

AGENDA

North Huntingdon Comprehensive Plan

11/14/22 | 5:00pm - 6:00pm | Steering Committee Meeting #2
Location: 11279 Center Highway

1. Introduction

2. Overview of Public Input gathered through October

- o Discussion of 5 general themes in context of related influences and potential tools
- o Results of the community survey as of 11-13-22

3. Review of Preliminary Municipal Benchmarks

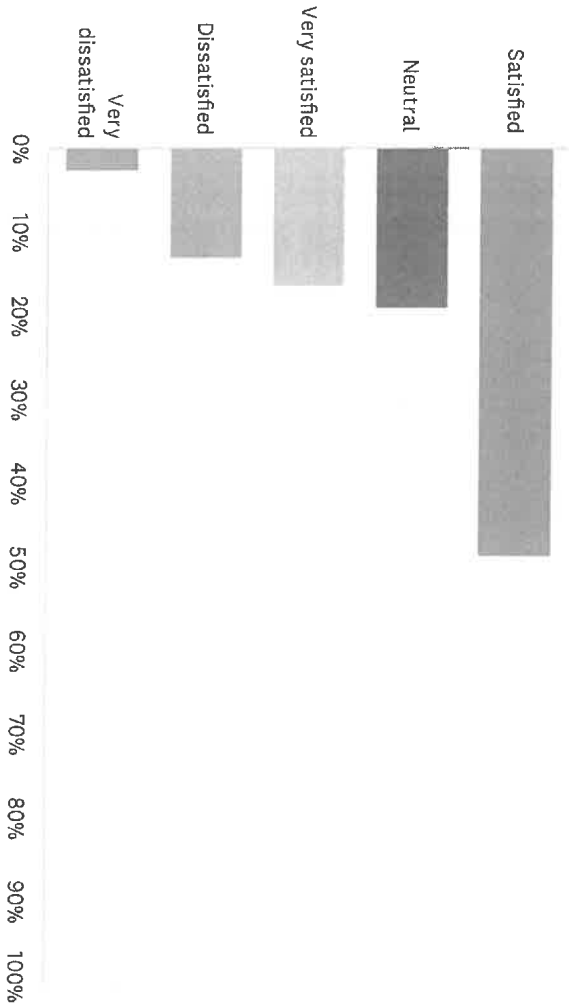
- o Discussion of key take-aways
- o Targeted narrowing of communities and metrics for purposeful comparison

4. Discussion to Solidify Focus Areas of Plan Analysis and Actions

5. Next Steps

Q1 In general, to what extent are you satisfied with North Huntingdon Township as a place to live?

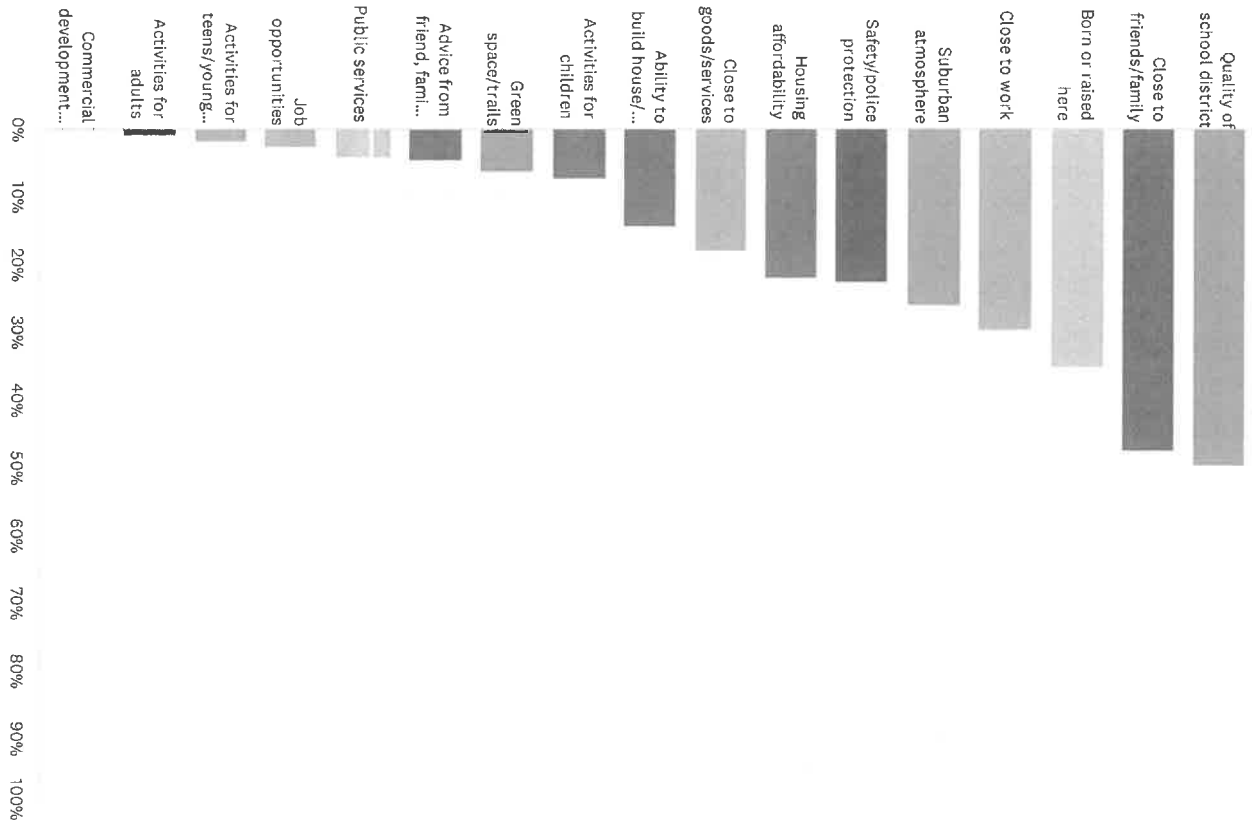
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ANSWER CHOICES		RESPONSES	
Satisfied		48.83%	375
Neutral		19.27%	148
Very satisfied		16.54%	127
Dissatisfied		13.28%	102
Very dissatisfied		2.86%	22
Total Respondents: 768			

Q2 What influenced your decision to live/work in North Huntingdon Township? Choose all that apply.

