

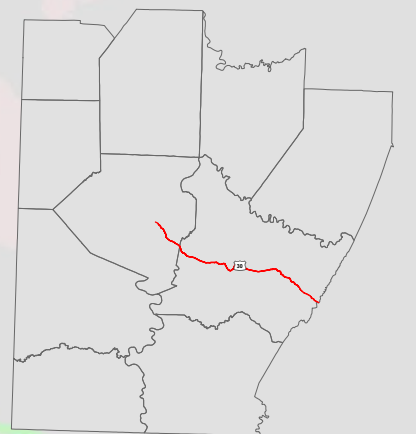
SmartMoves Corridors

Corridors of Regional Significance

US Route 30

Master Planning Framework

Martin Luther King Jr East Busway to Somerset County Line



Winter 2022

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Nepali

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थप जानकारीको लागि SPC (412) 391-5590 मा फोन गर्नुहोस्।

Gujarati

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Oriya

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Punjabi

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Marathi

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SmartMoves Corridors

Corridors of Regional Significance

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SECTION I: INTRODUCTION

Corridors of Regional Significance connect activity centers across multiple counties within and through Southwestern Pennsylvania. The corridors promote the multimodal movement of people and goods, critical to the quality of life and economic vitality of Southwestern Pennsylvania.



PURPOSE

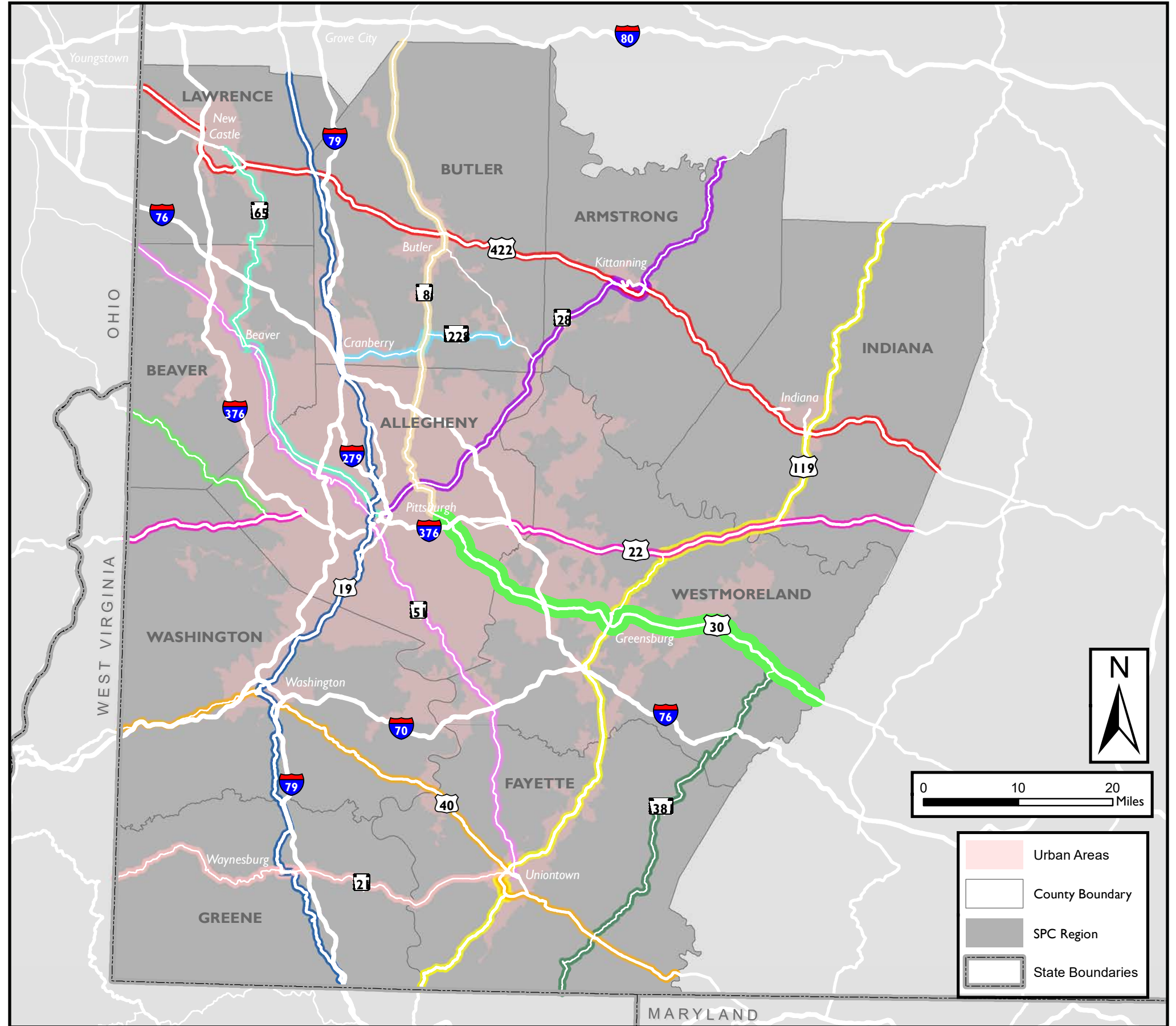
The goal of examining these corridors is to better inform project planning and coordination among agencies and municipalities, before transportation projects are programmed to receive funding through the region's Transportation Improvement Program (TIP).

Historically, improvements made to these corridors were aimed at solving specific issues such as safety or operational deficiencies, reoccurring congestion or capital maintenance asset management needs. In order for the region to achieve the best use of these facilities and to strengthen communities and the economy, they must be examined as holistically, rather than location by location.

The corridors are broadly drawn and include parallel facilities other than roadways and bridges. They include transit service, active transportation infrastructure, rail and port facilities, and airports.

The framework will identify considerations that should be taken into account when planning for new projects within the corridors with the ultimate goal of providing consistency across all future transportation improvements and ensuring the context of the corridor, communities and the facility users are considered.

Corridors of Regional Significance
State Route 8
US Route 19
State Route 21
US Route 22
State Route 28
US Route 30
US Route 40
State Route 51
State Route 65
US Route 119
State Route 228
State Route 381
US Route 422



SMARTMOVES CORRIDORS

GOALS

These regional corridors traverse multiple place types ranging from sparsely populated rural areas, to small towns and suburbs, to densely populated urban areas and urban core of the City of Pittsburgh. Each place type is accompanied by its own unique context as well as its own mobility, connectivity and accessibility needs.

When planning for transportation investments, the region must consider not just the transportation benefits, but also how well the improvements fit the context of the surrounding community it serves. The transportation system must be considered as a whole, rather than a series of separate networks. Involving the community in the early stages of the project development process will not only help to identify community needs and goals, but also assist in the delivery of projects by considering all factors before project design begins. This collaboration, along with strong partnerships between all parties involved, will assist in efficiently delivering projects, thereby enabling the region to capture as much state and federal funding as possible.

SmartMoves for a Changing Region, Southwestern Pennsylvania's Long Range Plan sets the vision, direction and context for this type of holistic corridor planning.



The Regional Vision is a world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy.

To support the Vision, the Plan sets three broad Goals for the region: Connected Mobility, Resilient Communities, and a Globally Competitive Economy. The Goals, supported by eight strategies each, work in concert to establish opportunities for collaboration across the region and to guide investments that make the region a better place for everyone.

SMARTMOVES GOALS



CONNECTED MOBILITY

A world-class, safe and well maintained, integrated transportation system that provides mobility for all.



RESILIENT COMMUNITIES

The revitalization of our communities will make us a magnet for new investment. Intensive investments in connectivity, walkable neighborhoods, and green infrastructure will attract business and residents to newer and older communities alike.



GLOBALLY COMPETITIVE ECONOMY

Strategic infrastructure investments and workforce training will make the region recognized as a global leader in technology and innovation.

This Master Planning Framework is directly supported by several of the *SmartMoves* Strategies:



PRIORITIZE AND STREAMLINE STRATEGY

Employ holistic planning for mobility and accessibility when developing and prioritizing projects. Make transportation improvements fit community context and enhance local quality of life and encourage strong, implementable complete streets policies.



PROMOTE INVESTMENT STRATEGY

Promote strategic infrastructure investment in communities that reduces physical exposure and vulnerability from natural hazards, including flooding and landslides.



INNOVATIVE IDEAS STRATEGY

Embrace emerging infrastructure innovations and technologies including planning, design, materials, and construction processes for an adaptable and resilient built environment.



CLEAN AIR STRATEGY

Support and encourage transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).



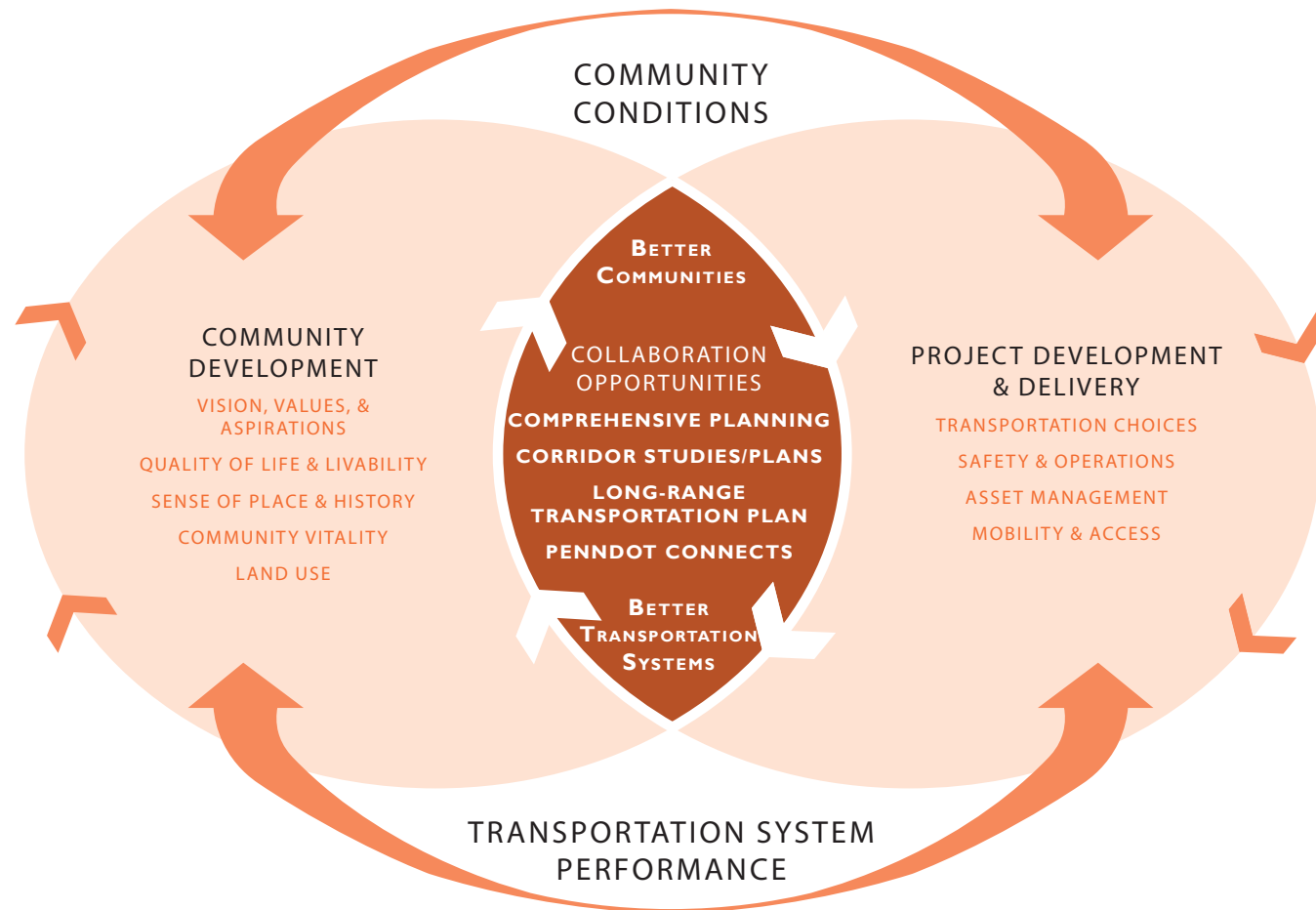
CONTEXT

Anchored by the region’s Long Range Plan, effective planning for a region of this size and diversity requires the cooperation and coordination of many planning partners and multiple, interconnected planning processes that work together toward achieving the regional vision.

The region’s transportation network must function as an integrated system rather than a series of unrelated networks. It is imperative that the transportation agencies responsible for planning, implementing, and maintaining different components of the transportation system work in concert to give the region the opportunity to make better informed mobility choices.

If walking, cycling, and using public transportation are more attractive and convenient, it will help the region be more economically competitive by enhancing quality of life and the environment.

Not only do we need to continue to prioritize investment based on performance criteria at the corridor level, we also need to consider the context of each community in order to create genuine, livable places, emphasizing complete streets with a variety of mobility options. It is crucial to work toward the same shared goals of this plan, realizing that solutions to mobility are not one-size-fits-all and will look different across the urban, suburban, and rural areas of the region. Partnerships between transportation agencies, local governments, and the private sector are essential to this effort.



Southwestern Pennsylvania Commission Planning Efforts

Plan/Program

[SmartMoves Long Range Transportation Plan \(2019\)](#)

[SmartMoves Connections Regional Transit Study](#)

[Congestion Management Program](#)

[Water Resource Center](#)

[Active Transportation Plan \(2019\)](#)

[Regional Transportation Demand Management Strategic Action Plan \(2019\)](#)

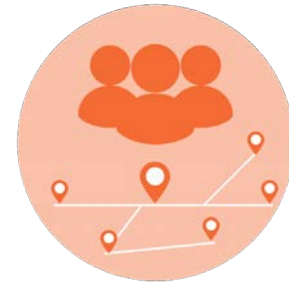
[Human Services Coordinated Transportation Plan \(2019\)](#)

[Transportation Improvement Program \(2023-2026\)](#)

[Regional Transportation Safety Action Plan \(2020\)](#)

[Regional Freight Plan \(2016\)](#)

[Regional Operations Plan \(2019\)](#)



SECTION II: CORRIDOR OVERVIEW

CORRIDOR DESCRIPTION

DEMOGRAPHIC AND EMPLOYMENT TRENDS

ENVIRONMENTAL JUSTICE

LAND USE CONTEXT

TRANSPORTATION SYSTEMS

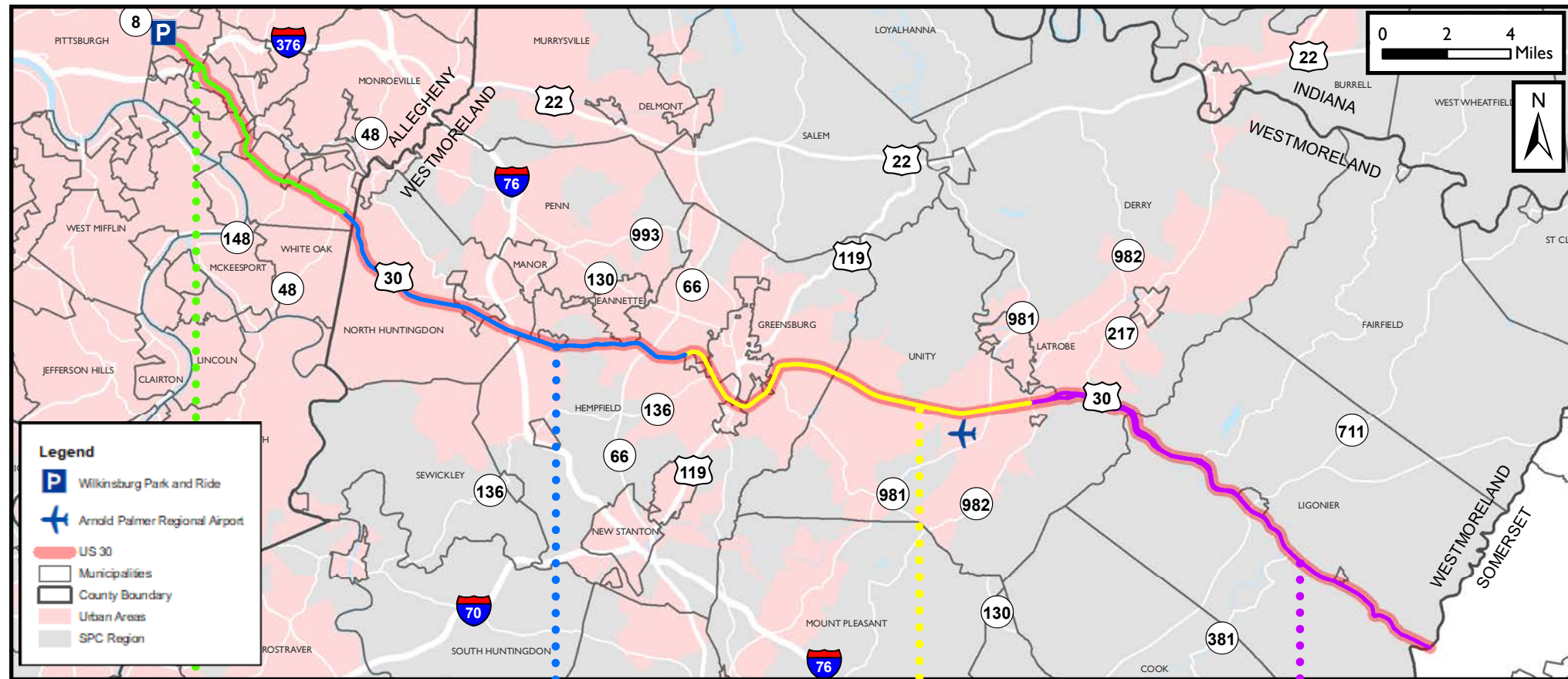
FREIGHT NETWORK

FREIGHT ACTIVITY

CORRIDOR TRAVEL PATTERNS

NON-SOV OCCUPANT VEHICLE TRAVEL

CORRIDOR DESCRIPTION



US 30 in eastern Allegheny County and Westmoreland County is a vital east to west thoroughfare in the SPC region. Coming from the west, US 30 is concurrent with I-376 until Wilkinsburg, where US 30 travels on new roadway through eastern Allegheny County. The eastern section of US 30, traverses approximately 50 miles through two counties (Allegheny and Westmoreland) and 18 municipalities in the SPC region. US 30 provides connections between other major highways such as I-376, I-76 (Pennsylvania Turnpike), US 119, SR 982, and SR 8. SR 8 provides a connection for roadway users to travel between US 30 to Wilkinsburg and to the eastern neighborhoods of Pittsburgh. Through Wilkinsburg, SR 8 has similar roadway characteristics to US 30. Therefore, for roadway operational purposes, this CORS Master Planning Framework will also analyze a section of SR 8 from the MLK Jr East Busway to I-376 in Wilkinsburg.

To achieve the best analysis of the US 30 corridor, the corridor will be examined in four segments in this Master Planning Framework.

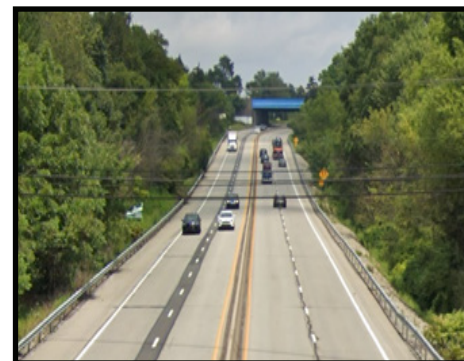
- Segment A- The MLK Jr East Busway in Wilkinsburg to SR 48 in North Versailles.
- Segment B- SR 48 in North Versailles to North Greengate Drive in Hempfield Township.
- Segment C- North Greengate Drive in Hempfield Township to SR 982 in Unity Township.
- Segment D- SR 982 in Unity Township to the Somerset County Line.

SEGMENT A

SEGMENT B

SEGMENT C

SEGMENT D



JURISDICTIONS

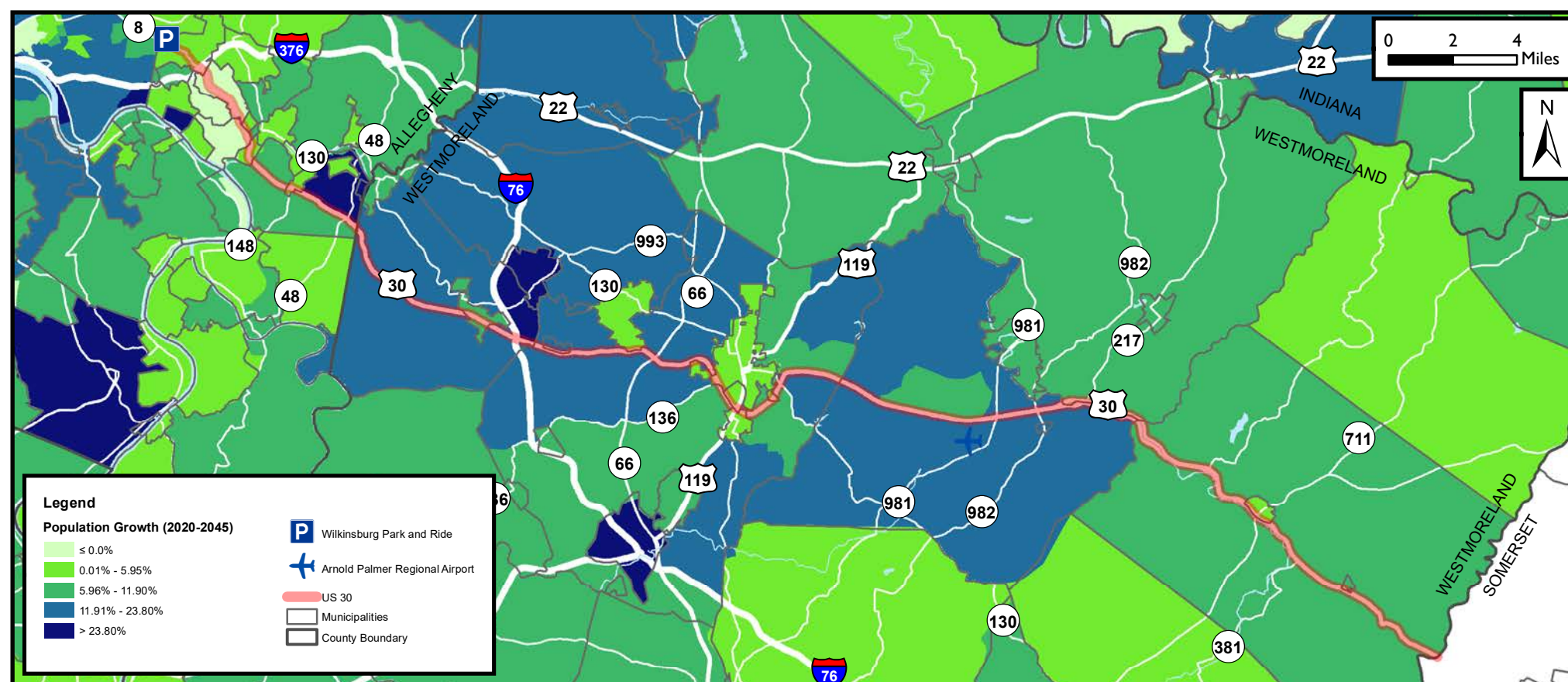
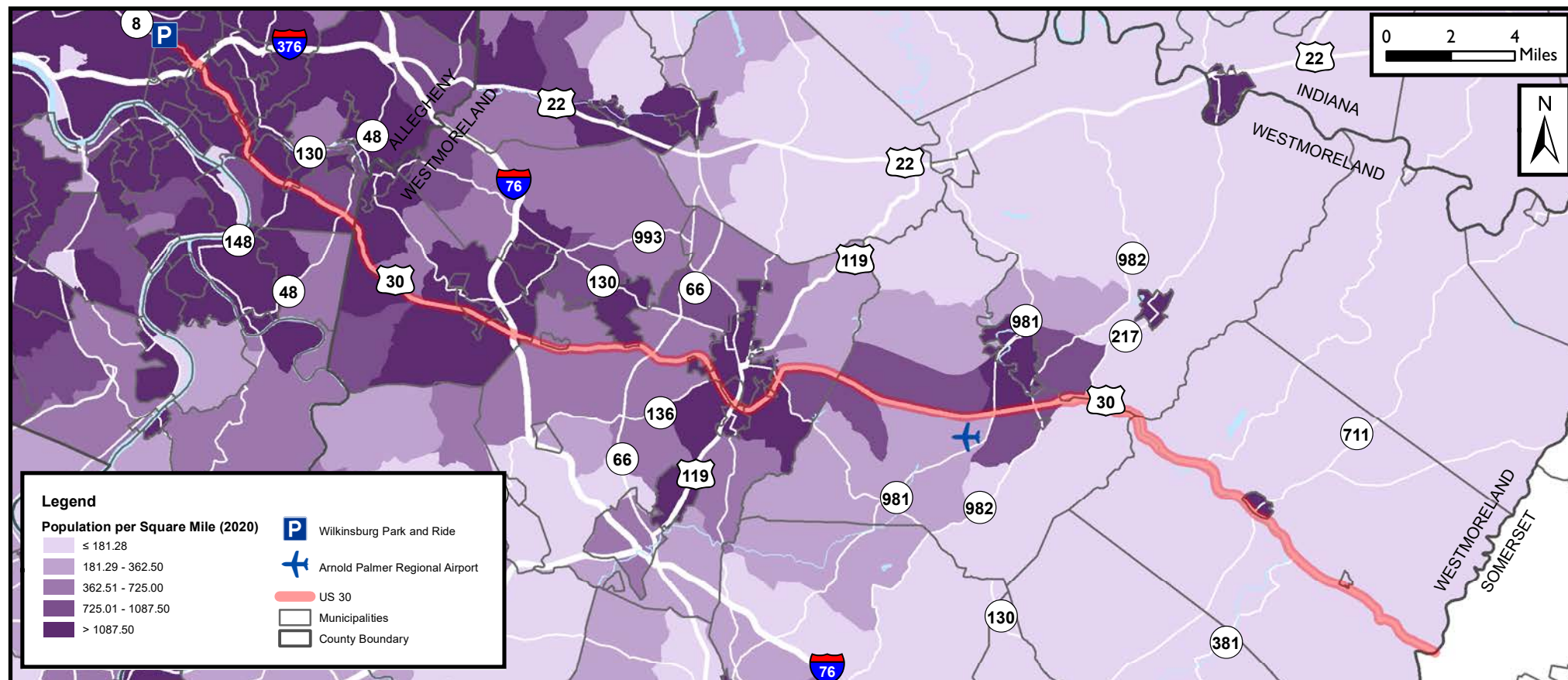
Allegheny County:

Chalfant
 East McKeesport
 East Pittsburgh
 Forest Hills
 North Braddock
 North Versailles
 Wilkinsburg

Westmoreland County:

Derry Township
 Greensburg
 Hempfield
 Irwin
 Jeannette
 Ligonier Borough
 Ligonier Township
 North Huntingdon
 South Greensburg
 Southwest Greensburg
 Unity

DEMOGRAPHIC AND EMPLOYMENT TRENDS

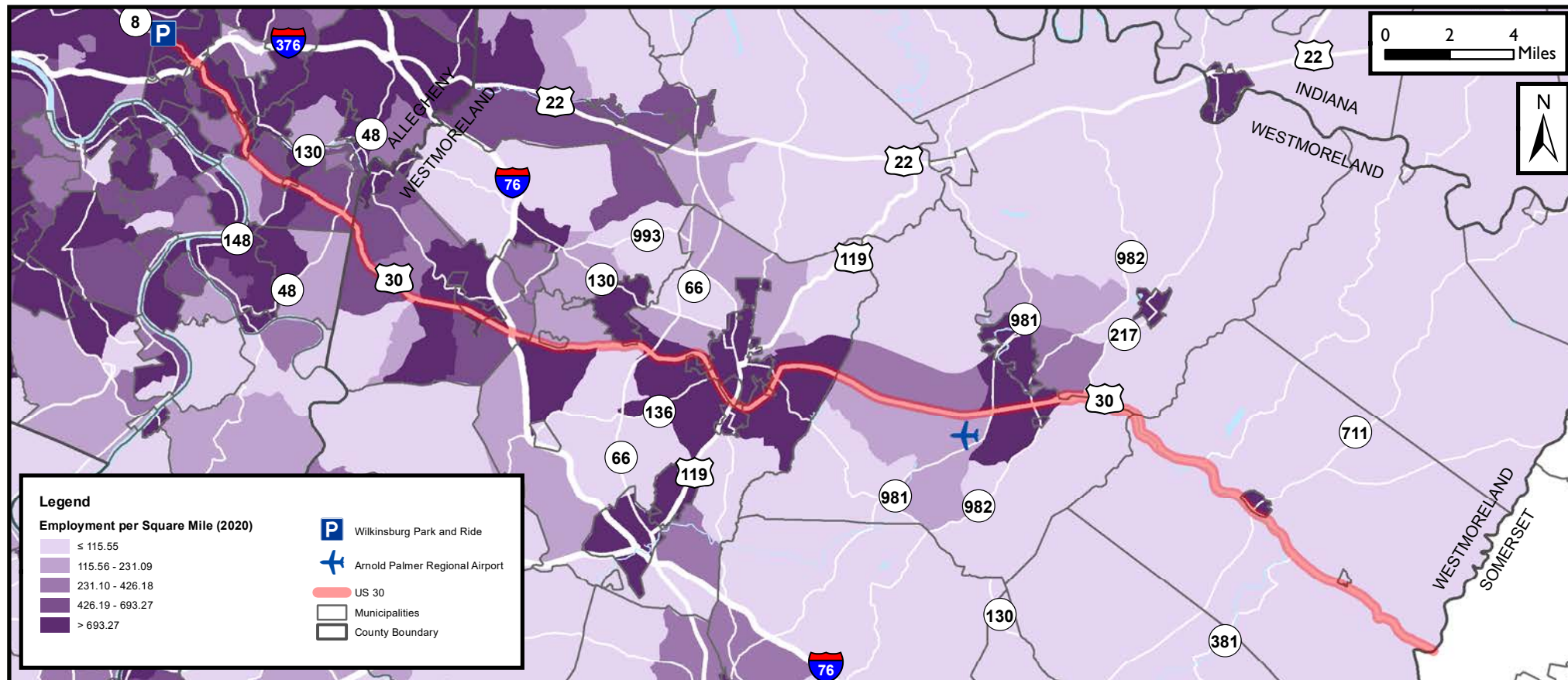


Current population and employment densities, as well as projected growth in population and employment between 2020 and 2045, were derived from SPC's Cycle 11 forecasts. SPC's Cycle 11 forecasts of population, households and employment were prepared in April 2019 to support development of SPC's Long Range Plan update. *SmartMoves for a Changing Region*, including the Cycle 11 forecasts, was adopted by SPC in June 2019. Information on businesses within a one-mile and three-mile buffer area along the US 30 corridor was derived from SPC's 2021 Mergent Intellect database.

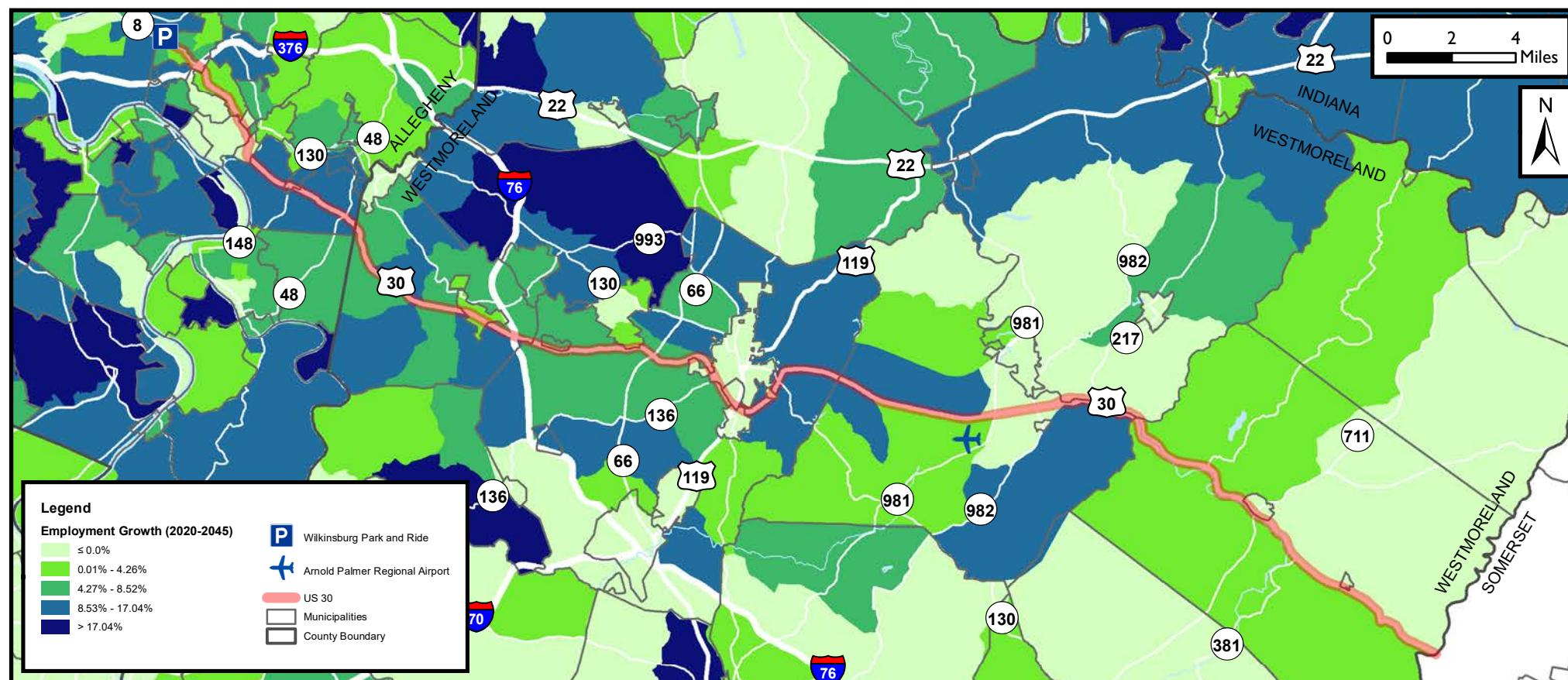
The US 30 corridor contains several population centers at multiple points along the corridor and beyond. The regional average population density is 362.50 people per square mile. The majority of areas within the City of Pittsburgh have higher than the regional average population density, with key population centers in Homewood, East Liberty, Squirrel Hill, Shadyside, Oakland, and elsewhere. Several areas outside of the City of Pittsburgh, but within Allegheny County, have higher than the regional average population density. These population centers are located in Wilkinsburg Borough, Edgewood Borough, Swissvale Borough, Forest Hills Borough, Chalfant Borough, Braddock Hills Borough, North Braddock Borough, Wilkins Township, East Pittsburgh Borough, East McKeesport Borough, Turtle Creek Borough, Wilmerding Borough and parts of North Versailles Township. Fewer areas outside of Allegheny County have higher than the regional average population density, with the highest population densities being in parts of North Huntingdon Township, parts of Trafford Borough, Irwin Borough, North Irwin Borough, the City of Jeanette, the City of Greensburg, Southwest Greensburg Borough, South Greensburg Borough, parts of Hempfield Township, parts of Unity Township, Latrobe Borough, Derry Borough, and Ligonier Borough in Westmoreland County.

Some of the areas that have the greatest population densities are also projected to have the greatest population growth by 2045. The regional average population growth between 2020 and 2045 is estimated at 11.90%. Several areas within the City of Pittsburgh have higher than the regional average population growth, with the greatest projected population growth being in Squirrel Hill, Swisshelm Park, Hazelwood, the Chateau, the Strip District, the South Shore, the Bluff, and the Golden Triangle. Areas with the highest population growth outside of the City of Pittsburgh include Rankin Borough, parts of North Versailles Township, and parts of Trafford Borough in Allegheny County; and Manor Borough, parts of North Huntingdon Township, and New Stanton Borough in Westmoreland County. Areas with the least population growth include Forest Hills Borough, Braddock Hills Borough, North Braddock Borough, and parts of the City of Duquesne in Allegheny County; and the City of Jeanette, the City of Greensburg, Southwest Greensburg Borough, South Greensburg Borough, and Ligonier Borough in Westmoreland County.

DEMOGRAPHIC AND EMPLOYMENT TRENDS

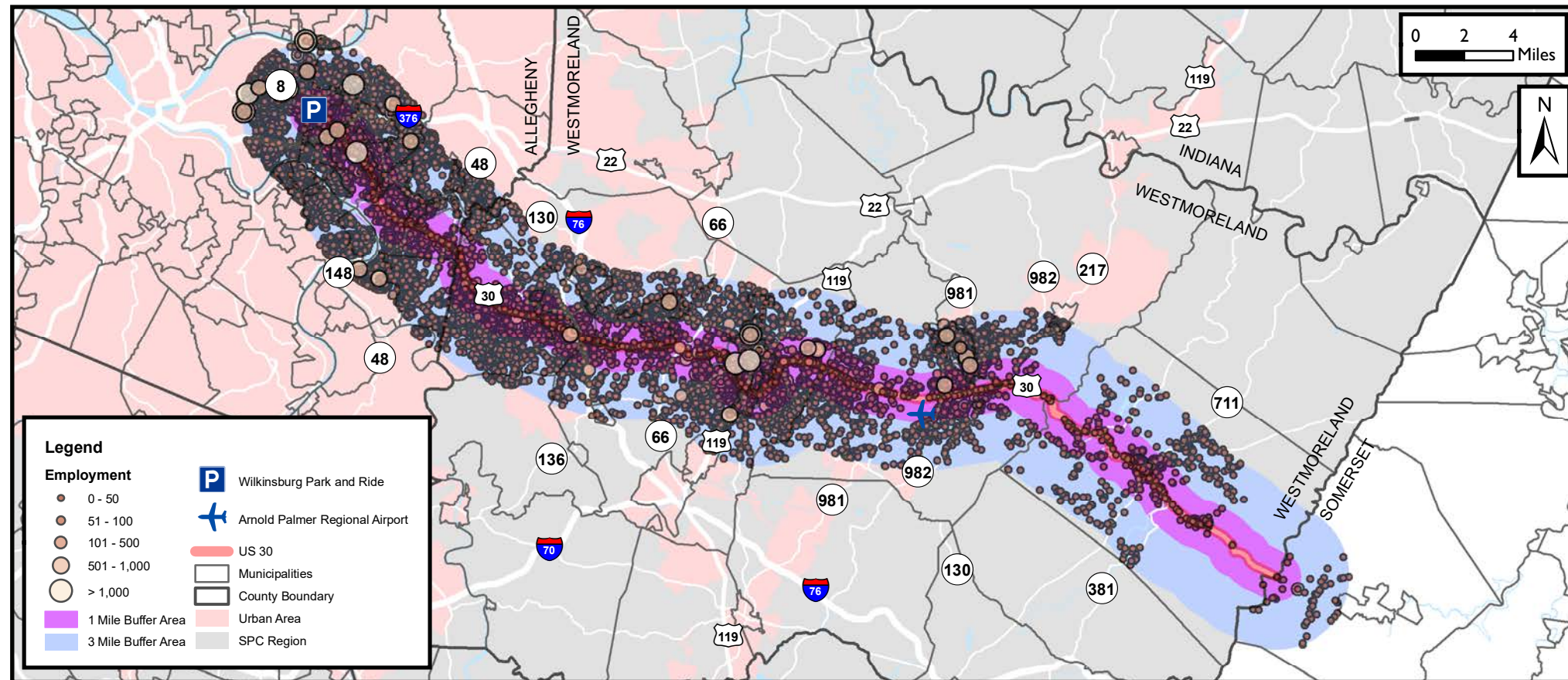


Many areas with population densities greater than the regional average also have employment densities greater than the regional average. The regional average employment density is estimated at 231.09 workers per square mile. There are several areas within the City of Pittsburgh that have employment densities greater than the regional average, with the highest being in the Golden Triangle, Oakland, Squirrel Hill, Shadyside, East Liberty/Larimer, Lawrenceville, Bloomfield/Garfield/Friendship, the Strip District, and elsewhere. Several areas outside of the City of Pittsburgh, but within Allegheny County, have higher than the regional average employment density. These employment centers are located in Wilksburg Borough, Edgewood Borough, Swissvale Borough, Forest Hills Borough, Chalfont Borough, parts of Braddock Hills Borough, Wilks Township, East Pittsburgh Borough, East McKeesport Borough, Turtle Creek Borough, Wilmerding Borough, and parts of North Versailles Borough. Fewer areas outside of Allegheny County have higher than the regional average employment density, with the highest employment densities being in parts of Trafford Borough, parts of North Huntingdon Township, Irwin Borough, North Irwin Borough, parts of Hempfield Township, the City of Jeanette, the City of Greensburg, Southwest Greensburg Borough, South Greensburg Borough, Youngwood Borough, New Stanton Borough, parts of Unity Township, Latrobe Borough, Derry Borough, and Ligonier Borough in Westmoreland County.



