

One recommended after-action was to follow-up with regional planning partners, counties, PennDOT Districts, and regional planning organizations to see if there is an opportunity to share the workshop experience and resources generated. An additional offering is scheduled for the end of October of 2024 in Mansfield, Pennsylvania.

In addition, it was recommended that the PA Route 6 Alliance create a page related to the workshop on their new website.

Some key take-aways from the event include:

- Active transportation in all contexts is a significant element in the State Health Improvement Plan (SHIP) adopted during the planning for this event. Holding events like this aligns with the strategies to reduce chronic disease through physical activity. Unfortunately, there is no targeted funding for the SHIP.
- There is a growing recognition of the need for this type of planning, even in small towns and rural areas. It is relevant to all, not just the deeply committed. There is still room for additional outreach and education.
- Funding opportunities are both very interesting and compelling to people and organizations but also intimidating and challenging. WalkWorks' funding opportunity one-pager tends to be one of their most popular resources. However, it is unclear if it assists communities with figuring out how to pull together match as well as convincing eligible entities to apply to the grant funding identified.

- Programs and partnerships are the areas that are the least familiar and therefore where the most work could be done within specific communities to make people aware of programs supporting active transportation and also ensure that the right people are at the table and working together towards common goals.
- Short walk audits are a great way to enable understanding of how to think beyond just providing the infrastructure and engage community members to think about the potential challenges associated with bicycling and walking in their community.

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Appendix A

Welcome & Introduction

PARTNERS AND SPONSORS

- West Penn Power Sustainable Energy Fund
- North Central Pennsylvania Regional Planning and Development Commission
- PA Route 6 Alliance
- McKean County Planning
- Kane Area Development Center
- National Center for Rural Road Safety
- Western Transportation Institute
- Pennsylvania Downtown Center
- PA WalkWorks

WHAT IS ACTIVE TRANSPORTATION?

Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling. Use of the term "active transportation" highlights the growing recognition of the connection between public health outcomes and transportation planning.

- 2019 Pennsylvania Active Transportation Plan

HEALTH CONNECTION – PHYSICAL ACTIVITY

HEALTH CONNECTION – PHYSICAL ACTIVITY

BENEFITS OF ACTIVE TRANSPORTATION

- Personal and Public Health
  - Acute and Chronic
  - Mental and Physical
  - Health/Economy Impacts
- Personal/Community Finances
  - Equity/Access
  - Cost of Construction, O&M
- Economic Vitality
  - Destinations and Value
  - Social Cohesion
- Environmental Impact

WALKABILITY FOR MAIN STREETS

WALKABILITY FOR MAIN STREETS

RISK FOR THOSE WALKING AND BIKING

WHO IS ACTIVE TRANSPORTATION FOR?

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.

LOW STRESS TOLERANCE   **HIGH STRESS TOLERANCE**

WHO IS ACTIVE TRANSPORTATION FOR?

WHO IS ACTIVE TRANSPORTATION FOR?

| 34% | 53% | 7% | 6% |

31-37% of the total population

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.

NO CYCLING TOLERANCE

LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

IMPLICATIONS OF SPEED

WHY SPEED MATTERS

75%

Drivers yield 75% of the time when traveling 20 MPH

17%

Drivers yield only 17% of the time when traveling 37 MPH

Field of vision at 15 MPH

Field of vision at 30 to 40 MPH

HIT BY A VEHICLE TRAVELING AT:

20 MPH

9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

30 MPH

5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

40 MPH

Only 1 out of 10 pedestrians survive
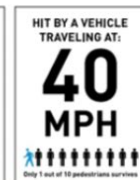
IMPLICATIONS OF SPEED FOR PEOPLE & PLACES

Field of vision at 15 MPH
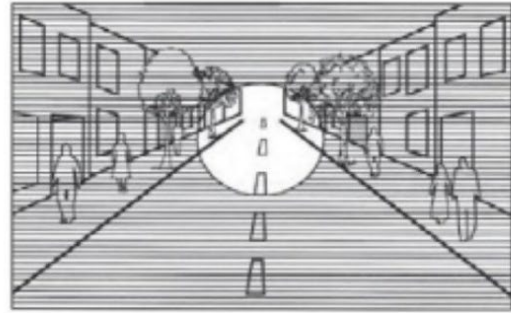
Field of vision at 30 to 40 MPH

IMPLICATIONS OF SPEED FOR PEOPLE & PLACES

HIT BY A VEHICLE TRAVELING AT:

20 MPH

9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

30 MPH

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HIT BY A VEHICLE TRAVELING AT:

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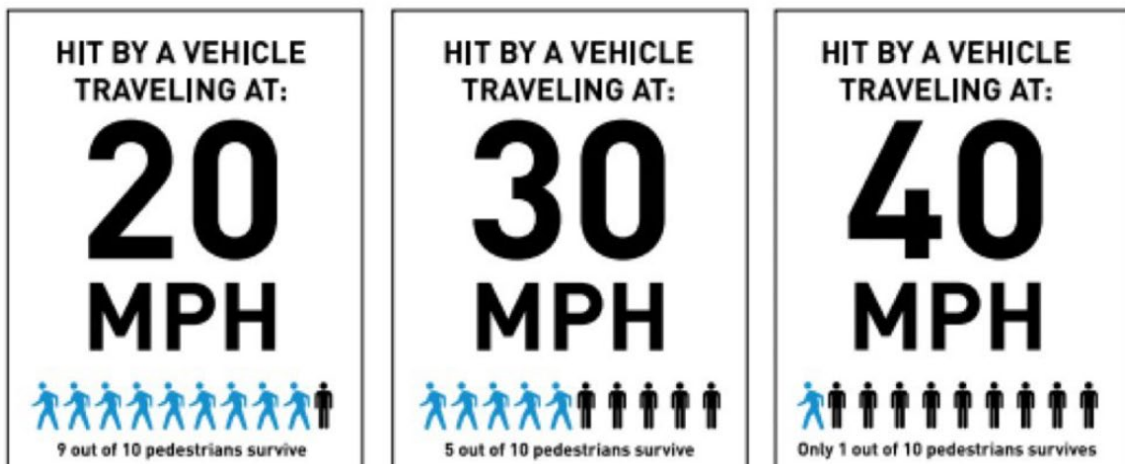
EVERYONE NEEDS TO BE ABLE TO GET AROUND

EVERYONE NEEDS TO BE ABLE TO GET AROUND

MAKING A DIFFERENCE IN PEOPLE'S DAILY LIVES

Instead of
barriers
struggle
few options
poor health

Create this
accessibility
liveability
options
good health
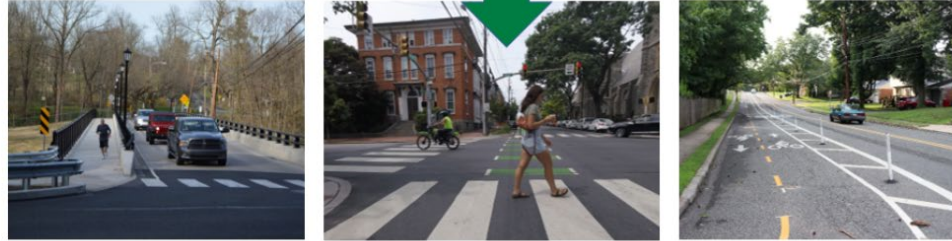
How Do We Do This?

Agenda for today

- Infrastructure in Rural Areas
- Funding Available
- Bicycle-Friendly Communities
- Supportive Programming
- Regional and Local Connections
- Kane Walking Tour
- (E-Bike Test Rides)

Next Steps
Dream Big, But Start Small

Next Steps
Dream Big, But Start Small

HOW TO SUPPORT ACTIVE TRANSPORTATION

- Sign yourself and others up for the WalkWorks newsletter --
  register here: bit.ly/WWnews2022

- Spread word about WalkWorks Funding Opportunities –
  and other resources for communities linking EcDev, health, and walkability

- Policy spotlight on PPAC (Pedestrian Pedalcycle Advisory Committee) --
  next meeting scheduled for Tuesday, June 13, 1-3pm

- Emphasize Active Transportation planning, promotion, and programming in
  all communities – resources at PAwalkworks.com

Samantha Pearson

Pennsylvania Downtown Center
Healthy Communities Program Manager
PA WalkWorks
pawalkworks.com
sampearson@padowntown.org
717-233-4675