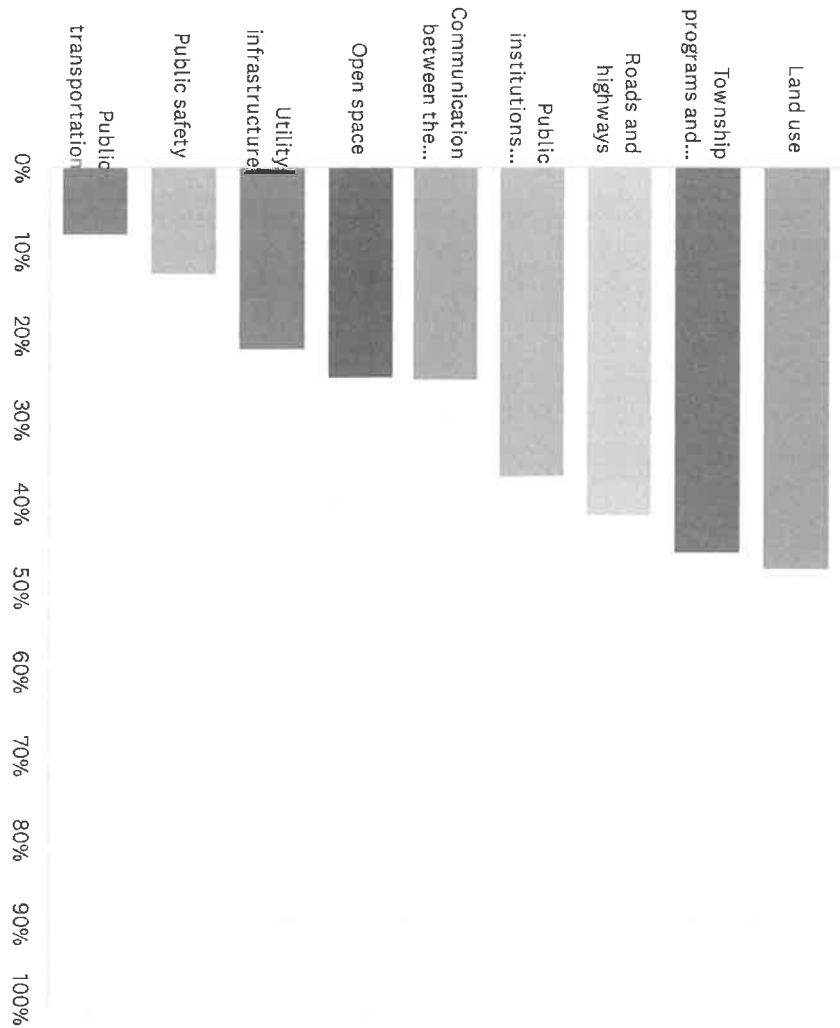
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ANSWER CHOICES		RESPONSES	
Quality of school district		49.80%	383
Close to friends/family		47.72%	367
Born or raised here		35.37%	272
Close to work		29.91%	230
Suburban atmosphere		26.27%	202
Safety/police protection		22.89%	176
Housing affordability		22.24%	171
Close to goods/services		18.08%	139
Ability to build house/new construction		14.43%	111
Activities for children		7.54%	58
Green space/trails		6.50%	50
Advice from friend, family or employer		4.68%	36
Public services		4.29%	33
Job opportunities		2.73%	21
Activities for teens/young adults		1.82%	14
Activities for adults		1.04%	8
Commercial development opportunities		0.13%	1
Total Respondents: 769			

Q3 In your opinion, what needs the most attention within the Township? Pick up to 3 choices.

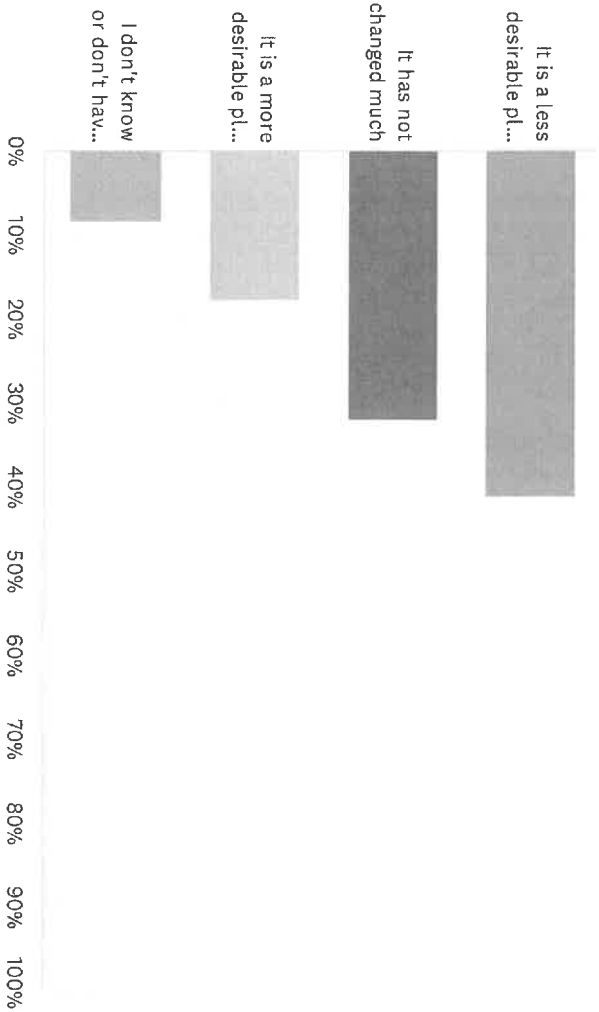
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ANSWER CHOICES		RESPONSES	
Land use		47.89%	364
Township programs and events		46.05%	350
Roads and highways		41.58%	316
Public institutions (schools, libraries, etc.)		36.84%	280
Communication between the Township and community		25.39%	193
Open space		25.26%	192
Utility infrastructure		21.84%	166
Public safety		12.76%	97
Public transportation		8.03%	61
Total Respondents: 760			

Q4 How has North Huntingdon Township changed since you have lived/worked here? Please choose only one.