Many of the areas that have the greatest employment density are also projected to have the greatest employment growth by 2045. The regional average employment growth between 2020 and 2045 is estimated at 8.52%. Several areas within the City of Pittsburgh have higher than the regional average employment growth, with the greatest projected employment growth being in Hazelwood, the Golden Triangle, the Strip District, and the Bluff. Areas with the highest employment growth outside of the City of Pittsburgh include parts of West Homestead Borough, Rankin Borough, parts of the City of Duquesne, Liberty Borough, and South Versailles Township in Allegheny County; and parts of Penn Township and parts of Sewickley Township in Westmoreland County. Areas with the least employment growth include Braddock Hills Borough, North Braddock Borough, Braddock Borough, Chalfont Borough, East Pittsburgh Borough and parts of the City of Duquesne in Allegheny County; and parts of Trafford Borough, parts of the City of Jeanette, the City of Greensburg, Southwest Greensburg Borough, South Greensburg Borough, Youngwood Borough, New Stanton Borough, parts of Mount Pleasant Township, parts of Unity Township, parts of Latrobe Borough, parts of Derry Township, Derry Borough, Cook Township, parts of Ligonier Township, Ligonier Borough, and Laurel Mountain Borough in Westmoreland County.

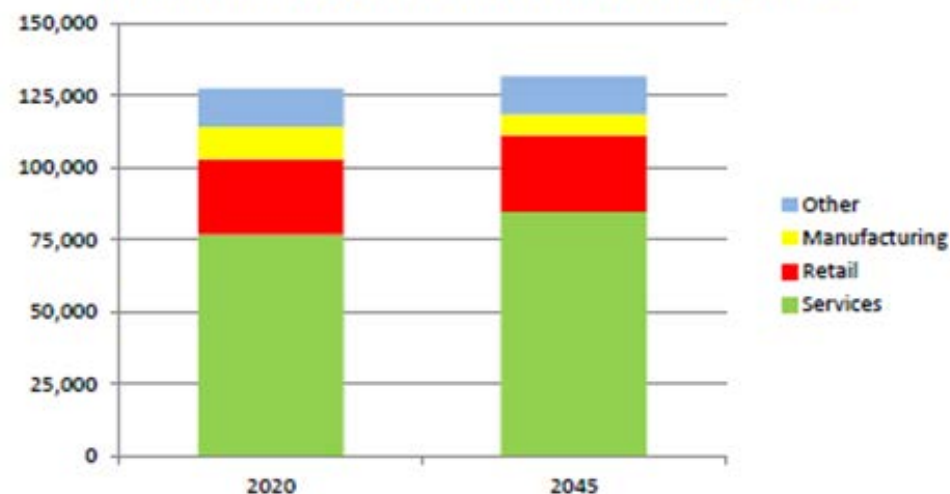
DEMOGRAPHIC AND EMPLOYMENT TRENDS



Service employment is by far the most prevalent sector in the US 30 corridor. Examples of key service employers include major educational entities such as the Pittsburgh Public School System, Westmoreland Intermediate Unit, the University of Pittsburgh, Carnegie Mellon University, Chatham University, Seton Hill University, and Saint Vincent College; healthcare providers and major medical facilities such as the University of Pittsburgh Medical Center, Excelsa Health and numerous UPMC facilities; utility services such as Allegheny Energy and West Penn Power Company/First Energy Company; religious organizations such as the Diocese of Pittsburgh; professional, scientific, and technical services such as Google, Management Science Associates, and Robindale Energy; and Westmoreland county government offices. The retail, manufacturing, and other sectors are also represented along the US 30 corridor, just to a smaller degree. Examples of key employers in these other sectors include Walmart, City Brewing Company, Elliott Group, Kennametal Inc., Latrobe Specialty Metals Company, Medco Health Solutions, Wolseley Investments, etc.

Service employment will continue to be the most prevalent sector in the US 30 corridor, as it is projected to be the sector with the highest growth by 2045. Retail and other employment is also projected to grow, although to a smaller extent, respectively. Manufacturing employment is projected to decline in this corridor.

Current and Projected Employment along US 30*



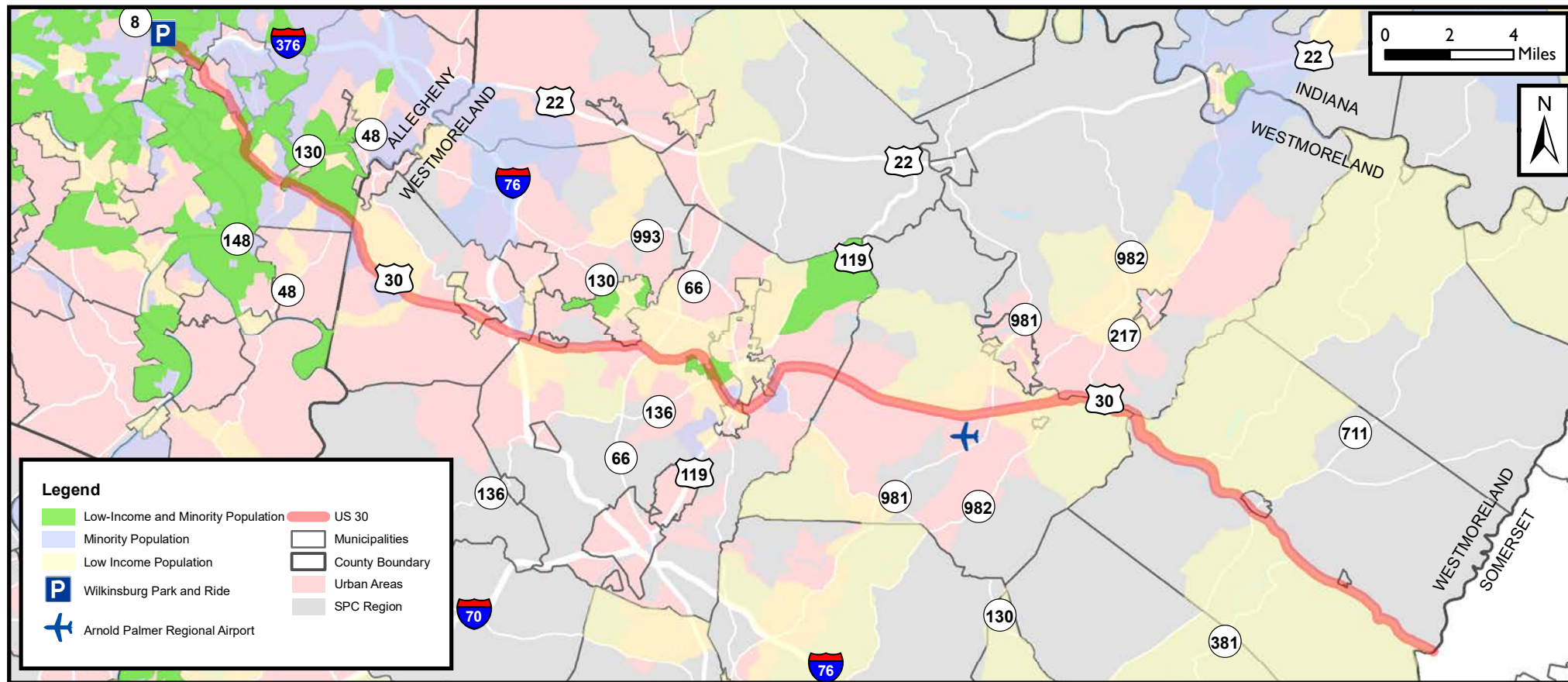
	1 Mile	3 Miles
Total Businesses	20,618	51,017
Total Employees	113,899	276,183
Total Sales	\$9 Billion	\$35 Billion

** This data includes companies with centralized reporting; not all employees may be located at the central location.



US 30 at Yost Blvd, Forest Hills

ENVIRONMENTAL JUSTICE



- SPC has defined Environmental Justice areas as follows:
- Low-Income Population - Where the percentage of households below the poverty level exceeds the regional average of 11.5%
 - Minority Population - Where the minority population exceeds the regional average of 14.5%
 - Low-Income and Minority Population - Where the percentage of households below the poverty level exceeds the regional average of 11.5% and where the minority population exceeds the regional average of 14.5%

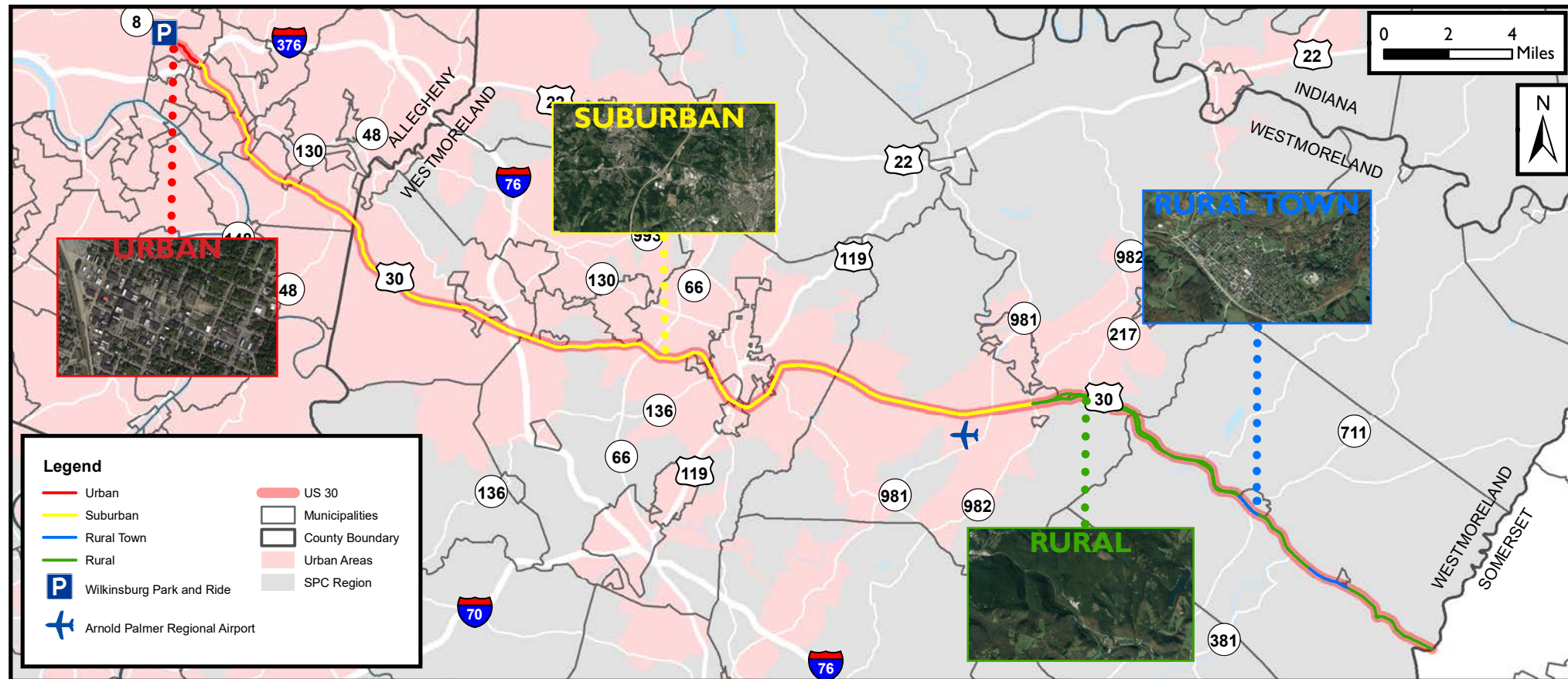
US 30, from the MLK Jr East Busway to the Somerset County Line, goes through a variety of different areas ranging from eastern suburbs of Pittsburgh to rural areas in Westmoreland County. When developing transportation projects, it is vital to take into consideration how projects can affect the people that live in the project's vicinity. In determining potential burdens and/or benefits of projects to the people that live in this diverse landscape, SPC conducts an analysis on transportation projects and their potential effects on Environmental Justice Communities of Concern. The US Environmental Protection Agency's Office of Environmental Justice defines Environmental Justice as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies".

In the context of transportation, effective and equitable decision-making depends on understanding and properly addressing the unique needs of different socioeconomic groups. US Department of Transportation (USDOT) Order 5610.2(a), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, identifies three fundamental principles of EJ that guide USDOT actions:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

There are several areas with a higher percentage than the regional average of low-income and/or minority populations along multiple sections of US 30 throughout the SPC region; these are denoted as Environmental Justice Communities of Concern. Communities such as Edgewood and Forest Hills contain sections of minority population that exceeds the regional average. Many communities such as Wilkinsburg, Braddock Hills, East Pittsburgh, North Versailles, Turtle Creek, Rankin, Braddock and North Braddock contain areas where both low-income and minority population are present. Continuing east into Westmoreland County there are pockets of low-income neighborhoods in Irwin, North Huntingdon Township, Manor, Hempfield Township, and Jeannette. In Penn Borough and Jeannette, there are areas that contain both low-income or minority population. Around the City of Greensburg, there are both areas that contain just low-income communities and both low-income and minority areas. Moving east into Unity Township, Latrobe, and Derry Township, there are areas where low-income or minority populations are present. Continuing east along US 30, parts of Ligonier Township have low-income areas.

LAND USE CONTEXT



In the SPC region, US 30 traverses through several different land uses, going from the urban area through Wilkinsburg to suburban communities in Allegheny and Westmoreland County to more rural areas in eastern Westmoreland County. In Wilkinsburg, SR 8 between the MLK Jr East Busway to I-376 goes through an urban area characterized by dense residential and commercial areas. US 30 east of I-376 enters into more suburban-like communities of Forest Hills, Chalfant, North Braddock, East Pittsburgh, East McKeesport and North Versailles. The land use here is often consistent with low to medium density of mixed residential and commercial clusters. This suburban area continues east into Westmoreland County through North Huntingdon Township, Irwin, and Hempfield Township. There are several commercial and residential areas located around the Greensburg Bypass. Residential neighborhoods are located along SR 136 and Cedar St, while commercial areas are lined up along US 119, Mt. Pleasant Rd, and SR 130. This suburban landscape continues on US 30 through eastern Hempfield Township and Unity Township to the intersection with SR 982. US 30 east of the SR 982 enters more rural areas. Parts of eastern Unity Township, Derry Township, and Ligonier Township are characterized by low density residential and commercial areas. There are sections of US 30 that goes through rural towns such as Ligonier Borough and Laurel Mountain. In both Ligonier Borough and Laurel Mountain, US 30 enters low density commercial areas with adjacent residential neighborhoods.

The NCHRP Expanded Functional Classification System states that, "Proper contextual roadway designs require an understanding of the function of the roadway within its current and expected future context and the needs of the potential roadway users."

Enhanced roadway design context enables understanding of the role the roadway plays within the community; identifying the role of the roadway within the local, city, and regional transportation network; and identifying the multiple roadway user groups and their priority within the design corridor.

Five context categories (Rural, Rural Town, Suburban, Urban and Urban Core) can be compared to roadway functional classifications to provide insight on typical user priorities.

Context Categories and Primary Factors

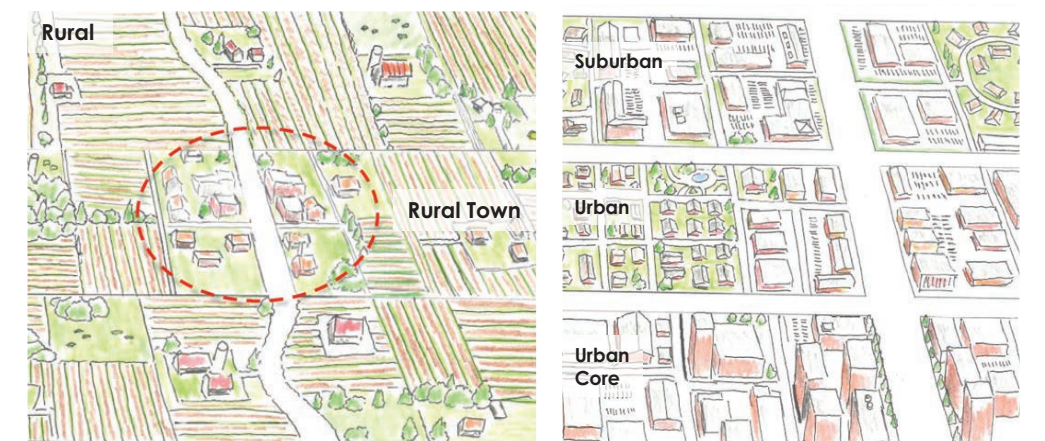
Category	Density	Land Use	Setback
Rural	Lowest (few houses or other structures)	Agricultural, natural resource preservation, and outdoor recreation uses with some isolated residential and commercial	Usually large setbacks
Rural Town	Low to medium (single-family houses and other single-purpose structures)	Primarily commercial uses along a main street (some adjacent single-family residential)	On-street parking and sidewalks with predominately small setbacks
Suburban	Low to medium (single- and multifamily structures and multistory commercial)	Mixed residential neighborhood and commercial clusters (includes town centers, commercial corridors, big box commercial and light industrial)	Varied setbacks with some sidewalks and mostly off-street parking
Urban	High (multistory, low-rise structures with designated off-street parking)	Mixed residential and commercial uses, with some institutional and industrial and prominent destinations	On-street parking and sidewalks with mixed setbacks
Urban Core	Highest (multistory and high-rise structures)	Mixed commercial, residential and institutional uses within and among predominately high-rise structures	Small setbacks with sidewalks and pedestrian plazas

Typical User Priorities

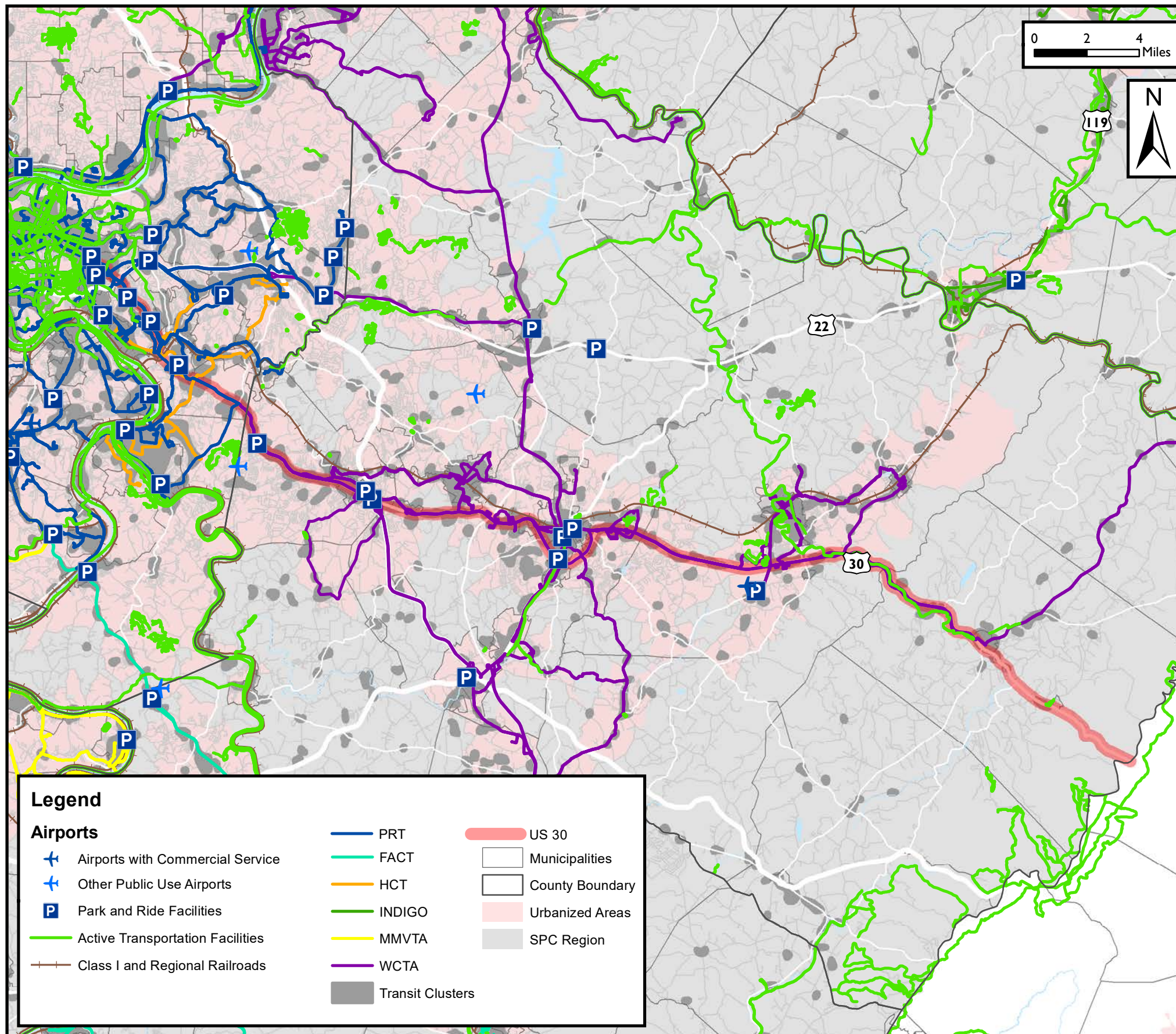
Context \ Roadway	Rural	Rural Town	Suburban	Urban	Urban Core
Principal Arterial					
Minor Arterial					
Collector					
Local					

Legend:
 Pedestrian: Low (small), Medium (medium), High (large)
 Bicycle: Low (small), Medium (medium), High (large)
 Car: Low (small), Medium (medium), High (large)

Context Categories



TRANSPORTATION SYSTEMS



US 30 is a principal arterial and part of the National Highway System (NHS). Spanning approximately 50 miles within the SPC region, US 30 connects to the Interstate network in Wilkinsburg at I-376 and in Hempfield Township at I-76. US 30 is a significant regional corridor connecting the communities in the East Hills and Westmoreland County to Pittsburgh via I-376. As a wider transportation corridor, the area includes transit service routes, railroad lines, and pedestrian and bicycle trails. Transit service in the broader corridor of US 30 is provided by Pittsburgh Regional Transit (PRT), Heritage Community Transportation (HCT), and Westmoreland County Transit Authority (WCTA). PRT, HCT, and WCTA have fixed route service that utilize US 30 within Allegheny County and Westmoreland County. More detail in regards to the transit operations by these providers is contained in the transit section of this report. There are 12 park-n-ride facilities with a combined estimated vehicle space capacity of 2,000 within the corridor that serve transit commuters. More details on park-n-ride facilities are provided in later sections of this report.

There are multiple active rail lines that are within the broader transportation corridor of US 30. The Norfolk Southern Railroad (NSRR) heads east out of downtown Pittsburgh and travels along the western side of US 30. NSRR then crosses US 30 under the George Westinghouse Bridge and travels parallel of US 30 through the remainder of Allegheny County. This parallel route continues through Westmoreland County until NSRR travels in a northeasterly direction in Derry Township and towards Blairsville and then out of the SPC region. The CSX Baltimore Line is also within the US 30 corridor. From Pittsburgh, the CSX Baltimore Line travels through the Mon Valley. Although this rail line does not officially intersect US 30, the line is near US 30 through Rankin, Braddock, North Braddock, and North Versailles. More detail regarding the railroad operations is contained in the freight section of this report.

In addition to freight rail, passenger rail is also located near the corridor. Amtrak operates the Pennsylvanian service, which provides passenger rail service between Pittsburgh and New York City via Philadelphia. There are two rail stations located near the US 30 corridor in Greensburg and Latrobe. Currently, there is only one train that provides services via the Pennsylvanian with expanded service expected to begin in 2025.

Near US 30 is the Monongahela River, which is one of three rivers that make up the Port of Pittsburgh. Along the Monongahela River, barges carry raw materials, bulk and manufactured goods throughout Southwestern PA and beyond. Connections to and from US 30 to the various stopping points along the Monongahela River are critical to the locally economy in providing a safe and efficient means of transportation to move raw goods throughout the region.

CORRIDOR COMPONENTS

Primary Highway	<ul style="list-style-type: none"> US 30 (49.7 miles)
Nearby Highway Facilities	<ul style="list-style-type: none"> SR 8 I-376 SR 48 I-76 PA Toll 66 US 119 SR 982
Transit Services	<ul style="list-style-type: none"> Pittsburgh Regional Transit Heritage Community Transportation Westmoreland County Transit Authority
Rail Facilities	<ul style="list-style-type: none"> CSX Baltimore (Class I) Norfolk Southern (Class I)
Water Facilities	<ul style="list-style-type: none"> Monongahela River
Airport Facilities	<ul style="list-style-type: none"> Arnold Palmer Regional Airport Greensburg Jeannette Regional Airport
Active Transportation	<ul style="list-style-type: none"> Five Star Trail (Westmoreland County) Loyalhanna Creek Water Trail Ligonier Valley Trail (Westmoreland County)

TRANSIT SERVICES

Pittsburgh Regional Transit (PRT), Westmoreland County Transit Authority (WCTA) and Heritage Community Transit (HCT) contain transit routes and facilities that are found along US 30. The table on the right represent transit routes within 1 mile of the US 30 corridor and the table below represent park-and-ride facilities near the US 30 corridor.

In addition to current transit infrastructure, there are needs identified in regional plans that are needed to make transit service along the corridor more viable. Developed in 2018, the Westmoreland County Transit Development Plan (TDP), provides a vision for a rapid bus corridor on US 30. The infrastructure needed would include bus stations at key transfer points and exclusive lanes where they would be effective, otherwise queue jump or business access turn lanes coupled with Transit Signal Priority. Westmoreland County TDP implementations include improved regional connections, more frequent service, enhancements to WCTA Gateways, increase in Intra-County connections through regional routes and first-mile/last-mile microtransit service with hubs. More details on the Westmoreland County TDP are found in the Segment Profiles of this report.

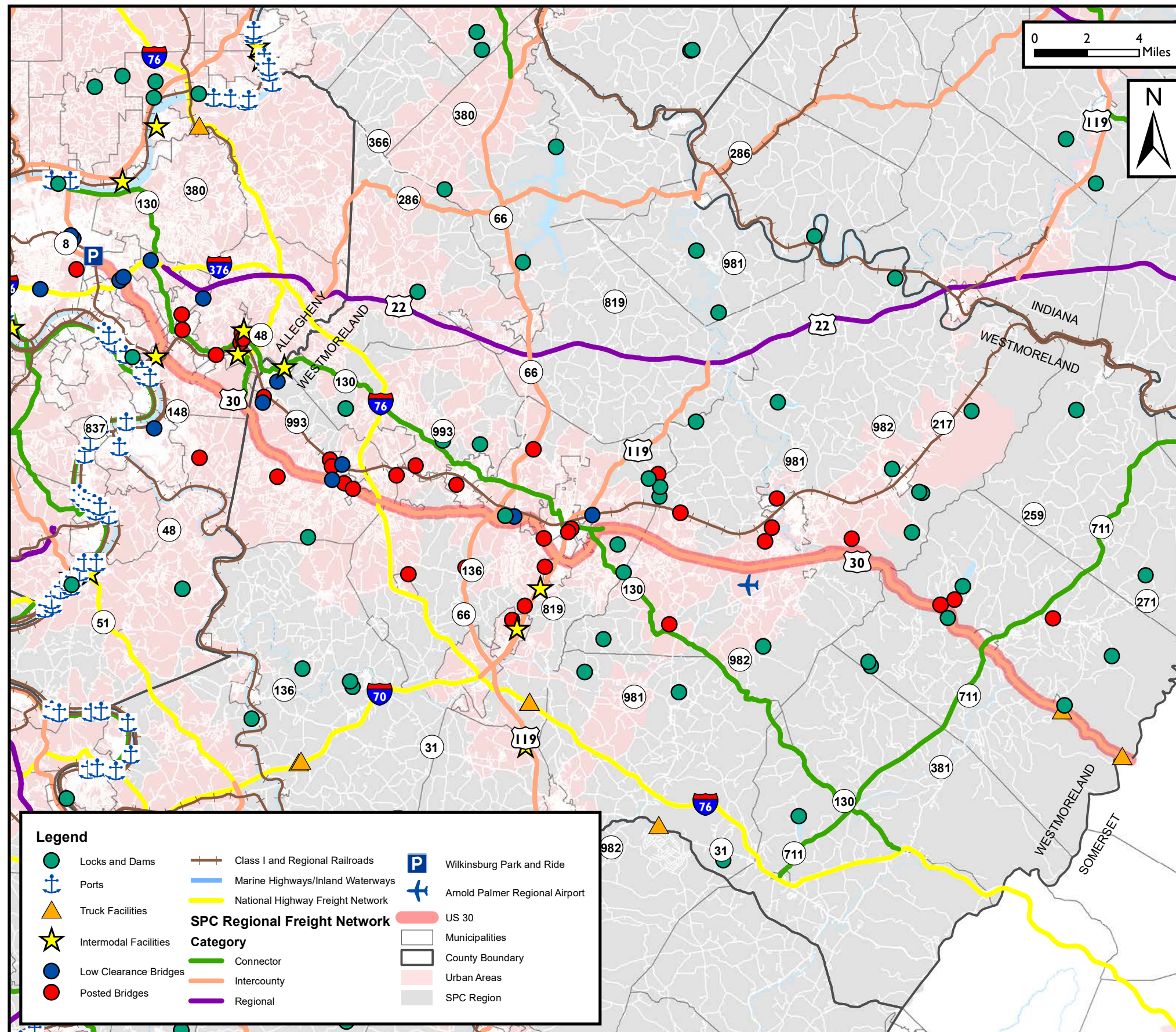
Park-and-Ride Facilities				
Location	Municipality	County	Capacity	Transit Service
East Busway-Wilkinsburg	Wilkinsburg	Allegheny	748	Yes
East Busway-Hamnett Station	Wilkinsburg	Allegheny	128	Yes
Forest Hills Presbyterian Church	Forest Hills	Allegheny	100	Yes
Ardmore Blvd at Avenue B	Forest Hills	Allegheny	168	Yes
North Versailles-Greensburg Pike	North Versailles	Allegheny	200	Yes
Route 30 at Carpenter Ln	North Huntingdon	Westmoreland	250	Yes
Living Waters Family Worship Center	North Huntingdon	Westmoreland	70	Yes
Route 30 at Barnes Lake Rd	North Huntingdon	Westmoreland	83	No
Crossroads Plaza- S. Main St at US 30	Southwest Greensburg	Westmoreland	45	Yes

Transit Routes Within 1 Mile of US 30		
Route	Route Name	Provider
55	Glassport	PRT
59	Mon Valley	PRT
61A	Swissvale	PRT
61B	Braddock-Swissvale	PRT
67	Monroeville	PRT
68	Braddock Hills	PRT
69	Trafford	PRT
71	Edgewood Town Center	PRT
71C	Point Breeze	PRT
71D	Hamilton	PRT
79	East Hills	PRT
86	Liberty	PRT
88	Penn	PRT
P1	East Busway-All Stops	PRT
P7	McKeesport Flyer	PRT
P12	Holiday Park Flyer	PRT
P16	Penn Hills Flyer	PRT
P76	Lincoln Highway Flyer	PRT
Monroeville	Monroeville	HCT
McKeesport	McKeesport	HCT
East Pittsburgh	East Pittsburgh	HCT
2F	Latrobe-Pittsburgh Flyer	WCTA
3F	Mt. Pleasant-Pittsburgh Flyer	WCTA
4W	Greensburg-Pittsburgh	WCTA
5W	Greensburg- Jeannette Shopper	WCTA
6W	Greensburg-Irwin	WCTA
9W	Greensburg- Latrobe Shopper	WCTA
9A	Latrobe-Derry	WCTA
W11	Johnstown-Latrobe	WCTA
W12	Greensburg-New Kensington	WCTA
W16	Greensburg- Mt. Pleasant	WCTA
W20	East Flyer	WCTA

The [SmartMoves Connections \(SMC\) Regional Transit Study](#) is a comprehensive regional vision for public transit to drive cooperation and linkages across the region. This study identifies methodology for future investments in Multimodal Hubs connected by Multimodal Corridors, to identify the best coordination strategies for operating these assets, and to ensure that the next generation of planning for multimodal investment is based on the needs of transit riders and communities. These assessments aim to identify hubs of low, medium, and high intensity in order to explore options that will align transit corridors in a way that optimizes inter-hub connections throughout the region. This CORS Master Planning Framework outlines further information on the SMC Transit Study and its relationship to the US 30 corridor.



FREIGHT NETWORK



Through the assessment of freight movement on US 30 in the project area of Allegheny and Westmoreland Counties, it is important to recognize that there are local delivery trucks, retail supply trucks, bulk materials haulers and even large tractor trailers on virtually every highway in Pennsylvania. Their presence should be noted, but the value or importance a given roadway or multimodal corridor to regional freight movement is not measured in solely in terms of truck volume or density. Rather, it is the contribution that roadway makes to the comprehensive freight distribution network that defines the value of a single corridor to freight operations.

This is clearly evident on US 30, which serves urban commuter needs, regional services, and the specialized activity patterns of the agricultural and extractive industry sectors as well. But, it is the urban and suburban character of this roadway that defines its value. It's functionality as a local freight network is reflected on the Regional Highway Freight Network.

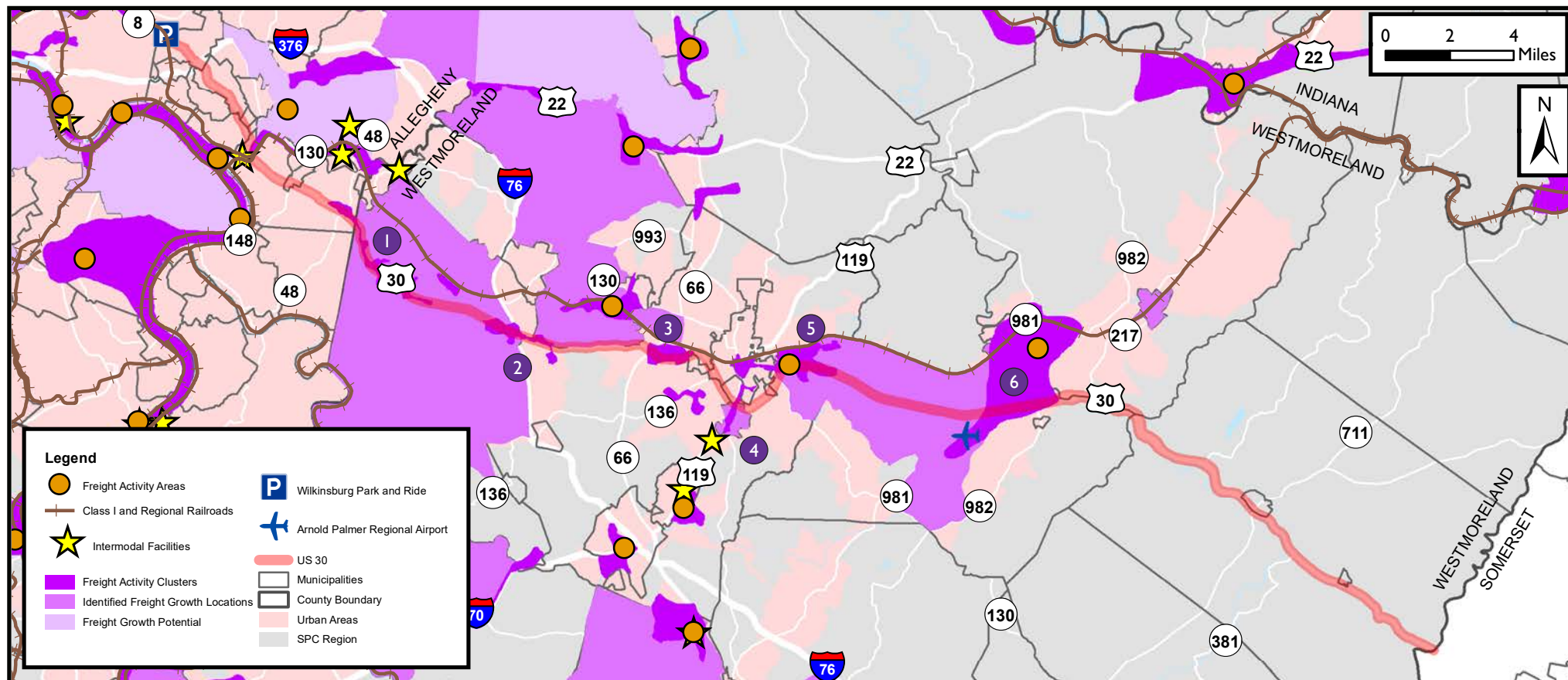
The **National Highway Freight Network (NHFN)** was established to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system.