ALL AGES AND ABILITIES

BALANCE BIKES
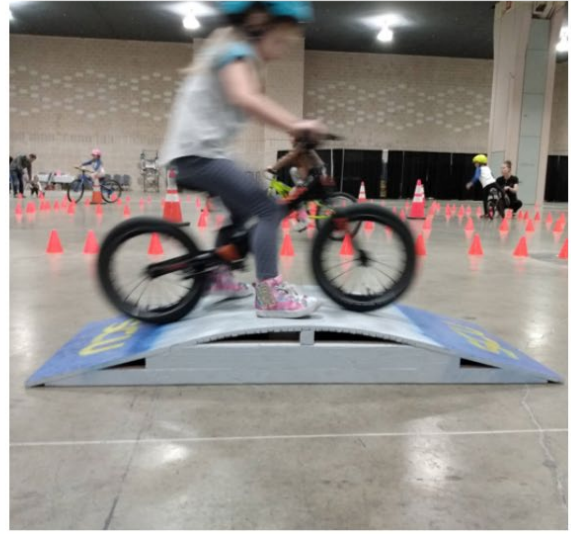
MICRO (MOBILITY) FLEET

- E-bikes, two models
- Wheelchair
- Balance bikes
- E-trike + adaptive options in works

Walking & Biking Infrastructure for Small Communities

Agenda

- 9:45-10:15am: Introduction of bicycle and pedestrian infrastructure examples across the country in small communities
- 10:15-10:30am: Brainstorm bicycle and pedestrian infrastructure needs for your community (breakout)
- 10:30-10:45am: Report out

Learning Objectives

- Goal: To share examples of bicycle and pedestrian infrastructure found in other small communities across the U.S. and to begin brainstorming what infrastructure may be needed in your community.
    - Objectives:
        - Identify examples of *on-street* bicycle and pedestrian infrastructure
        - Identify examples of *separated* bicycle and pedestrian infrastructure
        - Identify examples of *other supporting* bicycle and pedestrian infrastructure

---

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Types of Bicycle & Pedestrian Infrastructure

1) **On Street**
   - Shared Lane Markings
   - Bike Lanes
   - Side Paths
   - Curb Extensions
   - Reallocation of Space
   - Roadway Crossings – Rectangular Rapid Flash Beacons (RRFBs)

2) **Separated Facilities**
   - Sidewalks
   - Multi-Use Pathways
   - Bridges
   - Underpasses

3) **Other Supporting Infrastructure**
   - Bike Skills Park
   - Speed Feedback Sign
   - Wayfinding
   - Bike Tune Up Station
   - Bike Racks
   - Benches

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1) On-Street

Bike Lanes

Pipestone, Minnesota

Corbin, Kentucky

Silver City, New Mexico

Side Paths

Ruidoso, New Mexico

Ruidoso, New Mexico

Walker, Minnesota

Curb Extensions (aka bump-outs)

Arcadia, Florida

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Reallocation of Space: *Battson-Oates Drive*
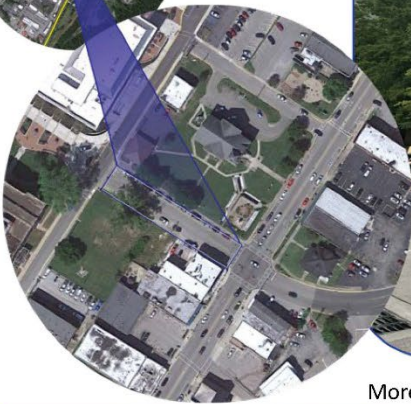
Morehead

Morehead, Kentucky

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Reallocation of Space: *Monroe Street*
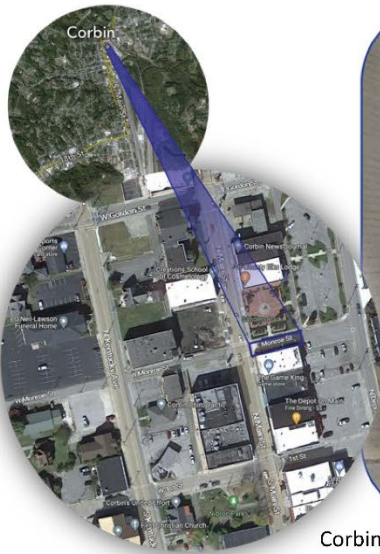
Corbin, Kentucky

Rectangular Rapid Flash Beacons (RRFBs)

Morristown, Vermont

Rectangular Rapid Flash Beacons (RRFBs)

Luverne, Minnesota

Rectangular Rapid Flash Beacons (RRFBs)

Calvert City, Kentucky

Rectangular
Rapid Flash
Beacons
(RRFBs)

Pipestone, Minnesota

2) Separated Facilities

Sidewalks

Pipestone, Minnesota

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Multi-Use Pathways

Calvert City, Kentucky

Arcadia, Florida

Walker, Minnesota

Ruidoso, New Mexico

Ruidoso, New Mexico

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Mountains & Minds

Multi-Use Pathways

Pipestone, Minnesota

Ruidoso, New Mexico

Walker, Minnesota

Calvert City, Kentucky

Bridges
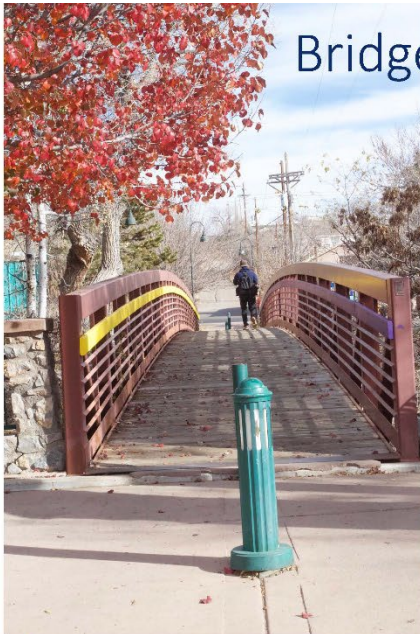
Silver City, New Mexico

Ruidoso, New Mexico

Underpasses

Pipestone, Minnesota

Walker, Minnesota

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3) Other Supporting Infrastructure

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Bike Skills Park

Ruidoso, New Mexico

Speed Feedback Signs

Walker, Minnesota

Morristown, Vermont

Wayfinding

Kane, Pennsylvania
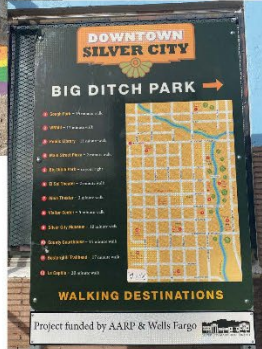
Silver City, New Mexico

Morehead, Kentucky

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Bike Tune Up Station

Walker, Minnesota

Mt. Jewett, Pennsylvania

Ruidoso, New Mexico

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Bike Racks

Morehead, Kentucky

Ruidoso, New Mexico

Mt. Jewett, Pennsylvania

Union City,
Pennsylvania

Truth or Consequences,
New Mexico

Benches

Corbin, Kentucky

Corbin, Kentucky

Hartford, Vermont

Pipestone,
Minnesota

Truth or Consequences,
New Mexico

Brainstorming

- Introduce yourself to your other table members
- What are examples of infrastructure that support walking and biking might you already have in your community or area?
- What types of infrastructure that support walking and biking would you like to learn more about?
- What types of infrastructure that support walking and biking might you want to consider for your community?

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Report Out

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Funding, Funding, Funding

Rural Active Transportation Workshop

FUNDING
FOR EVERY PHASE AND ASPIRATION
OF ACTIVE TRANPORTATION
DEVELOPMENT

Phases and Stages of Process

Funding sources vary throughout the process
*   Building community interest with activities and programming
*   Community planning
*   Medium scale programs, events, and projects
*   Larger scale infrastructure improvement project planning
*   Implementation, aka infrastructure construction, projects
*   Cycle back, build community, work towards additional improvements

Where Are You in the Process?

Education and Encouragement?

Activities/Events

Routes

Walk to School (Day)

Where Are You in the Process?

Engineering for Facilities or Streetscape Design?