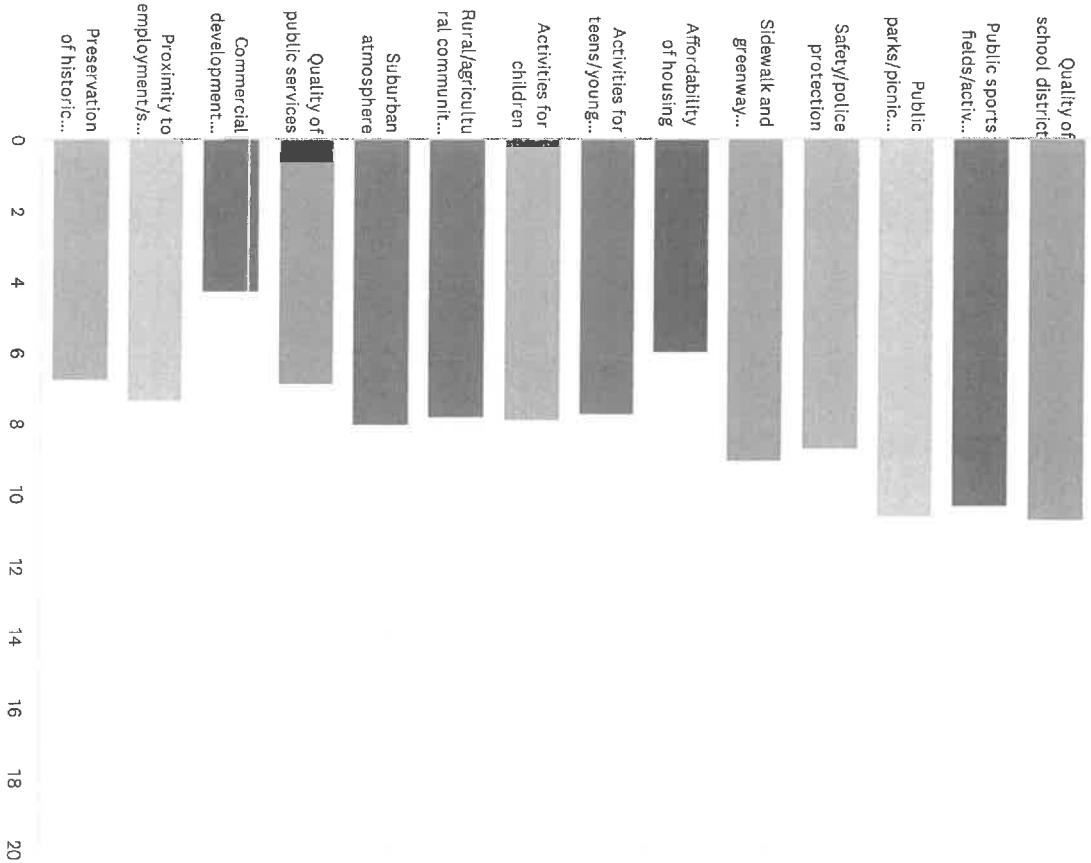
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ANSWER CHOICES	RESPONSES	
It is a less desirable place to live	41.37%	314
It has not changed much	32.28%	245
It is a more desirable place to live	17.92%	136
I don't know or don't have an opinion	8.43%	64
TOTAL		759

Q5 Over the next decade, what are the most important aspects needed to enhance North Huntingdon's community character? Please rank the following community attributes from 1 to 5 in order of importance for preserving the future quality of life in North Huntingdon Township, with one being the most important. Please choose no more than 5 attributes.