The **National Multimodal Freight Network (NMFN)** looks beyond highway freight transportation to help assess and support federal investments to achieve national multimodal freight policy goals. The NMFN includes the following transportation subsystems: Highways (NHFN), freight rail, ports, inland ports and waterways, airports, and other strategic freight assets.

The **Regional Highway Freight Network** would supplement federal or state-designated highway freight networks to provide a more complete inventory of the key corridors and connections that serve the region's freight movement needs.

- *NHFN Routes* – as designated on the federal NHFN.
- *Regional Routes* – not on the NHFN, but typically include major corridors that carry freight through the 10-county region and/or provide important linkages to its surrounding areas.
- *Intercounty Routes* – not on the NHFN, but typically include important corridors that link freight flows between counties inside the SPC region, though not necessarily from a through-route perspective as per the Regional Routes.
- *Connector Routes* – not on the NHFN, but typically include important corridors that link the Regional or Intercounty Routes with other parts of the highway system, and/or that serve freight travel to/from larger freight activity sites or clusters.

FREIGHT ACTIVITY



In most cases, a highway of this classification would be an important regional freight corridor. However, US 30 is unusual in several ways. First, land uses along the corridor flow from urban to suburban to rural as one travels west to east. There is a perceptible lack of commercial (other than retail), industrial or manufacturing activity. Rural land uses are typically exurban in character, rather than in active large-scale agricultural production or extractive industries. The easternmost segments are in the Laurel Highlands, an area of nature-based recreation and tourism. In most cases, a highway of this classification would be an important regional freight corridor.

Second, it could be argued that US 30 is ill-equipped to accommodate large volumes of truck traffic. Much of the US 30 route follows the Forbes Path, a frontier era roadway developed in the 1750s. Modern development followed the corridor, and the patterns of land use were established well before the arrival of the automobile. The lanes are narrow, there are few shoulders, and the irregular terrain means there are frequent curves and hills. None of this is conducive to modern day truck traffic, and there are alternative east-west routes north of US 30 in US 22 and south of US 30 in the Pennsylvania Turnpike (I-76).



That said, there are short segments of US 30 that provide important connections to other freight corridors. These locations include the junction with I-376 in eastern Allegheny County; on either side of the Allegheny/Westmoreland County line; in the vicinity of the two ends of the Greensburg Bypass; and most notably east of the community of Ligonier, where the corridor carries less commuter traffic and acts more like a rural highway connection.

The US 30 corridor passes close by, but does not directly serve the intermodal centers at Norfolk Southern's Pittsburgh Intermodal Terminal on SR 48 in Allegheny County; or the freight node at New Stanton, Pennsylvania, a few miles south of the Greensburg Bypass. No identified Critical Urban or Critical Rural Freight Corridors connect directly with US 30.

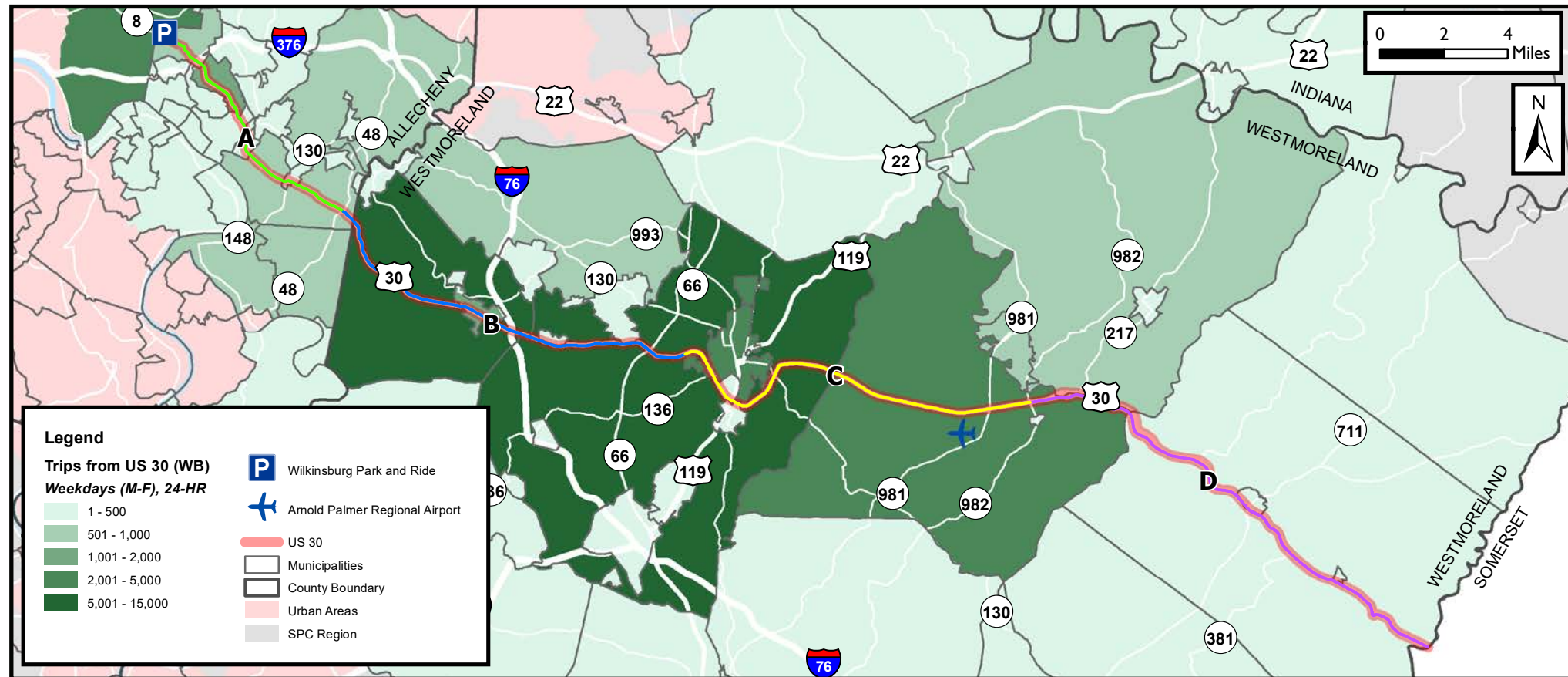
2012 FAF Long distance truck volume	97 - 11,729
Projected growth 2012 - 2045	46% - 76%
2012 FAF Tonnage per year (kton)	22 - 85293
Projected growth 2012 - 2045	73% - 75%

The **Freight Analysis Framework (FAF)** network assignment estimates commodity movements by truck over specific highways. Models are used to disaggregate interregional flows from the Origin-Destination Database into flows between localities and to assign these flows to individual highways using average payloads per truck, and truck counts on individual highway segments.

- US 30 Freight Activity Clusters**
- 1 US 30 North Huntingdon
 - 2 Adamsburg
 - 3 Greengate Area Retail
 - 4 South Greensburg
 - 5 Greensburg
 - 6 Latrobe

Although US 30 is included in the National Highway System, or NHS, which the Federal Highway Administration (FHWA) defines as including the 160,000 miles of roads important to the United States' economy, defense, and mobility. Within that NHS structure, US 30 is classified as an Other Principal Arterial, a term used to identify highways in rural and urban areas that provide access between a higher classification roadway (such as an Interstate Highway) and a major port, airport, public transportation facility, or other intermodal transportation facility. In total, the NHS includes only 4% of the nation's roads, but carries more than 40% of all highway traffic, 75% of heavy truck traffic, and 90% of tourist traffic. Clearly inclusion in the National Highway System is an indication of US 30's importance in the regional freight transportation network.

CORRIDOR TRAVEL PATTERNS

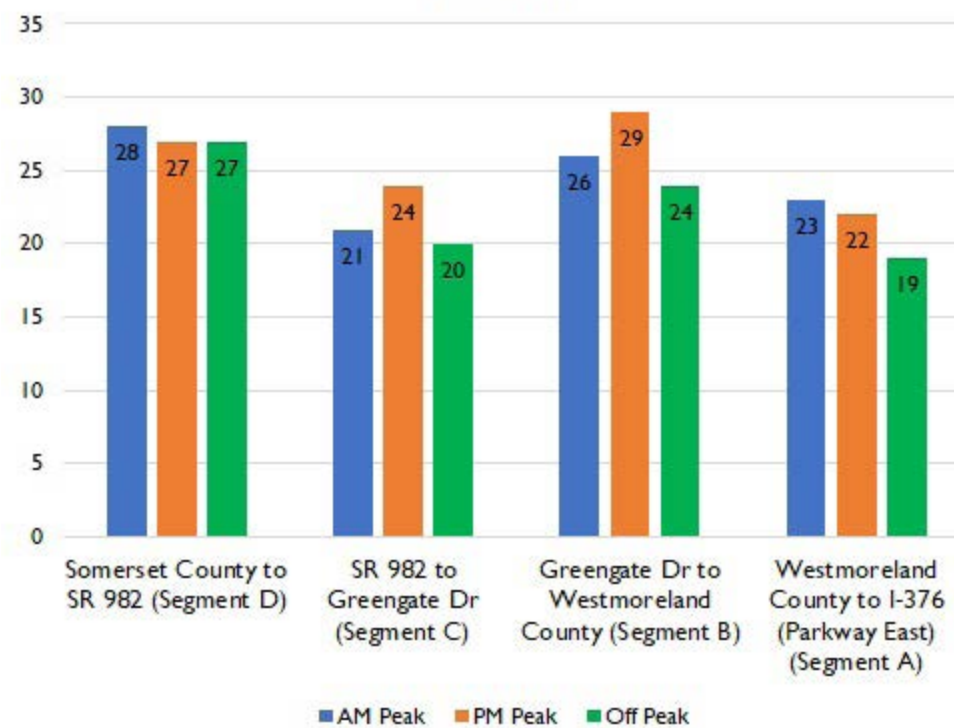


The charts and tables in this section represent corridor travel patterns for US 30. The bar graphs represent travel time for both the eastbound and westbound US 30 corridor, during the AM, PM and off-peak hours. The charts show corridor length, posted speed limit, and travel time at posted speed limits for the four segments. Analysis of westbound trips shows that, overall more than 60,000 trips use some portion of the US 30 corridor during the trip. Of those westbound trips, nearly one-third originate on segment B, with almost another one-third on segment C. Of the remaining trips 20% originate on segment A and 15% on segment D. High destination areas for westbound trips within the corridor include much of the City of Pittsburgh's East End neighborhoods, Churchill and Forest Hills Boroughs in Allegheny County and and Hempfield, Unity and North Huntington Townships in Westmoreland County. Over 66% of the westbound trips using US 30 are destined to areas within the corridor. Roughly 11% are destined to areas near the corridor. The rest of the westbound trips, about 23% of the total, are destined to areas beyond the corridor. Of those trips destined to areas beyond the corridor, 51% (121% of the total) have destinations west of the corridor, 27% (6% of the total) have destinations north of the corridor, and 21% (4% of the total) have destinations west of the corridor.

US 30 Eastbound Travel Times (Minutes)

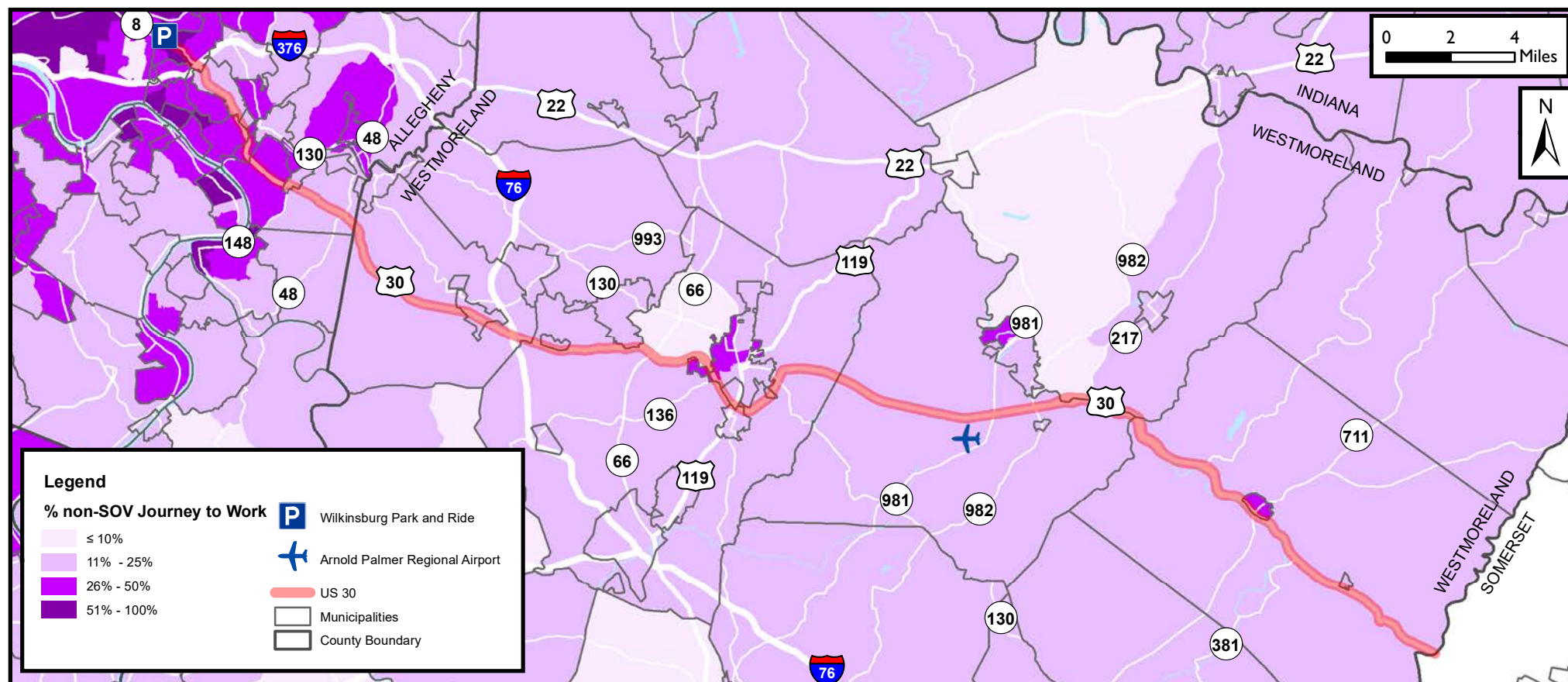


US 30 Westbound Travel Times (Minutes)



Segment A East Busway to SR 48		Segment B SR 48 to Greengate Dr	
Corridor Length (miles)	8.4	Corridor Length (miles)	12.7
Posted Speed Limit (mph)	25-45	Posted Speed Limit (mph)	40-45
Travel Time at Posted Speed Limit (minutes)	20.1-11.2	Travel Time at Posted Speed Limit (minutes)	19.0-16.9
Segment C North Greengate Dr to SR 982		Segment D SR 982 to Somerset County	
Corridor Length (miles)	12.7	Corridor Length (miles)	20.0
Posted Speed Limit (mph)	40-55	Posted Speed Limit (mph)	30-55
Travel Time at Posted Speed Limit (minutes)	13.8-19.0	Travel Time at Posted Speed Limit (minutes)	40.0-21.8

PERCENT NON-SINGLE OCCUPANT VEHICLE TRAVEL

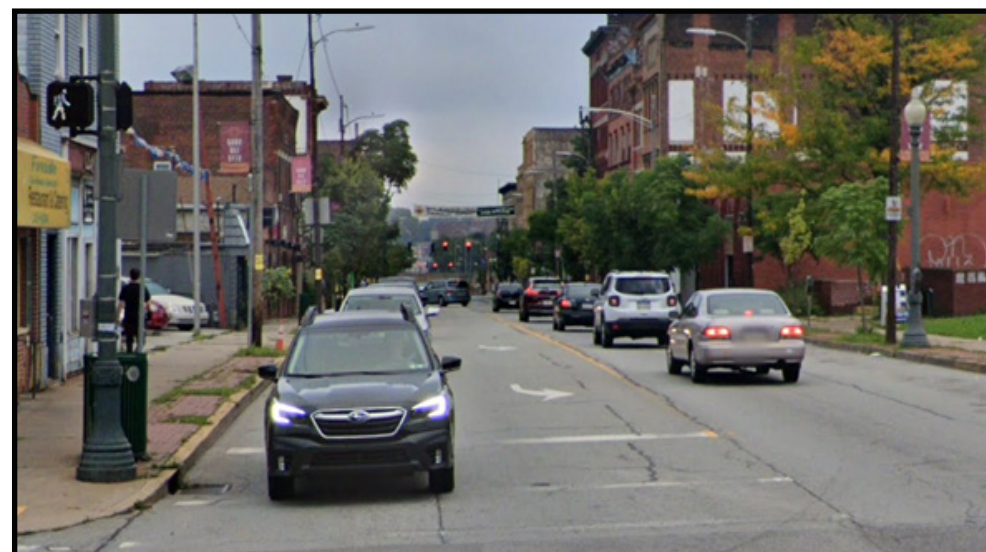


Data from the US Census American Community Survey (ACS) provides information about the means of travel to work. Every month, the Census Bureau collects data on a wide range of demographic characteristics. And, every year the Census Bureau reports data from the past five years. The annual sample size nationally is approximately 2.5% of all housing units. The five-year reports provide data summaries based on approximately 12.5% of the nation.

Driving alone to work (single occupant vehicle – SOV travel), is the predominant travel mode to work in the US and the SPC region. Non-SOV travel is travel to work by modes other than driving alone including carpool, vanpool, public transportation, taxi, bicycle, walking, and work at home, among others. The 2015-2019 ACS data tables for means of travel to work estimate that SOV travel accounted for 76.3% of travel to work in the US, 76.9% in the SPC region; and 74.1% in the Pittsburgh Urbanized Area or a Non-SOV share of 23.7% nationally, 23.1% regionally, and 25.9 in the Urbanized Area. Since the start of the ACS 5-year data series with the 2005-2009 data, this measure has ranged from a high of 23.1% (2015-2019 ACS) to a low of 22.1% (2011-2015 ACS) for the SPC region; and has ranged from a high of 25.9% (2015-2019) to a low of 24.8% (2010-2014) for the Pittsburgh Urbanized Area. Currently, there is no reliable estimate available from any known source for travel by mode for non-work trips.

Percent Non-Single Occupant Vehicle travel (Non-SOV) for the Pittsburgh Urbanized Area is included in the set of transportation system performance measures established by the USDOT to implement provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation Act (FAST) to ensure effective use of federal transportation funds. Baseline and target levels are set by states and MPOs in accordance with USDOT guidance. SPC has adopted a Non-SOV target for the Pittsburgh Urbanized Area of 24.4% for 2021.

Percent Non-Single Occupant Vehicle (SOV) Travel is included in the set of federal Transportation Performance Measures (known as PM-3) created by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act to ensure effective use of federal transportation funds. The measures are implemented by the Federal Highway Administration and PennDOT, with baseline and target levels for each state DOT and applicable MPOs.



Penn Avenue at Center St, Downtown Wilkesburg

In and near the US 30 corridor, the 2015-2019 ACS data shows that the percent of Non-SOV travel to work varies widely. The area with the lowest level (10% or less) of Non-SOV travel is in low density, rural areas of Westmoreland County. The highest levels (over 50% Non-SOV travel to work) are in the City of Pittsburgh within Downtown, Oakland, and other East End neighborhoods, and in parts of Wilkesburg, Swissvale, Homestead, Rankin, Duquesne, and McKeesport. Non-SOV travel in much of the corridor ranges between 11% to 25% of work trips, with slightly higher levels, in the 26% to 50% range, in and near Monroeville, McKeesport, Clairton, and in parts of Churchill and Penn Hills in the eastern suburbs.

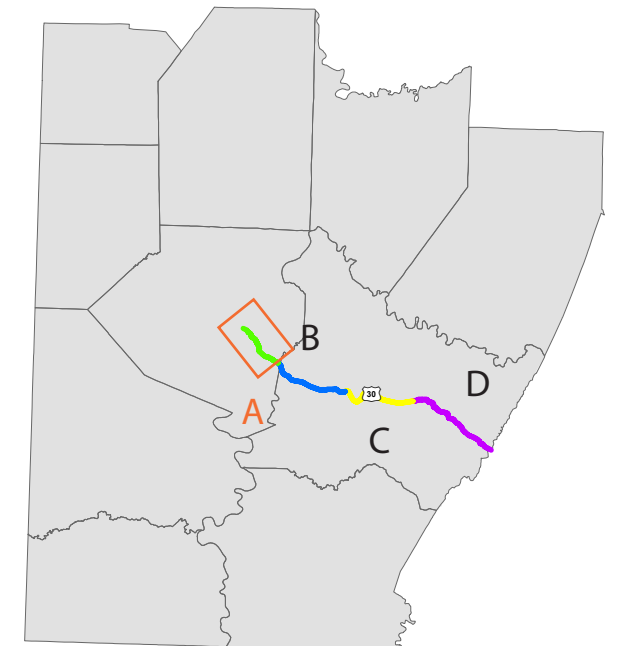
Generally, the areas with higher levels of Non-SOV travel to work correlate with areas of high population and employment density (see maps – pages 11 and 12) and areas well-served by transit (see map – page 16).



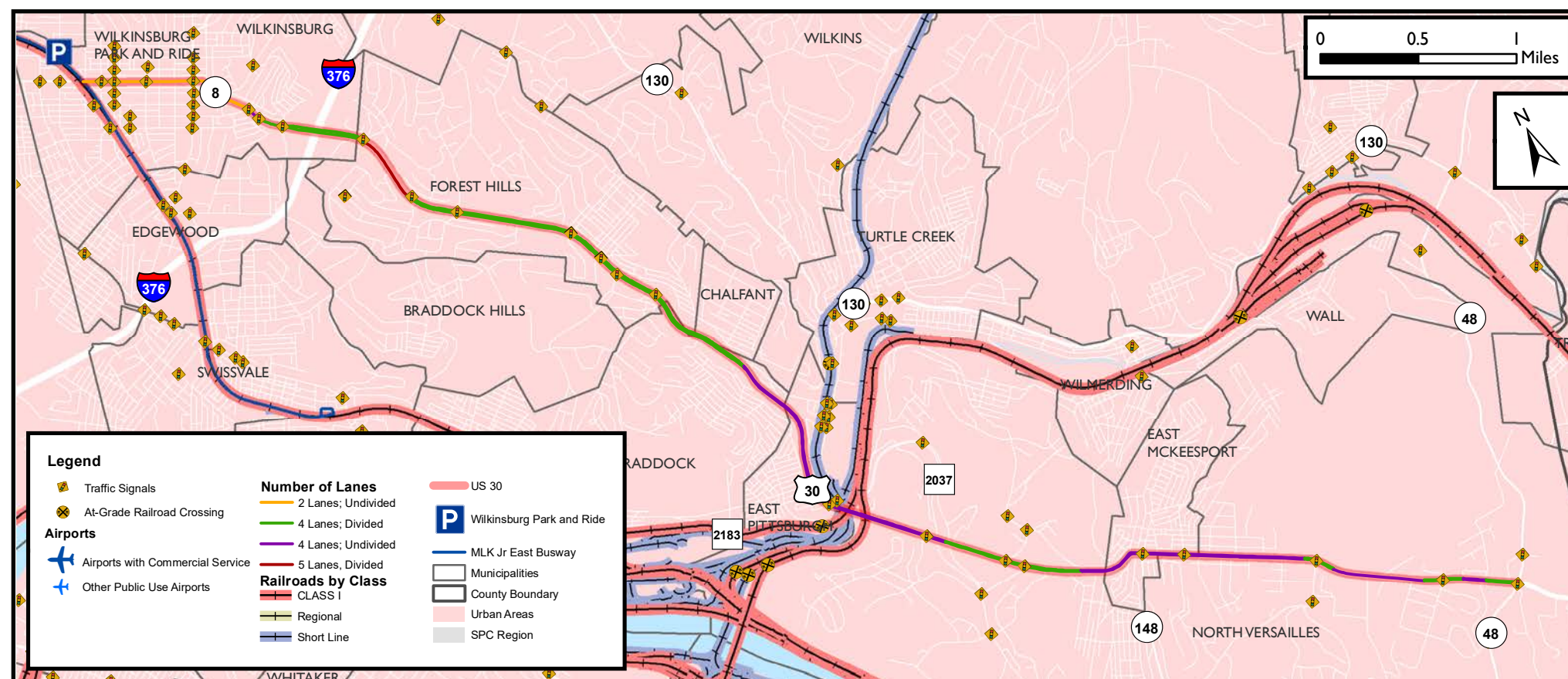
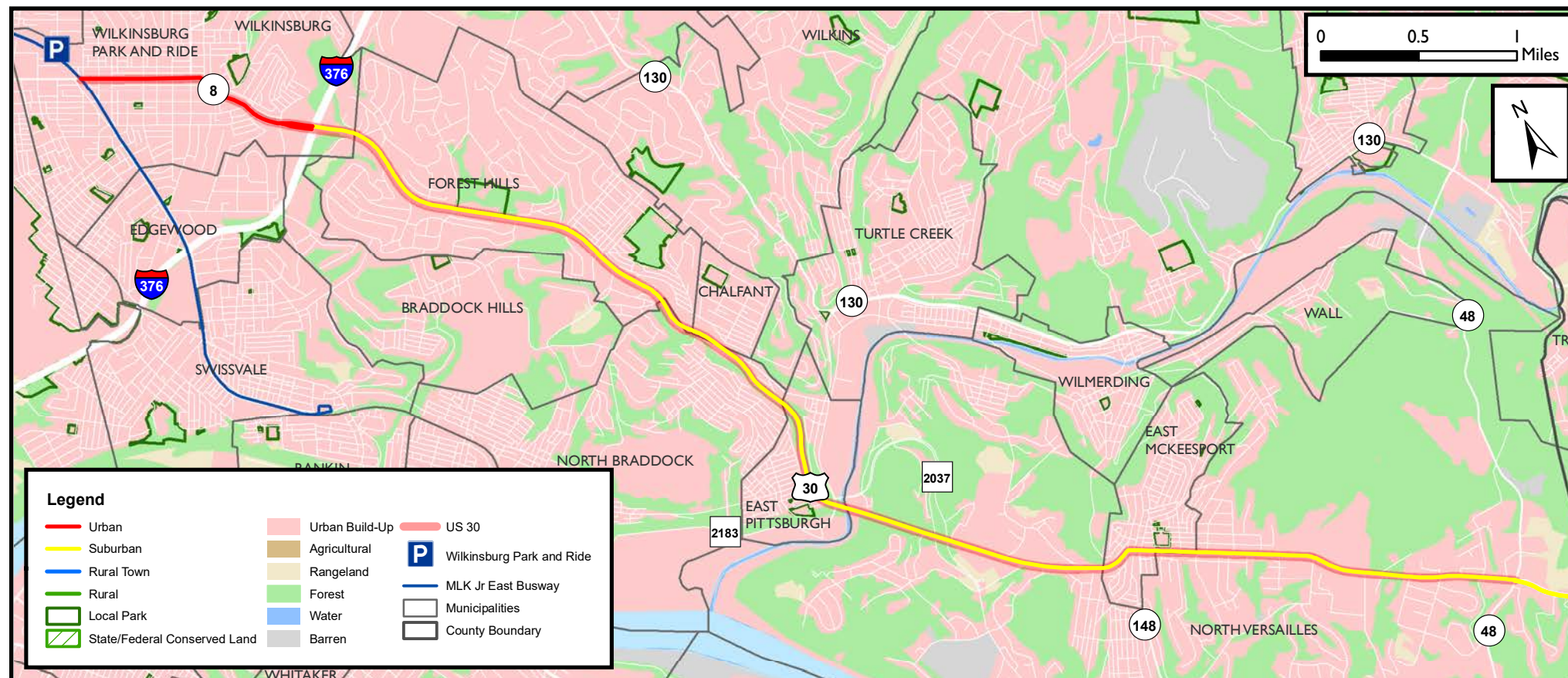
SECTION III: SEGMENT PROFILES

SEGMENT A

- SEGMENT OVERVIEW
- ACTIVE TRANSPORTATION
- FUTURE HIGHWAY & BRIDGE PROJECTS
- ENVIRONMENTAL FEATURES
- FREIGHT
- REGIONAL, COUNTY, AND LOCAL PLANS AND USER PERSPECTIVES
- SEGMENT TRAVEL PATTERNS
- CONDITION OF ASSETS
- TRANSIT
- CONGESTION & RELIABILITY
- SAFETY
- FOCUS AREAS



SEGMENT A: OVERVIEW



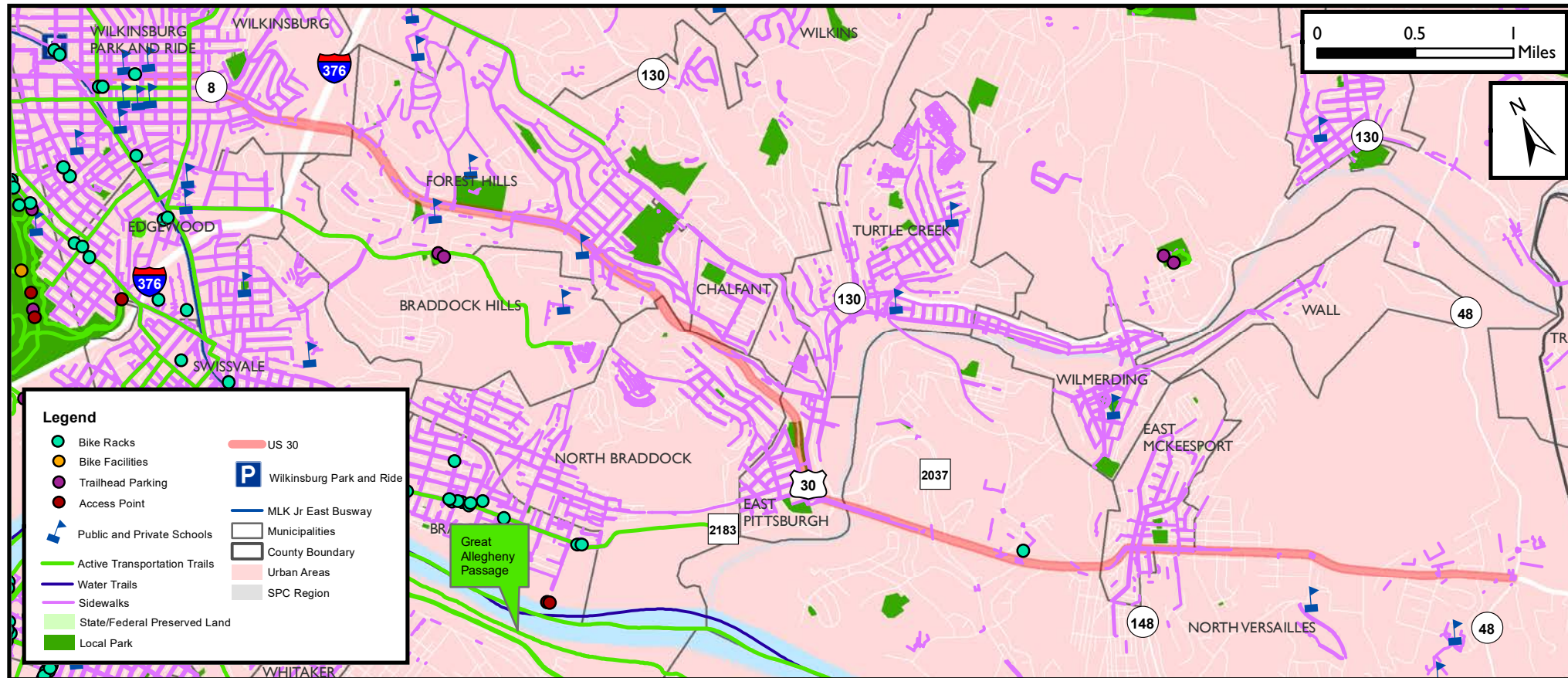
Segment A from the MLK Jr East Busway in Wilkinsburg to SR 48 in North Versailles goes through multiple lane configurations. Starting from the East Busway and moving east, the SR 8 section of Segment A is a two-lane roadway from downtown Wilkinsburg to Franklin Ave. At the Franklin Ave intersection, SR 8 becomes a four-lane, undivided roadway until the Rebecca Ave intersection. East of Rebecca Ave, SR 8 becomes a four-lane, divided roadway between Rebecca Ave and Morrow Ave in Forest Hills. Between Morrow Ave and Bevington Rd, US 30 becomes a five-lane, divided roadway, with two eastbound lanes and three westbound lanes. At the Bevington Rd intersection, US 30 reverts back to a four-lane, divided roadway until the Electric Ave interchange. East of this interchange, US 30 becomes a four-lane, undivided roadway and continues this configuration on the George Westinghouse Bridge until US 30 goes over E. Pittsburgh-McKeesport Blvd. At this location, US 30 goes back to a four-lane, divided roadway configuration. Through North Versailles and East McKeesport, US 30 alternates between a four-lane, divided roadway and a four-lane, undivided roadway. The four-lane, divided roadway, can be found along US 30 from E. Pittsburgh-McKeesport Blvd to Greensburg Pike, near the US 30/Broad St road intersection, east of Demming Way to Bach Dr, and from Dix Dr to SR 48. Undivided sections of US 30 can be found from Greensburg Pike to west of Broad St, east of Broad St to east of Demming Way and Bach Dr to Dix Dr. Major routes that US 30 connects to through Segment A are SR 8 (Penn Ave and Ardmore Blvd) in Wilkinsburg, I-376 (Parkway East) in Wilkinsburg, SR 148 (5th Ave) in East McKeesport and SR 48 (Mossie Blvd) in North Versailles.

US 30 has several signalized intersections through Segment A; however, there are a few intersections that are grade separated. These grade separated interchanges include US 30 at I-376, US 30 at Electric Ave and US 30 at Greensburg Pike. Although not directly connected to each other, US 30 goes over Braddock Ave and E Pittsburgh-McKeesport Blvd.

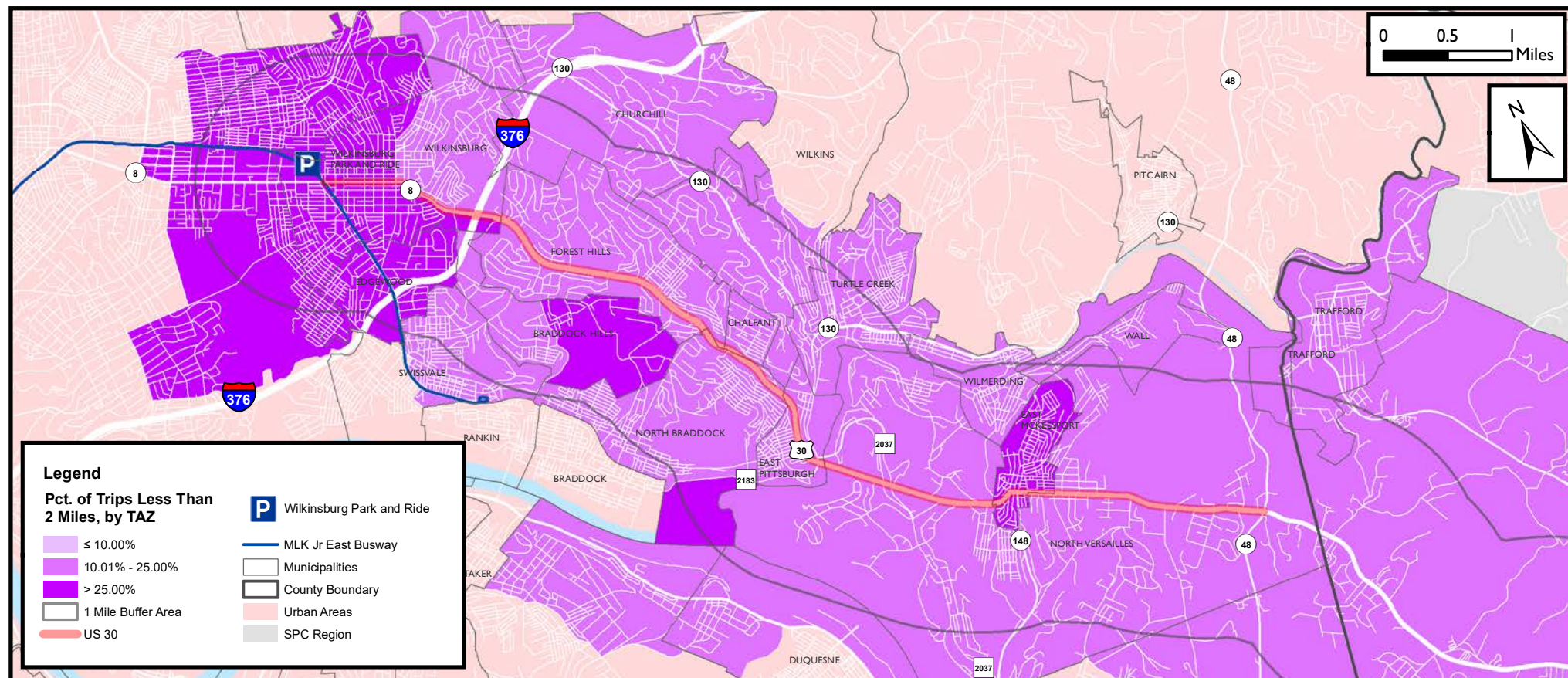


Looking West: US 30 at Fairfax Rd, Forest Hills

ACTIVE TRANSPORTATION



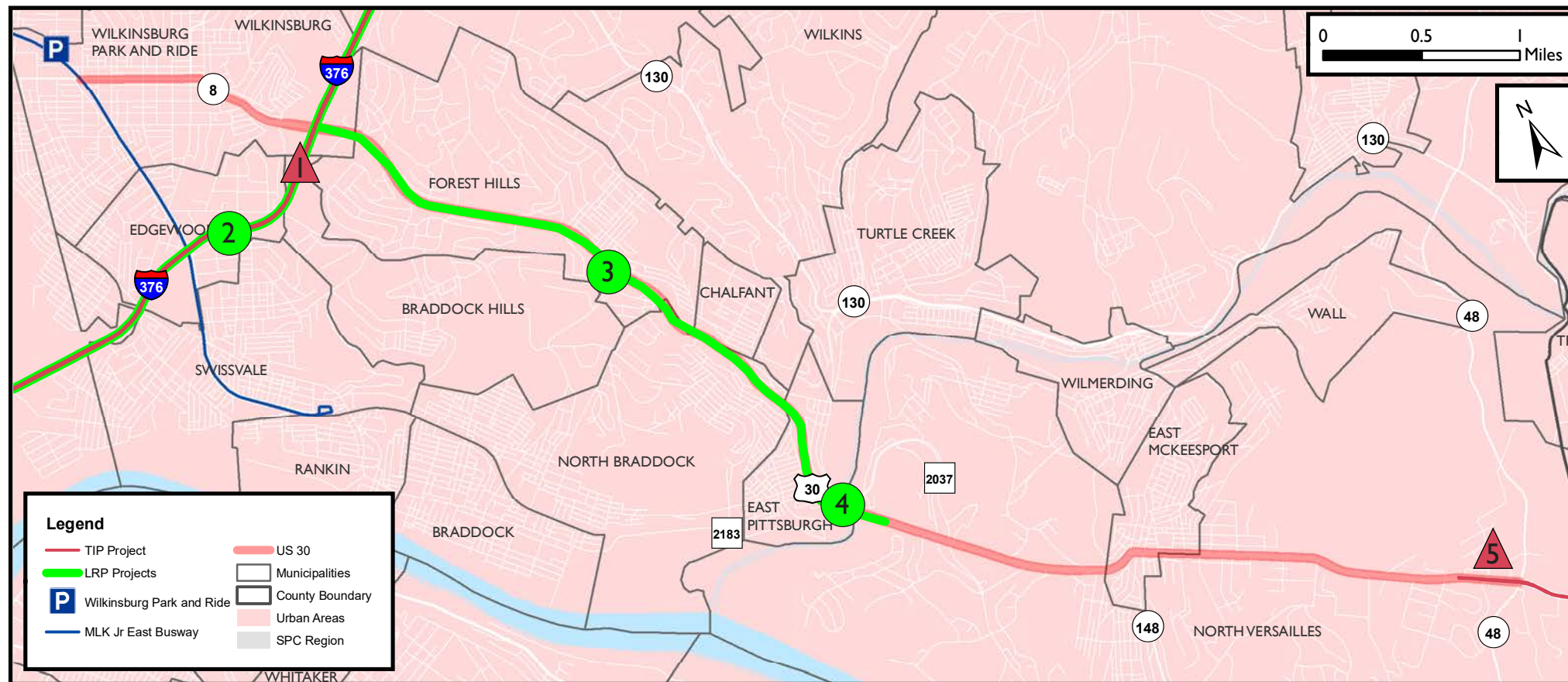
This segment begins in an urbanized area with a complete sidewalk network and marked crosswalks connecting the MLK Jr East Busway to surrounding commercial, mixed-use and residential development along SR 8/Penn Avenue in Wilkinsburg, which continues to the Brinton Road intersection with SR 8. At this point, the segment becomes a four-lane highway with two lanes in each direction separated by a raised median (US 30) and there are some pedestrian facilities, but the pedestrian network is incomplete. The pedestrian network resumes in Forest Hills with crosswalks at some intersections approaching downtown and at most intersections located in the downtown. There are segments with sidewalks on one or both sides of the corridor, which is divided by a wide, grass median. There is pedestrian-scale lighting from the intersection with Marion and Berkley Avenues to the intersection with Kenmore and Sumner Avenues. Complete pedestrian infrastructure ceases to exist around Avenue B, as the corridor enters North Braddock. This segment of the corridor proceeds between Chalfant and North Braddock and there are some pedestrian facilities in the eastern side of North Braddock. Crosswalks exist at some locations along this segment. There is a sidewalk on the southern side of a bridge leading up to and crossing over Bessemer Avenue. The sidewalk continues along both sides of the Westinghouse Bridge and terminates as it enters North Versailles. Sidewalks and crosswalks are in place at many intersections that intersect with the corridor, but the pedestrian network is not complete. Crosswalks exist at some intersections in North Versailles and there is an incomplete sidewalk network.