More Involved Events

Infrastructure Improvements

Engineering Design Has Multiple Phases

Planning Phase

Construction Documents Phase

Engineering Design Has Multiple Phases

Planning Phase
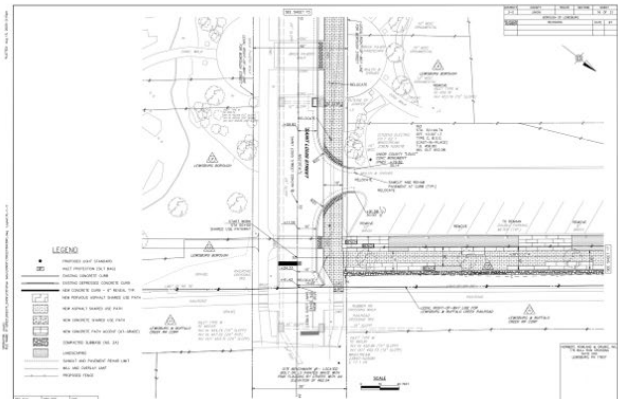
Construction Documents Phase

Grant Identification Tools

- FHWA Funding & Finance Toolkit
- Federal Grant Table
- PennDOT ATP How-To Guide – state and federal tables
- Foundation Center – terminal access or online directory (by subscription, also available to PDC members)
- WalkWorks Newsletter
- DCNR Grant Round-Up emails (email to get connected)

U.S. Department of Transportation
Federal Highway Administration   About Programs Resources Briefing Room Contact Search FHWA

Office of Planning, Environment, & Realty (HEP)

| Planning | Environment | Real Estate | | HEP | Events | Guidance | Publications | Glossary | Awards | Contacts |

Bicycle and Pedestrian Program

FHWA → Environment → Bicycle and Pedestrian Program → Resources

Active Transportation Funding and Finance Toolkit
Table of Contents

- Legislation
- Funding
- Guidance
- Publications
- Resources
  - Accessibility
  - Design/Planning
  - International/Hispanic
  - Safety
  - General
  - Federal Agency Links
  - Stakeholder Links

State Coordinator and FHWA Division Coordinator

Each State has a Bicycle and Pedestrian Coordinator, and each FHWA Division office has a point of contact.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds
September 9, 2022

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

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Key: $ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~$ = Eligible, but not competitive unless part of a larger project.

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

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Access enhancements to public transportation (benches, bus pads)	$	$	$	$		~$	~$	$	$		~$			$	$				$	$	$	$				$	$	$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan			$	TA					$	$				$						$	$	$			$		$	$	
Barrier removal for ADA compliance	$	$	$	$		~$	~$	$	$	~$	~$		$	$					$	$	$	$	$		$		$	$	
Bicycle plans			~$	$				$	$	$	$			$					$	$	$	$	$	$		$	$	$	$
Bicycle helmets (project or training related)												$							$	$SRTS	$					$			
Bicycle helmets (safety promotion)																			$	$SRTS	$					$			
Bicycle lanes on road	~$	~$	$	$		~$	~$	$	$		~$			$	$	$	$	$	$	$	$					$	$	$	$
Bicycle parking (see Bicycle Parking Solutions)	~$	~$	$	$		~$	$	$	$		~$			$	$			$	$	$	$	$		$	$		$	$	
Bike racks on transit	~$		$	~$			~$	$	$		~$			$	$				$	$	$					$	$		
Bicycle repair station (air pump, simple tools)	~$		$	~$		~$	~$	$	$					$					$	$	$					$	$		
Bicycle share (capital and equipment; not operations)	~$	~$	$	~$		~$	~$	$	$					$	$			$	$		$	$				$	$		
Bicycle storage or service centers (example: at transit hubs)	~$		$	~$		~$	$	$	$					$	$				$	$	$					$	$		
Bridges / overcrossings for pedestrians and/or bicyclists	$	$	$	$		~$	~$	$	$		$		$	$	$	$	$		$	$	$	$	$			$	$	$	$
Bus shelters and benches	$	$	$	~$		~$	~$	$	$					$	$			$	$	$	$					$	$		
Coordinator positions (State or local) (limits on CMAQ and STBG)			$								$			$					$	$SRTS	$					$			
Community Capacity Building (develop organizational skills/processes)			$	TA				$	$		$								$	$				$			$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	$	$	$	$		~$	~$	$	$				$	~$	$	$	$	$	$	$	$	$	$			$	$	$	$
Curb ramps	$	$	$	$		~$	~$	$	$				$	~$	$	$	$	$	$	$	$	$	$			$	$	$	$
Counting equipment		$	$	$			~$	$	$							$			$	$	$	$	$	$		$	$	$	$
Data collection and monitoring for pedestrians and/or bicyclists	$	$	$	$		~$	$	$	$	$				$		$			$	$	$	$	$	$		$	$		
Emergency and evacuation routes for pedestrians and/or bicyclists	$	$	$	~$			~$	$	$	~$	~$			$					$	$	$	$	$	$		$	$		
Historic preservation (pedestrian and bicycle and transit facilities)	~$		~$	~$		~$	~$	$	$		~$			$					$	$	$				$	$	$		
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~$	~$	~$	~$		~$	~$	$	$	~$	~$			$					~$	$	$	$				$	$		
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	$	$	$	$		~$	~$	$	$					$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$
Maps (for pedestrians and/or bicyclists)								$	$	$	~$			$					$	$	$	$	$	$		$			
Micromobility projects (including scooter share)	$		$	~$		~$	~$				~$			$	$				$	$	$					$	$		
Paved shoulders for pedestrian and/or bicyclist use	$	~$	$	$		~$	~$						$	$	$	$	$		$	$	$				$	$	$	$	$
Pedestrian plans	$	~$	~$	$				$	$	$				$					$		$	$		$	$		$	$	$
Rail at-grade crossings	$	$	$	~$		$	$	$	$					$			$	$	$		$	$	$			$	$	$	$
Recreational trails	$		$	~$			~$												$	$	$	$	$		$	$	$		
Resilience Improvements for pedestrians and bicyclists	$	$	$	~$		~$	~$				$	~$	~$	~$				$	$	$	$	$	$		$	$	$		
Road Diets (pedestrian and bicycle portions)	$	$	$	$		~$	$						$	$	$		$	$	$	$	$		$			$	$	$

Appendix A – Potential Funding Sources

Funding Table 6: Bicycle and Pedestrian Project and Activities - State Funding

Project Type	Category	M&CLPF	CDBG	DCNR	ARLE	LFoD	TAP	MTF & CFA MTF	PIB	PAP
Access enhancements to public transportation (includes benches, bus pads)	Pedestrian/Transit Infrastructure		$				$	$		$
ADA/504 Self Evaluation/Transition Plan	Planning		$							
Bicycle helmets (project or training related)	Safety and Education						$	$		
Bicycle helmets (safety promotion)	Safety and Education						$	$		
Bicycle lanes on road	Bicycle Infrastructure	$	$				$	$	$	$
Bicycle parking	Bicycle Infrastructure		$				$	$	$	
Bicycle plans	Planning		$							
Bicycle share (capital and equipment; not operations)	Bicycle Infrastructure		$				$	$		
Bicycle storage or service centers (example: at transit hubs)	Bicycle Infrastructure		$				$	$		
Bike racks on transit	Bicycle/Transit Infrastructure		$			$		$		
Bridges/overcrossings for pedestrians and/or bicyclists	Bicycle / Pedestrian Infrastructure		$	$			$	$	$	
Bus shelters and benches	Pedestrian/Transit Infrastructure		$					$		
Local Coordinator positions	Planning						$			
Counting equipment	Planning		$			$		$		
Crosswalks (new or retrofit)	Pedestrian Infrastructure	$	$		$	$	$	$	$	$
Curb cuts and ramps	Pedestrian Infrastructure	$	$		$		$	$	$	$
Data collection and monitoring for pedestrians and/or bicyclists	Planning		$				$	$		
Historic preservation (pedestrian and bicycle and transit facilities)	Bicycle/Pedestrian / Transit Infrastructure						$	$		
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally, as part of a larger project	Bicycle/Pedestrian / Transit Infrastructure		$				$	$	$	$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	Bicycle/Pedestrian Infrastructure	$	$			$		$	$	$
Maps (for pedestrians and/or bicyclists)	Planning						$		$	$
Debris Removal (roadway, gutters, and shoulders)	Bicycle/Pedestrian Infrastructure	$						$		$
Paved shoulders for pedestrian and/or bicyclist use	Bicycle/Pedestrian Infrastructure	$	$				$	$	$	$
Pedestrian plans	Planning		$					$		
Recreational trails	Bicycle/Pedestrian Infrastructure		$	$			$	$		
Road Diets (pedestrian and bicycle portions)	Bicycle/Pedestrian Infrastructure		$				$	$	$	
Road Safety Assessment for pedestrians and bicyclists	Planning		$					$		$
Safe Routes to School Infrastructure Projects	Bicycle/Pedestrian Infrastructure	$	$		$	$	$	$	$	$

How-to Guide for Developing Active Transportation Plans

State Funding Programs

Funding Table 3: State Funding Abbreviations shown below should be used as a key to understanding *Funding Table 4: State Funding Grant Matching Requirements* and *Funding Table 6: Bicycle and Pedestrian Project and Activities - State Funding* shown pages A-5 and A-6.

