

Appendix A2

Walkability Data

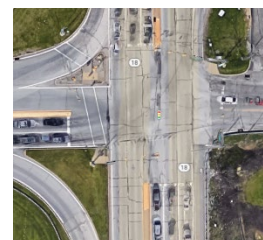
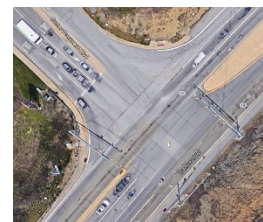
WALKABILITY DATA

Study Intersection Crosswalk Evaluation

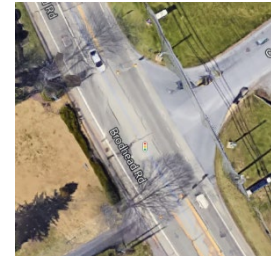
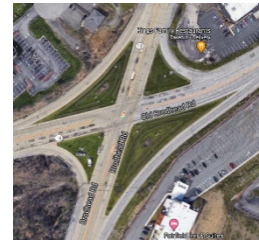
Partial or complete infrastructure has been installed at five Brodhead Road intersections in Center Township (these range between one and four crossing segments); six intersections in Aliquippa (one to six crossing segments); and one intersection in Hopewell Township (9 potential crossing segments). As noted previously, sidewalk connectivity beyond an intersection is not common in this study area.

Center Township (north to south):

- Old Brodhead Road (Study Intersection 1): Crosswalks with landing pads, accessible ramps and pedestrian activated signals are available in two directions at this intersection. The landing pads do not connect with sidewalks in any direction. This is a relatively undeveloped location dominated by steep, wooded slopes.
- Wagner Road (Study Intersection 2): No crosswalks.
- Short Street/Milne Drive (Study Intersection 3): Crosswalks with landing pads, accessible ramps and pedestrian activated signals are available in two directions at the intersection, including pedestrian refuges associated with right-turn lanes. One of three landing pads connects with a sidewalk on Short Street. The other two landing pads do not provide connections. This is a commercial intersection, with major shopping destinations and bus stops in the area.
- Center Commons Boulevard (Study Intersection 4): Pedestrian-activated signals, landing pads and accessible ramps are available at two corners, though a crosswalk does not appear to have been painted. One landing pad connects with a sidewalk on Center Commons. This is a commercial intersection with major shopping destinations in the area.
- Beaver Valley Mall/Golf View Drive (Study Intersection 5): A crossing appears to have been painted in one direction across this four-way intersection, across the Mall Entrance drive and a right turn lane. Landing pads and accessible ramps are provided at three locations, with pedestrian-activated signals provided in four. The intersection is fully disconnected, however, with no sidewalks provided. This is a busy commercial intersection with major shopping destinations in the area.

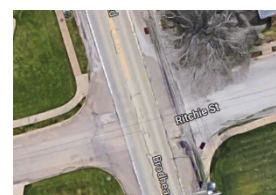
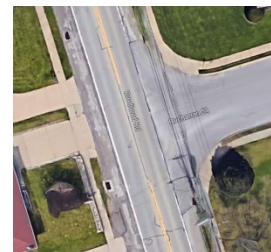
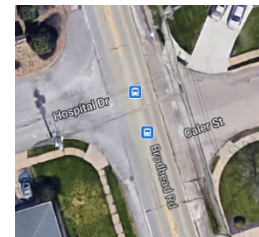


- SR18 (Study Intersection 6): Pedestrian-activated signals are provided in four directions in the center of the intersection (not for the right-turn lanes), but crosswalks, landing pads and accessible ramps are not available. No sidewalks are present in the vicinity. This is a major commercial intersection.
- North Branch Road (Study Intersection 7), Baker Road (Study Intersection 8): No crosswalks.
- Community College Drive (Study Intersection 9): Pedestrian-activated signals are provided on two corners, however, no painted crosswalks, landing pads, accessible ramps are available. No sidewalks are present. This is a residential/commercial intersection, with storage units, a bank just outside the immediate intersection.
- Sherwood Drive (Study Intersection 10), Center Grange Road (Study Intersection 11), Main Street (Study Intersection 12), Shaffer Road (Study Intersection 13), Pleasant Drive (Study Intersection 14): No crosswalks.