There is a school crossing near the corridor's intersection with Filmore Road in Forest Hills Borough, for St. Maurice Elementary School. Completing sidewalk networks and installing crosswalks between residential areas and commercial developments on either side of the corridor may encourage more active transportation trips.

This corridor segment includes high density areas of the City of Pittsburgh as well as suburban communities to the East including Forest Hills, Churchill, North Versailles, Braddock Hills, parts of White Oak and others in Allegheny County. Over 10% of all trips are short trips (less than two miles long) in this corridor segment. The short trip share increases to over 25% in much of the westernmost section of this segment, which includes numerous sidewalks and a large number of designated on-street bicycle facilities. The portion of the corridor segment east of I-376 (Parkway East) has a very limited active transportation network.

FUTURE HIGHWAY & BRIDGE PROJECTS



Within Segment A of the US 30 corridor, there are two TIP projects (Projects 1 and 5) and three Long Range Plan projects (Projects 2, 3 and 4)

- Projects 1 and 2 are the Parkway East Active Transportation Management projects. The Parkway East Active Transportation Management System (PE ATMS) is an intelligent transportation system (ITS) improvement intended to improve traffic safety and operations on portions of I-376 in Allegheny County. Approximately \$23 million is programmed on the 2023-2026 TIP and \$9.4 million is on the Long Range Plan.
- Project 3 is a road reconstruction project called Lincoln Highway: I-376 to Westinghouse Bridge. Mill and overlay on SR 30, Lincoln Highway, from I-376 to Westinghouse Bridge in North Braddock and East Pittsburgh Boros, Allegheny County. The estimated cost of this project is \$10 million.
- Project 4 is a bridge preservation project on the Westinghouse Bridge. This project involves bridge preservation activities on the Westinghouse Bridge, one mile west of SR 148 in East Pittsburgh. The estimated cost of this project is \$15,000,000.
- Project 5 is a safety project called US 30/SR 48 Intersection Improvement. Intersection improvement at US 30 and SR 48 intersection in North Versailles Township, Allegheny County. Approximately \$23 million is programmed on the 2023-2026 TIP.
- For up to date information on TIP projects, please visit <https://www.spcregion.org/programs-services/transportation/smartmoves-long-range-plan-transportation-improvement-program/>.

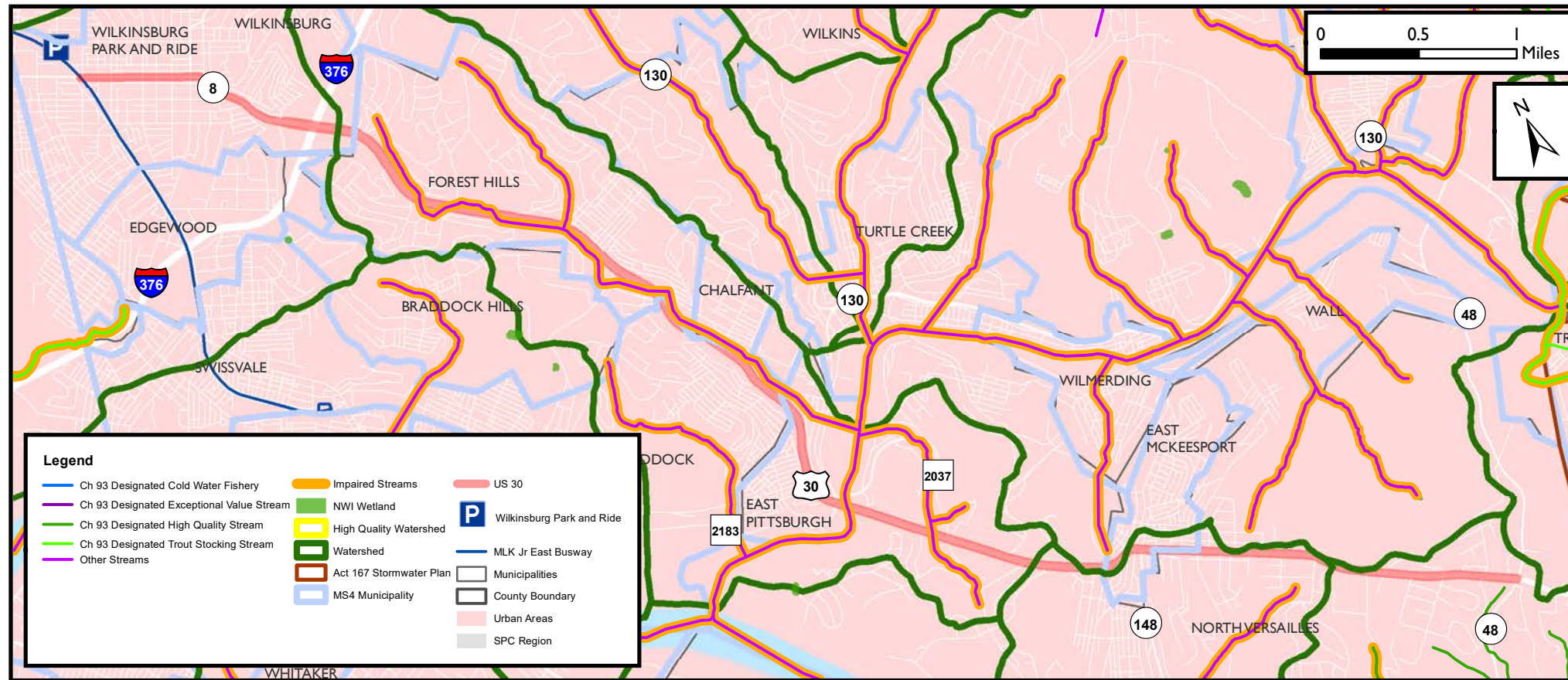
	<p>Safety MPMS 94651 2023-2026 TIP Pkwy East Active Transportation Management The Parkway East Active Transportation Management System (PE ATMS) is an intelligent transportation system (ITS) improvement intended to improve traffic safety and operations on portions of I-376 in Allegheny County</p>
	<p>Efficiency & Operations MPMS 94651 Fiscally Constrained List Pkwy East Active Transportation Management The Parkway East Active Transportation Management System (PE ATMS) is an intelligent transportation system (ITS) improvement intended to improve traffic safety and operations on portions of I-376 in Allegheny County</p>
	<p>Road Reconstruction MPMS 88441 Fiscally Constrained List Lincoln Hwy: I-376 to Westinghouse Bridge Mill and overlay on SR 30, Lincoln Highway, from I-376 to Westinghouse Bridge in North Braddock and East Pittsburgh Boros, Allegheny County</p>

	<p>Bridge Preservation MPMS 111624 Fiscally Constrained List Westinghouse Bridge Bridge preservation on US 30, Westinghouse Bridge over Turtle Creek and railroad tracks, one mile west of SR 148 in East Pittsburgh, Allegheny County</p>
	<p>Safety MPMS 116655 2023-2026 TIP US 30/SR 48 Intersection Improvement Intersection improvement at US 30 and SR 48 intersection in North Versailles Township, Allegheny County</p>



US 30 near Newport Rd, Forest Hills

ENVIRONMENTAL FEATURES



US 30 has numerous crossings of surface water resources in Segment A. There are several impaired streams that cross under US 30 through this segment. There are also four watersheds that US 30 is located in. These watersheds are Nine Mile Run, Turtle Creek, Crooked Run, and Jacks Run. None of these watersheds are considered high quality watersheds. The Turtle Creek Watershed and Crooked Run Watershed do contain streams that are impaired.

Areas on this segment with Stormwater 167 Plans:

- Turtle Creek
- Monongahela River

Areas on this segment with MS4 Permits:

- Chalfant (Permit PAG136190)
- East McKeesport (Permit PAG136276)
- East Pittsburgh (Permit N/A)
- Forest Hills (Permit PAG 136239)
- North Braddock (Permit PAG136201)
- North Versailles (Permit PA11366166)
- Wilkinsburg (Permit PAG136197)

Water Quality Standards

All commonwealth waters are protected for a designated aquatic life use as well as a number of water supply and recreational uses. The **use designation** shown in the water quality standards is the aquatic life use. These uses are Warm Water Fishes (WWF), Trout Stocking (TSF), Cold Water Fishes (CWF) and Migratory Fishes (MF). A body of water is considered **“impaired”** if it fails to meet one or more water quality standards.

The water quality in a High Quality stream can be lowered only if a discharge is the result of necessary social or economic development, the water quality criteria are met, and all existing uses of the stream are protected. Exceptional Value waters are to be protected at their existing quality; water quality shall not be lowered.

Some water resources are also part of the **Total Maximum Daily Load (TMDL)** program, which identifies sources of pollution and allocates pollutant loads in places where water quality goals are not being achieved.

Stormwater Management

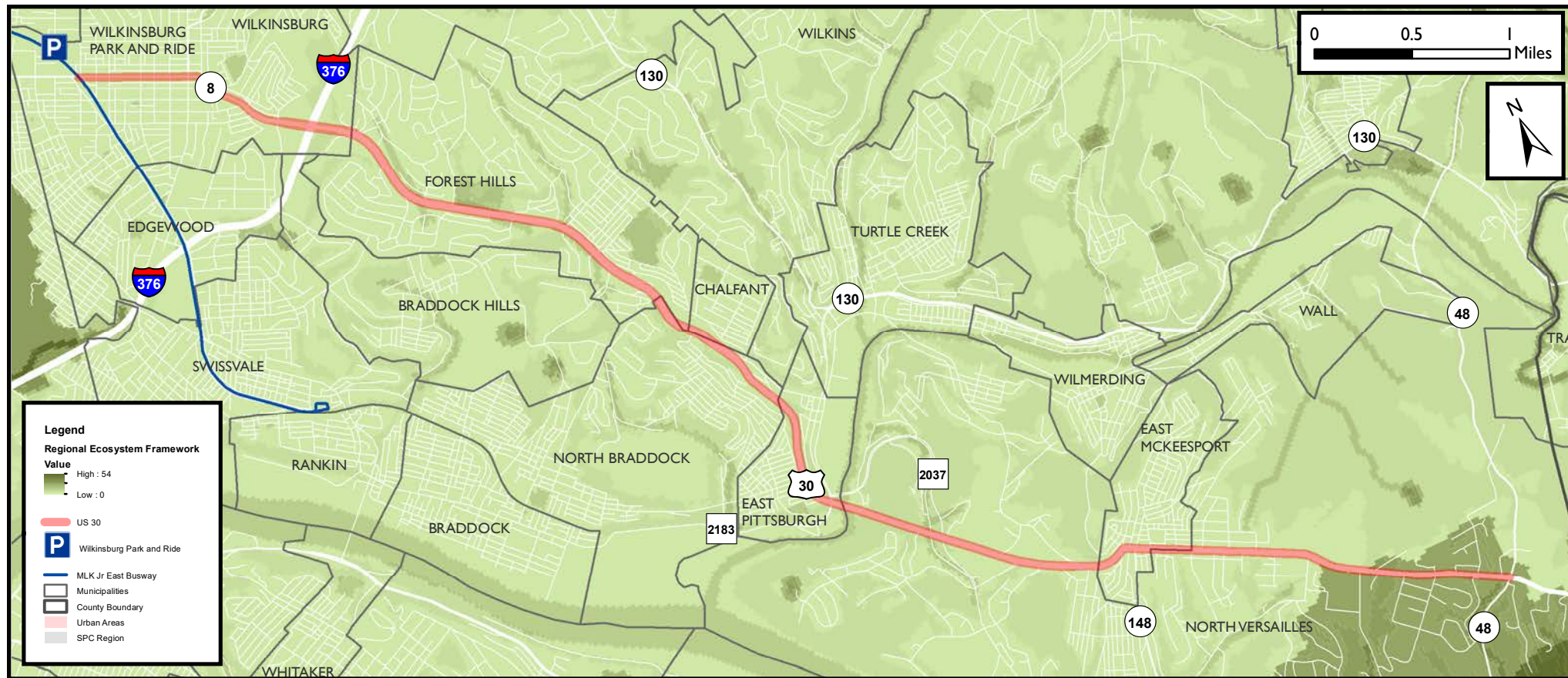
The **Storm Water Management Act (No. 167)** authorized a program of comprehensive watershed stormwater management that retains local implementation and enforcement of stormwater ordinances similar to local responsibility of administration of subdivision and land development regulations. Act 167 plans are required on a county-wide basis; however, the practice to this point has been to only develop plans for specific sensitive waters/watersheds.

A **Municipal Separate Storm Sewer System (MS4)** is owned or operated by a public agency, such as a city, town, county, flood control district, state, or federal agency that does not connect to the sanitary sewer system and does not lead to a wastewater treatment plant.



George Westinghouse Bridge

ENVIRONMENTAL FEATURES



The **Regional Ecosystem Framework (REF)** integrates environmental inventory data, conservation priorities, maps, and plans, with input from and adoption by conservation and natural resource stakeholders identified that addresses species, habitats, and relevant environmental issues and regulatory requirements agreed upon by the stakeholders. SPC has identified available GIS data layers that when analyzed will spatially model ecological significance on a regional scale. The datasets that make up the prototype REF are included in the Appendix.

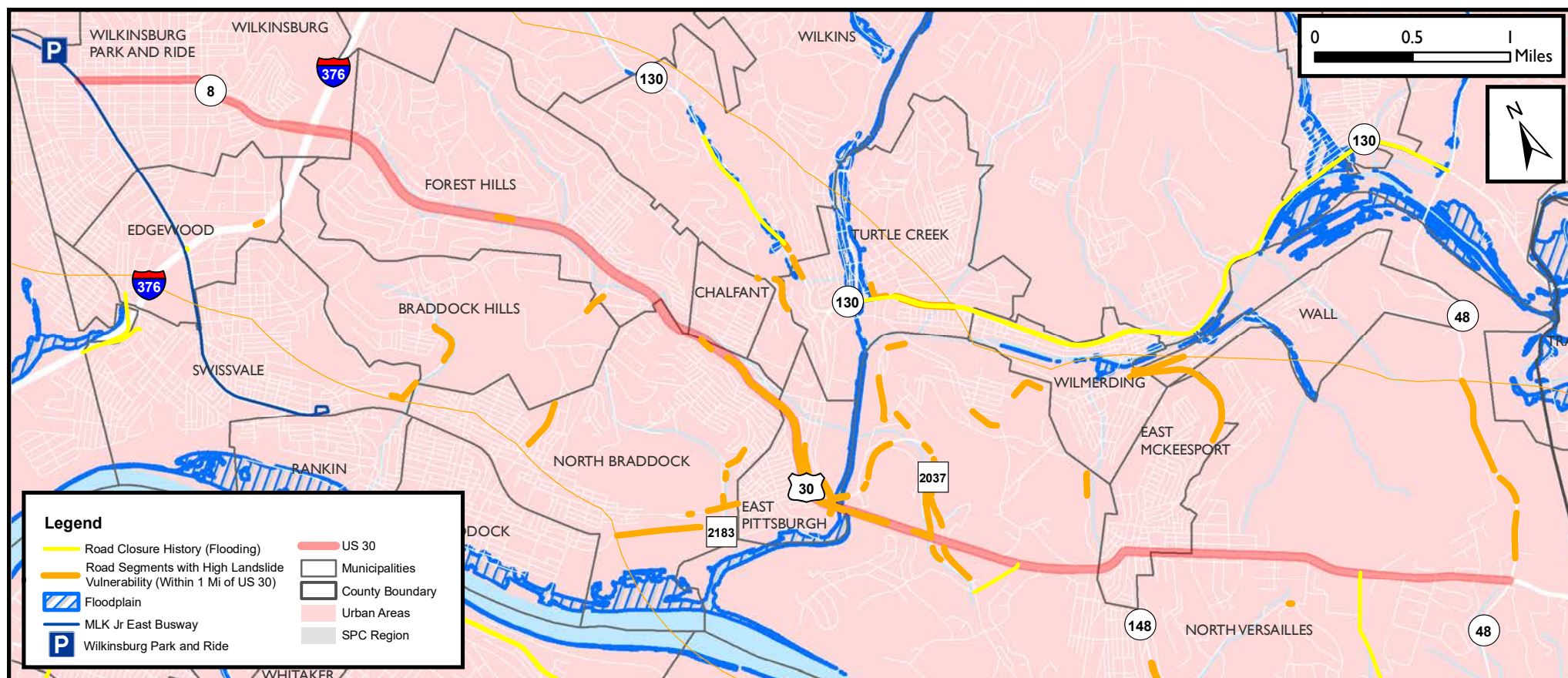
SPC staff assigned a score to the relevant attribute of each environmental data layer. The score reflects the relative importance of the occurrence of any certain resource found in a dataset relative to other resources used in the analysis.

Greater values in the REF indicate greater environmental significance.

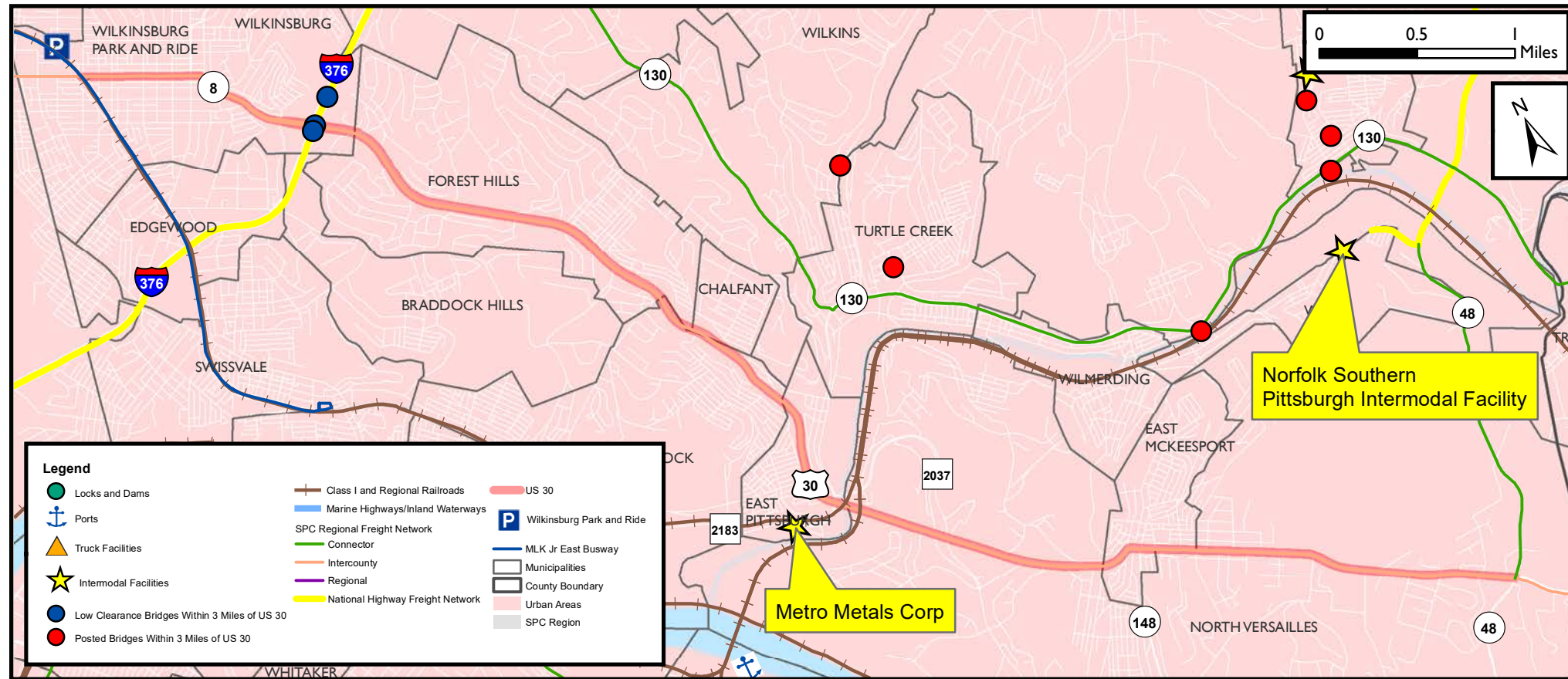
Within Segment A, the REF is showing a higher relative environmental value attributed to the Jacks Run Watershed in the eastern part of Segment A in North Versailles. The Jacks Run Watershed is classified as a high-quality fishery. This watershed is traversed by US 30 for approximately 1 mile. Darker green patches within the watershed constitute protected properties through either a conservation easement or agricultural preservation. With this level of environmental quality, future projects on US 30 in this watershed can anticipate additional restrictions or measures related to waterway permitting and may have an increased chance of encountering threatened and endangered species.

US 30 in Segment A includes some locations with high vulnerability to landslides. These locations are based on regionwide landslide modeling done by SPC and isolated to the area within a mile of US 30 in this segment. Most significant of these areas is the section of US 30 from the Forest Hills/Chalfant line to the Westinghouse Bridge. Slopes both above and below US 30 in this area in East Pittsburgh are vulnerable to landslides and it was within this section that a section of US 30 that collapsed in a landslide in 2018.

US 30 follows an unnamed tributary to Turtle Creek through Forest Hills Borough, Chalfant, and North Braddock. US 30 has not experienced any flooding that resulting in a road closure through this area according to PennDOT RCRS data. US 30 on the Westinghouse Bridge crosses high above Turtle Creek and associated floodplain. The remainder of Segment A has no significant stream or floodplain crossings. Two side roads off of US 30 have experienced road closures due to flooding (Navy Marine Corps Way and McKee Rd) with no impact to US 30.



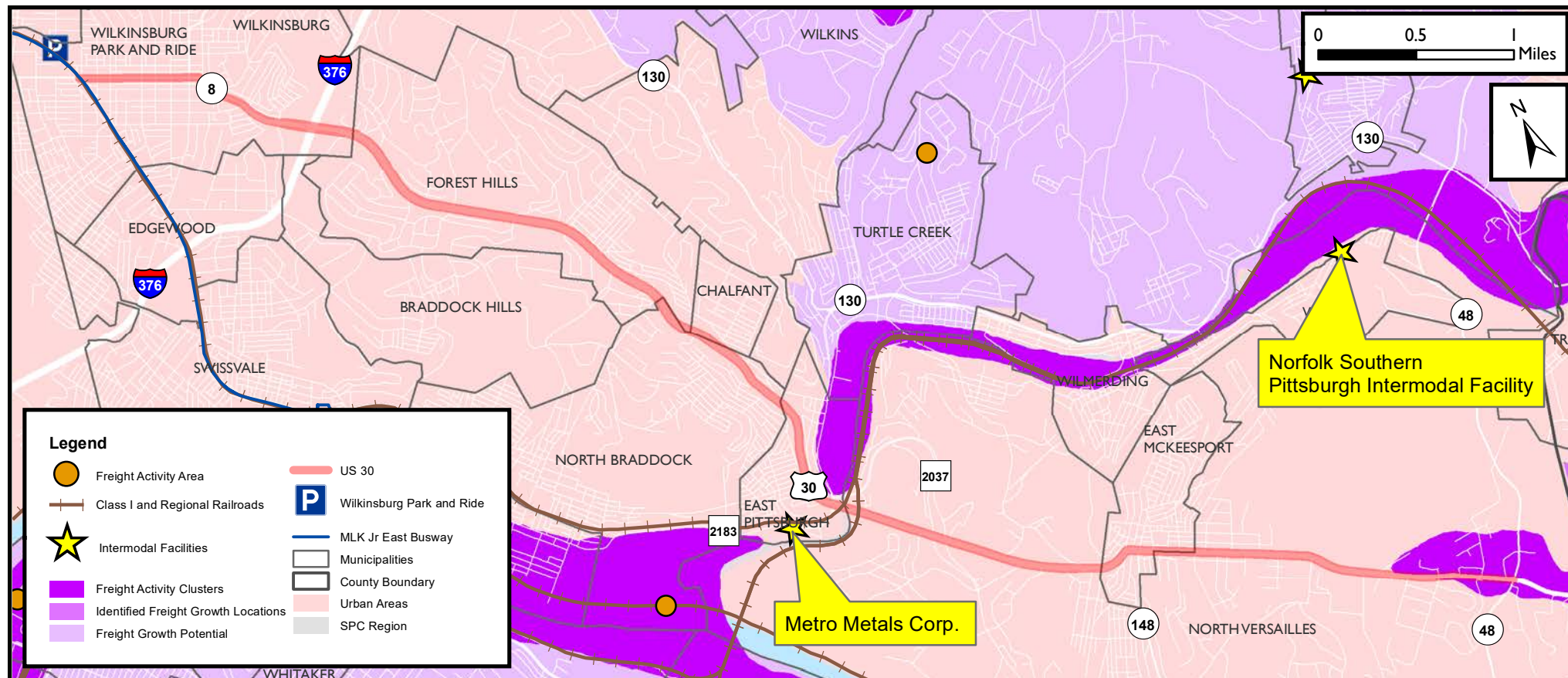
FREIGHT



Along Segment A, there is no direct access to the heavily industrialized Turtle Creek Valley from US 30. Trucks are more frequent in the eastern-most mile of Segment A, as US 30 approaches SR 48.

Data collected by PennDOT (HPMS) indicates that trucks represent more than 10% of all traffic along this portion of US 30. But, traffic volumes overall vary, so the 10% of all traffic represented by truck is more consistent along the corridor. In general, 1,000 trucks per day (Average Daily Truck Traffic) is the threshold between an “essential delivery” route and a regional truck movement corridor. In the communities of Wilkinsburg and Forest Hills, an estimated 400 – 800 trucks per day travel the corridor, carrying supplies for local stores and businesses. Much of North Versailles exhibits a similar pattern of use and truck volume. As US 30 approaches SR 48, truck volumes increase significantly, and pass the 1,000 AADT threshold to become a “regional freight corridor.” It is presumed that truck traffic utilizing the Norfolk Southern Pittsburgh Intermodal Facility in Pitcairn, PA is responsible for much of this increased truck traffic, although the presence of multiple big box stores in that area also require frequent deliveries, increasing truck traffic in the immediate vicinity.

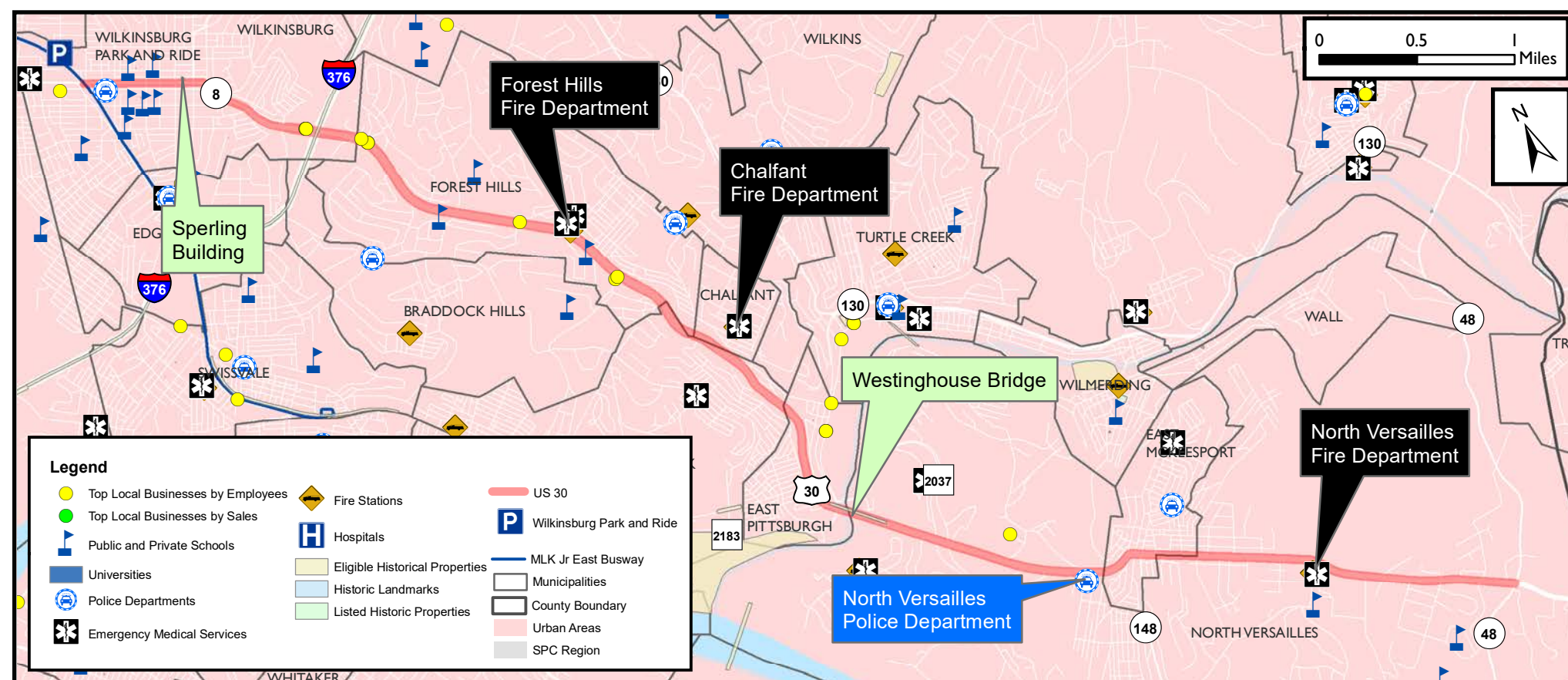
In general, this corridor is in fair condition for truck operations, with most bridges and pavement in good (or better condition). Traffic moves through clearly defined commercial “districts,” along this segment, and the resultant traffic signals, driveways and stop and go traffic patterns disrupt through movement desiring to traverse the length of the corridor. This corridor segment therefore best serves local uses, including local delivery.



While this segment of US 30 is important to essential deliveries to local businesses, the bulk of this corridor is not a regionally significant freight corridor. Future enhancements to this corridor should continue to assess regional truck needs such as turning radii, and should consider the provision of paved shoulder areas where feasible. These needs are magnified in the eastern extent of Section A, where truck volumes increase significantly, and truck origins and destinations are located further off US 30.



REGIONAL, COUNTY, AND LOCAL PLANS AND USER PERSPECTIVES



for strategies. The transportation goals and their associated objectives include the following:

- The Borough of Wilkinsburg will use public transportation assets to leverage redevelopment opportunities.
- The Borough of Wilkinsburg will capitalize on Penn Avenue as a major commuter corridor into the City of Pittsburgh.
- The Borough of Wilkinsburg will have a safe, efficient, and sustainable traffic circulation system that takes advantage of current technologies.
- Wilkinsburg neighborhoods will be both interconnected and linked to the region by multimodal forms of transportation.
- The Borough of Wilkinsburg will proactively address challenges related to the physical, psychological, and social division of the Borough created by the elevated busway.

Forest Hills Active Transportation Plan:

- Forest Hills Borough adopted an Active Transportation Plan in September 2021. Issues and potential solutions for four catalyst projects that would further enhance the safety and experience for people walking, biking or using public transportation in the community are identified in the plan. Based on plan recommendations, opportunities for improving active transportation in the area include implementing pedestrian improvements and traffic calming on Ardmore Boulevard, Greensburg Pike and Brinton Road, and adopting a Complete Streets policy, which is currently under development.

Five Boroughs Active Transportation Plan

- North Braddock and East Pittsburgh participated in development of and adopted the multi-municipal Five Boroughs Active Transportation Plan in 2018. Priorities for proposed pedestrian improvements that are identified in the plan include connecting critical gaps in the existing sidewalk network; ensuring there are sidewalk connections to all schools and parks; and ensuring that proper pavement markings, signage, and signalized crossings are in place. The recommended bicycle network for the Five Boroughs proposes construction of new trails, designation of bike lanes and routes, improvements to existing facilities, and integration of the bicycle network with the rest of the Boroughs' multimodal transportation system.

Relevant Local, County and Regional Plans

[Allegheny County Comprehensive Plan](#)

[Active Allegheny](#)

[Wilkinsburg Comprehensive Plan](#)

[Forest Hills Comprehensive Plan](#)

[Forest Hills Active Transportation Plan](#)

[Braddock-East Pittsburgh-North Braddock Joint Comprehensive Plan](#)

[Turtle Creek Connector Trail Feasibility Study](#)

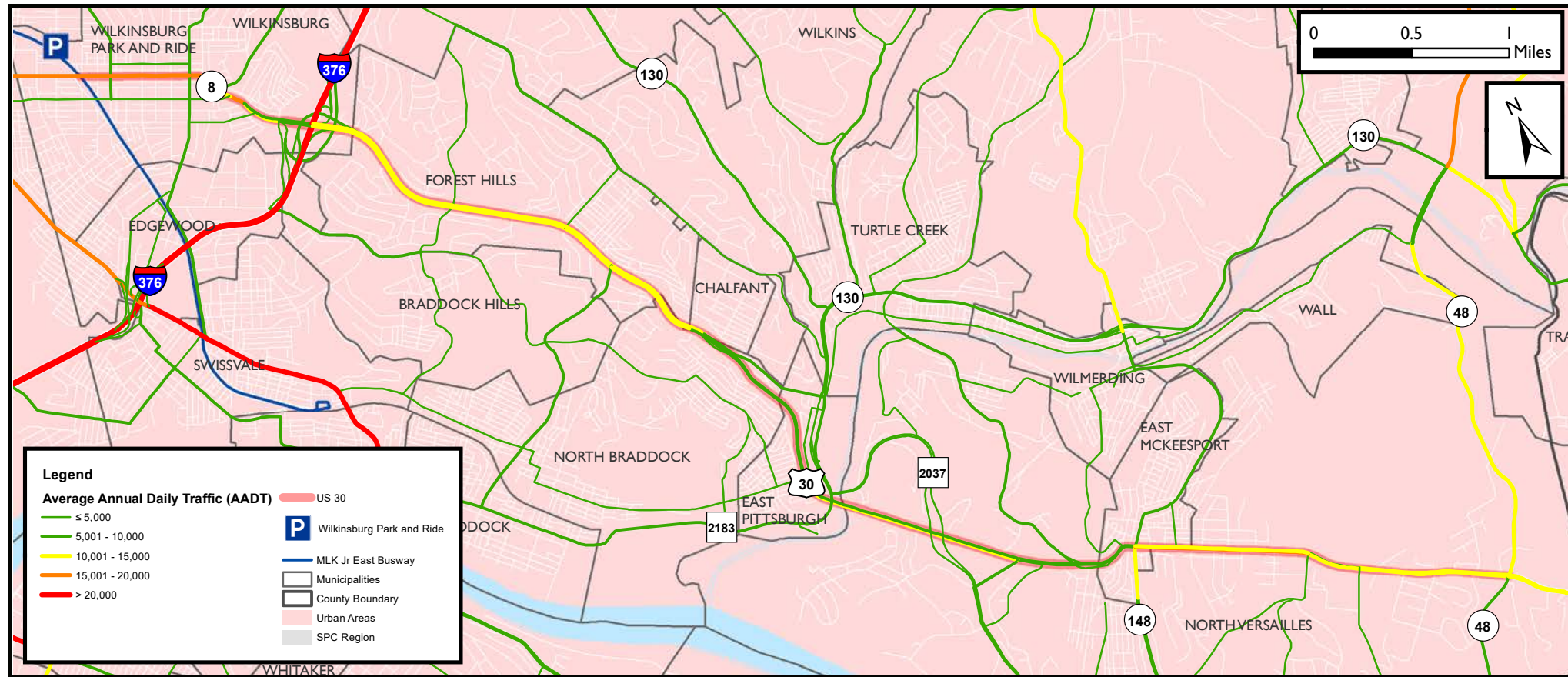
[Five Boroughs Active Transportation Plan](#)

Below are excerpts from local planning documents that may be relevant to the US 30.