Funding Table 3: State Funding Abbreviations

Abbreviation	State Funding Program
ARLE	Automated Red-Light Enforcement Funding
CDBG	Community Development Block Grants
CFA MTF	Commonwealth Financing Authority Multimodal Transportation Fund *(separate from PennDOT's Multimodal Program)*
DCNR	Department of Conservation and Natural Resources Grants
LFoD	Local Funding or Donations
M&CLPF	Municipal and County Liquid Fuels Funding
MTF	PennDOT Discretionary Multimodal Transportation Funding
AP	PennDOT Agility Program
PIB	Pennsylvania Infrastructure Bank
TA Set-Aside	Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program

Grant Matching Requirements

The following summarizes some of the current state funding programs grant matching requirements.

Funding Table 4: State Funding Grant Matching Requirements

Abbreviation	State Funding Program
ARLE	Matching funds are not required; however projects with matching funds will receive higher scores under the Cost Sharing criteria section of the grant application.
DCNR	DCNR Development grants require a match. Depending on the project type and categories, matching funds may include CASH and/or NON-CASH Values: In-House Services, Equipment Use, Donated Goods & Services and/or Volunteer Labor.
MTF	Financial assistance under the Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the amount awarded.
PIB	Equipment loans require a 50% match. For all other loans there are no match requirements. The PIB will finance up to 100% of the costs, including borrowing costs such as attorney fees or any other costs associated with completing the loan.
TA Set-Aside	The FAST Act provides funding for the TA Set-Aside Program on an 80% federal, 20% state/local cost share basis; however, PennDOT allows the sponsor to pay all costs for pre-construction activities (design, environmental clearance, right of way, utilities, etc.) and PennDOT will provide 100% cost reimbursement for the construction phase (including construction inspection) of selected TA Set-Aside projects. The project sponsor may be responsible for any costs exceeding the statewide project award amount.

Local Funding Sources

Potential Local Resources

- Local Foundations –
  Community Foundations, Family Foundations

- Financial Institutions –
  Community Reinvestment Act Funds

- Businesses –
  Groceries, Sporting Goods, Outdoor Rec …

- Healthcare –
  Hospitals, Physical Therapy, Insurance Companies

Small Scale National Programs

For Activities and Programming (~$1,500)

- [AmericaWalks Community Change Grants](#)
- [American Heart Association](#)
- [Clif Family Foundation](#)
- [Keene Foundation](#)
- Check those foundation directories!

https://newsroom.heart.org/news/schools-42-states-receive-grants-for-health-reso
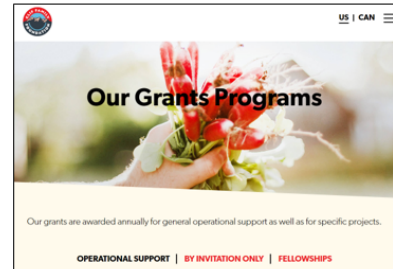
Medium Scale National Programs

Funding for Training or Ongoing Programs (~$10K)

- [People for Bikes Community Grants](#)
- [Safe Routes to Parks Activating PA](#)
- [Outride](#) – Riding for Focus and OR Fund
- [American Trails Capacity Program](#)
- [AARP Community Challenge Grants](#)

https://www.americantrails.org/apply-for-trail-fund
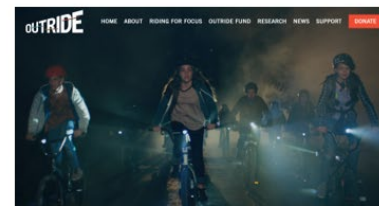
Funding for Transportation Planning

Grant Sources

- **WalkWorks** Active Transportation Plan Grants
- DCNR **Peer Grant Program**
- DCED CFA **Statewide Local Share Account**
- PennDOT SRTS/TASA Potentially for Action Plans (not currently an eligible activity in PA)
- USDOT **Safe Streets & Roads for All**
    - Start with Comprehensive Safety Action Plan (CSAP)
    - Also Offers Implementation Funding!

https://www.transportation.gov/grants/S

Funding for Construction/Implementation

State Agency Construction Grant Sources

- DCNR **Community Conservation Partnership Program**
- DCNR **Pennsylvania Recreational Trails**
- DCED CFA **Multimodal Fund** (distinct from PennDOT)
- DCED CFA **Statewide Local Share Account**
- DCED CFA **Greenways, Trails and Recreation**

Locally-directed transportation funding

- **CDBG**, Community Development Block Grants
- **Liquid Fuels Fund**

Funding for Construction/Implementation

PennDOT Construction Grant Sources

- PennDOT <u>Multimodal Fund</u> (distinct from DCED MMF)
- <u>TASA/SRTS</u> – Transportation Alternatives Set-Aside Program (called both TASA and TAP), Safe Routes to School is a subset of the program
- Other PennDOT-administered Programs –
- <u>CMAQ</u>, Congestion Mitigation and Air Quality
  - <u>HSIP</u>, Highway Safety Improvement Program
  - <u>ARLE</u>, Automated Red Light Enforcement
  - <u>Green Light Go</u>

Transportation Alternatives Program
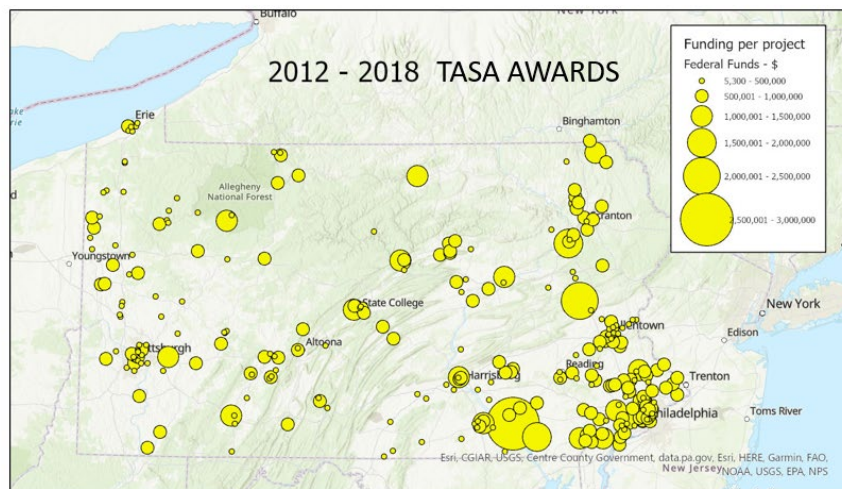
Transportation Alternatives Program
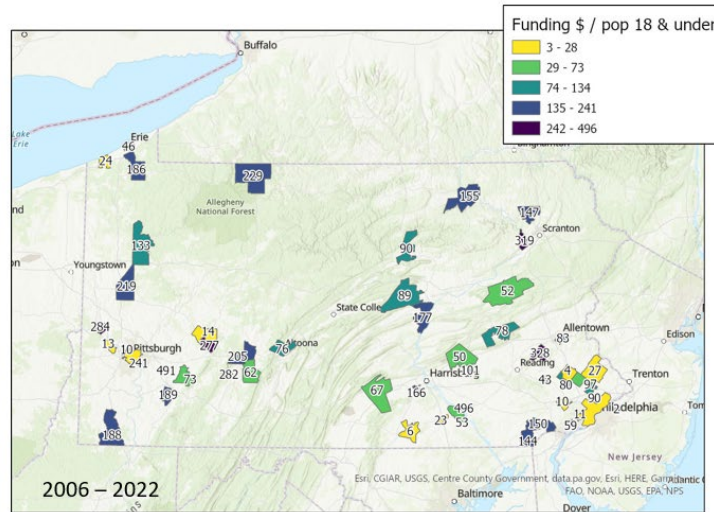
Regional Planning Organization - RPO

- Coordinating partner with PennDOT
- Municipal and/or county connections
- Transportation Planning – TIP, TYP
- TAP/TASA -- Pre-planning screening for Transportation Alternatives Set-Aside Program
- Target other PennDOT funding programs
- Link to PennDOT Connects for planning support
- Link to LTAP – Local Technical Assistance Program (for munis)