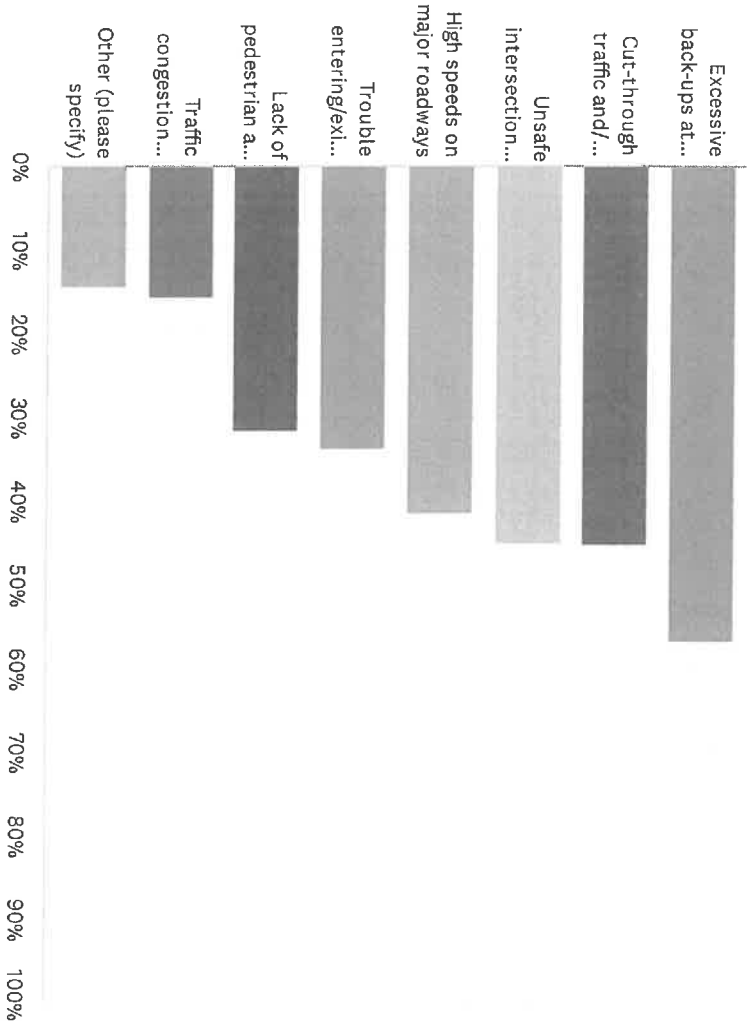
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Quality of school district	24.60% 170	16.35% 113	13.75% 95	9.41% 65	7.09% 49	4.05% 28	3.47% 24	6.80% 47	5.64% 39	3.18% 22	3.47% 24	0.58% 4	1.01% 7	0.58% 4
Public sports fields/active recreational space	19.81% 123	17.39% 108	11.92% 74	10.63% 66	9.98% 62	6.12% 38	4.67% 29	3.54% 22	2.90% 18	3.54% 22	1.61% 10	3.06% 19	2.58% 16	2.25% 14
Public parks/picnic areas/passive recreational space	17.44% 113	17.13% 111	11.88% 77	13.12% 85	11.11% 72	8.64% 56	6.02% 39	3.86% 25	3.70% 24	1.54% 10	2.31% 15	1.70% 11	0.77% 5	0.77% 5
Safety/police protection	13.02% 85	10.11% 66	8.58% 56	7.66% 50	9.19% 60	3.52% 23	4.75% 31	6.13% 40	12.10% 79	10.26% 67	5.82% 38	4.75% 31	2.76% 18	1.38% 9
Sidewalk and greenway connections to parks, schools and neighborhoods	7.93% 46	10.86% 63	12.93% 75	11.21% 65	9.31% 54	8.97% 52	7.93% 46	6.90% 40	4.31% 25	5.34% 31	4.66% 27	3.45% 20	3.28% 19	2.93% 17
Affordability of housing	6.54% 40	5.88% 36	6.21% 38	6.54% 40	6.70% 41	3.27% 20	3.10% 19	3.10% 19	3.10% 19	3.10% 19	4.58% 28	6.05% 37	30.72% 188	11.11% 68
Activities for teens/young adults	5.82% 36	10.82% 67	10.18% 63	10.02% 62	9.05% 56	4.04% 25	3.55% 22	3.07% 19	3.55% 22	4.20% 26	6.14% 38	18.74% 116	8.89% 55	1.94% 12
Activities for children	5.12% 32	10.24% 64	10.40% 65	10.40% 65	8.32% 52	5.44% 34	4.00% 25	4.16% 26	3.52% 22	4.48% 28	16.80% 105	12.64% 79	2.88% 18	1.60% 10
Rural/agricultural community character	5.08% 29	5.25% 30	8.23% 47	9.63% 55	8.76% 50	8.41% 48	9.98% 57	9.81% 56	7.36% 42	5.78% 33	5.95% 34	5.78% 33	4.55% 26	5.43% 31
Suburban atmosphere	5.01% 29	4.15% 24	7.94% 46	8.81% 51	13.82% 80	7.94% 46	9.50% 55	9.84% 57	9.33% 54	6.04% 35	4.49% 26	5.87% 34	3.97% 23	3.28% 19
Quality of public services	3.29% 20	3.62% 22	6.74% 41	6.41% 39	9.70% 59	5.10% 31	3.78% 23	6.41% 39	7.24% 44	18.59% 113	12.83% 78	8.06% 49	6.09% 37	2.14% 13
Commercial development opportunities	2.89% 17	3.57% 21	4.92% 29	5.77% 34	4.75% 28	2.38% 14	3.23% 19	1.70% 10	1.53% 9	2.04% 12	3.06% 18	5.43% 32	9.34% 55	49.41% 291
Proximity to employment/shopping areas	2.59% 15	3.62% 21	5.34% 31	7.93% 46	6.90% 40	7.93% 46	13.62% 79	10.52% 61	10.00% 58	13.97% 81	6.55% 38	5.34% 31	3.97% 23	1.72% 10
Preservation of historic sites throughout the Township	1.40% 8	2.27% 13	3.49% 20	4.54% 26	7.50% 43	12.91% 74	11.17% 64	12.04% 69	12.39% 71	6.11% 35	8.03% 46	5.41% 31	7.50% 43	5.24% 30

Q6 What does your household perceive as major transportation issues within North Huntingdon Township? Check all that apply

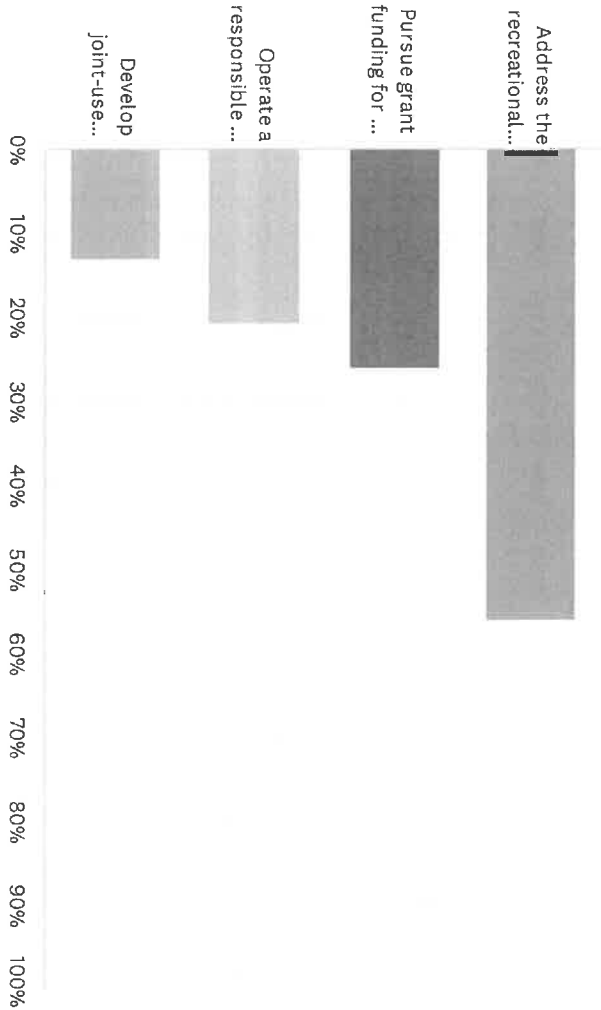
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ANSWER CHOICES	RESPONSES
Excessive back-ups at signals	56.90%433
Cut-through traffic and/or high speeds on residential streets	45.34%345
Unsafe intersections that require traffic control or other improvements	41.66%317
High speeds on major roadways	33.90%258
Trouble entering/exiting residential streets from/onto major roadways	31.67%241
Lack of pedestrian and bicycle access to major destinations within the Township	15.77%120
Traffic congestion around schools	14.45%110
Other (please specify)	
Total Respondents: 761	