Wilkinsburg Comprehensive Plan:

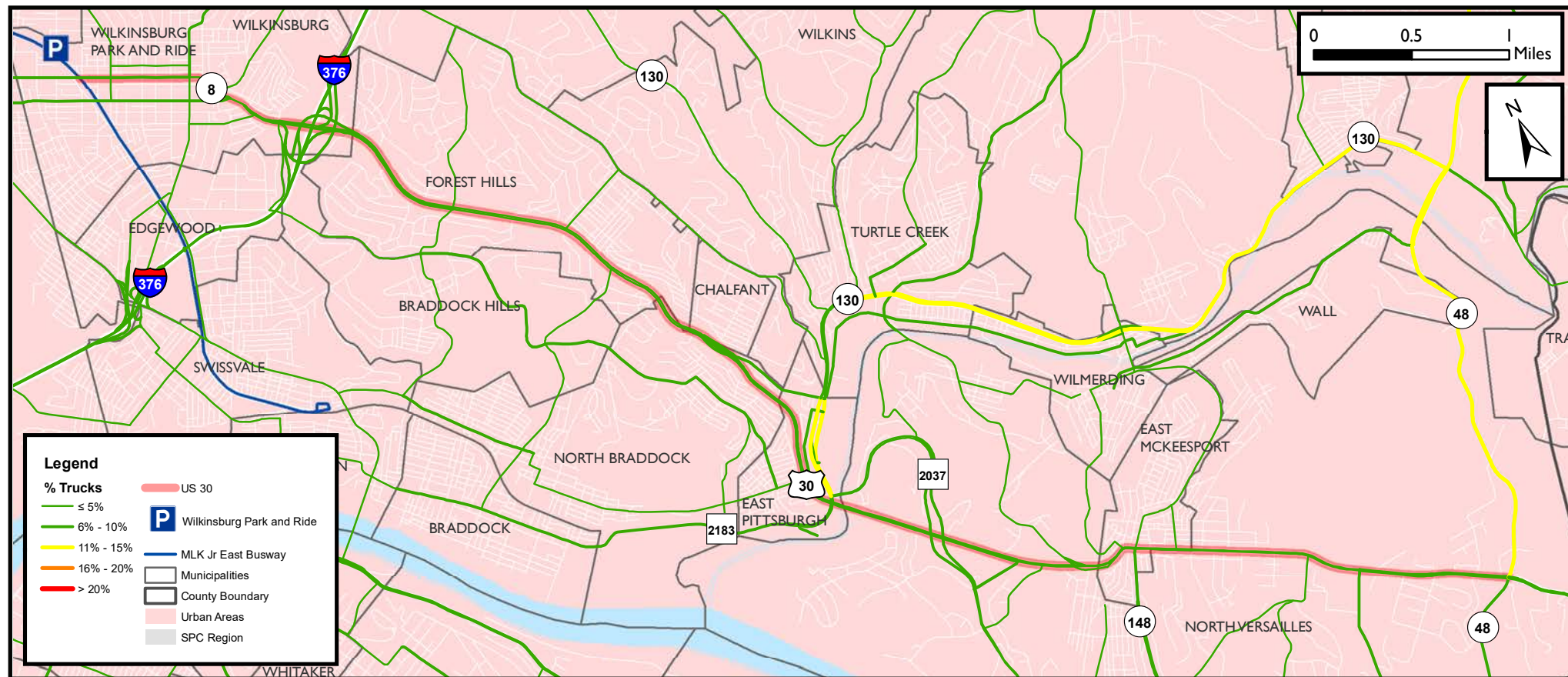
- Penn Avenue (SR 8) in Wilkinsburg has been identified by the Pennsylvania Department of Transportation (PennDOT) through the Congested Corridor Improvement Program (CCIP) for proposed future development and enhancements.
- The mix of commercial and residential saturation in the area creates much pedestrian and bicycle traffic in Wilkinsburg.
- Transportation assets such as the MLK Jr East Busway provide a significant opportunity for Wilkinsburg's business district to capture commuter spending with the appropriate business mix and shopping environment. These assets make Wilkinsburg a prime opportunity for a Transit Oriented Development (TOD) strategy to leverage redevelopment activities.
- In addition, nearly 30% of current residents do not own vehicles and depend on the walkability of the Borough and public transit to access goods and services. Sidewalk conditions were also cited by residents as a current barrier to walkability. Plans that include a focus on transportation modes that include pedestrians and bikes could contribute to the success of TOD.
- These five goals and their critical success factors served as the basis

SEGMENT TRAVEL PATTERNS



Annual Average Daily Traffic (AADT) is the typical daily traffic on a roadway segment for all the days in a week over a one-year period. Truck percent is the percent of the AADT that is comprised of truck traffic, excluding pickups, panels, and light trucks. The current AADT and truck percent figures included in this section were derived from the Pennsylvania Department of Transportation (PennDOT) Roadway Management System (RMS).

Traffic volumes for several individual roadway segments on this section of the US 30 corridor are approaching or greater than 20,000 AADT for both travel directions combined. The AADT for individual roadway segments on this portion of the corridor falls between 6,000 and 15,500 vehicles per day in each travel direction. The AADT for this section of the US 30 corridor is highest between the Wilkinsburg Interchange of I-376 (Parkway East) in Wilkinsburg Borough and SR 2112 (Electric Avenue) in North Braddock Borough. Individual roadway segments on this stretch of the US 30 corridor have over 25,000 AADT for both travel directions combined. Traffic volumes are also higher between SR 148 (5th Avenue) in East McKeesport Borough and SR 48 (Mossie Boulevard) in North Versailles Township. Individual roadway segments on this stretch of the US 30 corridor have between 20,000 and 27,000 AADT for both travel directions combined. Traffic volumes for the remainder of the individual roadway segments on this section of the US 30 corridor are less than 20,000 AADT for both travel directions combined.

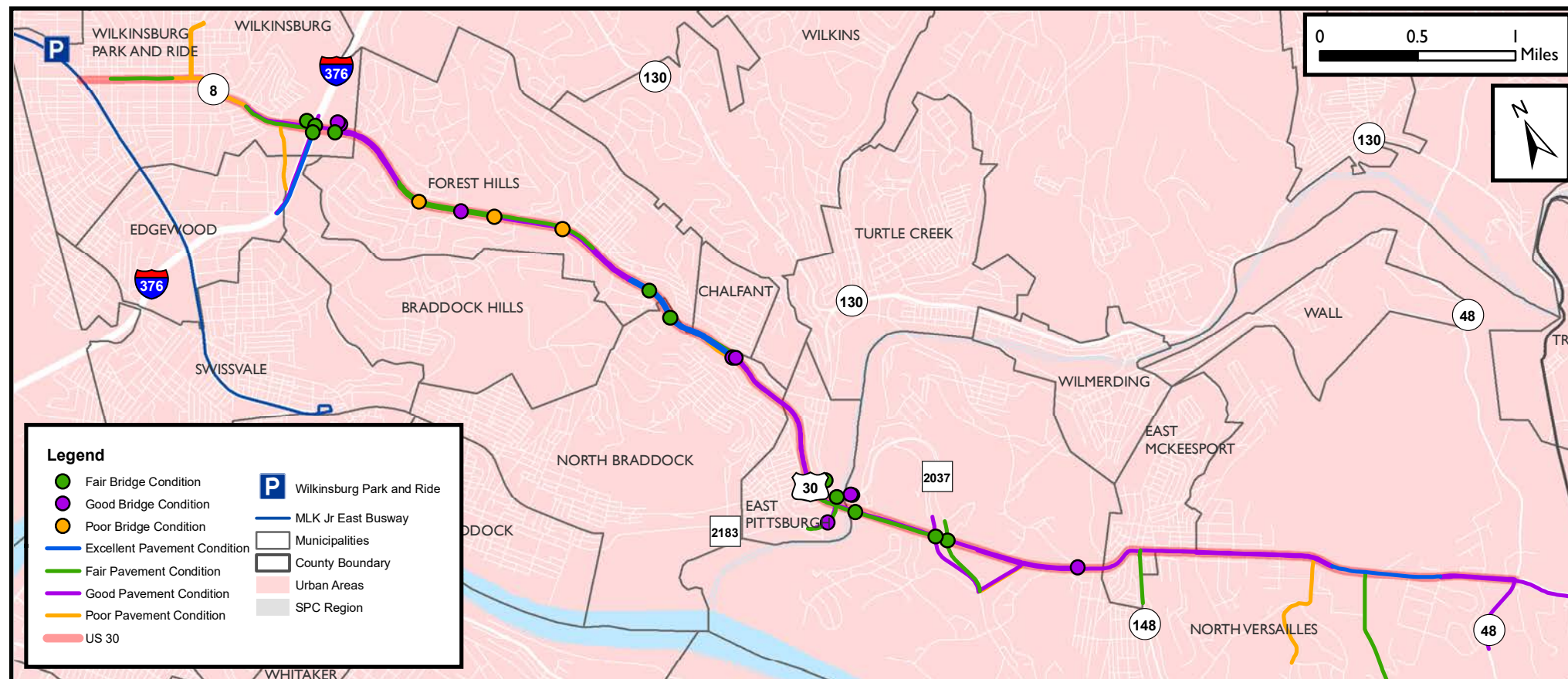


Truck percents on individual roadway segments on this section of the US 30 corridor fluctuate between 3% and 18% for both travel directions combined. Truck percents for all individual roadway segments located east of the Wilkinsburg Interchange of I-376 (Parkway East) in Wilkinsburg Borough are 9% or greater for both travel directions combined. Truck percents are highest in the area between SR 2035 (McKee Road) and SR 48 (Mossie Boulevard) at 18% for both travel directions combined.

Traffic volumes are moderately high on most of the individual roadway segments on this portion of the US 30 corridor. The highest truck percents are located in the vicinity of SR 48 (Mossie Boulevard) in North Versailles Township at 18% for both travel directions combined as well as between SR 2112 (Electric Avenue) in North Braddock Borough and Braddock Avenue in East Pittsburgh Borough at 14% for both travel directions combined. These areas also have traffic volumes upwards of 20,000 vehicles per day in both travel directions.

This section of the US 30 corridor contains several high density population and employment centers such as Wilkinsburg Borough, Forest Hills Borough, Chalfant Borough, East Pittsburgh Borough, East McKeesport Borough, and parts of North Versailles Borough.

CONDITION OF ASSETS



In Segment A, 80% of bridges on US 30 have a fair condition rating and 18% of bridges have a good condition rating. Only three bridges are in poor condition. These bridges are eastbound US 30 bridge over Falls Run, westbound US 30 bridge over Falls Run and US 30 over Falls Run near Marion Ave. In Segment A, 75.3% of US 30 has a pavement condition rating of good or excellent and 22% of pavement have a condition rating of fair. Only 0.4 miles of roadway is in poor condition. This is located along SR 8 in between Coal St and Franklin Ave in Wilkinsburg.

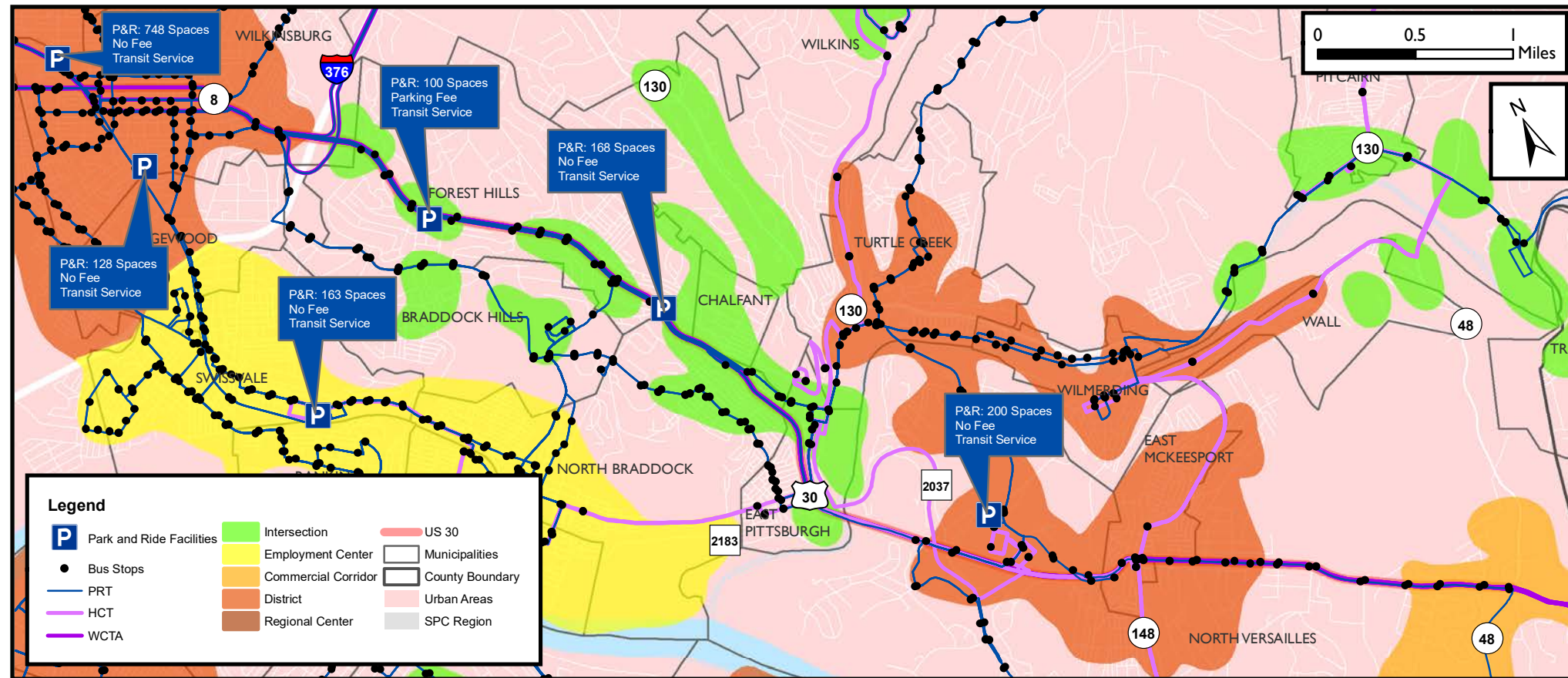


US 30 over Falls Run, Forest Hills

Segment A Bridge Condition			
Bridge Condition	Count	Deck Area (SQ Ft)	By %
Good	5	32608.8	18%
Fair	8	145093	80%
Poor	3	3492	2%

Segment A Pavement Conditions			
Road Condition	Count (RMS Segments)	Miles	By %
Good/Excellent	25	11	75.3%
Fair	8	3.2	22.0%
Poor	1	0.4	2.7%

TRANSIT



In Segment A, there are several bus routes, bus stops, and park-and-ride facilities located within Segment A. Heading west to east, the beginning of this CORS Master Planning Framework begins at the MLK Jr East Busway in Wilkinsburg. At this location is the Wilkinsburg Park-and-Ride Station. The Wilkinsburg Park-and-Ride is a 748 space Park-and-Ride Facility that provides commuters in the eastern suburbs with an opportunity to commute via the East Busway. Several PRT routes that are available at the Wilkinsburg Park-and-Ride are P1, P2, P3, P7, P12, P16, P67, P68, 68, P69, 69, P71, 71, 71C, 71D, P76, P78, 79, and 86. There is also a WCTA route that make a stop at the Wilkinsburg Park-and-Ride. While some of the PRT routes continue along the East Busway east of the Wilkinsburg Park-and-Ride, some routes such as PRT routes 68, 69, P76 and others utilize SR 8 and/or US 30. WCTA's Greensburg-Pittsburgh Flyer, Mt. Pleasant-Pittsburgh Flyer also utilize US 30 to connect Westmoreland County to Pittsburgh. In addition to the Wilkinsburg Park-and-Ride, there are three additional park-and-ride locations along or near the US 30 corridor.

The *SmartMoves Connections Regional Transit Study* identifies clusters for multimodal hubs. The SMC clusters identify where unique transit supportive activities exist throughout the region based on demographic data, employment data, land use and other factors.

NW of I-376	
SMC Cluster	Major District
Vision	Bus-only ramps from US 30 to I-376 to the East Busway
Recommendations	Exclusive Bus Lane; Transit Signal Priority

E of I-376	
SMC Cluster	Crossroads
Vision	Roadway improvements and possible transfer facility at Forest Hills Strip Mall
Recommendations	BAT/Bus Queue Jump Lanes; Transit Signal Priority; Transfer Station: Paratransit Platforms; Shelters; Curb Extensions & Bulb-Outs at Stops; Streetscape Improvements; Lighting; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info; TOD
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transfer Station: Bus Platforms; Operator Facilities; Park-and-Ride; Rider Restroom; Indoor Waiting Area; Ticket Vending;

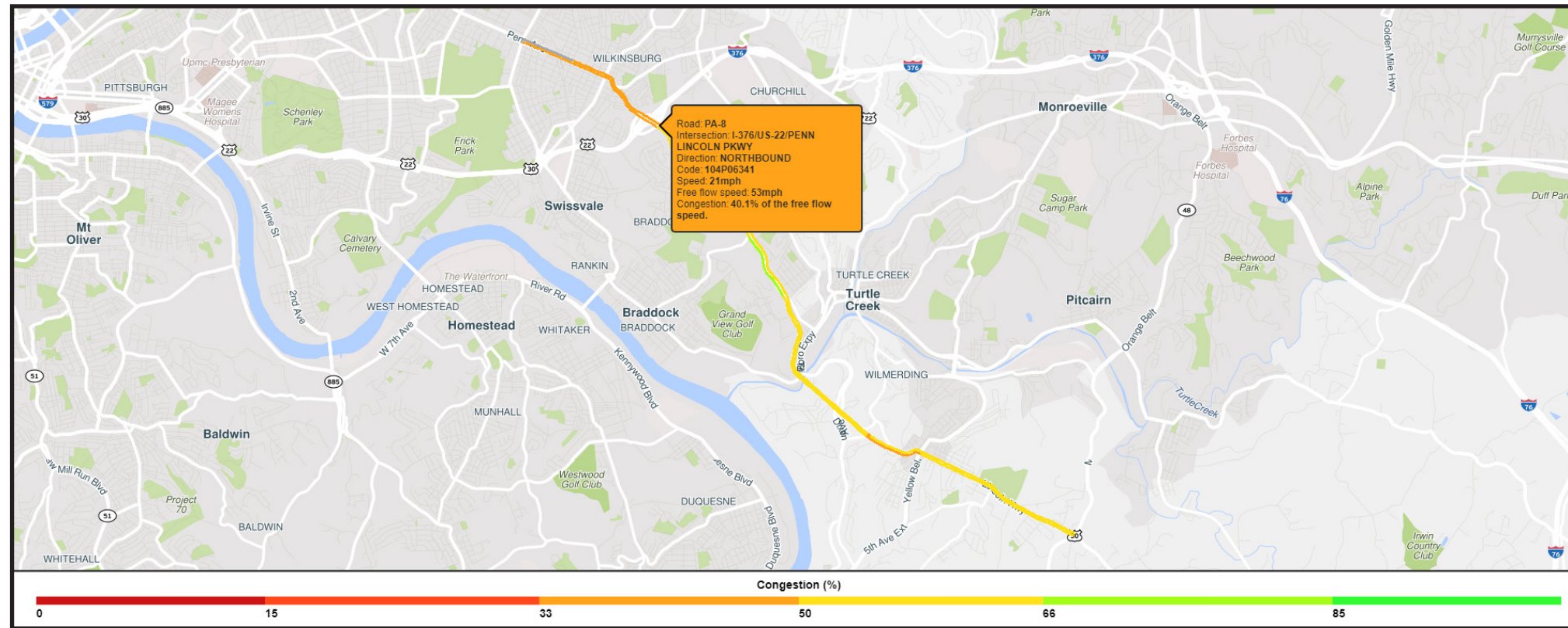
East Pittsburgh	
SMC Cluster	Commercial Corridor
Vision	N/A
Recommendations	Transitway: BAT/Bus Queue Jump Lanes; Transit Signal Priority; Transfer Station: Paratransit Platforms; Shelters; Indoor Waiting Area; Ticket Vending; Play Area; Streetscape Improvements; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lanes; Transfer Station: Bus Platforms; Operator Facilities; Park-and-Ride; Curb Extensions & Bulb-Outs at Stops; Cafe; TOD

North Versailles	
SMC Cluster	District
Vision	Bus Access/Queue Jump Lanes + TSP to re-energize strip malls and community
Recommendations	Transitway: BAT/Bus Queue Jump Lanes; Transit Signal Priority; Shelters; Curb Extensions & Bulb-Outs at Stops; Streetscape Improvements; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transit Way: Exclusive Bus Lane; Transfer Station: Paratransit Platforms; TOD

East McKeesport	
SMC Cluster	District
Vision	N/A
Recommendations	Transit Signal Priority; Shelters; Curb Extensions & Bulb-Outs at Stops; Lighting; Trash Cans; Sidewalks; Bike Rack & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transitway: BAT/Bus Queue Jump Lanes; Transfer Station: Paratransit Platforms; Streetscape Improvements; TOD

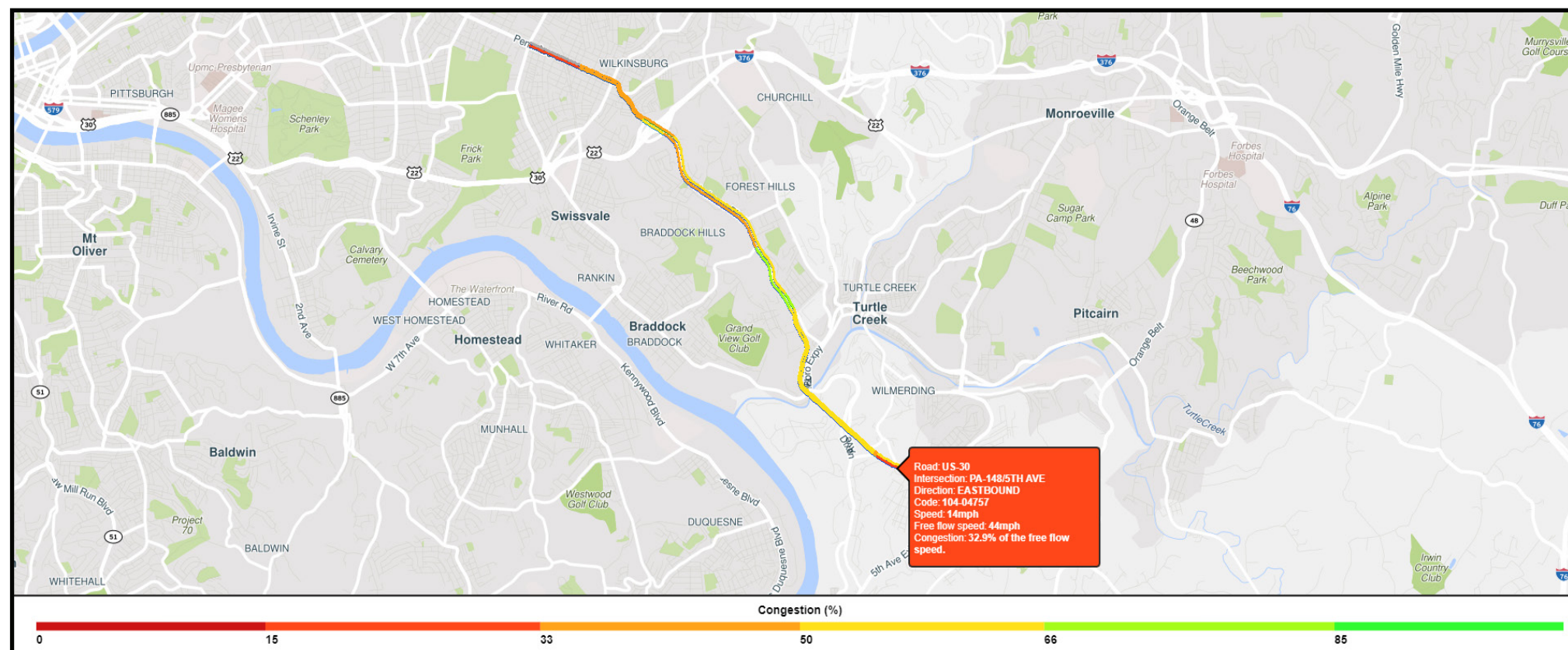
CONGESTION & RELIABILITY

US 30 Segment A Congestion Trend Map for AM Peak for January 01, 2020 through December 21, 2020 (Every weekday)



- Segment A is monitored as part of SPC’s Congestion Management Process network. Segment A is included as portions of CMP Corridor numbers 33 and 46.
- AM and PM peak period congestion trend mapping is shown for Segment A. Congestion percentage is shown as the percent of free flow speed achieved on the segment. Higher percentages indicate less congestion (greener colors), and lower percentages indicate more congestion (redder colors).
- In the AM peak period, travelers on Segment A approximately achieve 40 to 55% of free flow speed.
- In the PM peak period, travelers on Segment A approximately achieve 35 to 50% of free flow speed.
- Travelers on Segment A generally experience moderate to heavy congestion in the peak periods.
- Typical traffic signal delays are experienced by travelers at the many signalized intersections along the corridor but especially those nearest to the I-376 interchange.

US 30 Segment A Congestion Trend Map for PM Peak for January 01, 2020 through December 21, 2020 (Every weekday)



US 30 at the I-376 Interchange,



US 30 at SR 148 (5th Avenue), East McKeesport

Travel Time in Minutes				
Eastbound				
NPMRDS from INRIX (Trucks and Passenger Vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				38.05
Monday	42.56	40.45	47.95	
Tuesday	43.37	42.77	50.19	
Wednesday	44.63	40.02	51.82	
Thursday	43.57	40.43	50.13	
Friday	45.63	41.39	51.17	
Saturday				41.50

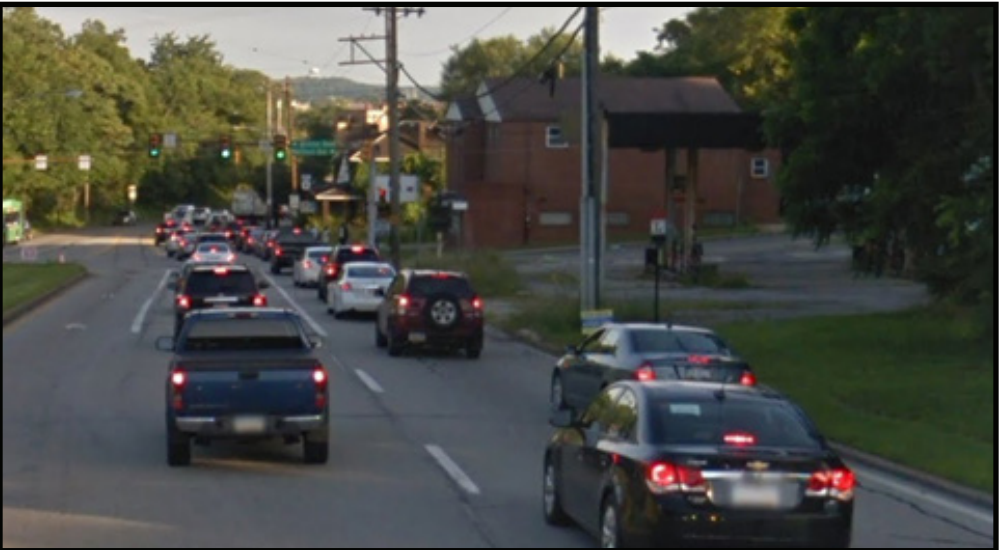
Planning Time Index				
Eastbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				3.30
Monday	3.70	3.52	4.16	
Tuesday	3.76	3.71	4.35	
Wednesday	3.87	3.47	4.49	
Thursday	3.79	3.52	4.35	
Friday	3.97	3.59	4.45	
Saturday				3.60

Travel Time in Minutes				
Westbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				34.84
Monday	38.51	39.90	38.31	
Tuesday	37.63	40.18	39.32	
Wednesday	38.74	41.55	38.87	
Thursday	38.26	40.66	42.02	
Friday	38.66	37.14	42.71	
Saturday				36.60

Planning Time Index				
Westbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				3.51
Monday	4.08	4.40	3.89	
Tuesday	4.02	4.46	4.00	
Wednesday	4.12	4.58	3.96	
Thursday	4.07	4.50	4.35	
Friday	4.06	3.96	4.42	
Saturday				3.75

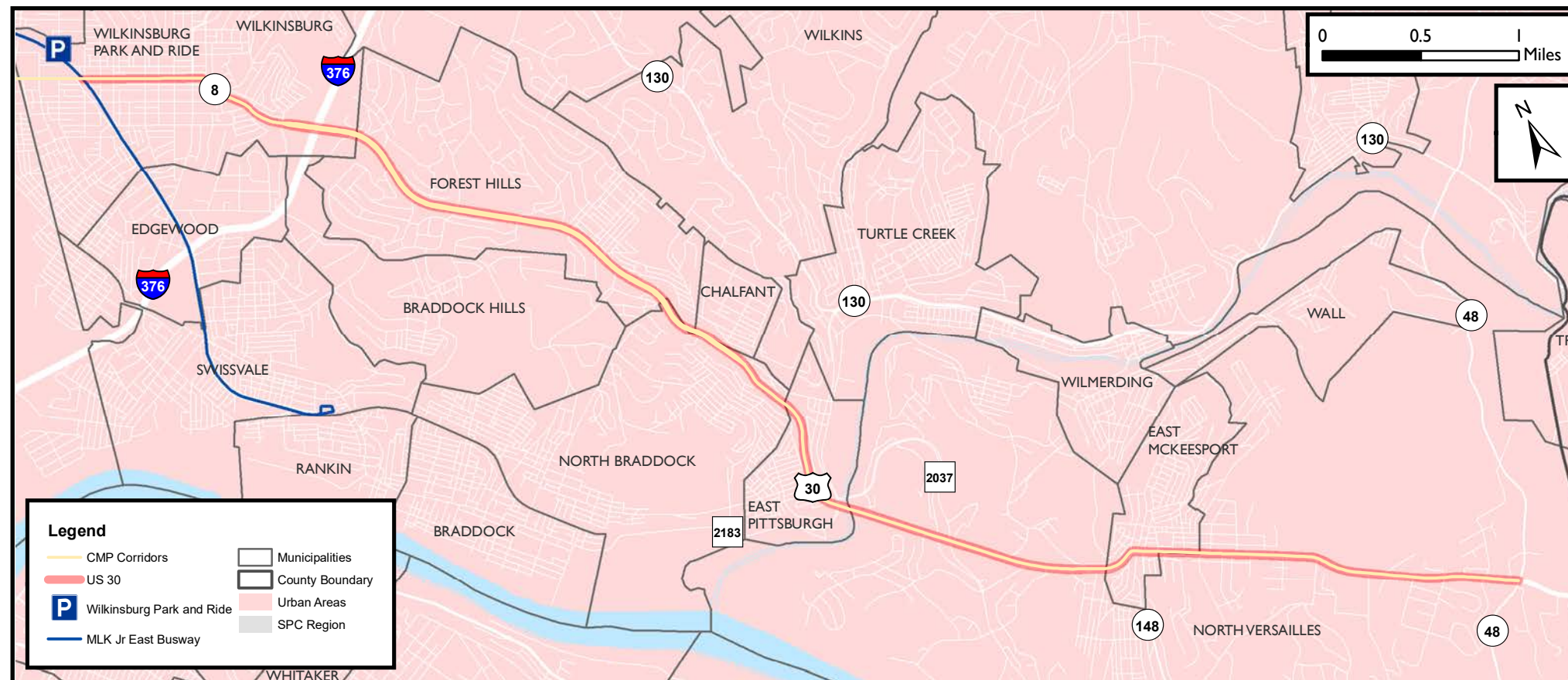
Planning Time Index (PTI) is the extra time required to arrive at a destination on time, 95% of the time. It is calculated as the ratio of the 95th-percentile highest vehicle-hours traveled divided by the vehicle hours traveled if the same trips could have been completed at free flow speed. For example, a PTI of 1.5 means that a traveler should plan on 50% more time for their trip compared to light traffic conditions for a 95% probability of arriving on time (meaning that 15 minutes should be planned for what would be a 10 minute trip in light traffic conditions). SPC reports PTI for arterial CMP corridors in the region by direction for peak and off-peak times.

- PTI for Segment A in the eastbound direction ranges from 3.3 to 4.49
- PTI for Segment A in the westbound direction ranges from 3.51 to 4.58



Ardmore Boulevard between I-376 and Brinton Rd

CONGESTION MANAGEMENT PROCESS



CONGESTION MANAGEMENT STRATEGIES:

Corridor 46

Category	Strategy	Baseline Prioritization*
OPS	Traffic Signal Improvements	High
OPS	Access Management	
OPS	Intersection / Geometric Improvements	
MOD	Park-n-ride & Other Intermodal Facilities	
DM	Growth Management	
MOD	Improved Transit Service	
DM	P.R. & Education for TDM	
DM	P.R. & Education for TSD	
MOD	Rideshare Programs	
DM	Employer-Based Programs	
OPS	Intelligent Transportation Systems	Medium
MOD	Transit Capital Improvements	
MOD	Bicycle Facilities & Information	
DM	Congestion Pricing	
OPS	Incident Management Systems	
CAP	Lane Additions	
CAP	New SOV Facilities	
MOD	Pedestrian Facilities & Information	
DM	Transit-Oriented Development Policies	
OPS	One-way Streets	
DM	Parking Management	Low
OPS	Elimination of Bottlenecks	
MOD	HOV & HOT lanes	
OPS	Ramp Metering	
OPS	Reversible Lanes	

Segment A takes on the characteristic of an urban and suburban signalized arterial. Improvements related to transit, traffic signals, and access control continue to be high priority congestion management strategies for this segment. An adaptive signal project was recently completed on the Forest Hills/ East Pittsburgh portion of this segment.

The westernmost section provides access to the MLK Jr East Busway and intersects with I-376 at an interchange. Detour routes for this segment include:

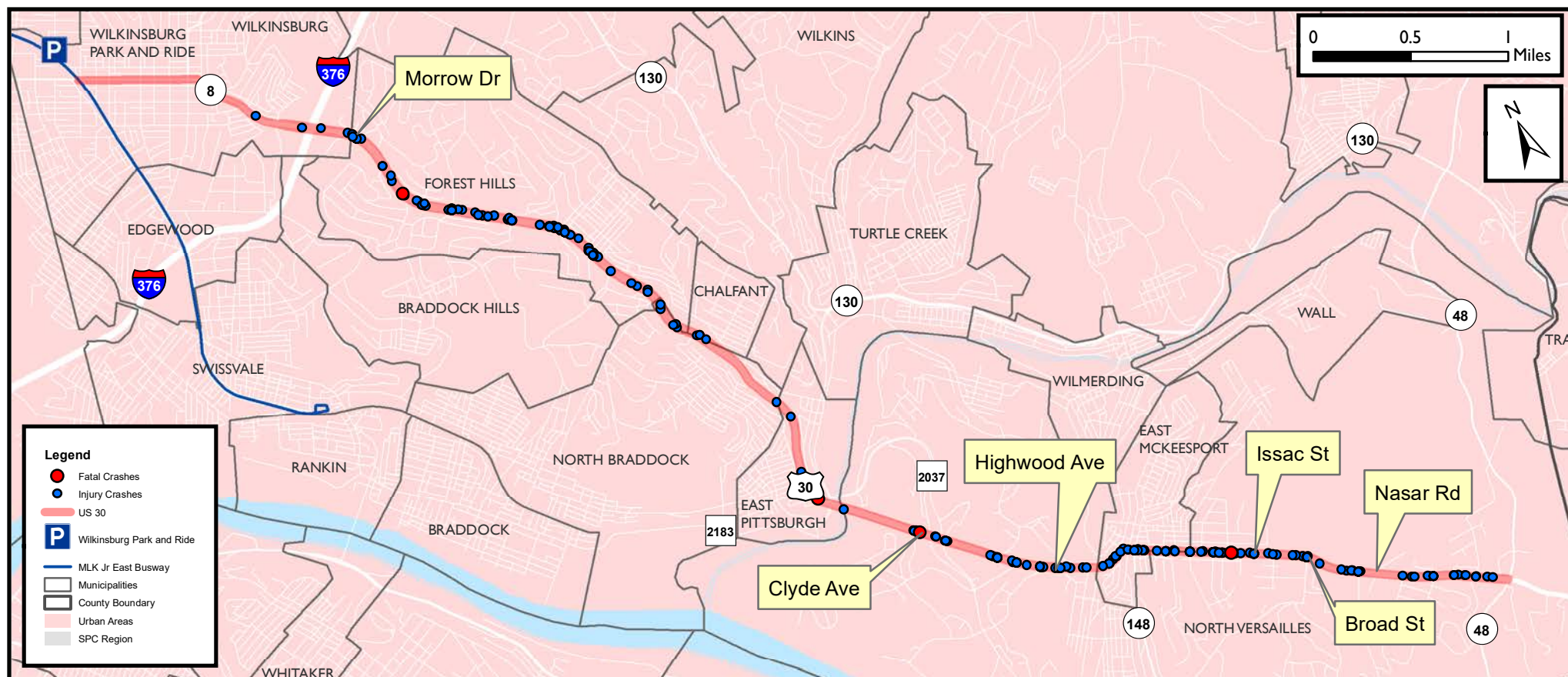
- SR 130 and SR 993 (parallel routes)
- Lincoln Way and SR 48
- South Braddock Avenue
- I-376 and I-76



US 30 at SR 48

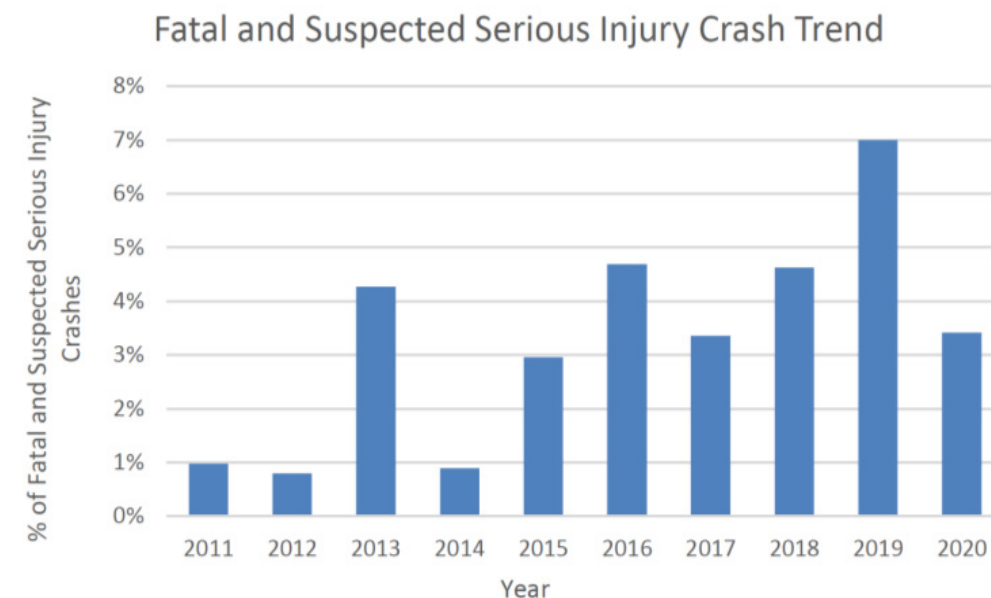
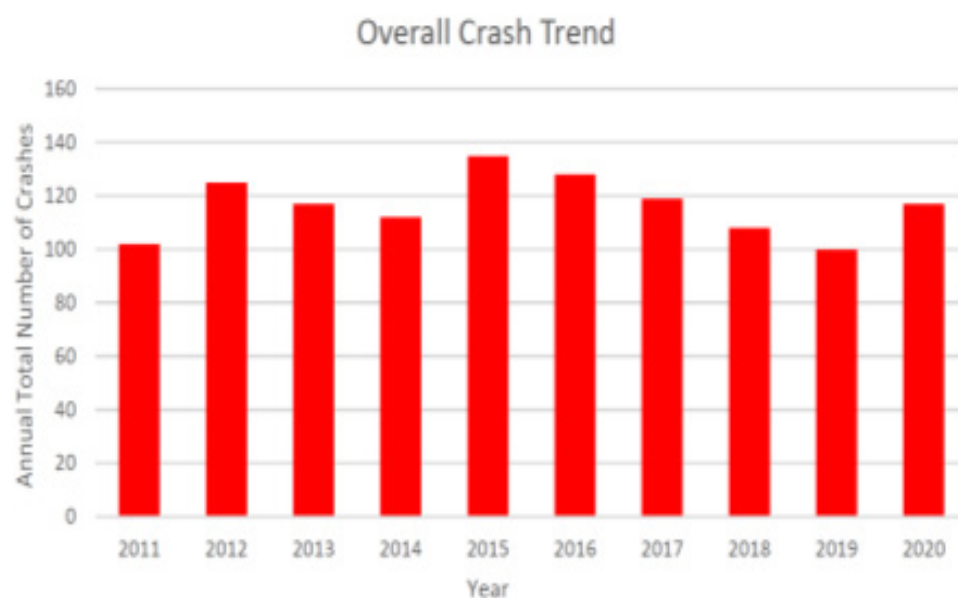
*Strategies are simply listed alphabetically within the High, Medium, Low, and N/A groupings. They are not individually prioritized within those groupings.