PennDOT Districts
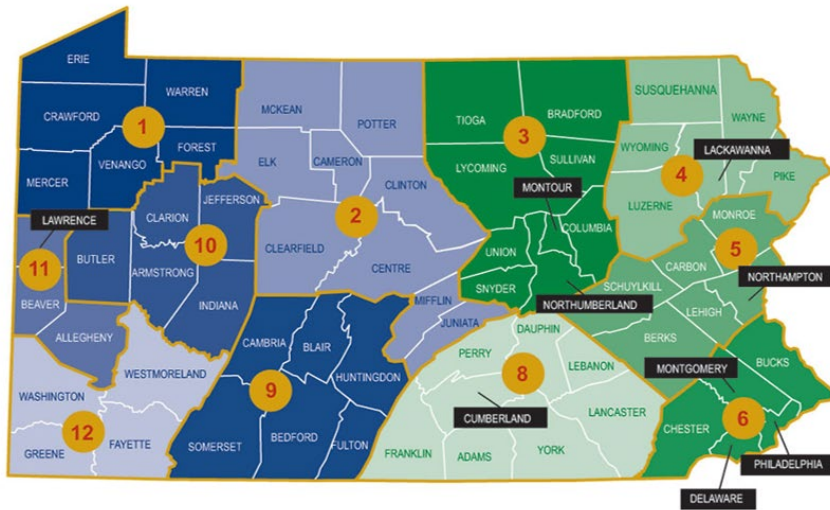
Planning Organization Map – MPOs & RPOs

https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/MPO-and-RPO-Contact-List.aspx
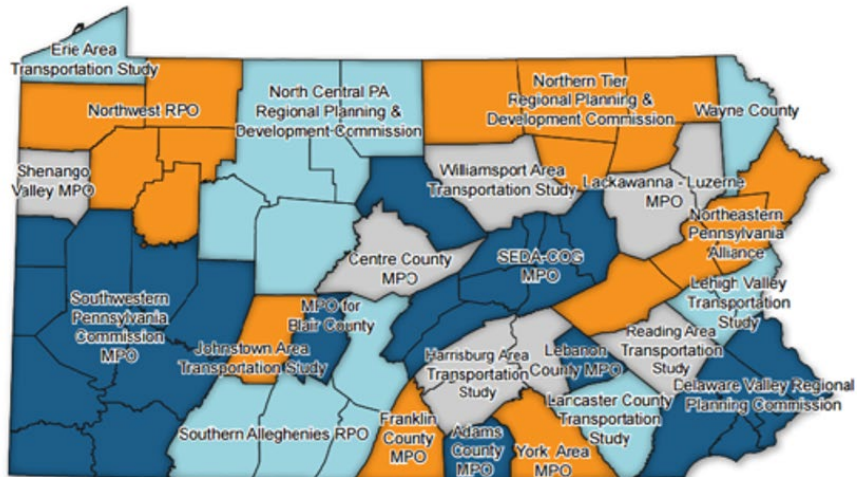
Transportation Alternatives Program Basics

- Updates from IIJA/BIL – Infrastructure Investment & Jobs Act/Bi-partisan Infrastructure Law
  - Project size (up to $2M)
  - Project location (includes high schools and extends to 2 mi radius)
- Project funding, not a grant (therefore sponsor, not grantee)
- No match required – but design funding (~20% of project cost) is
- Pre-screen for project sponsor, logical termini, scope
- Project development
- Program timeline

TAP/TASA/SRTS Funding Round Timeline

Guidance and Procedures just released

MAY 24, 2023 -- Webinar for Potential Project Sponsors (10am)
MAY 30, 2023 -- Application Cycle Opens
JULY 17, 2023 -- Draft Applications Due by 4pm (required, not optional)
SEPT 15, 2023 -- Final Applications Due by 4pm (contingent on Draft
                 Application meetings with the District & Planning Partner)

Late Winter/Early Spring 2024 -- Award Announcement

Key Links for Active Transportation Funding

Grant Identification
[PennDOT ATP How-To Guide](#)
[Federal Grant Table Update](#)
[FHWA AT Funding & Finance Toolkit](#)
[Foundation Center](#)(subscription or thru PDC)

Small to Medium Scale Grants
[AmericaWalks Community Change Grants](#)
[People for Bikes Community Grants](#)
[Safe Routes to Parks Activating Communities PA](#)
[Outride](#) – Riding for Focus and OR Fund
[American Trails Capacity Program](#)
[AARP Community Challenge Grants](#)

Planning Grant Sources
[WalkWorks](#) ATP Grants
DCNR [Peer Grant Program](#)
DCED [Local Share Account](#)
[Safe Streets & Roads for All](#)

State Agency Grant Sources
DCNR [C2P2](#)
DCNR [Recreational Trails](#)
DCED [Multimodal Fund](#)
DCED [Local Share Account](#)
PennDOT [Multimodal Fund](#)
PennDOT [TASA/SRTS](#)

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Bike-Friendly Business and Communities
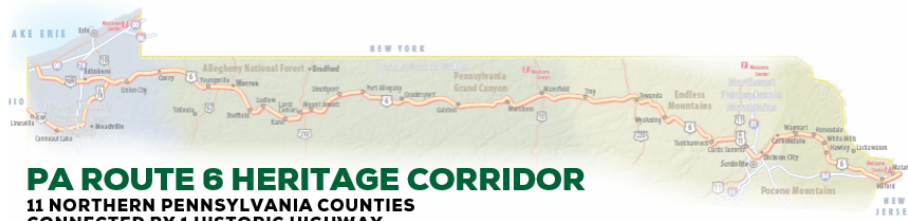
PA ROUTE 6 HERITAGE CORRIDOR
**11 NORTHERN PENNSYLVANIA COUNTIES
CONNECTED BY 1 HISTORIC HIGHWAY**

**Who We Are
and What
We Do**

PA Route 6 Alliance and **Pennsylvania Route 6 Tourist Association** work together to: *preserve, enhance and promote the transportation heritage of one of the nation's first transcontinental highways, sustain and enhance the small rural communities linked by the highway, and preserve and enhance the natural, scenic beauty of one of America's favorite road trips.*

6 AREAS OF FOCUS

- *Partnership*
- *Education & Interpretation*
- *Open Space & Recreation*
- *Cultural Conservation*
- *Tourism Promotion*
- *Economic Development*

*Bicycle Tourism
Opportunities on Route 6*
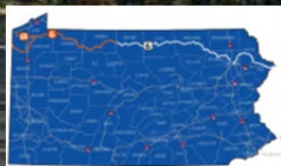
Bike Tourism Impacts

In 2017, according to Outdoor Industry Association, bicyclists nationally spend $83 billion per year on trip-related sales, and generate $97 billion in retail spending.

In 2021, in Oregon, bicycling generates $1.5 billion in visitor spending throughout the state, up from $400 million in 2012.

Great Allegheny Passage: over 1 million visitors spending an average of 7 times more than day users.

Bicycle Tourism Background

Bicycle Tourism Workshops (2019)

OBJECTIVE
*To educate communities on what amenities and services they can develop to serve the bicycle traveler,
*To educate the businesses on what services are desirable for the bicycle traveler,
*To create a network of "Bike Friendly" businesses and communities
*To make the Bike Friendly services and business easily recognizable and searchable on the PA Route 6 website and by other electronic means.
* To ultimately make the PA Route 6 Biking Experience a desired destination.

PROGRAM
Educate the tourism industry and local communities on Bike Tourism, its economic benefits, and how other states are building their biking product.

Russ Roca from The Path Less Pedaled (www.pathlesspedaled.com) presented at a series of regional meetings. Topics include:
- Overview of Bicycle Tourism
- Economic Impact
- Business Testimonials
- Case Studies: Oregon Scenic Bikeways, Otago Central Rail Trail,
- Bicycle Friendly Business Program
- Actionable Steps:
- What you can do now!

Bicycle Tourism Background

Bicycle Tourism Workshops Feedback

1.) WHAT SHOULD BE IMPLEMENTED?
- Bike signage, repair kits, bike racks
- Gravel road loops created and signed
- Link to current local efforts for building bike trails
- Bike friendly education and awareness program
- Combine existing outdoor activities and historic spots with bike trails

2.) WHAT WOULD YOU LIKE TO SEE DEVELOPED?
- Coordinated trail development
- Marketing and promotion including mapping, website specific to biking, and packages
- **Business programs to encourage or help local businesses take advantage of the travelling cyclist.**
- Programs for communities (especially smaller ones) to build awareness and link trails.
- **Wayfinding signage**

Bicycle Tourism Background

Bicycle Tourism Workshops Feedback

NEXT STEPS RECOMMENDED:
1. Encourage PennDOT to complete the final phases of the Master Bike Plan for PA Bike Route Y. Encourage PennDOT Districts, MPO and RPO to build projects into their planning.
2. **Identify existing gravel road loops off of PA Route 6. Several are mapped on Ride with GPS. Choose 6 high quality rides, vetted by the Steering Committee to begin promoting.**
3. **Identify existing bike events along the Corridor**
4. **Identify alternative route where PA Route 6 is a safety concern to be developed into a Trans Pennsylvania Adventure Cycle Ride.**
5. **Develop a Bike Friendly Business Program**
6. **Develop bike friendly educational materials for communities.**
7. Work with local trail groups to create loops trails out of communities to scenic, natural or historic sites.
8. Develop a wayfinding signage program.