Q7 The Township has identified four objectives to strive for to achieve its vision for improving recreational and green space at the more than 450 acres that it manages. Of the four objectives below, which do you view as most important?

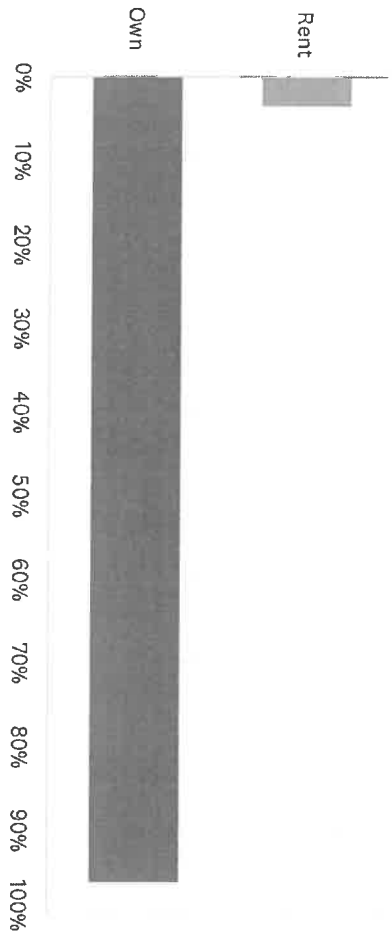
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ANSWER CHOICES	RESPONSES	
Address the recreational needs of all ages, abilities and interests	56.35%	426
Pursue grant funding for the development of Township facilities in collaboration with other groups, organizations or agencies	26.19%	198
Operate a responsible and financially efficient recreational department	20.90%	158
Develop joint-use between private organizations, volunteer groups, the Township and other organizations	13.23%	100
Total Respondents: 756		

Q8 Do you rent or own your residence?

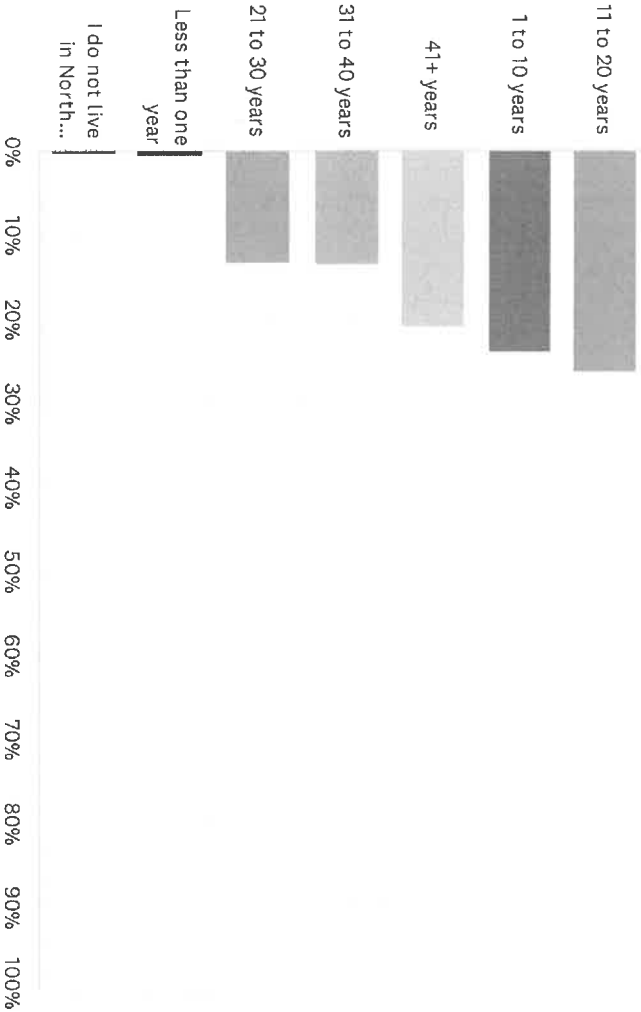
Answered: 761 Skipped: 9



ANSWER CHOICES		RESPONSES	
Rent		3.68%	28
Own		96.32%	733
Total Respondents: 761			

Q9 How long have you lived in North Huntingdon Township?

Answered: 769 Skipped: 1



ANSWER CHOICES	PERCENTAGE	COUNT
11 to 20 years	26.53%	204
1 to 10 years	24.06%	185
41+ years	21.20%	163
31 to 40 years	13.65%	105
21 to 30 years	13.39%	103
Less than one year	0.65%	5
I do not live in North Huntingdon Township	0.52%	4
TOTAL		769

Strong Towns – October 17th, 2022

By Daniel Herriges

“The City Should Put a Trader Joe’s There” (and Other Muddled Thinking About Development)

There’s a certain type of uninformed public comment—seen on social media, heard in neighborhood conversation, submitted to city planning departments, and voiced at public meetings—that is the subject of frequent derision among those who closely follow city planning and development decisions. My favorite shorthand for this genre of comment is, “The city should put a Trader Joe’s there.”

This is an exaggerated-for-laughs case of a much larger set of sentiments in which people complain about some development or some change happening near them by saying, “Well, I would rather it be such and such. Why didn’t they do that, instead?”

Any response to this ought to begin with, “Who’s ‘they’?”