SAFETY

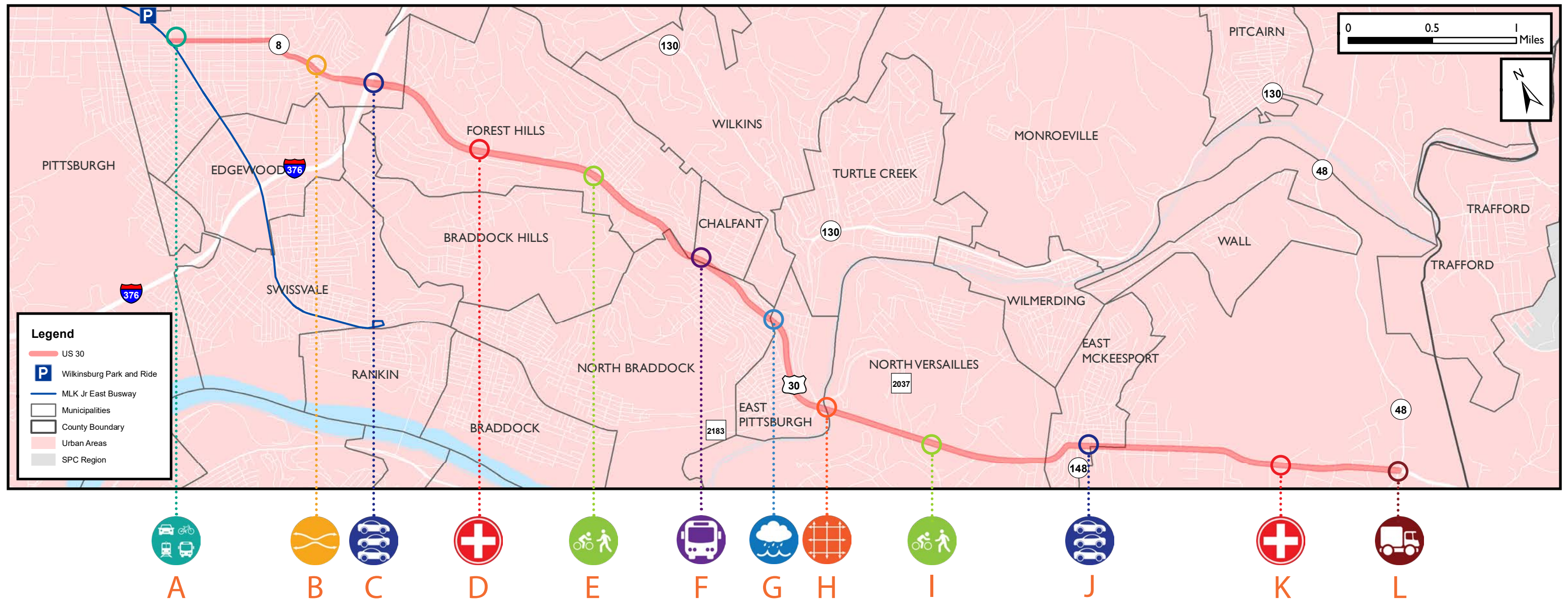


- For Segment A, the overall number of crashes appear to be flat over the 10-year period (2011-2020). The fatal and serious injuries appears to have a slightly upward trend for this same time period.
- Segment A's 2020 crash rate (1.53 crashes per MVMT) is lower than the average 2020 crash rate for similar roadways in Allegheny County (1.63 crashes per MVMT) and higher than the average 2020 crash rate for similar roadways in the SPC region (1.25 crashes per MVMT). 2020 data has been impacted by the worldwide COVID-19 pandemic.
- According to the PennDOT Highway Safety Network Screening (HSNS) Analysis, the following areas of Segment A are underperforming from a safety perspective:
 - Intersections at Morrow Drive/Digital Drive, Clyde Avenue, Highwood Road, Isaac Street
 - Segment 310/Offset 3504 to Segment 320/Offset 1189 (Broad St to Nasar Road)

US 30 Segment A Crash Statistics	
Timeframe	2011-2020
All Crashes	1163 (~2.3 crashes per week)
Fatal and Serious Injury Crashes	40 (~3.4% of all crashes)
Non-Motorized Crashes	21 (~1.8% of all crashes)
Number of Heavy Trucks in Crashes	52 (~4.5% of all crashes) Heavy trucks represent about 7% of traffic on this segment.



SEGMENT A: FOCUS AREAS



FOCUS AREA CATEGORIES



SEGMENT A: FOCUS AREAS

A		The Wilksburg Park-and-Ride Facility is a 748 space park-and-ride that provides commuters in the east hills an option to commute to downtown Pittsburgh via the MLK Jr East Busway.
B		US 30 inbetween Forest Hills and Wilksburg is a four-lane divided roadway. Traveling north on SR 8, SR 8 goes from a four-lane roadway down to a two-lane roadway in between Franklin Ave and South Ave in Wilksburg. The two lane roadway configuration continues through Wilksburg Central Business District to the East Busway.
C		In the PM peak period, travelers on Segment A approximately achieve 35 to 50% of free flow speed. Travelers on Segment A generally experience moderate to heavy congestion in the peak periods. Typical traffic signal delays are experienced by travelers at the many signalized intersections along the corridor but especially those nearest to the I-376 interchange. In the AM peak period, travelers on Segment A approximately achieve 40 to 55% of free flow speed.
D		While the overall number of crashes seems to have remained flat over the 10 year period (2011-2020), the fatal and serious injury crashes seem to trend slightly upward during this same period.
E		The pedestrian network in Forest Hills has some pedestrian facilities, but the pedestrian network is not complete. There is a lack of pedestrian infrastructure along US 30, at intersections and between US 30 and adjacent residential area. Completing the sidewalk network may encourage more active transportation trips along US 30.
F		Pittsburgh Regional Transit, Heritage Community Transportation, and Westmoreland County Transit Authority operate transit routes that utilize US 30. There are also many park-and-rides facilities along US 30 that connect commuters to these transit routes. Improvements made to US 30 should consider transit infrastructure to accomodate any needed transit infrastructure.

G		Most significant landslide suceptability area is the section of US 30 from the Forest Hills/Chalfant line to the Westinghouse Bridge. Slopes both above and below US 30 in this area in East Pittsburgh are vulnerable to landslides and it was within this section that a section of US 30 collapsed in a landslide in 2018.
H		Westinghouse Bridge is a key asset for the US 30 corridor. The continued preservation and maintenance of the Westinghouse Bridge is essential.
I		In North Versailles, sidewalks and crosswalks are in place at many intersections that intersect with the corridor, but the pedestrian network is not complete.
J		In the PM peak period, travelers on Segment A approximately achieve 35 to 50% of free flow speed at the US 30 and SR 148 intersection.
K		According to the PennDOT Highway Safety Network Screening (HSNS) Analysis, US 30 from Broad St to Nasar Rd is underperforming from a safety perspective. Intersections that are also underperforming include Morrow Drive/Digital Drive, Clyde Avenue, Highwood Road, and Isaac Street.
L		Future enhancements to this corridor should continue to assess regional truck needs such as turning radii, and should consider the provision of paved shoulder area where feasible. These needs are magnified in the eastern extent of Segment A, where truck volumes increase significantly, and truck origins and destinations are located further off US 30.



Forest Hills Park and Ride



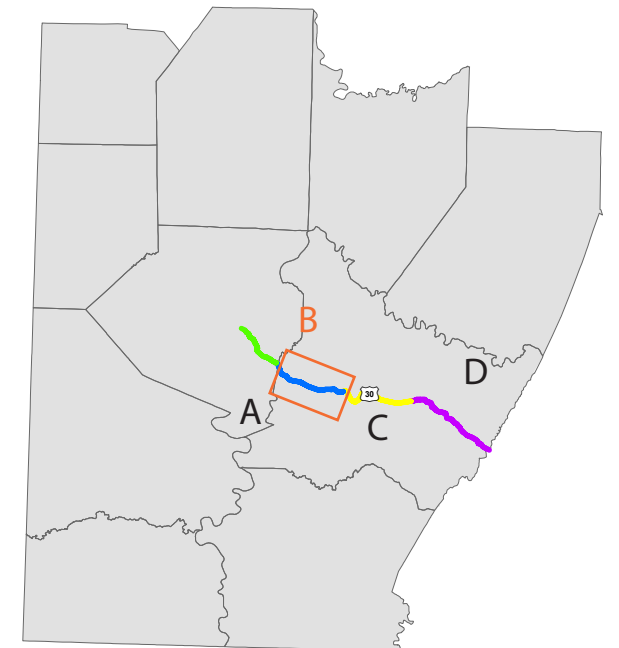
US 30 between Forest Hills and Westinghouse Bridge. This area is highly suceptible to landslides.



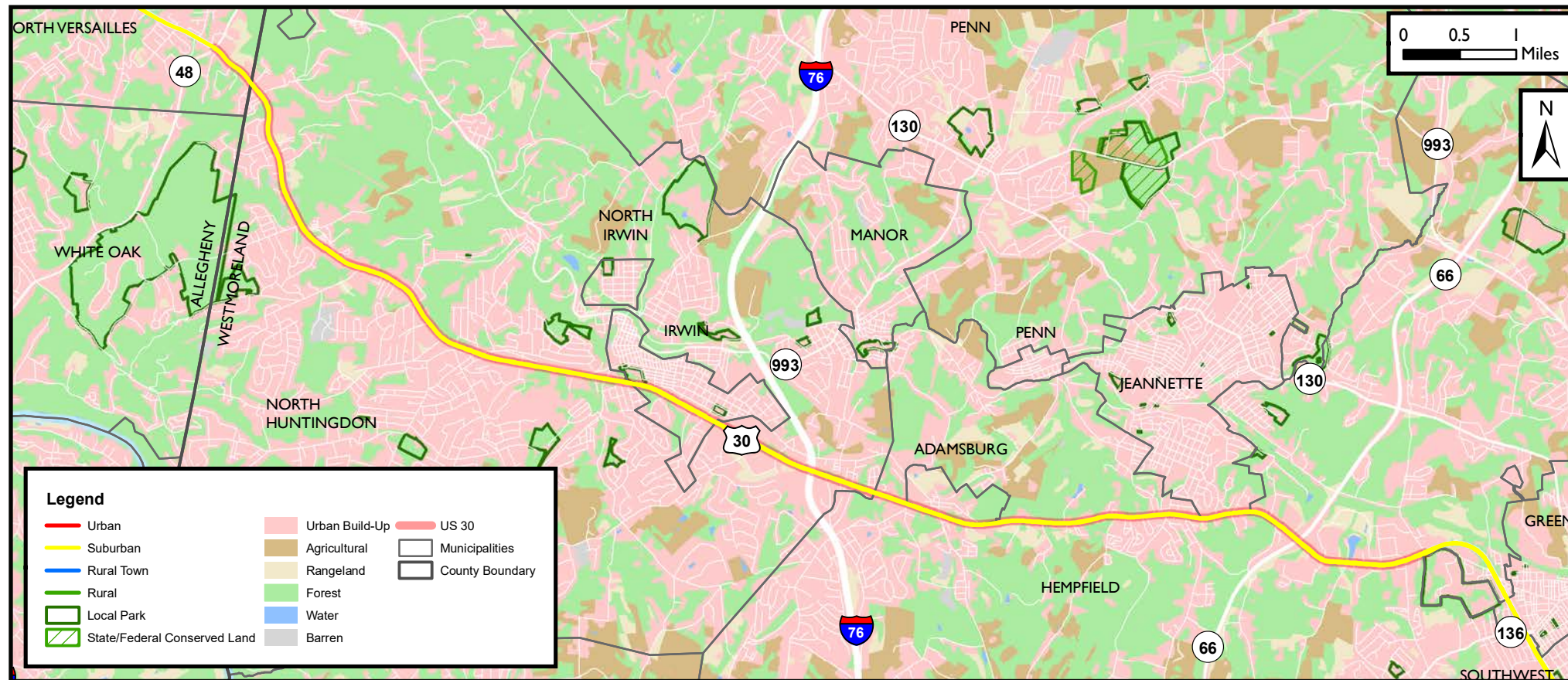
SECTION III: SEGMENT PROFILES

SEGMENT B

- SEGMENT OVERVIEW
- ACTIVE TRANSPORTATION
- FUTURE HIGHWAY & BRIDGE PROJECTS
- ENVIRONMENTAL FEATURES
- FREIGHT
- REGIONAL, COUNTY, AND LOCAL PLANS AND USER PERSPECTIVES
- SEGMENT TRAVEL PATTERNS
- CONDITION OF ASSETS
- TRANSIT
- CONGESTION & RELIABILITY
- SAFETY
- FOCUS AREAS

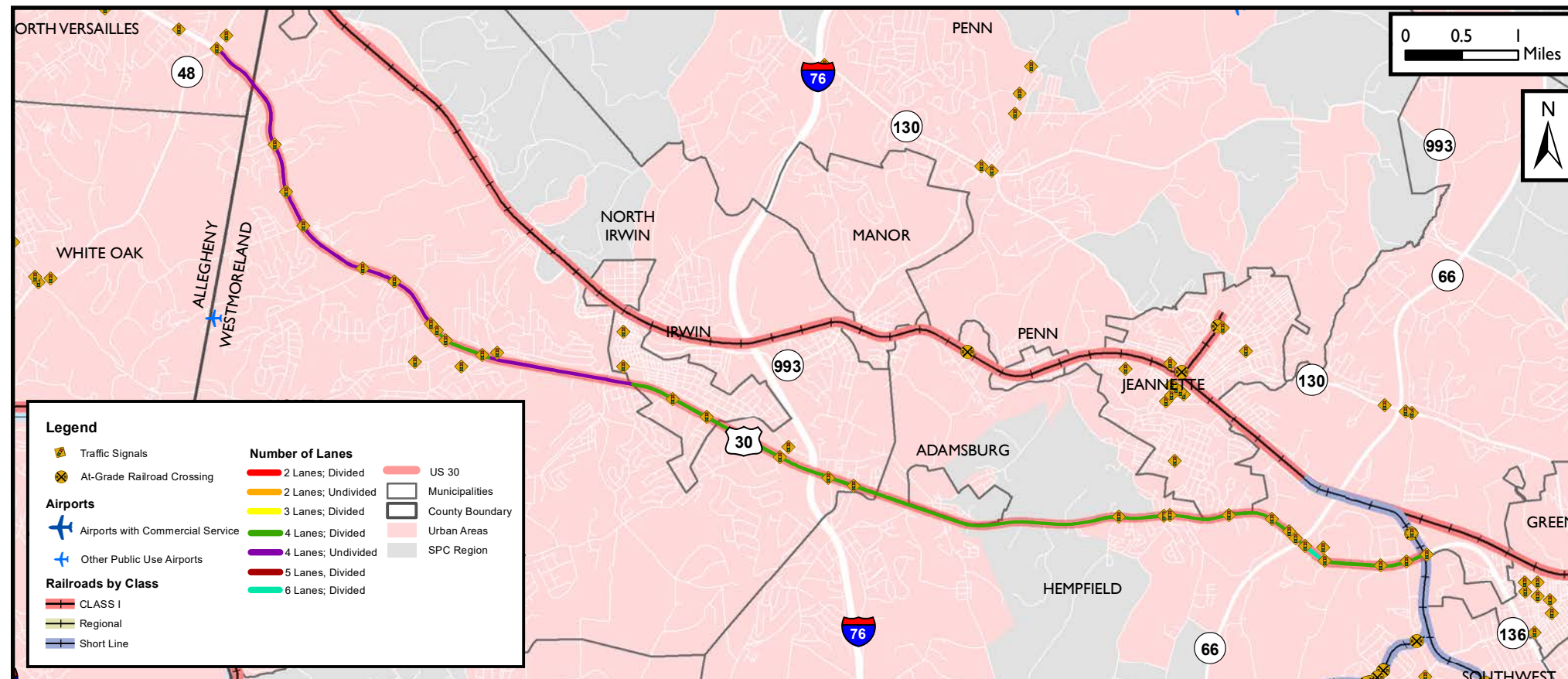


SEGMENT B: OVERVIEW



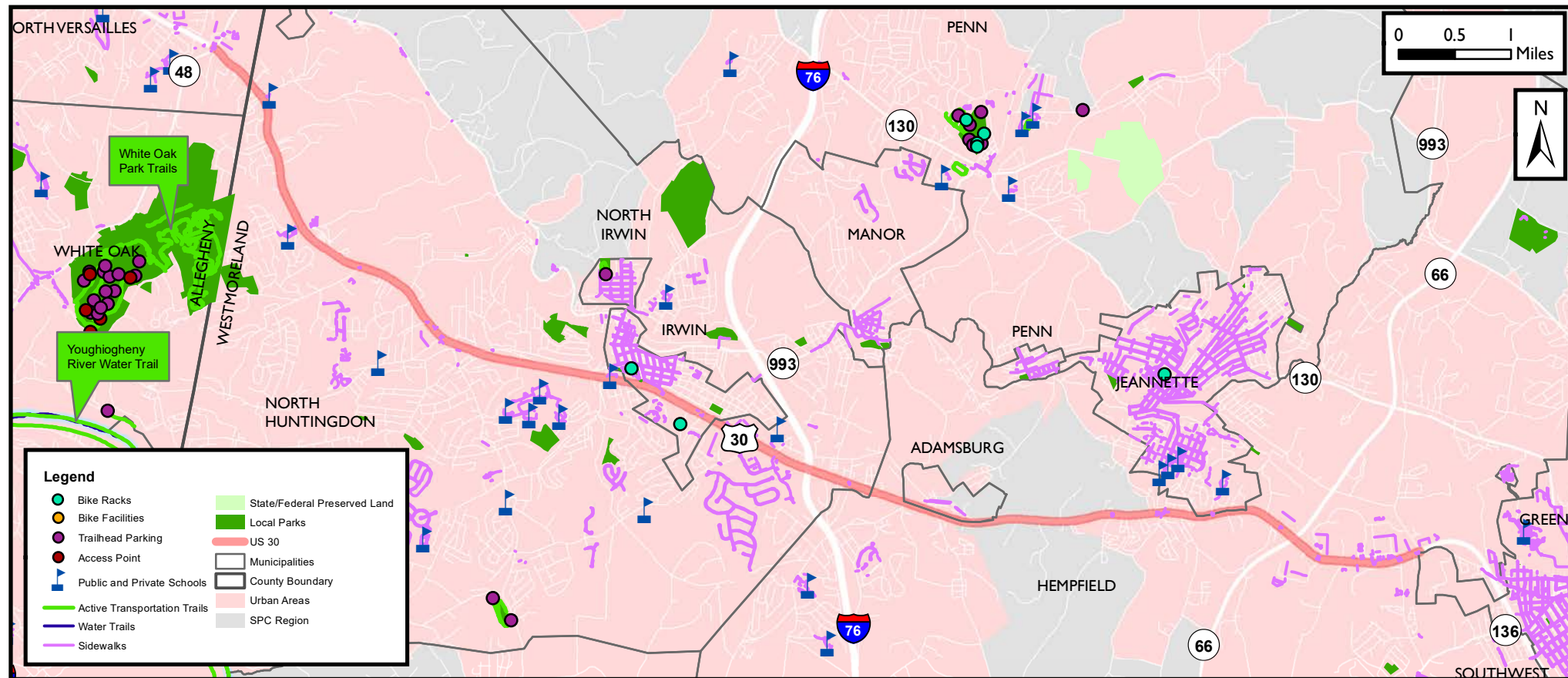
Segment B of US 30 is mostly a four-lane roadway that runs through suburban areas of eastern Allegheny County and western and central Westmoreland County. At the SR 48 (Mossie Blvd) intersection, US 30 is a four-lane, undivided roadway through eastern North Versailles and into North Huntingdon Township, Westmoreland County. US 30 is a four-lane, undivided roadway until the Malts Lane intersection in North Huntingdon Township where US 30 becomes a divided roadway from Malts Lane to Mountain View Place. At Mountain View Place, US 30 converts back to a four-lane, undivided roadway. In between Mountain View Place and Oakmont St in Irwin, US 30 is a four-lane, undivided roadway. From Oakmont St to Toll 66 in Hempfield Township, US 30 is a four-lane, divided roadway. In between Toll 66 and the Hempfield Square shopping plaza, US 30 becomes a six-lane divided roadway. East of Hempfield Square, US 30 becomes a four-lane divided roadway until North Greengate Rd.

Through Segment B, US 30 connects to I-76 (PA Turnpike), which is a pivotal route that connects western PA to other parts of the state and beyond. Similar to Segment A, Segment B has multiple signalized intersections and some grade separated interchanges. Grade separated interchanges are located at Main St in Irwin, Edna Rd in Adamsburg, I-76 (PA Turnpike) in North Huntingdon, and SR 66 in Hempfield Township.



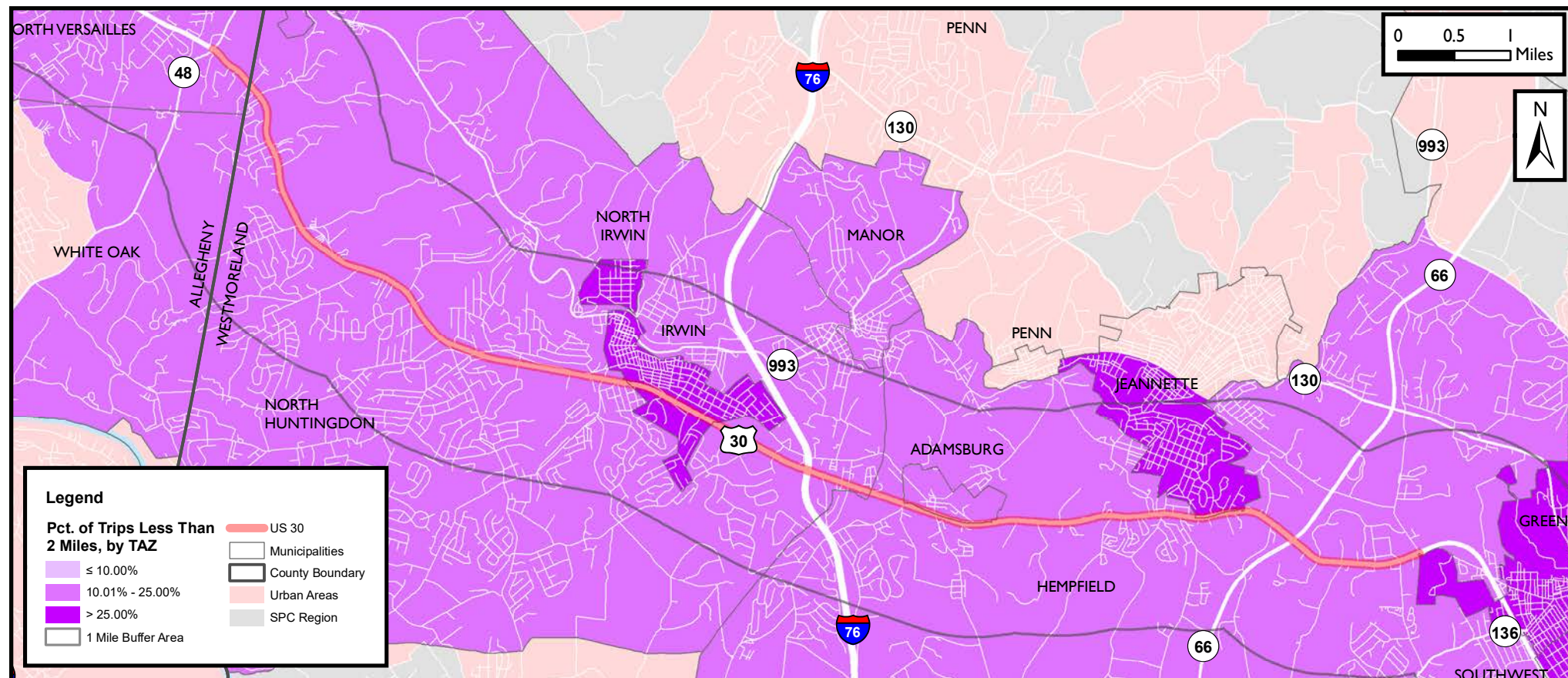
Looking East: US 30 near Greengate Center, Hempfield Township

ACTIVE TRANSPORTATION



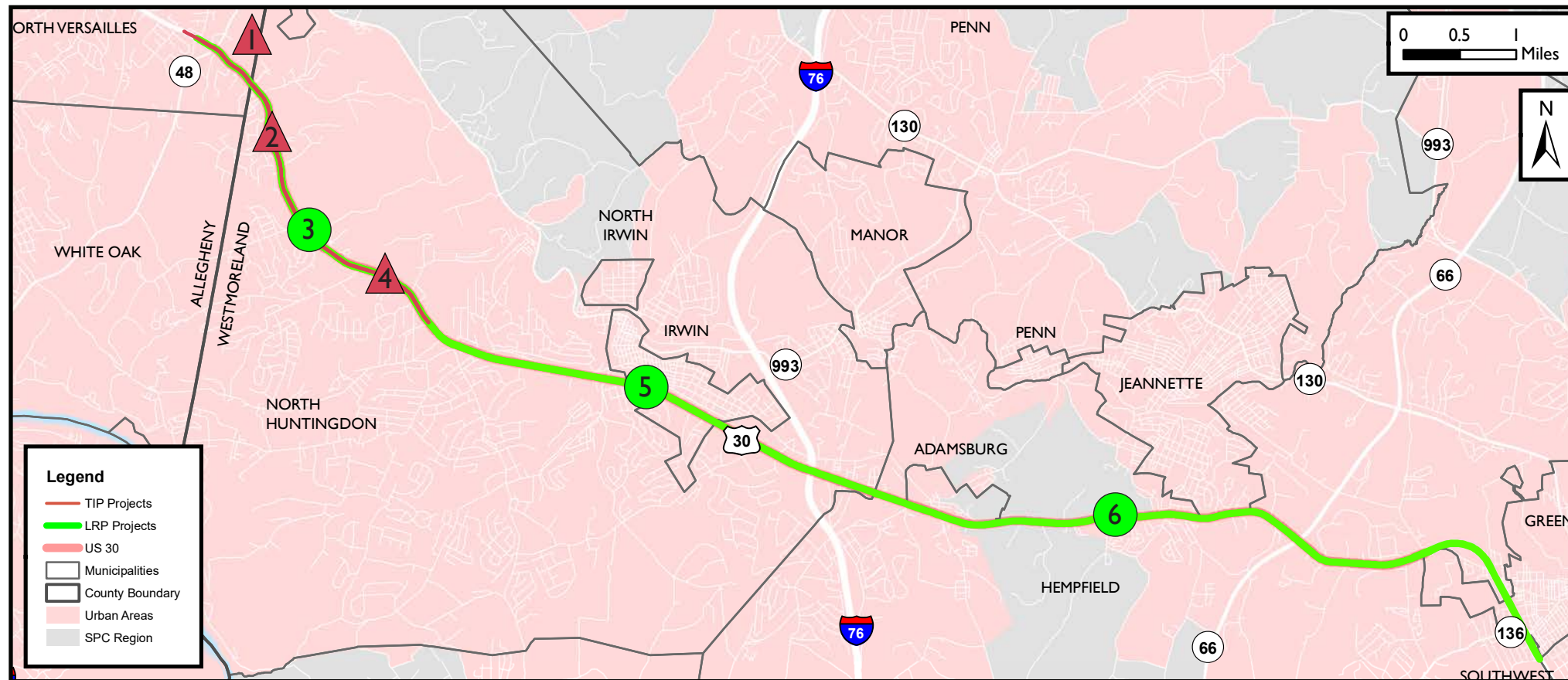
Pedestrian infrastructure exists in communities adjacent to the corridor. There are no bike facilities on the corridor. There are no off-road trails on or nearby this segment of the corridor. For most of its length, US 30 in Segment B contains few to no sidewalks.

This corridor segment includes growing communities in western Westmoreland County including sections of North Huntingdon, Hempfield, and Penn Townships as well as the older, stable communities of Irwin and Jeannette. Over 10% of the trips along this corridor segment are short trips, despite very little active transportation infrastructure. Areas where short trips are more than 25% of the total include sections of Irwin and Jeannette, where most streets include sidewalks.



Sidewalk near Beaver Ave, Hempfield Township

FUTURE HIGHWAY & BRIDGE PROJECTS



Within Segment B of the US 30 corridor there are three TIP projects (Projects 1, 2, 4) and three Long Range Plan projects (Projects 3, 5, 6).

- Project 1 is a safety project called US 30/SR 48 Intersection Improvements. This project is for intersection improvements as part of the US 30 corridor improvement project on US 30 and SR 48 in North Versailles Township, Allegheny County. Approximately \$23 million is programmed on the 2023-2026 TIP.
- Projects 2 and 3 are the US 30 Corridor Improvements- Western Section project. These projects are for safety improvements to the western section of the US 30 Corridor Safety Improvement Study Area (Approximately SR 48 to SR 3022) in Allegheny and Westmoreland Counties. Approximately \$30 million is programmed on the 2023-2026 TIP and \$22 million is on the Long Range Plan.
- Project 4 is an efficiency and operations project called US 30 Adaptive Signals. This project is for adaptive signal improvements to the western section of the US 30 Corridor Safety Improvement Study Area from the intersection of US 30/SR 48 to Malts Lane in Allegheny and Westmoreland Counties. Approximately \$1.4 million is programmed on the 2023-2026 TIP.
- Project 5 is a road reconstruction project called US 30- Allegheny County Line to Irwin. This project is for the reconstruction of US 30 (Lincoln Highway) from the Allegheny County Line to Irwin Borough in North Huntingdon Township, Westmoreland County. The estimated cost of this project is \$90 million.
- Project 6 is an efficiency and operations project called US 30- Allegheny County to Somerset County. This project is for safety and operations improvements to the US 30 (Lincoln Highway) Corridor from the Allegheny County Line to the Somerset County Line in various municipalities in Westmoreland County. The estimated cost of this project is \$48 million.
- For up to date information on TIP projects, please visit <https://www.spcregion.org/programs-services/transportation/smartmoves-long-range-plan-transportation-improvement-program/>.

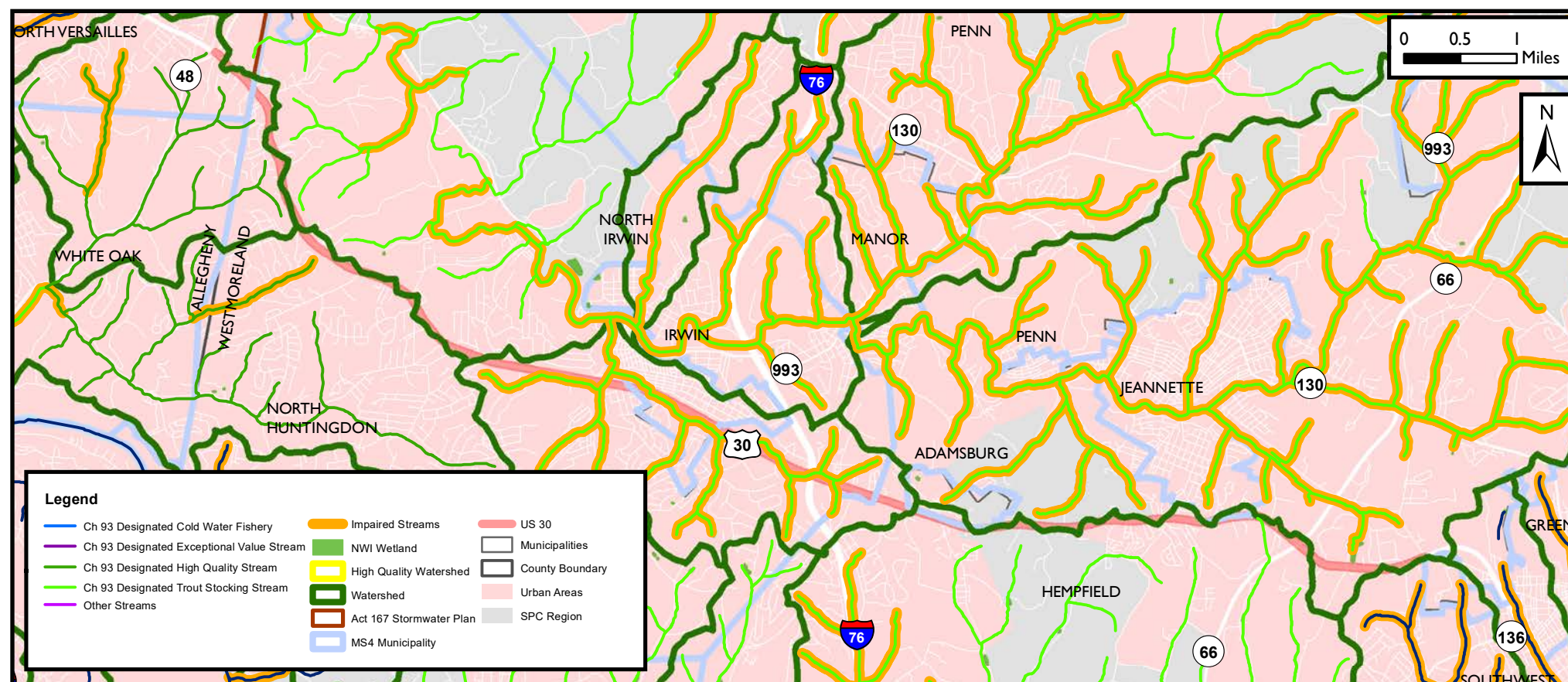
	<p>Safety MPMS 116655 2023-2026 TIP US 30/SR 48 Intersection Improvement Intersection improvement as part of the US 30 corridor improvement project on US 30 and SR 48 in North Versailles Township, Allegheny County</p>
	<p>Road Reconstruction MPMS 110900 2023-2026 TIP US 30 Corridor Improvements- Western Section This project is for safety improvements to the western section of the US 30 Corridor Safety Improvement Study Area (Approximately SR 48 to Malts Lane) in Allegheny and Westmoreland Counties</p>
	<p>Safety MPMS 110900 Fiscally Constrained List US 30 Corridor Improvements- Western Section This project is for safety improvements to the western section of the US 30 Corridor Safety Improvement Study Area (Approximately SR 48 to Malts Lane) in Allegheny and Westmoreland Counties</p>

	<p>Efficiency & Operations MPMS 117945 2023-2026 TIP US 30 Adaptive Signals This project is for adaptive signal improvements to the western section of the US 30 Corridor Safety Improvement Study Area from the intersection of US30/SR 48 to Malts Lane in Allegheny and Westmoreland Counties</p>
	<p>Road Reconstruction MPMS 20192106 Fiscally Constrained List US Route 30 Reconstruction ALCO Line to Irwin This project is for the reconstruction of US 30 (Lincoln Highway) from the Allegheny County Line to Irwin Borough in North Huntingdon Township, Westmoreland County</p>
	<p>Efficiency & Operations MPMS 20192108 Fiscally Constrained List US 30 Operations & Safety This project is for safety and operations improvements to the US 30 (Lincoln Highway) Corridor from the Allegheny County Line to the Somerset County Line in various municipalities in Westmoreland County</p>



Looking East: US 30 near Allegheny/Westmoreland County Line

ENVIRONMENTAL FEATURES



There are numerous crossings of surface water resources along US 30 in Segment B. In both North Huntingdon and Irwin, an unnamed tributary in the Tinkers Run watershed is a trout stocking fishery that crosses under US 30 at multiple locations. Also, in North Huntingdon, near US 30, unnamed tributaries for both Jacks Run and Brush Creek are considered either high quality streams or trout stocking streams. In Hempfield Township, Little Sewickley Creek, a trout stocking fishery, is located just south of US 30, just west of Agnew Rd. Tinkers Run and its tributaries are also considered impaired streams. In western North Huntingdon, an unnamed tributary of Long Run is also considered an impaired stream. This stream does not cross US 30 but is located south of US 30 just east of Carpenter Lane. There are several impaired unnamed tributaries of Brush Creek in Hempfield Township, Adamsburg, and Jeannette that do not cross US 30 but are within the vicinity of US 30. US 30 intersects five watersheds: Little Sewickley Creek Watershed, Brush Creek Watershed, Jacks Run Watershed, Long Run Watershed, and Tinkers Run Watershed. None of these watersheds are exceptional value watersheds.