Bike Tourism Steering Committee

- Inventory from cyclists – tell us about your favorite Loop
- Resources for the Ultimate Bike Experience on our website
- Do6 Bike Friendly Business Program
- 6 Signature Loops on 6
- Trans PA Cycle Tour

– Data, loop testers and Ultimate #BikePA Insiders

Ride with GPS
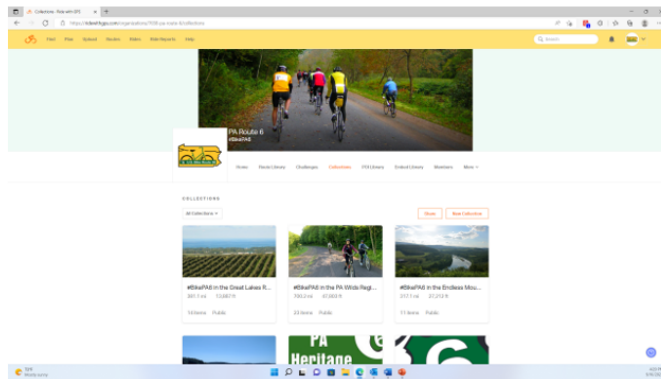
Ride with GPS

- Platform used to create and edit loops
- Find where people are already riding
- Collect loops according to region across Route 6
- Select best loops for each area/Heritage Community
- Vet loops
- Final goal: 6 Signature Loops and 20 Heritage Loops to form the TransPennsylvania Cycle Tour
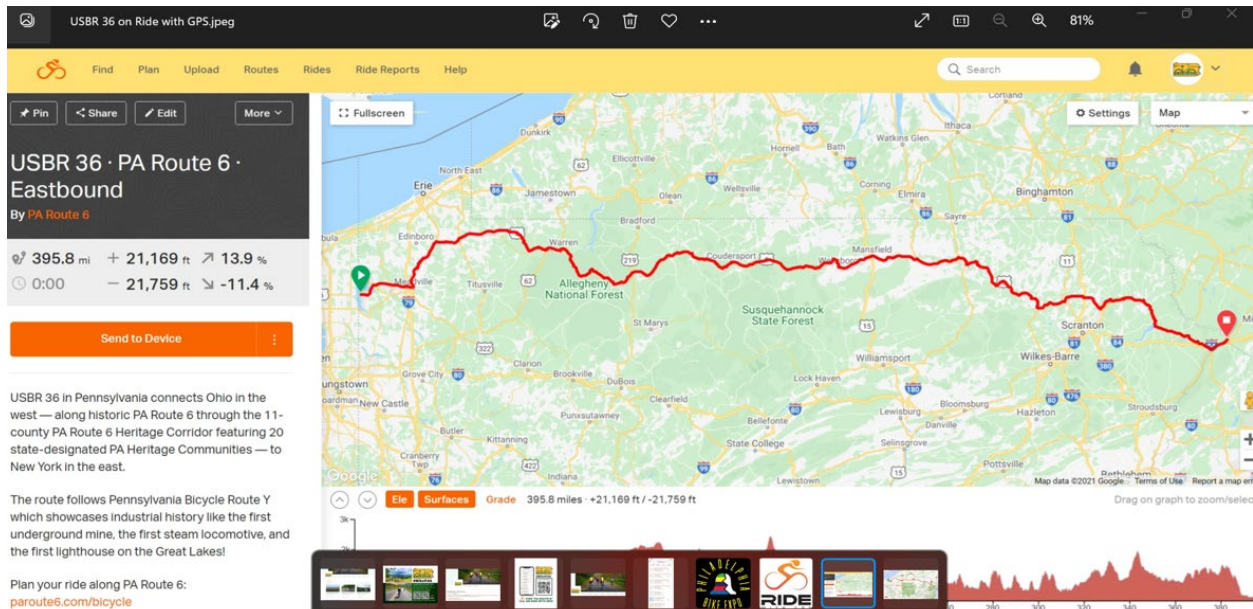
Signature Loops

Objective: Create 6 "signature loops" across PA Route 6 that encompass the region's best cycling and attractions

OVERVIEW

Ride one or ride them all. If you want to know what PA Route 6 is really all about, these loops tell the story. Here you'll find the history, heritage, and people that make the PA Route 6 corridor one of America's best bike trips.

STATS

485.4 miles   31,106 feet

11 Collection Items

Signature Loops Overview

6 Regions Across 11 Counties
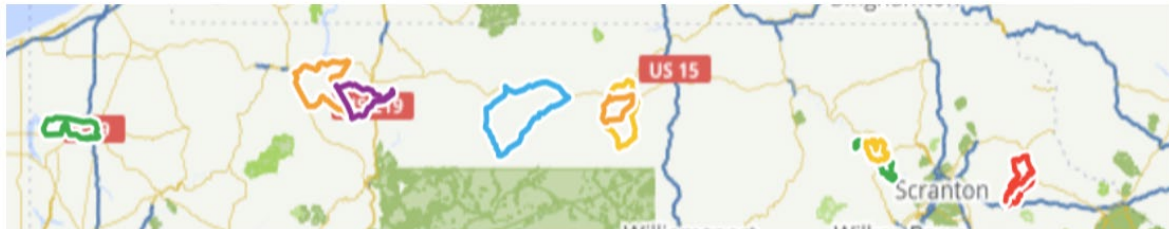
- Great Lakes Region
- Allegheny National Forest
- PA Wilds
- PA Grand Canyon
- Endless Mountains
- Pocono Mountains

Signature Loop 2 – The Allegheny National Forest and Surrounds

Ride with GPS shows you:
• Distance
• Road Surface
(sometimes inaccurate)
• Elevation/Climb
• Turn-by-turn directions
• Offers the ability to
insert points of interest

Once loops are vetted
and complete, they will
be moved to an
interactive Google Map
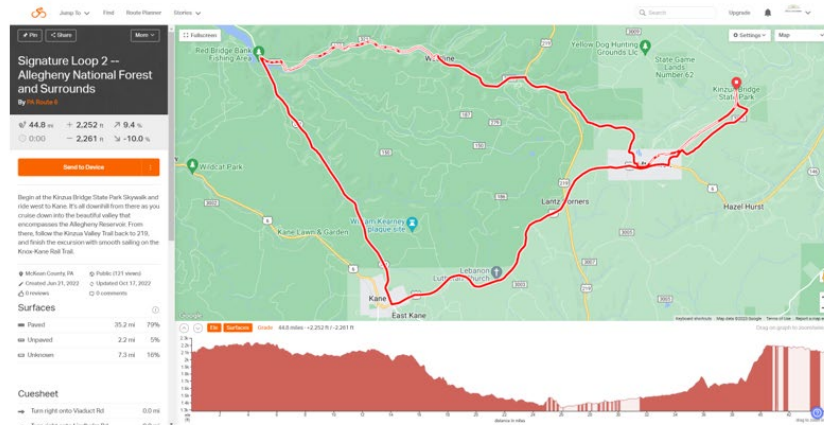
Trans Pennsylvania Cycle Tour

Heritage Community Loops Overview

• 20 Heritage
Communities - one
loop in each Heritage
Community

• Trans Pennsylvania
Cycle Tour

• Heritage Community
Loops linked together
by PA Route 6
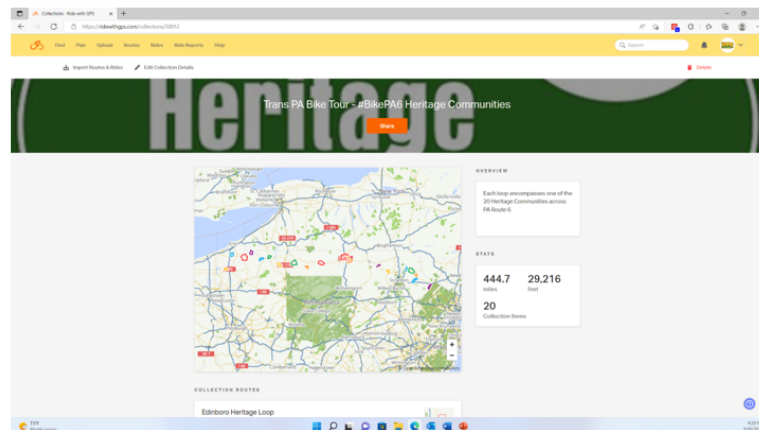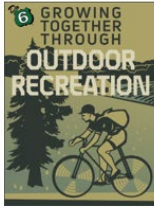
Heritage Community Loops Overview