To spell it out in a way that isn’t condescending (because the purpose of this piece isn’t to mock anyone): The reason the city can’t put a Trader Joe’s there is because the city doesn’t make that decision at all. What would have to happen for a Trader Joe’s to go into that spot in your neighborhood where you’d love to see one? Well, the private landowner would have to be interested in developing a retail space that meets all of Trader Joe’s specifications. Simultaneously, Trader Joe’s would have to be actively looking to expand in your region. And they would have to be made aware of and interested in that particular site, which for a large chain grocer means a market study that checks several obligatory boxes regarding factors like population density, demographics, spending power, and the presence of competitors. And then Trader Joe’s and the property developer would have to agree on terms of a lease, and neither party opt out of the deal for some better option.

At some point, peripheral to all of that, might be a permitting or rezoning process in which the city grants its approval for a grocery store to occupy the space. But it’s very rare that a local government actively recruits a specific business to occupy a site, let alone when that site itself is private property. Lobbying city hall on a decision that city hall doesn’t make is an exercise in futility.

On a superficial level, the cause of this kind of complaint is simple ignorance of how planning for development works. Such ignorance is almost universal. Much to my chagrin, it’s rare to find a high school civics class that engages with the workings of local and state government and not just the federal one.

But there’s something deeper going on: a flaw in the basic mental model that people use to describe how their neighborhood takes shape.

We’re Clear on “What,” But Less Clear on “How”

The “Why didn’t they make it a Trader Joe’s?” crowd may be unaware of how decisions about land use are made. But they’re not wrong to take a specific interest in what is built near where they live, or to voice their preferences and hopes. It’s just that the way they voice that interest reflects muddled thinking. And those of you in glass houses who know a whole lot more about local government and city planning should refrain from throwing stones, because I’ve seen a lot of you exhibit the same muddled thinking in more subtle ways.

By “the same muddled thinking,” I mean that many of us—almost all of us, at one time or another—are keen to express opinions on the “what” of the built environment we’d like to see, but unwilling to think rationally and clearly about the “how.” Instead, we seem to default to a mental model for how cities are created that implicitly imagines a master planner or designer, or an omnipotent guiding hand, where in reality there isn’t one.

Because we live in a society that prizes the ideal of democracy, and that ideal is woven into all of our discourse, this imagined master designer is almost always some version of “us.” “The community.” Except when we don’t like their decisions. Then it’s “them.” The unaccountable government or powerful elite that is failing to answer to the community.

The telltale sign of this fallacy is the lazy, unspecified use of the pronouns “we” and “they.” Or equally non-specific signifiers such as “the community” or “the city,” to which actions, decisions, and interests are imputed. We all know that there isn’t actually somebody sitting up there playing SimCity with our lives. But then we go right ahead and talk as though there is somebody pulling all the strings, or who *could* choose to do so on our behalf if they would only listen. (This piece is indebted to a couple recent threads by Twitter user Wayne Burkett, who refers to this fallacy as “central planning mindset” and [cites examples of it](#).)

It’s not that people literally believe that our cities are centrally planned like in a communist state. Nor, if pressed, do I think very many Americans would find that idea desirable. Rather, my belief is that we default to a mental model in which there is some collective manifestation of “us” capable of deciding what kind of world we want to live in, because it is easier to accept than the truth, which is that there are many things we—as a collective—don’t get to decide. Individuals make decisions, and those decisions add up to the world we experience, but there is simply no mechanism by which We-with-a-capital-W get to choose the world We want. That is profoundly uncomfortable to many people, and so we don’t ask the questions that would result from that recognition, and politicians and opinion leaders find ways to talk around that reality.

There is a sitting elected official in San Francisco (i.e., not someone you can accuse of not understanding how local government works) who frequently makes the argument with regard to housing construction that the unmet need in San Francisco is for low-income housing and that therefore, the city should “[prioritize housing for the working class](#)” and not “[prioritize housing for the wealthy](#).” In context, one of the things he seems to mean by this is that the city of San Francisco should not relax zoning or other regulatory restrictions on market-rate development, or otherwise seek to make market-rate housing easier to build.

It's either a genius bit of deliberate misdirection, or simply very confused messaging. It sounds compelling at first glance: after All, who wants to argue the converse? "Yes, actually, we should prioritize housing for the rich over housing for the poor!" The unanswered questions here are, "What does 'prioritize' mean, anyway? Who is the 'we' who would be doing that? And what would 'we' be doing?"

In this case, he identifies "we" as "the city," which I take to mean the government. The way local government addresses unsubsidized development is through the regulatory process: proposals to build have to go through planning and permitting, which take up city resources and staff time. Through that lens, the best way to actually *deprioritize* market-rate housing in San Francisco would be to simplify the approval process, relax zoning restrictions, and allow much more to be built as-of-right. Do that, and San Francisco planners will spend much less of their time thinking about market-rate housing, reviewing applications or public comments related to it. Fewer public resources will go into it. More of it might be built—by the private sector—but it won't be a bigger "priority" within city hall in any meaningful sense.

Meanwhile, the best mechanism for producing housing affordable to the working class in San Francisco in the near term is through inclusionary zoning, in which the proceeds from new market-rate apartments subsidize a certain percentage of low-rent units within the same building. Whether you like this mechanism or not (it has problems), it is clear that one way to "prioritize" low-income housing in San Francisco would be to encourage a lot of market-rate housing to be built with these inclusionary requirements attached.

There are plenty of defensible reasons to put limits on market-rate development, and those arguments are beyond the scope of this piece. My point is that saying "we" shouldn't build market-rate housing because "we" should build affordable housing is completely incoherent. These things are not only not in opposition to each other; in most cases, they don't even involve the same "we"! For local government, in particular, there is no clear or direct trade-off between the two. The only way the supervisor's comments make sense is if your mental model is that it is "we"—the community—who build housing, and that all housing that is built is the product of the "community" and a reflection of "our" priorities. And that is nonsense.