Water Quality Standards

All commonwealth waters are protected for a designated aquatic life use as well as a number of water supply and recreational uses. The **use designation** shown in the water quality standards is the aquatic life use. These uses are Warm Water Fishes (WWF), Trout Stocking (TSF), Cold Water Fishes (CWF) and Migratory Fishes (MF). A body of water is considered **“impaired”** if it fails to meet one or more water quality standards.

The water quality in a High Quality stream can be lowered only if a discharge is the result of necessary social or economic development, the water quality criteria are met, and all existing uses of the stream are protected. Exceptional Value waters are to be protected at their existing quality; water quality shall not be lowered.

Some water resources are also part of the **Total Maximum Daily Load (TMDL)** program, which identifies sources of pollution and allocates pollutant loads in places where water quality goals are not being achieved.

Stormwater Management

The **Stormwater Management Act (No. 167)** authorized a program of comprehensive watershed stormwater management that retains local implementation and enforcement of stormwater ordinances similar to local responsibility of administration of subdivision and land development regulations. Act 167 plans are required on a county-wide basis; however, the practice to this point has been to only develop plans for specific sensitive waters/watersheds.

A **Municipal Separate Storm Sewer System (MS4)** is owned or operated by a public agency, such as a city, town, county, flood control district, state, or federal agency that does not connect to the sanitary sewer system and does not lead to a wastewater treatment plant.

Areas on this segment with Stormwater 167 plans:

- Turtle Creek

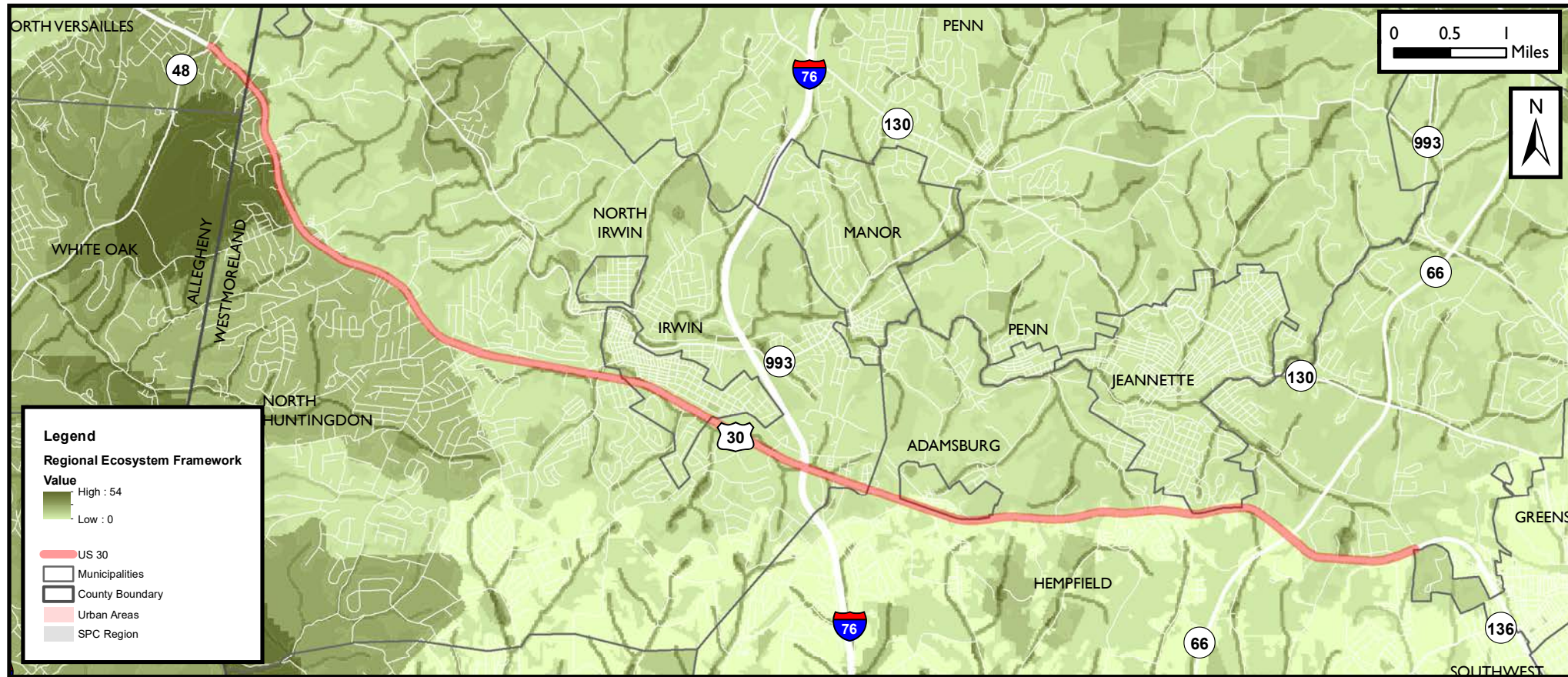
Areas on this segment with MS4 Permits:

- Jeannette (PAG136299)
- Greensburg (PAG136246)
- Irwin (PAG136164)
- Hempfield Township (PAG136331)
- North Huntingdon Township (PAI136105)
- North Versailles (PAI136116)



Looking East: US 30 near Little Sewickley Creek.

ENVIRONMENTAL FEATURES

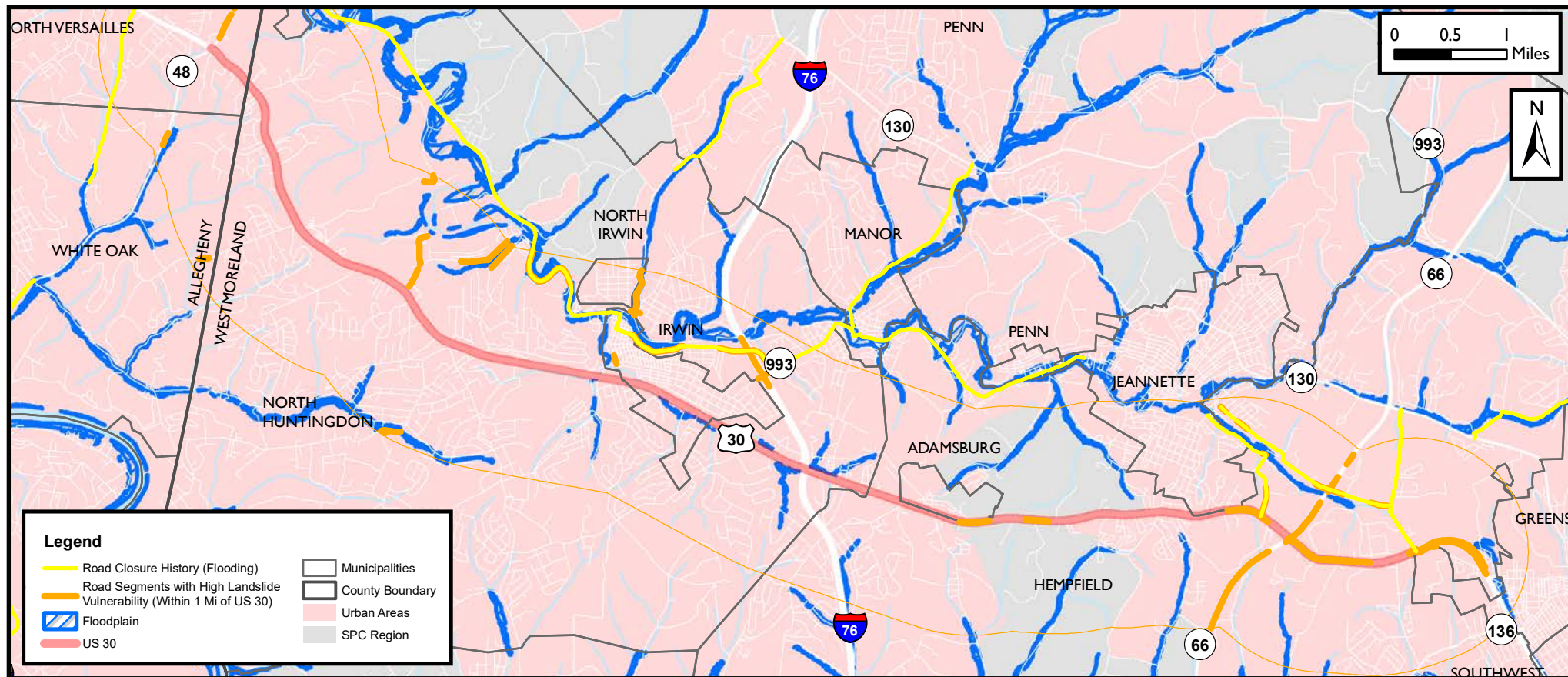


The **Regional Ecosystem Framework (REF)** integrates environmental inventory data, conservation priorities, maps, and plans, with input from and adoption by conservation and natural resource stakeholders identified that addresses species, habitats, and relevant environmental issues and regulatory requirements agreed upon by the stakeholders. SPC has identified available GIS data layers that when analyzed will spatially model ecological significance on a regional scale. The datasets that make up the prototype REF are included in the appendix.

SPC staff assigned a score to the relevant attribute of each environmental data layer; the score reflects the relative importance of the occurrence of any certain resource found in a dataset relative to other resources used in the analysis.

Greater values in the REF indicate greater environmental significance.

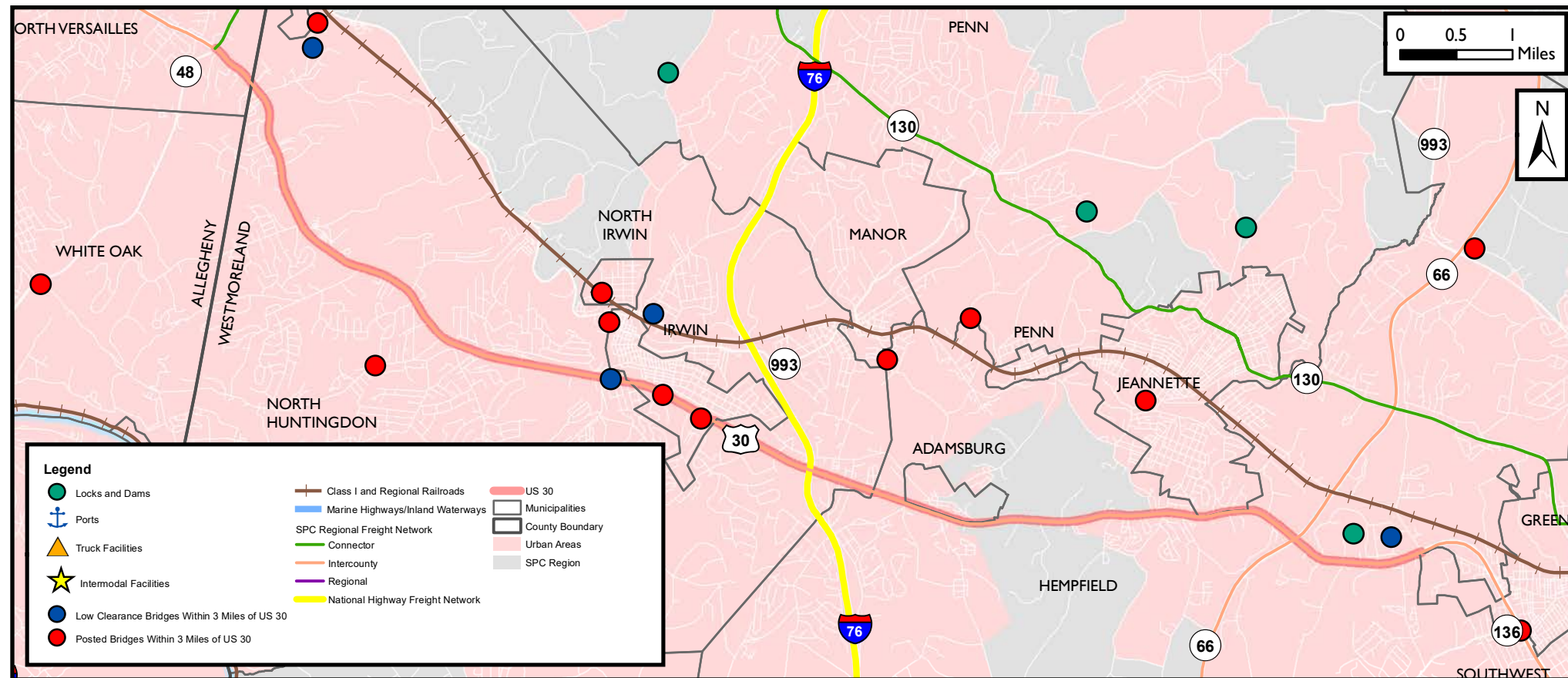
Within Segment B, the REF is showing a higher relative environmental value attributed to both the Jacks Run and Long Run Watersheds in western North Huntingdon Township. The Jacks Run and Long Run Watersheds are considered high quality watersheds. The Jacks Run Watershed is traversed by US 30 through Segment B for approximately 1.5 miles and the Long Run Watershed is traversed by US 30 for approximately 2 miles. With this level of environmental quality, future projects on US 30 in this watershed can anticipate additional restrictions or measures related to waterway permitting and may have an increased chance of encountering threatened and endangered species.



There are some locations in the eastern portion of this segment where US 30 has a high vulnerability to landslides. Within Hempfield Township, approximately a quarter mile east of Edna Rd, US 30 enters as series of roadway cuts and steep sloped surroundings, particularly adjacent to the east bound lanes. Just east of Dellallo's, traveling east US 30 includes steep slopes above the roadway with very limited shoulder. East of the Toll 66 interchange to the end of Segment B there are numerous areas that US 30 enters an area with steep slopes above the roadway, predominately adjacent to the eastbound lanes.

Within this segment there were no portions of US 30 that have been closed due to flooding according to the recent PennDOT RCRS data. US 30 does cross a small floodplain area associated with the east branch of Tinkers Run at the Irwin Turnpike Interchange.

FREIGHT

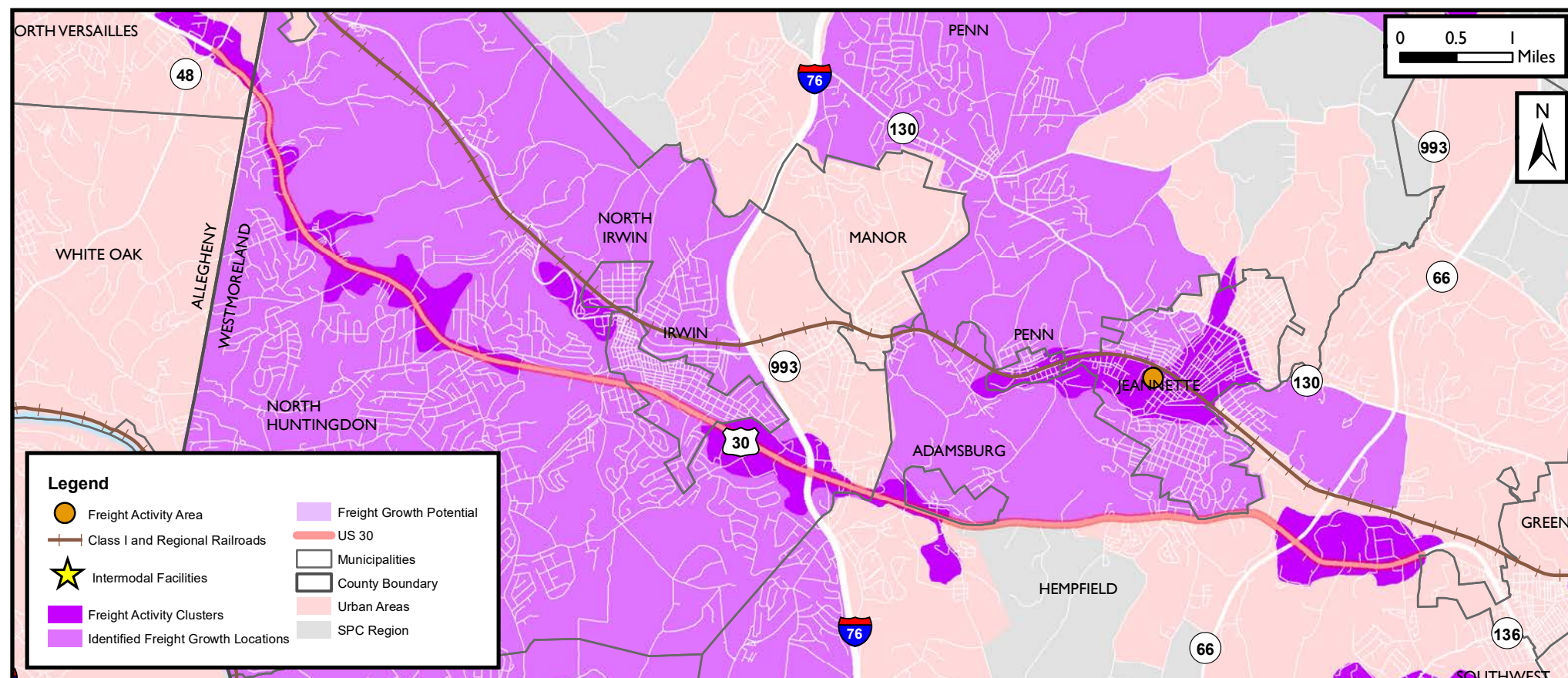


Segment B of the US 30 corridor is largely located in western Westmoreland County, although a very small portion falls within Allegheny County.

The Westmoreland County Comprehensive Plan characterizes this area as a “suburban-scaled commercial area” and notes the presence of at least seven shopping centers. The presence of these shopping centers indicates that Segment B is slightly more of a truck destination than the segment of the corridor falling in Allegheny County.

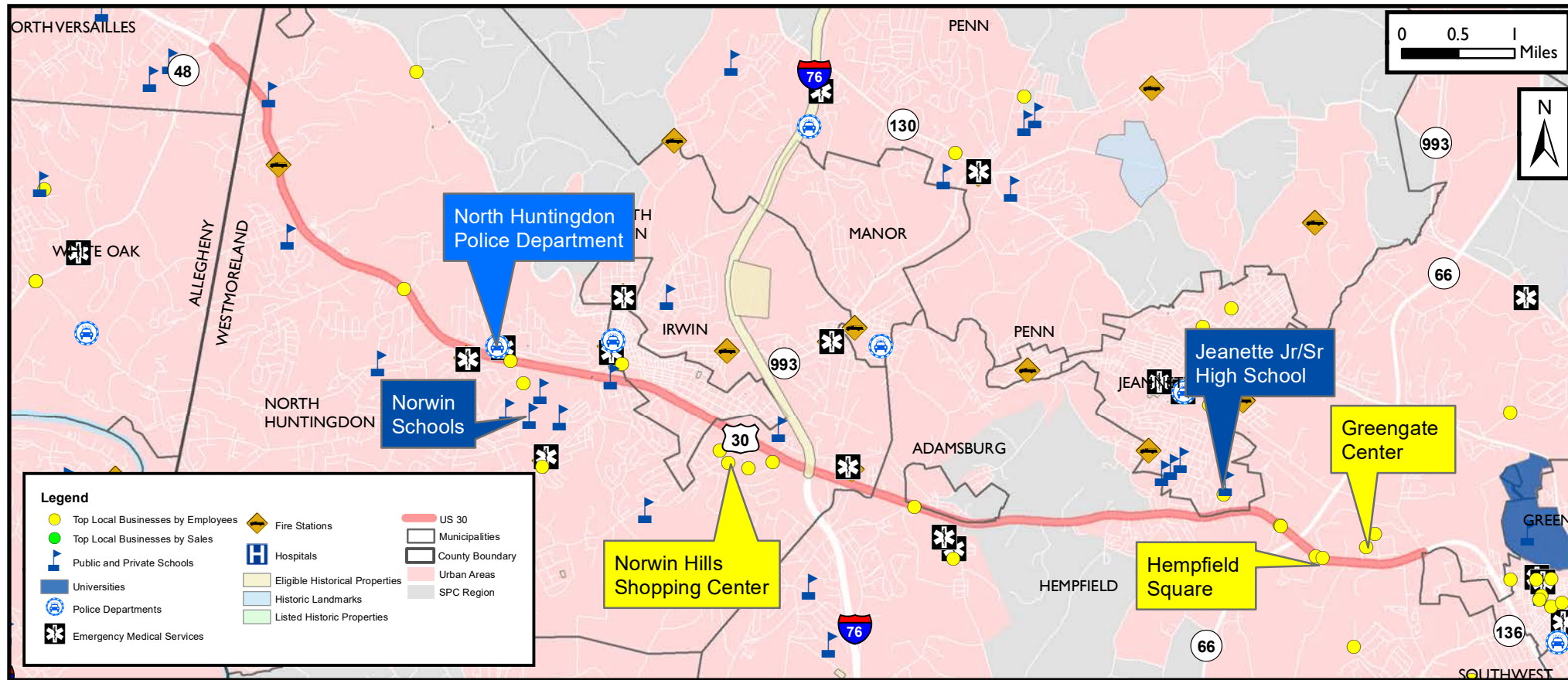
Traffic volumes (PennDOT HPMS) indicate that overall traffic volumes are higher in this corridor section, and increase from west to east along the corridor. West of SR 66, traffic volumes rarely exceed 15,000 vehicles per day. Traffic then increases to 20,000 vehicles per day between SR 66 and the Greensburg Bypass. The Bypass itself sees between 15,000 and 20,000 vehicles per day. Trucks represent somewhat less than 10% of all traffic, but as overall traffic increases, truck traffic also increases by a corresponding amount. However, truck volumes remain below 1,000 vehicles per day in this section of the US 30 corridor.

In general, this corridor is in fair condition for truck operations, with most bridges and pavement in good (or better condition). However, traffic moves through clearly defined commercial districts along this segment, with the resultant traffic signals, driveways and stop and go traffic that disrupt through movement along the length of the corridor. It best serves local uses, including local delivery.



Looking East: US 30 at SR 66

REGIONAL, COUNTY, AND LOCAL PLANS AND USER PERSPECTIVES



Below are excerpts from comprehensive plans that may be relevant to US 30.

Reimagining Our Westmoreland:

- Transportation in Westmoreland is generally defined by the county's roadway network, particularly major traffic corridors like I-70, I-76, US 30, and US 22.
- Public transit within the county is limited and faces decreasing ridership.
- Many areas of Westmoreland are accessible exclusively by automobile, placing greater stress on existing infrastructure.

Irwin Comprehensive Plan:

- The US 30 corridor is not without its share of challenges:
 - This busy four-lane highway is a barrier that separates the library and the residential neighborhoods in the south from the core area of our community.
 - Traffic congestion and crashes are not unusual along US 30.
 - The corridor is not pedestrian-friendly. It can be detrimental to one's physical and mental well-being to cross this highway.
 - Curb cuts and access driveways abound. Traffic enters and exits the highway at random, which contributes to congestion and crashes.
 - The visual environment along the corridor is harsh. There is a general absence of green space and landscaping. Signage is generally garish in design.

- To improve the future appearance and functionality of US 30:
 - Be an active participant in the multi-municipal US 30 corridor plan.
 - Cooperate with neighboring municipalities in establishing common design standards for the corridor, including signage regulation and the establishment of uniform appearance standards for new development.
 - Establish access management standards for future development that reduces the number of curb cuts and driveways along the corridor.
 - Create pedestrian crosswalks at signalized intersections.
 - Prepare a master landscaping plan to soften the harsh visual environment
 - Incorporate Intelligent Transportation Systems (ITS) along the corridor to coordinate signals and move traffic more efficiently.
 - Enhance the appearance of the 10th St/US 30 intersection to create an inviting gateway to the downtown.

Relevant Local, County and Regional Plans

[Reimagining Our Westmoreland](#)

[Westmoreland County Transit Development Plan](#)

[North Huntingdon Township](#)

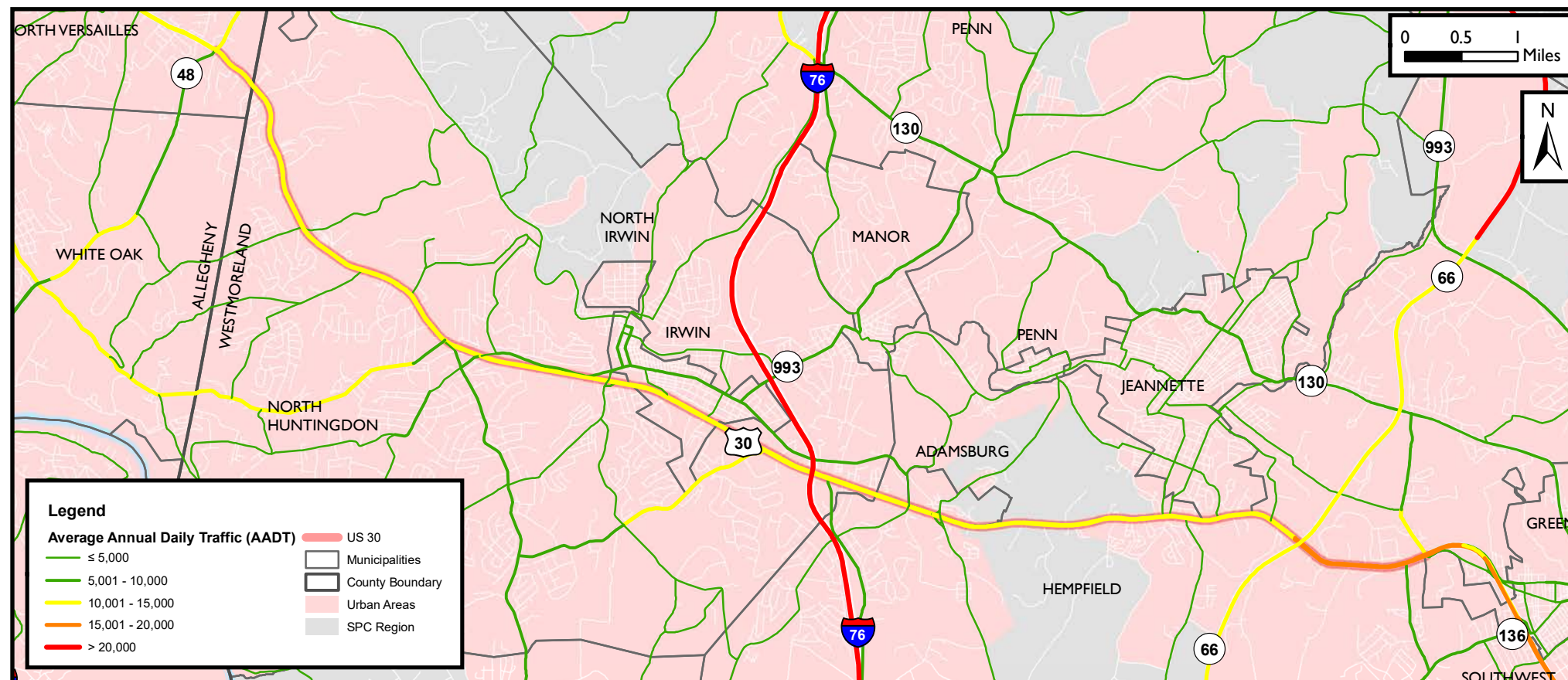
[Irwin Community Blueprint Comprehensive Plan](#)

[Greensburg, South Greensburg, Southwest Greensburg, Hempfield Township](#)



Hempfield Square, Hempfield Township

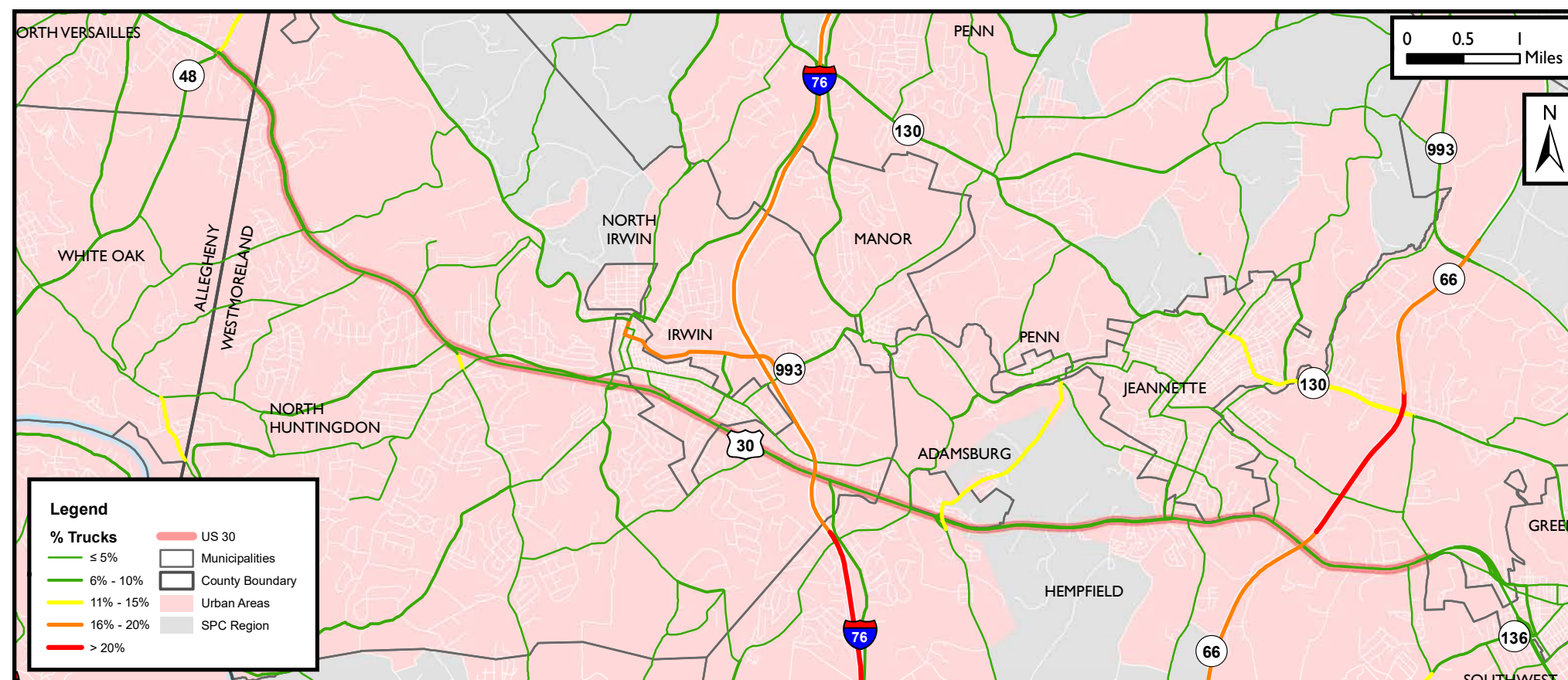
SEGMENT TRAVEL PATTERNS



Annual Average Daily Traffic (AADT) is the typical daily traffic on a roadway segment for all the days in a week over a one-year period. Truck percent is the percent of the AADT that is comprised of truck traffic, excluding pickups, panels, and light trucks. The current AADT and truck percent figures included in this section were derived from the Pennsylvania Department of Transportation (PennDOT) Roadway Management System (RMS).

Traffic volumes for all individual roadway segments on this section of the US 30 corridor are greater than 20,000 AADT for both travel directions combined. The AADT for individual roadway segments on this portion of the corridor falls between 10,000 and 17,500 vehicles per day in each travel direction. The area between SR 66 in Hempfield Township and SR 4002 (North Greengate Rd) in Hempfield Township has the highest AADT at over 34,000 vehicles per day for both directions combined. Traffic volumes for the remainder of individual roadway segments on this section of the US 30 corridor between SR 48 (Mossie Blvd) in North Versailles Township and SR 66 in Hempfield Township are between 20,000 and 30,000 vehicles per day for both directions combined.

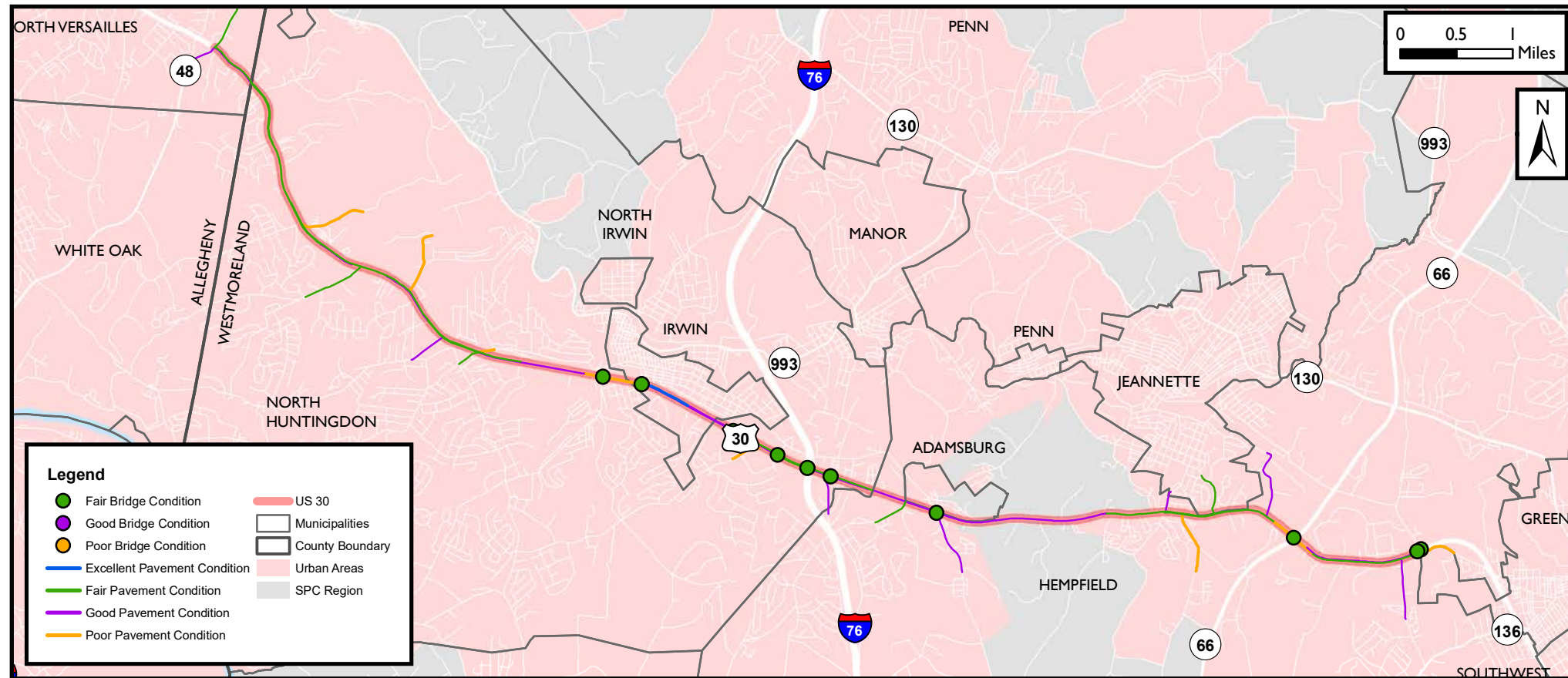
Truck percents on individual roadway segments on this section of the US 30 corridor fluctuate between 7% and 13% for both travel directions combined. Truck percents are highest in the area between SR 48 (Mossie Blvd) in North Versailles Township and SR 4019 (Carpenter Ln) in North Huntingdon Township at 13% for both travel directions combined. Truck percents are also higher in the area between SR 3077 (Edna Rd) in Hempfield Township and SR 4006 (Lewis Ave) in Hempfield Township at 12% in both travel directions. Truck percents for the remainder of individual roadway segments on this section of the US 30 corridor fall between 7% and 9% for both travel directions combined.



Traffic volumes are moderately high on each of the individual roadway segments on this portion of the US 30 corridor. The highest truck percents are located in the vicinity of the border between Allegheny and Westmoreland Counties at 13% for both travel directions combined as well as between SR 3077 (Edna Rd) in Hempfield Township and SR 4006 (Lewis Ave) in Hempfield Township at 12% in both travel directions. These areas also have traffic volumes upwards of 23,000 vehicles per day in both travel directions.

This section of the US 30 corridor contains several high density population and employment centers such as parts of North Versailles Borough, parts of North Huntingdon Township, Irwin Borough, parts of Hempfield Township.

CONDITION OF ASSETS



In Segment B, 100% of the bridges along US 30 are in fair condition. For pavement, 42.6% of roadway pavement is in good or excellent condition and 52.7% of roadway is in fair condition. Only 4.7% of roadway pavement is in poor condition. These roadway sections are US 30 from Billot Ave in North Huntingdon to Oakmont St in Irwin and Walton Tea Room Rd to Hempfield Square in Hempfield Township.