Kane
Heritage
Loop
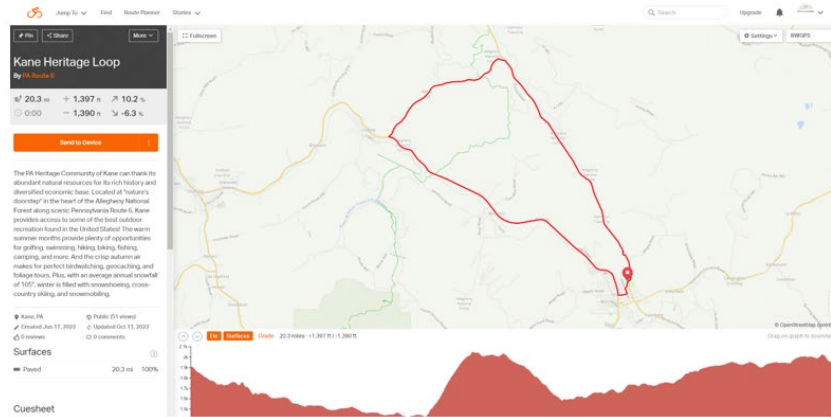
Bike Friendly Business Program

The reason bicycle tourism leads to notable impacts is because, on average, bicycle travelers move slower and stay in a region longer than motorized travelers. The good news is that bicycle visitors are similar to other visitors, with only a few key differences. By being a Bike-Friendly Business and supporting the needs of bicycling visitors, while continuing to provide general good customer service, businesses throughout the PA Route 6 corridor can attract more bicycling visitors and thus expand their customer base. Businesses who become recognized as Bike-Friendly will also benefit from additional promotion by the PA Route 6 Alliance.

Bike Friendly Business Program

Bike Friendly Business Program Goals:
- Provide tools to local businesses to enable them to better support bicycling visitors.
- Demonstrate to bicycling visitors that PA Route 6 is committed to providing a quality bike travel experience.

Bike Friendly Business Program

Who Can Apply for BFB Recognition?

• Any business in the Route 6 Corridor

• Member of local Convention and Visitors Bureau/DMO

• Provide at least 3 of the following: bike cleaning/repair station, maps and area information, complimentary locks, e-bike charging stations, water bottle refill, free wi-fi access, restrooms, etc.

Bike Friendly Business Program

How to Apply

- Download self-assessment checklist on website (paroute6.com/bfb)

- Complete application on website (paroute6.com/bfb)

- Place BFB decal in front window where bike travelers can see it

- Be promoted as being bike friendly!

BIKE FRIENDLY BUSINESS
#BIKEPA6

Current Bike Friendly Businesses Across PA Route 6

- Allegheny National Forest Visitors Bureau Welcome Center (Bradford)
- Around Town Cycles (Wilkes-Barre)
- Black Forest Trading Post & The Deer Park (Ulysses)
- C S Sports, Inc. (Wellsboro)
- CJ Spirits, LLC (Kane)
- Crooked Creek Campground (Gaines)
- Gmeiner Art & Cultural Center (Wellsboro)
- Hopping Eagle Brewing Company (Hawley)
- Inn on Maple Street Bed and Breakfast (Port Allegany)
- Kane Manor Inn (Kane)
- Kane Tourist Home & Motor Inn (Kane)
- Meadville Market House (Meadville)
- PA Suncatcher - Linda Stager (Wellsboro)
- Riverside Brewing Company (Cambridge Springs)
- Sawmill Cycles (Honesdale)
- Sicklers Bike and Sport Shop (Clark Summit)
- Spencer House Bed and Breakfast (Erie)
- Table 105 (Kane)
- The Corner Bar and Grillz (Corry)
- The Settlers Inn (Hawley)
- Twisted Vine Winery (Kane)
- Visit Potter-Tioga & Gift Shop (Wellsboro)
- Warren County Visitors Bureau (Warren)
- Wilds Sonshine Factory (Kane)

Stay Connected With PA Route 6 Alliance

Candace Hillyard, Executive Director
candace@paroute6.com
814-435-7706 (office)
814-203-8131 (cell)
www.paroute6.com

Thank You!

Find us on Facebook

Sign up for our eNewsletter

Making Connections – Regional & Within One's Community

Agenda

- 1:30-1:50pm: Introduction of examples of local and regional connections from small communities across the U.S.
- 1:50-2:10pm: Brainstorming community-wide or regional opportunities for your community (breakout)
- 2:10-2:15pm: Report out

Learning Objectives

- Goal: To share examples of community-wide and regional networks to support walking and bicycling from other small communities across the U.S. and to begin brainstorming what connections are important in your community or region.
  - Objectives:
    - Identify what connected networks of walking and biking routes look like in your community
    - Identify what connected networks of walking and biking routes look like in your region
    - Identify resources in your community where future connections would be desirable
    - Determine how connected walking and biking routes can be created

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Local Connections

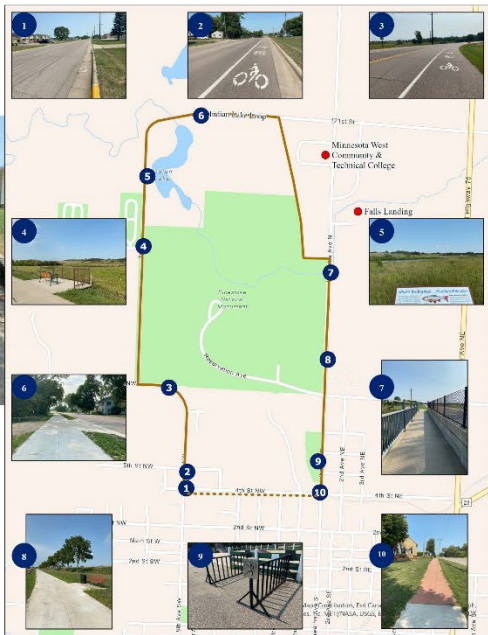**MONTANA STATE UNIVERSITY** | Western Transportation Institute   Mountains & Minds

Healing Waters Trail

Wilder, Vermont

• Safe Routes to School (SRTS)

Ruidoso, New Mexico

- Links Multi-Use Path connects residences to public library, elementary school, White Mountain Recreational Complex, village hall, grocery store and college
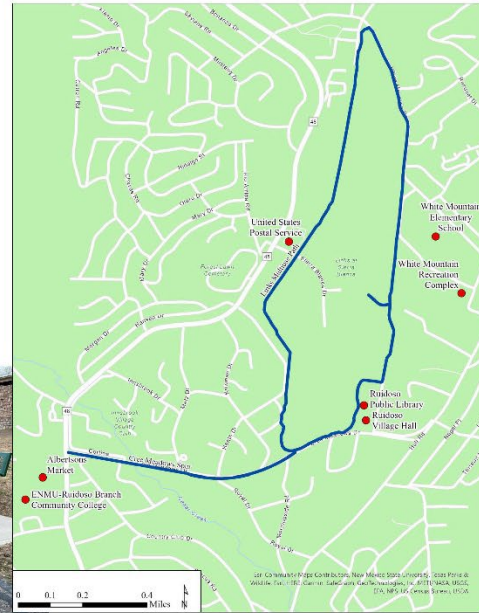
Fair Haven, Vermont

- Sidewalk connection to high school
- Multi-use pathway connection from housing to public transit

Calvert City

- Calvert City, Kentucky has a trail system and bike path that connects the community to recreational opportunities at the Kentucky Dam Village State Resort Park

- The community is looking at further expanding these connections to Grand Rivers, Kentucky and Land Between the Lakes National Recreation Area
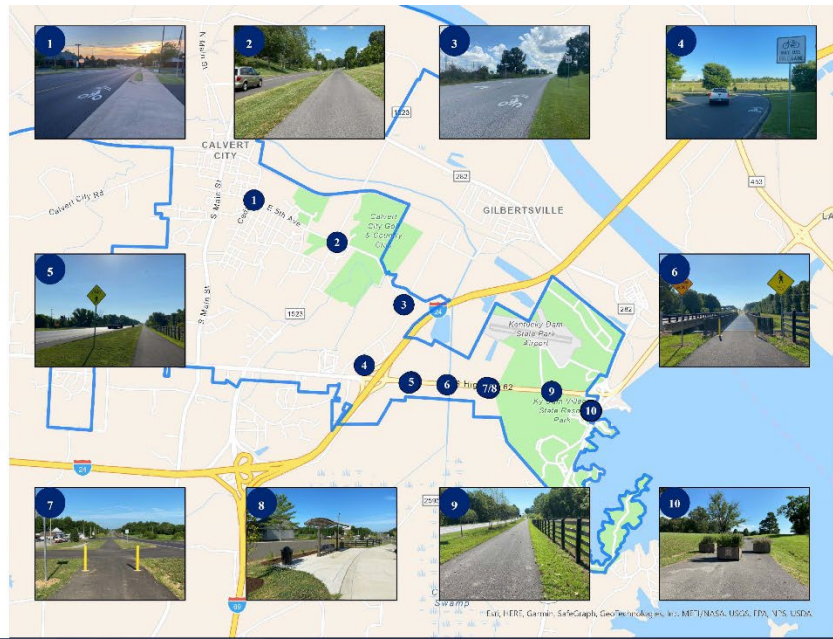
Pipestone, Minnesota: "The Square"