When "We" Don't Get to Choose

On the opposite coast, where I live in fast-growing Florida, conversations about development are often dominated by variations on the following sentiments:

"Why are they putting in all these new buildings?"

"Why do they keep approving more growth when our schools, our roads, and our ecosystem can't handle it!"

"Shouldn't the community be able to decide how much we want to grow?"

Again, this line of thinking sounds reasonable until you start asking the simplest of questions. Like: Who is "the community"? And what would it mean for "the community" to choose how

fast or slow “we” want to grow? What is the actual mechanism by which we would make that choice?

I've spoken to many slow-growth advocates here, people who think that there should be much less new housing construction, and I ask them, “What is your plan to slow down population growth? What do we do about all of the people who decide to move here?” Not once have I gotten an intellectually honest answer to that question. There is no plan, because there is no mechanism for the citizens of Florida, acting as a collective or through the power of government, to convince a bunch of people in Ohio and Michigan not to shop for real estate in Florida. They will if they want to. Some of them will likely have a lot of money and will outbid others who want that real estate. Some of those others will be longtime Florida residents, indisputably members of “the community” here.

The rub is that there will be dramatic change here if we build. There will be dramatic change of a different sort if we don't build. The fantasy advanced by the control-growth crowd is that “we” the community get to opt out of dramatic change, through the democratic process. They are very good at articulating the “what” they want for Sarasota and other growing Florida communities in 20 or 30 years: much the same as now, with neighborhood character intact and few additional drivers on the roads. They have no coherent answer for “how.” The only answer they offer is platitudes about people power: “We” must simply elect leaders who will enact “our” vision.

This is, again, nonsense. There is no “we” capable of this. There are too many “I”s involved in the story.

Getting Beyond “We Should” or “They Should”

All of us have—as groups and as individuals—profound stakes in what our built environment looks like. We have every right to be invested, and we can and should have highly specific visions and preferences, especially at the intimate scale of our own neighborhoods.

If you're invested in a future for your place, you need to get serious about the “who” and the “how” of getting to it. Don't speak in platitudes about what “we” should do. Ask yourself:

- What is a concrete, specific outcome I would like to see realized in the near term? (Not an abstract reality or systemic change.)
- Who is involved in the relevant decisions?
- What are their interests, as individuals or institutions?
- What do each of those actors' decision-making processes look like?

This is what every serious advocate should discipline themselves to do. Figure out who has the power to effect the outcomes you care about, and then figure out where you have some leverage over those decisions. Kvetching about what an unspecified “we” or “they” ought to do will always be a waste of time.

GENERAL THEMES OF PUBLIC INPUT THROUGH OCTOBER

HOUSING GROWTH

"We are concerned about the impacts of so many new housing developments."

Context/Influences:

Why are housing developments so prevalent?

- High demand within regional housing market
- Desirable school district and low taxes attract families (High priority factors for buyers)
- Less-restrictive zoning and subdivision regulations
- Majority of land is zoned to permit residential development

Available Tools for Township:

- Designated Growth & Rural Resource Areas – PA MPC tools for conserving agricultural/natural lands by limiting the extent of public infrastructure expansion
- Adjustments to zoning and subdivision regulations
- Adjustments to PRD (Planned Residential Development)

PARKS & RECREATION

"We desire more recreation/park/open space facilities, specifically a community center with activities/programs for all ages."

Context/Influences:

- Reliance on School District recreational facilities
- Residents travel to other municipalities to use their facilities
- Proximity to large county park (White Oak)
- New recreational facilities require additional funds both up-front and ongoing

Available Tools for Township:

- Partnerships with healthcare organizations, community non-profits, and/or private corporations to support funding of new facilities
- Capital improvement planning
- Increase Impact fees - monetary contributions from developers to support parks/recreation facilities

COMMUNITY

"We seek a greater sense of community."

Context/Influences:

- Politically-charged climate
- Limited public gathering spaces
- Individualistic culture

Available Tools for Township:

- Develop community gathering spaces within parks or private developments
- Connect and promote a network of community organizations/resources to inform and support residents

COMMERCIAL

"We have a limited mix of commercial uses." (e.g. too many auto-related uses and not enough diversity of restaurant options)

Context/Influences:

- Largely determined by local market conditions
- Legacy of unrestrictive zoning which permits wide-range of general commercial uses together along Route 30
- The auto-oriented nature of US Route 30 attracts such auto-related uses and discourages more human-scale building form

Available Tools for Township:

- Zoning, subdivision, site design standards
- Branding/marketing to attract select commercial uses/companies

TRAFFIC/STREET SAFETY

"Too much congestion on Township roads due to influx of new housing developments." Also, US Route 30 issues related to traffic signals, turning lanes, intersection configurations, medians, speeding, etc.

Context/Influences:

- New housing developments add trips to existing Township roads originally designed for less traffic
- US Route 30 is operated/maintained by the State (PennDOT) and outside of Township's jurisdiction
- US Route 30 is a high-capacity roadway designed for moving 'through traffic' and is key to regional connectivity; a barrier to providing convenient access and connectivity within NHT

Available Tools for Township:



- Coordinate with PennDOT by informing them of needs/desires of the community regarding mobility