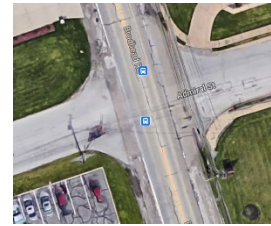


Aliquippa (north to south):

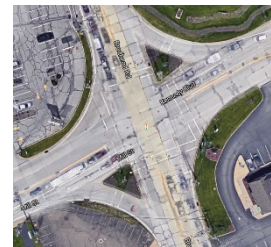
- Chapel Road (Study Intersection 15): No crosswalks
- Hospital Drive/Caler Street: Landing pads and curb ramps without texture are available at three corners, and these connect to sidewalks along Brodhead Road, Hospital Drive and Caler Street. The two crossings are not painted. This is a non-signalized intersection. This is a bus stop location. This is a residential/commercial intersection, with medical office and hardware store in the area.
- Buchanan Street: Landing pads and curb ramps without texture are available on both sides of Buchanan, and these connect to sidewalks along Brodhead and Buchanan. The crossing is not painted. This is a non-signalized intersection. This is a residential intersection.
- Richie Street: Landing pads and curb ramps without texture are provided at three corners, and these connect with sidewalks along Brodhead and Richie. The two crossings are not painted. This is a non-signalized intersection. This is a residential intersection.



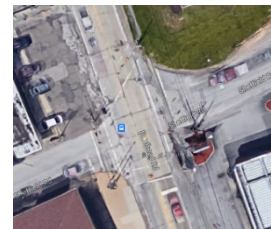
- Admiral Street: Landing pads and curb ramps without texture are available on both sides of Admiral, and these connect to sidewalks along Brodhead and Admiral. The crossing is not painted. This is a non-signalized intersection. This is a bus stop location. This is a residential/commercial intersection, with services, shops, restaurants and pharmacy in the southwest corner.



- Mill Street/Kennedy Boulevard (Study Intersection 16): Painted crosswalks are provided in four directions, including across right-turn lanes. Landing pads, accessible ramps and pedestrian-activated signals are provided on one of two traffic island/pedestrian refuges. Pedestrian activated signals are provided in the other traffic island as well as the other two corners of the intersection. No sidewalk connections are available. This is an active commercial intersection, with services, shops, pharmacy, restaurants and other businesses in the area.



- Sheffield Road (Study Intersection 17): Painted crosswalks are provided in four directions. An accessible ramp without landing pad is provided at one corner. Pedestrian-activated signals are provided at all four corners. No sidewalk connections are available. This is an active commercial intersection, with bus stop, gas station, pharmacy and restaurants in the immediate area.



Hopewell Township:

- Kane Road (Study Intersection 18), 20th Street (Study Intersection 19), Laird Street (Study Intersection 20), Longvue Drive (Study Intersection 21): No crosswalks.
- Five Points (SR151 Gringo Road/SR 151 Laurel Road / Heights Road/) Study Intersection 22:

Painted crosswalks are provided on four of five roads. Curb ramps with tactile strips and sidewalks are provided on three sides of one traffic island/pedestrian refuge, along with pedestrian-activated signals for Brodhead and SR 151. A curb ramp with tactile strip is provided at the northbound right-turn lane from Laurel Road, along with pedestrian-activated signal. No sidewalk connections are available in any direction. This is an active commercial intersection, with restaurants, services, pharmacy, gas station and other shops in the immediate area.



Bicycle Ridership Findings

- Very light to light bicycle use occurs on Brodhead Road between the SR 18 intersection and Main Street in Center Township. In a few other locations along the corridor, light bicycle use occurs for short stretches where cyclists are generally traveling in an east-west direction but need to briefly follow Brodhead to make a connection. These areas are: 0.4-mile between Chapel Road and Mill Street/Kennedy Boulevard in Center Township; 0.1 mile between Pleasant Drive and Ridgeview Drive.
- Higher levels of bicycle traffic occur perpendicular to Brodhead Road, indicating that cyclists are simply crossing the road to connect elsewhere. Considering the most-used intersections individually:
 - Christy Drive to Baker Road Ext.: Very light bicycle use to reach the Center Area School District Complex and Community College of Beaver County.
 - Main Street (west) / Center Grange Road (east): Light bicycle use in both directions at this intersection with Brodhead. Meanwhile, bicycles traveling north-south in this area appear to use Poplar Drive as an alternate to Brodhead Road, as it runs parallel to Brodhead (to the east) and also connects to CCBC.
 - Shaffer Road: Light bicycle use across Brodhead in both directions.
 - Mill Street (west) / Kennedy Boulevard (east): Light use of Brodhead Road itself from this intersection north 0.4 miles to Chapel Road. It is one of the only places within the Brodhead corridor study area that sees even light use. This intersection sees very light bicycle use on

- Kennedy, with light use on Mill that appears to lead to an on-road recreational loop in Raccoon Township.
- Five Points: Moderate bicycle use west of Brodhead on SR 151/Gringo Road that continues west on SR 151 / Bocktown Road and Bocktown Cork Road to connect with SR 30. Light bicycle use to the east of Brodhead on Laurel Road that connects with the designated cycling route on SR 51 near the Ohio River.