Regional Connections

Pelican Rapids, Minnesota

- Multi-use pathway will soon extend to the regional state park
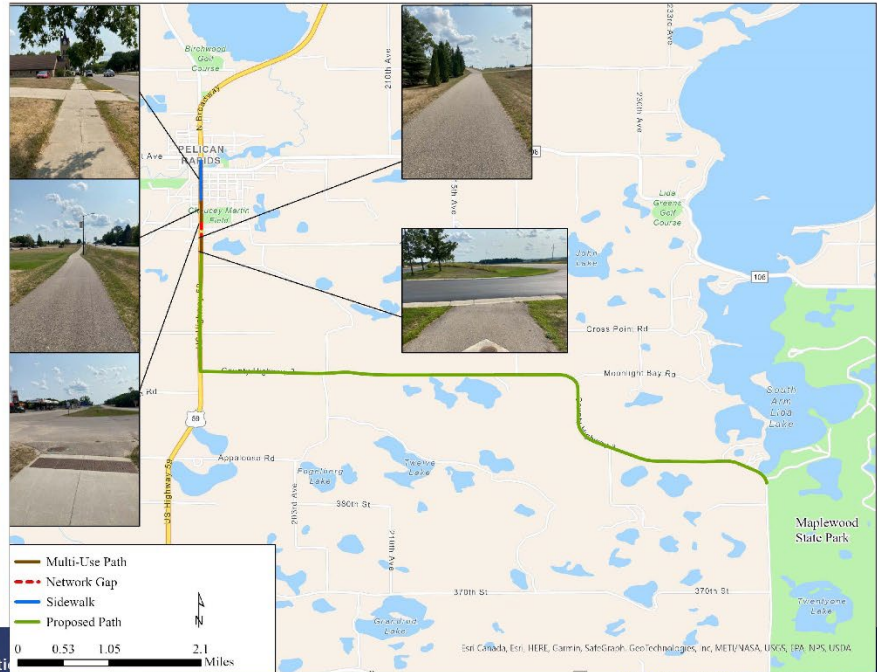
Morristown, Vermont

- The Lamoille Valley Rail Trail (LVRT) connects Morrisville to Hyde Park (#1 and #2).

- Residents within Morrisville can connect from their homes (#4) to places of employment (#2), restaurants (#3, #5), and a community park that hosts many community events (#6, #7)
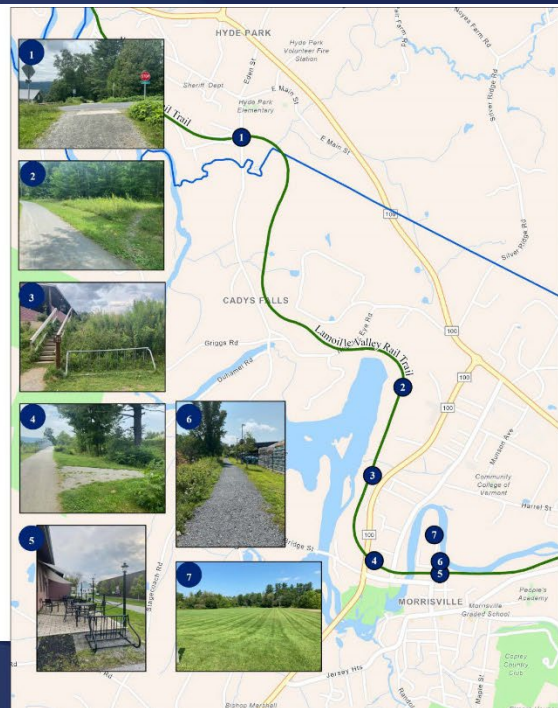
Think Locally and Regionally

- Local Schools, Residences, Businesses
- Local Parks, Trails, Recreation Spaces
- Public Transportation Access
- Regional Trails, Recreation Spaces
- State Parks
- Neighboring Communities
- Others?

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Brainstorming

- Introduce yourself to your other table members
- What places in your community are already connected for those walking and biking?
- Where might people want to walk and bike to in your community which is not currently well connected in the network?
- Where might people want to walk and bike to regionally?

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Report Out

Programs to Support Walking & Biking

Agenda

- 2:30-3pm: Introduction of program examples from across the country
- 3-3:10pm: Brainstorming programs that may be applicable to your community (breakout)
- 3:10-3:15pm: Report out

Learning Objectives

- Goal: *To share examples of the varying programs which can support bicycling and walking and to begin brainstorming what these programs may look like in your community.*
  - Objectives:
    - Describe the various programs which can support walking and bicycling
    - Understand how artwork and placemaking programs can encourage walking and bicycling
    - Identify partners who could support implementation of these programs
    - Identify the steps for getting a supporting program started

Public Art

• River Arts:
https://www.riverartsvt.org/
blog/mural-installation-by-
unbound-afterschool-class

Themed Walks

• Storywalk, offered by Vermont's Department of Libraries: https://libraries.vermont.gov/vtlib storywalks

• Two Rivers Fairy Trail: https://www.discoverruidoso.com/info/fairy-trail-at-ruidoso-parks
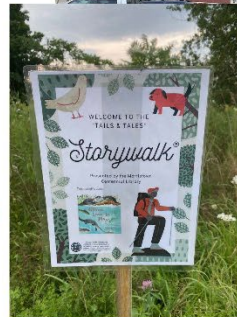
Walking Routes

- Morehead, Kentucky
  - Downtown Walking Trail
  - History Trail
  - Art Trail
- Morristown, Vermont

Learn How to Bicycle Classes

- Women-only courses
- After school, child-specific courses
- In school, child-specific courses offered in cooperation with advocacy groups (Local Motion (Vermont)): https://www.localmotion.org/request_trailer

Bicycle Cooperative

- The Bike Works: https://www.bikeworksnm.org/
- Esperanza Bicycle Safety Education Center: https://www.cabq.gov/parksandrecreation/recreation/bike/esperanza-bicycle-safety-education-center

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Bicycle Rentals

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Bicycle Libraries

- More flexible rental duration
- Often times, facilitated by a community's library
- Example locations offering bicycle libraries:
  - Root River Trail Communities
  - Machias, Maine
  - Millinocket Main
  - "Book-a-Bike"

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Bicycle and/or Pedestrian Advocacy Groups

- Bike Walk Kentucky's Board of Directors
- Kentucky Interscholastic Cycling League (KICL)
- Morehead Trail Town Task Force
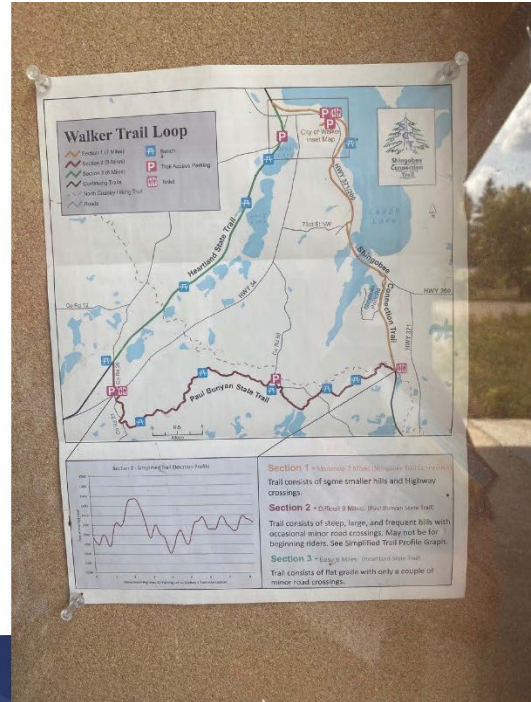- Friends of Casey Jones Trails Association

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Organized Rides

- Ride for Tiny Town: https://www.ridefortinytown.com/
- Bike Morehead
- Walker Trail Loop
- Tour of the Gila

Winter Maintenance

Bicycle Repair

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Brainstorming

- Introduce yourself to your other table members
- What are examples of programs that support walking and bicycling that already exist in your community or area?
- What programs that support walking and bicycling would you like to learn more about?
- What programs that support walking and bicycling might you want to consider for your community?

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Report Out

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