PRELIMINARY MUNICIPAL BENCHMARK COMPARISON
North Huntingdon Township

Progress DRAFT 11/7/2022

		North Huntingdon Township	Cranberry Township	Hempfield Township	Penn Township	Murrysville	Monroeville	South Fayette Township	Elizabeth Township	Churchill	Mt Lebanon	North Braddock	Median
Quantitative Data	Total Population	30,399	31,361	40,769	19,413	19,692	27,564	15,688	13,013	2,925	31,808	4,703	
	Land Area (Sq. Mi.)	27.3	22.9	76.7	24.3	36.8	19.7	20.3	22.8	2.2	6.1	1.5	
	Median Household Income	\$75,997	\$108,160	\$68,733	\$73,776	\$102,189	\$70,634	\$96,532	\$66,279	\$87,063	\$105,984	\$34,087	
	Median Home Value - Owner Occupied	\$173,400	\$315,900	\$178,200	\$247,700	\$260,900	\$155,400	\$249,300	\$130,600	\$173,400	\$283,400	\$46,000	
	Businesses per 1,000 population ²	31	50			43	60						
	Employees/Residents Ratio ² (Employees per 100 residents)	29	76			47	97						
Qualitative Data¹	Roadway System	US-30 corridor; Turnpike access	US-19 corridor; Turnpike access	US-30 corridor; Turnpike access	Less connected to major roads	US-22 corridor; Turnpike adjacent	US-22 corridor; Turnpike access	PA-50 corridor; I-79 access	PA-51 adjacent	I-376 exit	US19 corridor	US-30 adjacent	
	Land Use Character; Mix of Uses	Suburban; Less diverse	Suburban; More diverse	Suburban/Rural; More diverse	Suburban/Rural; Less diverse	Suburban; Less diverse	Suburban; More diverse	Suburban; Less diverse	Suburban/Rural; Less diverse	Suburban; Less diverse	Urban; More diverse	Urban; Less diverse	
	Regional Position (County)	Westmoreland	Butler	Westmoreland	Westmoreland	Westmoreland	Allegheny	Allegheny	Allegheny	Allegheny	Allegheny	Allegheny	
2022 General Fund Total Expenditures ³		\$14,628,260	\$22,225,964	\$15,094,550	\$9,788,924	\$9,500,000	\$34,560,993	\$15,258,892	\$8,077,211	\$3,201,042	\$40,618,310	\$3,344,600	
Government & General Costs													
Total Municipal Expenditures per Capita		\$481	\$709	\$370	\$504	\$482	\$1,254	\$973	\$621	\$1,094	\$1,277	\$711	
Annual Municipal Tax Paid by Homeowner of Median-Valued Home ⁴		\$246	\$335	\$66	\$487	\$387	\$439	\$719	\$340	\$1,202	\$932	\$179	
Value Return of Municipal Services per \$1 of Municipal Tax Paid by Homeowner		\$1.95	\$2.12	\$5.63	\$1.03	\$1.25	\$2.86	\$1.35	\$1.83	\$0.91	\$1.37	\$3.97	\$1.83

1. Roadway system – Based on the general features and configuration of roadway hierarchy and regional connectivity
Land Use Character – Based on general landscape and development patterns, including density and building scale
Mix of Uses – Generally determined by the proportion and diversity of non-residential uses within a community
Regional Position (County) – Butler and Westmoreland Counties are situated on the periphery of the Pittsburgh Metro and therefore distinct from Allegheny County located at the center.

 = More Comparable – For quantitative measures, less than a 33% difference from NHT
 = Less Comparable – For quantitative measures, greater than a 33% difference from NHT

2. Datasets for employment and businesses were only available for select municipalities. Data for the remaining communities may be accessed upon request.

3. All budgetary numbers based on 2022 General Fund.

4. Calculated by multiplying the municipal millage rate (NOT including School District or County tax) by the assessed home value of a median-valued home. For Allegheny County, values are provided on the County website <https://apps.alleghenycounty.us/website/MuniList.asp>. For Westmoreland County, assessed value is set at 12.3% (common level ratio by STEB) of market value. For Butler County, assessed value is estimated at 8 percent of market value.

PRELIMINARY MUNICIPAL BENCHMARK COMPARISON
North Huntingdon Township

Progress DRAFT 11/7/2022

	North Huntingdon Township	Cranberry Township	Hempfield Township	Penn Township	Murrysville	Monroeville	South Fayette Township	Elizabeth Township	Churchill	Mt Lebanon	North Braddock	Median
Recreation & Parks/Open Space (% of budget)	5.3%	10.9%	8.1%	0.7%	5.4%	7.3%	3.7%	1.2%	0.1%	11.6%	0.1%	
Total Parks/Open Space (Acres)	428	640	725	271	1584	900	450	1333	152	216	1.5	
Parks/Open Space (Acres per 1,000 Population)	14	20	18	14	80	33	29	102	52	7	0.3	20
Municipal-operated Parks/Open Space (Acres)	413	640	128	51	1009	532	320	62	45	216	1.5	
Total Spending per Capita	\$25	\$78	\$30	\$3	\$26	\$92	\$36	\$7	\$1	\$149	\$1	\$26
Miles of Regional Bike/Ped Trail (within municipal boundary)	none	<1 (Brush Creek Extension)	2.5 (Five Star)	<1 (Westmoreland Heritage)	6 (Westmoreland Heritage)	none	2 (Panhandle)	12 (GAP)	none	none	none	
Access Points to Regional Bike/Ped Trail	none	1	4	none	1	none	1	7	none	none	none	
Roads/Streets (% of budget)	22.8%	21.9%	32.5%	25.4%	27.6%	11.8%	19.0%	34.4%	13.1%	7.2%	17.3%	
Miles Maintained by Municipality	148	128	226	107	148	98	65	66	14	85	25	
Total Spending per Capita	\$110	\$155	\$120	\$127	\$133	\$148	\$197	\$177	\$143	\$92	\$123	\$133
Total Spending per Mile	\$22,523	\$37,999	\$21,707	\$25,253	\$17,695	\$41,565	\$49,166	\$36,728	\$29,964	\$34,235	\$23,180	\$29,964
Public Safety (Police/Fire/EMS) (% of budget)	40.2%	32.7%	12.7%	48.6%	42.6%	30.2%	34.3%	29.9%	46.9%	8.8%	27.8%	
Number of Police Officers per 1,000 Population	0.9	0.9	N/A*	1.0	1.1	1.5	1.2	0.8		1.4	2.1	1.1
Number of Violent Crimes per 1,000 Population	2.3	0.5	N/A*	5.7	N/A	2.6	1.9	4.8	14.1	2.6	5.4	

Notes:

Data regarding municipal services are gathered from the most recent information as displayed upon municipal websites, budgetary documents, and other direct sources.
All budgetary numbers based on 2022 General Fund.

* Hempfield Township is served by State police and does not have a local police department. Therefore, the Township's budget for public safety is much lower than most communities.