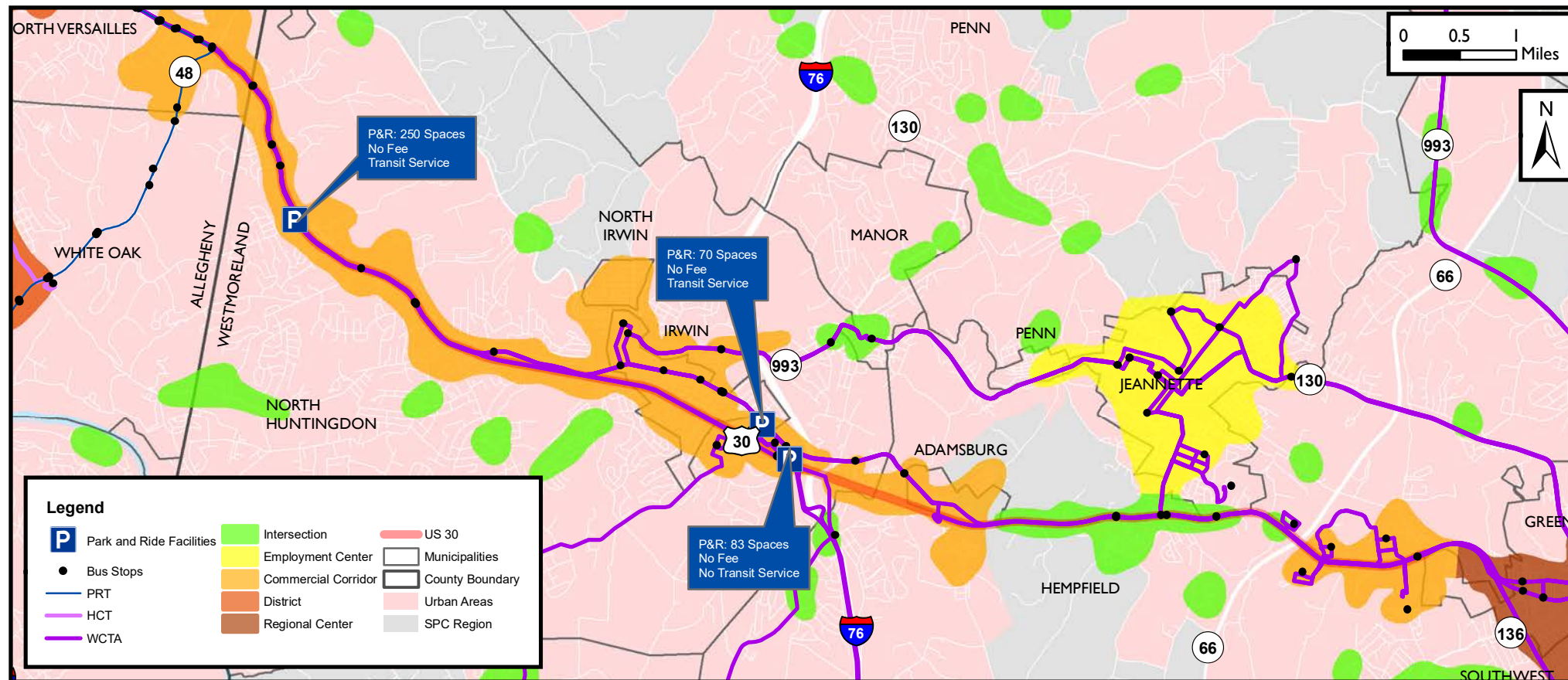


Looking West: US 30 at near Walton Tea Room Rd

Segment B Bridge Conditions			
Bridge Condition	Count	Deck Area (SQ Ft)	By %
Good	0	0	0%
Fair	9	71424.7	100%
Poor	0	0	0%

Segment B Pavement Conditions			
Road Condition	Count (RMS Segments)	Miles	By %
Good/Excellent	17	8.5	42.6%
Fair	22	10.5	52.7%
Poor	2	0.93	4.7%

TRANSIT



In Segment B, there are several bus routes, bus stops, and park and ride facilities. WCTA's transit routes include the Greensburg-Pittsburgh, Mt. Pleasant-Pittsburgh, Greensburg-Jeannette Shopper, Greensburg-Irwin. There are also three park and ride facilities located along US 30.

As stated earlier in the CORS MPF, the Westmoreland County TDP focused on implementation strategies that can be applied to Segment B. The TDP outlines priorities such as improved regional connections between Pittsburgh and major areas within Westmoreland County and enhancements to bus stops, park-and-ride facilities and other transit related infrastructure. There's also a need for improved regional bus service between communities along US 30 such as Greensburg to Jeannette. The plan also highlights the need for first-mile/last-mile microtransit service with hubs at Jeannette with supported pedestrian access. Inadequate pedestrian infrastructure along the corridor prohibits transit users from easily accessing transit stops along the US 30 corridor.

The *SmartMoves Connections Regional Transit Study* identifies clusters for multimodal hubs. The SMC clusters identify where unique transit supportive activities exist throughout the region based on demographic data, employment data, land use and other factors.

North Huntingdon-Irwin	
SMC Cluster	Commercial Corridor
Vision	Rapid bus corridor with stations, Queue Jump & TSP; improved pedestrian access from stations in the ROW to malls/jobs/destinations
Recommendations	Transit Signal Priority; Operator Facilities; Park-and-Ride; Rider Restroom; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes; Indoor Waiting Area; Play Area; Curb Extensions & Bulb-Outs at Stops; Streetscape Improvements
Walton Tea Room	
SMC Cluster	Crossroads
Recommendations	Transit Signal Priority; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane

Hempfield	
SMC Cluster	Commercial Corridor
Recommendations	Transit Signal Priority; Transfer Station: Bus Platforms; Transfer Station: Paratransit Platforms; Operator Facilities; Shelters; Lighting; Tree Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lanes; Transitway: BAT/ Bus Queue Jump Lanes; Park-and-Ride; Indoor Waiting Area; Ticket Vending; Play Area; TOD

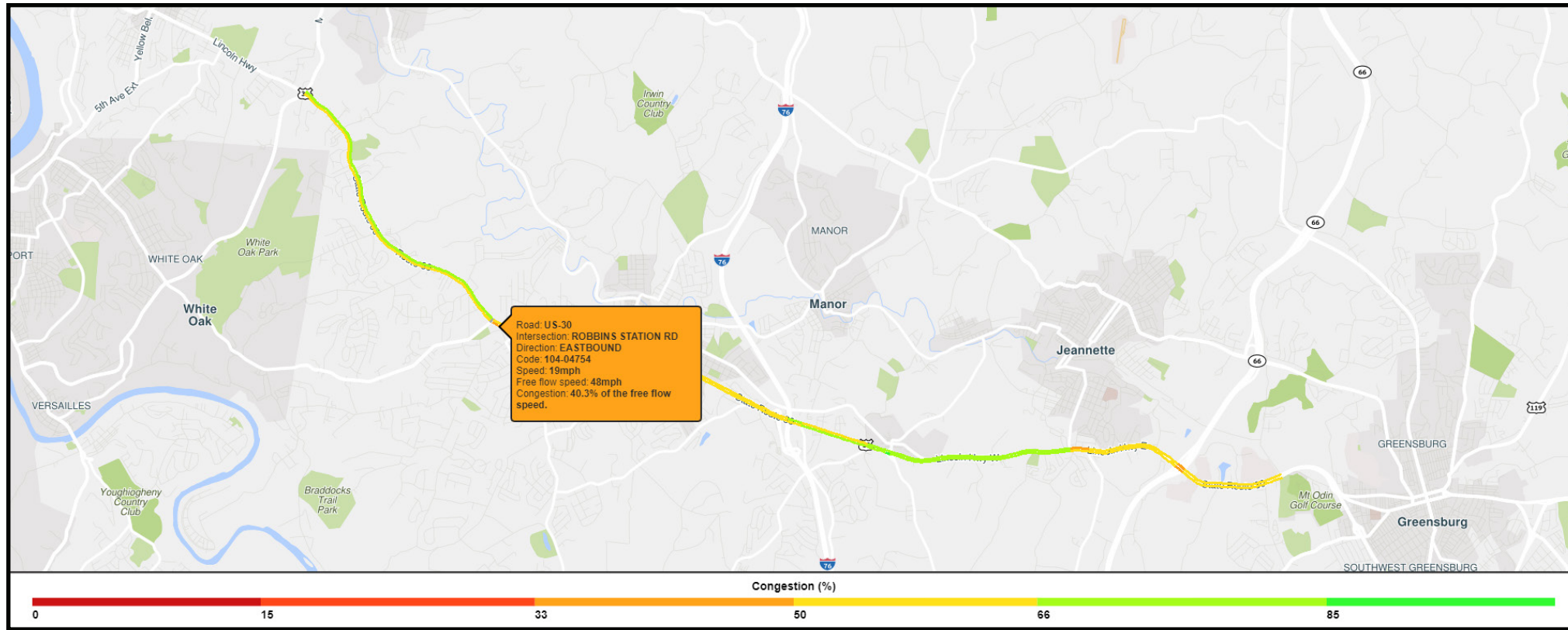
Adamsburg	
SMC Cluster	Commercial Corridor
Recommendations	Transit Signal Priority; Shelters; Lighting; Trash Cans; Sidewalks
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes; Park-and-Ride; Rider Restroom; Curb Extensions & Bulb-Outs at Stops; Streetscape Improvements

Jeannette	
SMC Cluster	District
Vision	FMLM microtransit service to replace unreliable local bus and provide access to rapid bus corridor on US 30
Recommendations	Transit Signal Priority; Transfer Station: Paratransit Platforms; Shelters; Curb Extensions & Bulb-Outs at Stops; Streetscape Improvements; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info; Cafe; TOD
Evaluate & Consider	Operator Facilities; Park-and-Ride; Rider Restroom; Indoor Waiting Area; Ticket Vending; Play Area

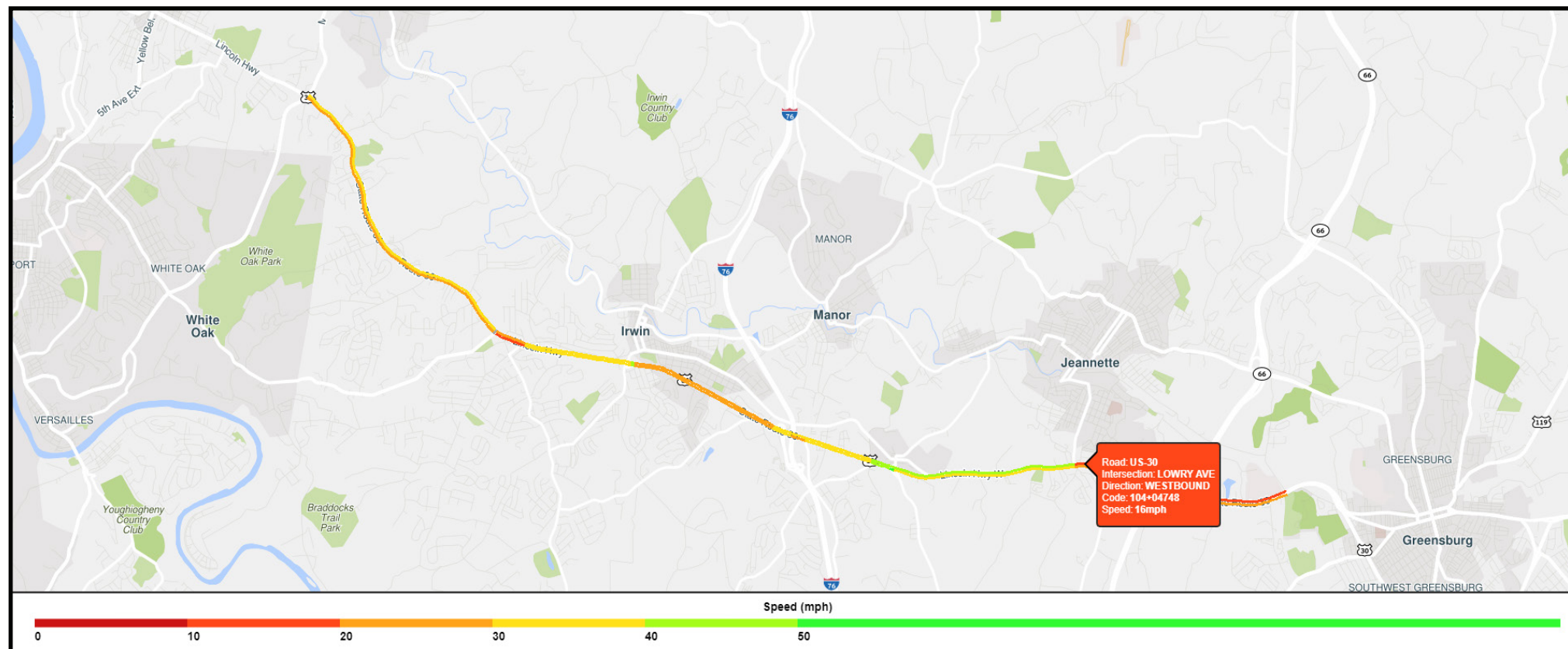
Radebaugh	
SMC Cluster	Commercial Corridor
Vision	N/A
Recommendations	Transit Signal Priority; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane

CONGESTION & RELIABILITY

US 30 Segment B Congestion Trend Map for AM Peak for January 01, 2020 through December 21, 2020 (Every weekday)



US 30 Segment B Congestion Trend Map for PM Peak for January 01, 2020 through December 21, 2020 (Every weekday)



- Segment B is monitored as part of SPC's Congestion Management Process network. Segment B is included as portions of CMP Corridor numbers 89 and 94.
- AM and PM peak period congestion trend mapping is shown for Segment B. Congestion percentage is shown as the percent of free flow speed achieved on the segment. Higher percentages indicate less congestion (greener colors), and lower percentages indicate more congestion (redder colors).
- In the AM peak period, travelers on Segment B approximately achieve 40 to 65% of free flow speed.
- In the PM peak period, travelers on Segment B approximately achieve 15 to 45% of free flow speed.
- Travelers on Segment B generally experience moderate to heavy congestion in the peak periods.
- Higher delays on Segment B are experienced at the Robbins Station Road and Lincoln Way intersections as well as the commercial areas near the I-76 and SR 66 interchanges.



US 30 at Robbins Station Rd, North Huntingdon Township



US 30 at Lowery Rd, Hempfield Township

Travel Time in Minutes				
Eastbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				44.64
Monday	43.85	37.48	51.99	
Tuesday	43.63	37.78	53.62	
Wednesday	45.48	39.33	58.86	
Thursday	45.85	39.81	58.50	
Friday	46.84	39.63	62.83	
Saturday				46.25

Planning Time Index				
Eastbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				2.95
Monday	2.90	2.48	3.44	
Tuesday	2.89	2.50	3.55	
Wednesday	3.01	2.60	3.89	
Thursday	3.03	2.63	3.87	
Friday	3.10	2.62	4.16	
Saturday				3.06

Travel Time in Minutes				
Westbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				46.70
Monday	42.63	37.44	51.94	
Tuesday	43.88	37.49	55.13	
Wednesday	43.53	39.20	56.58	
Thursday	43.45	38.17	54.53	
Friday	45	38.85	55.29	
Saturday				46.84

Planning Time Index				
Westbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				3.09
Monday	2.82	2.47	3.43	
Tuesday	2.90	2.48	3.64	
Wednesday	2.88	2.59	3.74	
Thursday	2.87	2.52	3.60	
Friday	2.97	2.57	3.65	
Saturday				3.10

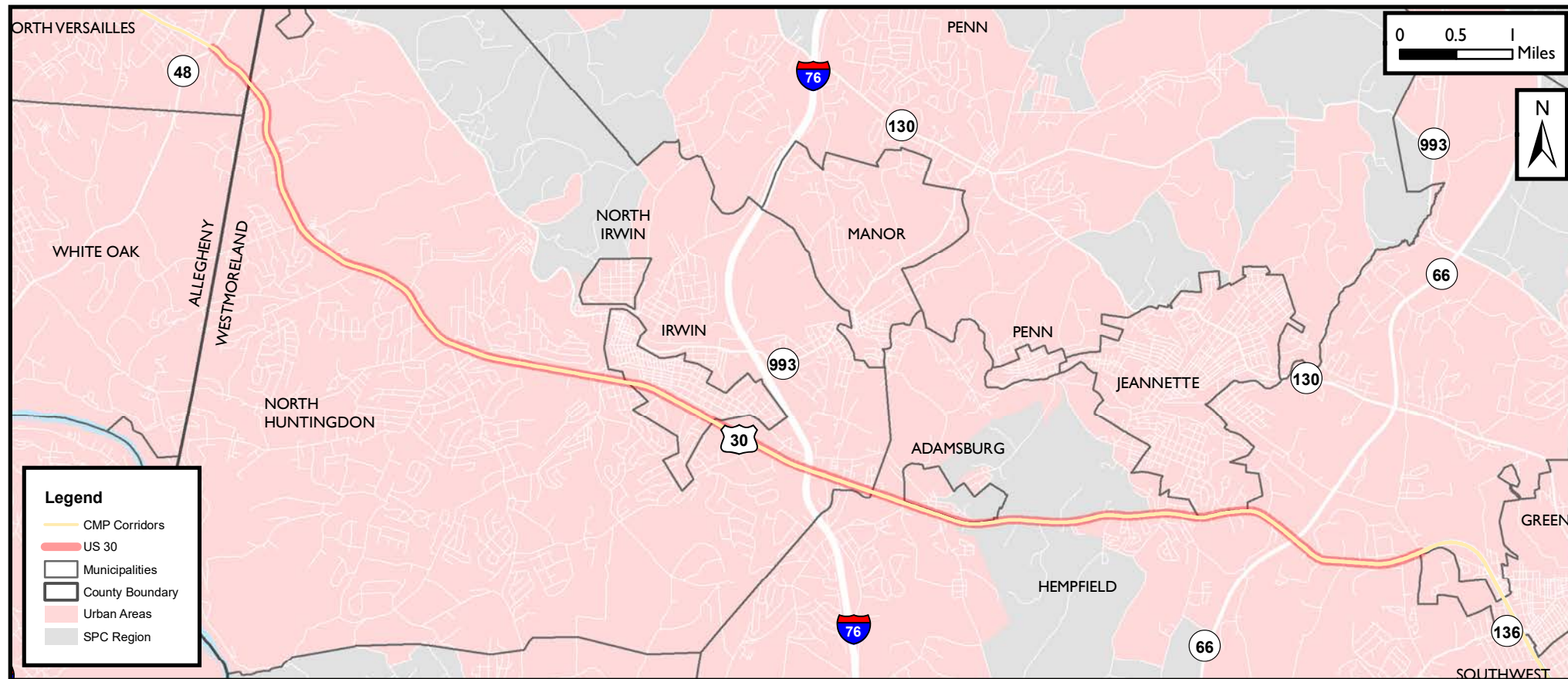
Planning Time Index (PTI) is the extra time required to arrive at a destination on time, 95% of the time. It is calculated as the ratio of the 95th-percentile highest vehicle-hours traveled divided by the vehicle hours traveled if the same trips could have been completed at free flow speed. For example, a PTI of 1.5 means that a traveler should plan on 50% more time for their trip compared to light traffic conditions for a 95% probability of arriving on time (meaning that 15 minutes should be planned for what would be a 10 minute trip in light traffic conditions). SPC reports PTI for arterial CMP corridors in the region by direction for peak and off-peak times.

- PTI for Segment B in the eastbound direction ranges from 2.48 to 4.16
- PTI for Segment B in the westbound direction ranges from 2.47 to 3.74



US 30 between Hempfield Square and West Hills Dr, Hempfield Township

CONGESTION MANAGEMENT PROCESS



CONGESTION MANAGEMENT STRATEGIES:

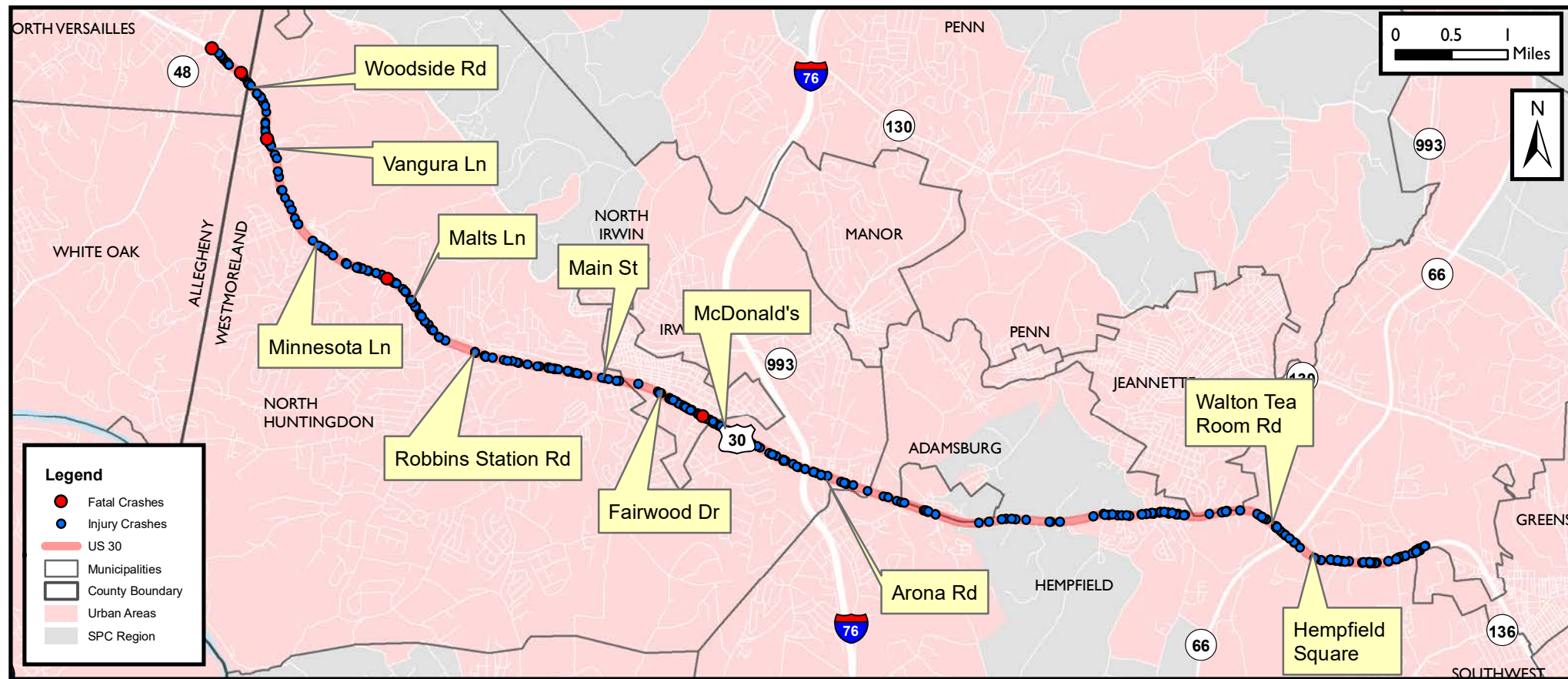
Corridor 94

Category	Strategy	Baseline Prioritization*
MOD	Park-n-ride & Other Intermodal Facilities	High
OPS	Traffic Signal Improvements	
DM	P.R. & Education for TSD	
MOD	Rideshare Programs	Medium
OPS	Access Management	
OPS	Intersection / Geometric Improvements	
DM	Growth Management	Low
MOD	Improved Transit Service	
DM	P.R. & Education for TDM	
OPS	Incident Management Systems	Not Applicable
CAP	New SOV Facilities	
MOD	Pedestrian Facilities & Information	
MOD	Bicycle Facilities & Information	Not Applicable
DM	Employer-Based Programs	
OPS	Intelligent Transportation Systems	
MOD	Transit Capital Improvements	Not Applicable
DM	Transit-Oriented Development Policies	
DM	Parking Management	
OPS	Ramp Metering	Not Applicable
DM	Congestion Pricing	
CAP	Lane Additions	
OPS	Elimination of Bottlenecks	Not Applicable
MOD	HOV & HOT lanes	
OPS	One-way Streets	
OPS	Reversible Lanes	Not Applicable

- Segment B takes on the characteristic of a suburban signalized arterial. Improvements related to traffic signals and park-and-ride inventory continue to be high priority congestion management strategies for this segment. Westmoreland County Transit Authority recently completed improvements to the Carpenter Lane Park-and-Ride Facility in the North Huntingdon Township portion of this Segment. PennDOT District 12 is planning a major US 30 improvement project in the North Huntingdon Township and Irwin Borough sections of this segment that includes access management and jughandle elements.
- Detour routes for this segment include:
 - SR 130, SR 993, Center Highway/Old Route 30 (parallel routes)
 - I-376 and I-76
 - US 22 and SR 66

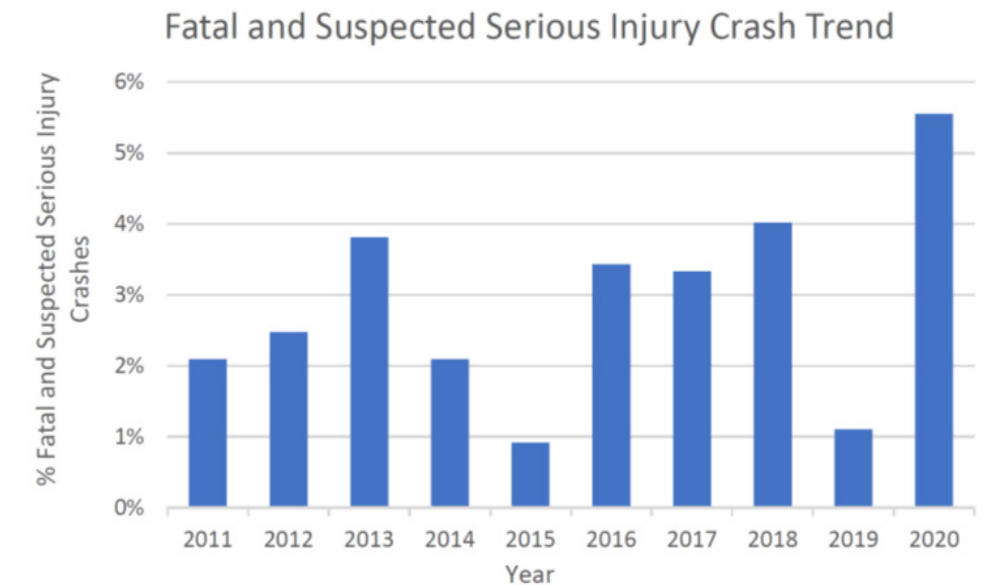
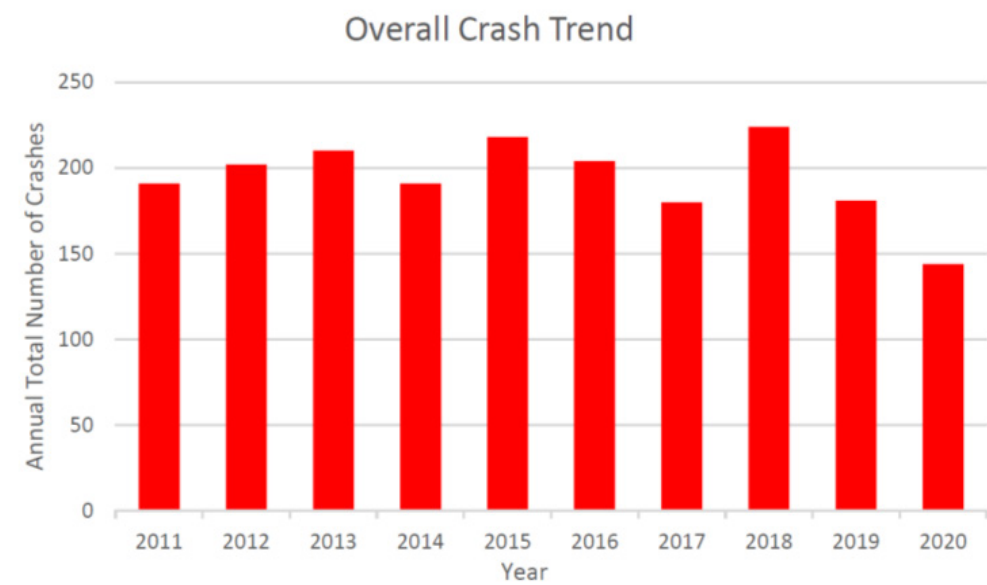
*Strategies are simply listed alphabetically within the High, Medium, Low, and N/A groupings. They are not individually prioritized within those groupings.

SAFETY

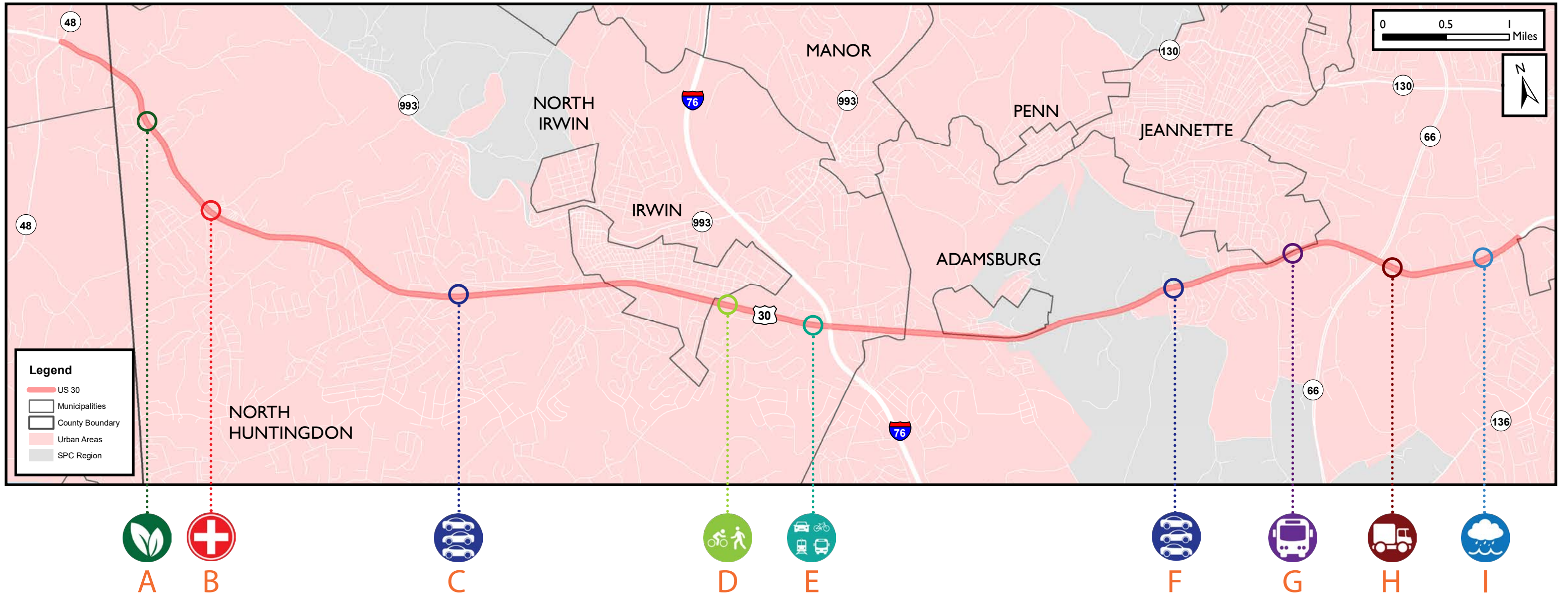


- For Segment B, the overall number of crashes appears to be flat over the 10-year period (2011-2020). The fatal and suspected injuries appears to have a slightly upward trend for this same time period.
- Segment B's 2020 crash rate (1.1 crashes per MVMT) is lower than the average 2020 crash rate for similar roadways in Westmoreland County (1.63 crashes per MVMT) and lower than the average 2020 crash rate for similar roadways in the SPC region (1.25 crashes per MVMT). 2020 data has been impacted by the worldwide COVID-19 pandemic.
- According to the PennDOT Highway Safety Network Screening (HSNS) Analysis, the following areas of Segment B are underperforming from a safety perspective:
 - Segment 340/Offset 6 to Segment 340/Offset 1123 (Woodside Rd to Vangura Ln)
 - Segment 10/Offset 270 to Segment 20/Offset 469 (Minnesota Ln to Malts Ln)
 - Segment 80/Offset 239 to Segment 90/Offset 500 (Robbins Station Rd to Main St)
 - Segment 110/Offset 1035 to Segment 120/Offset 2027 (Fairwood Dr to McDonald's Dwy)
 - Segment 150/Offset 250 to Segment 150/Offset 878 (Arona Rd area)
 - Segment 220/Offset 2296 to Segment 240/Offset 742 (Walton Tea Room Rd to Hempfield Sq)

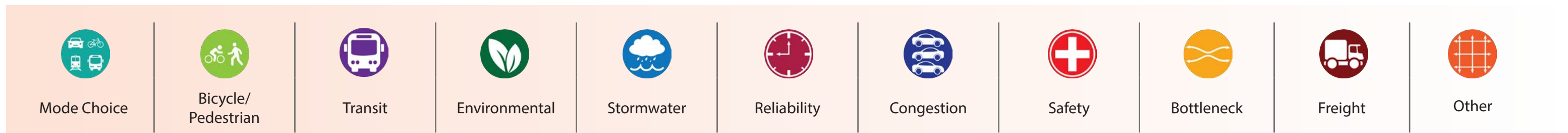
US 30 Segment B Crash Statistics	
Timeframe	2011-2020
All Crashes	1,945 (~3.9 crashes per week)
Fatal and Serious Injury Crashes	55 (~2.8% of all crashes)
Non-Motorized Crashes	15 (~0.77% of all crashes)
Noteworthy: Dark, Dawn, Dusk Crashes	263 (~13.5% of all crashes)
Number of Heavy Trucks in Crashes	106 (~5.5% of all crashes) Heavy trucks represent about 6% of traffic on this segment.








SEGMENT B: FOCUS AREAS







FOCUS AREA CATEGORIES



SEGMENT B: FOCUS AREAS

A		The Regional Ecosystem Framework shows a higher relative environmental value attributed to both the Jacks Run and Long Run Watersheds in western North Huntingdon Township. The Jacks Run and Long Run Watersheds are considered high quality watersheds.
B		There are several segments of US 30 that are underperforming from a safety perspective according to PennDOT Highway Safety Network Screening. These segments include US 30 from Woodside Rd to Vangura Lane, Minnesota Ln to Malts Ln, Robbins Station Rd to Main St, Fairwood Dr to McDonalds Driveway, and near Arona Rd.
C		In the AM peak period, travelers on the eastbound lanes of US 30 at Robbins Station Rd experiences the heaviest congestion.
D		Pedestrian infrastructure exists in communities adjacent to the corridor, however there are no bike/ped facilities located along the corridor.
E		There is a park-and-ride facility located near the I-76 (PA Turnpike) interchange. This park-and-ride facility offers free parking, however, there is no transit service that are offered to park-and-ride patrons.

F		In the PM peak period, travelers on the westbound lanes of US 30 at Lowry Ave experience the heaviest congestion.
G		The Westmoreland County TDP outlines priorities such as improved regional connections between Pittsburgh and major areas within Westmoreland County and enhancements to bus stops, park-and-ride facilities and other transit related infrastructure. There's also a need for improved regional bus service between communities along US 30 such as Greensburg to Jeannette. The plan also highlights the need for first-mile/last-mile microtransit service with hubs at Jeannette with supported pedestrian access.
H		According to the Westmoreland County Comprehensive Plan, Segment B is considered a "suburban-scaled commercial area." The presence of these shopping centers indicate that there are more truck destinations along this segment. Overall, truck percents fluctuate between 7% and 13% for both travel directions combined.
I		East of the Toll 66 interchange to the end of Segment B, there are numerous areas that US 30 enters and area with steep slopes above the roadway, predominately adjacent to the eastbound lanes.



US 30 at I-76 Park-and-Ride Facility



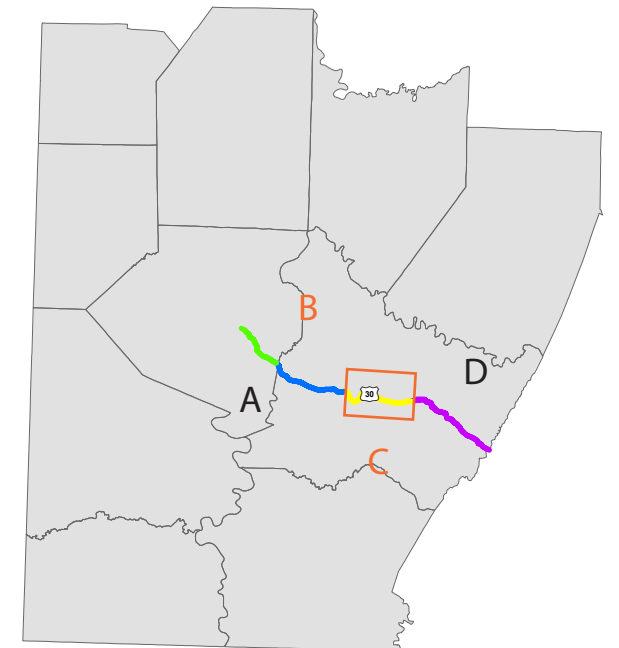
US 30 at North Huntingdon Square, North Huntingdon Township



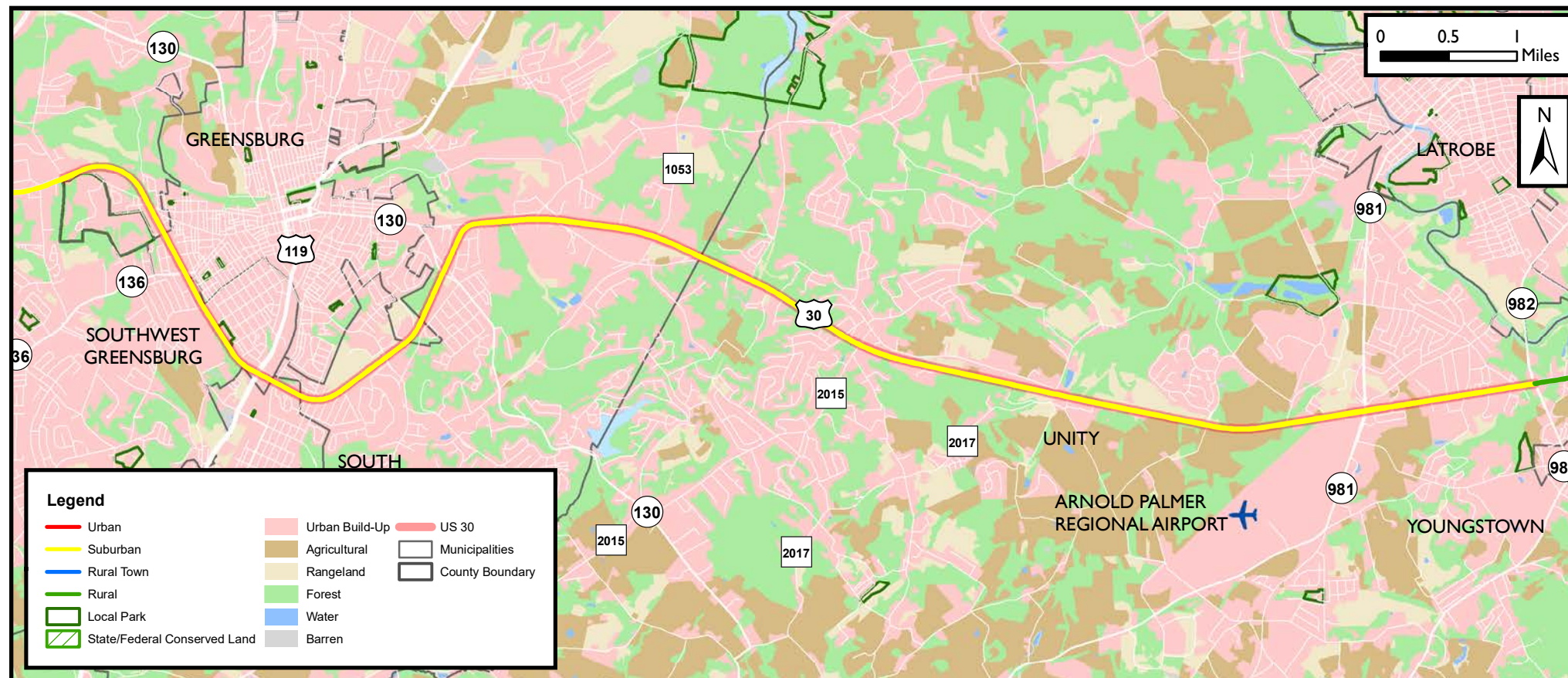
SECTION III: SEGMENT PROFILES

SEGMENT C

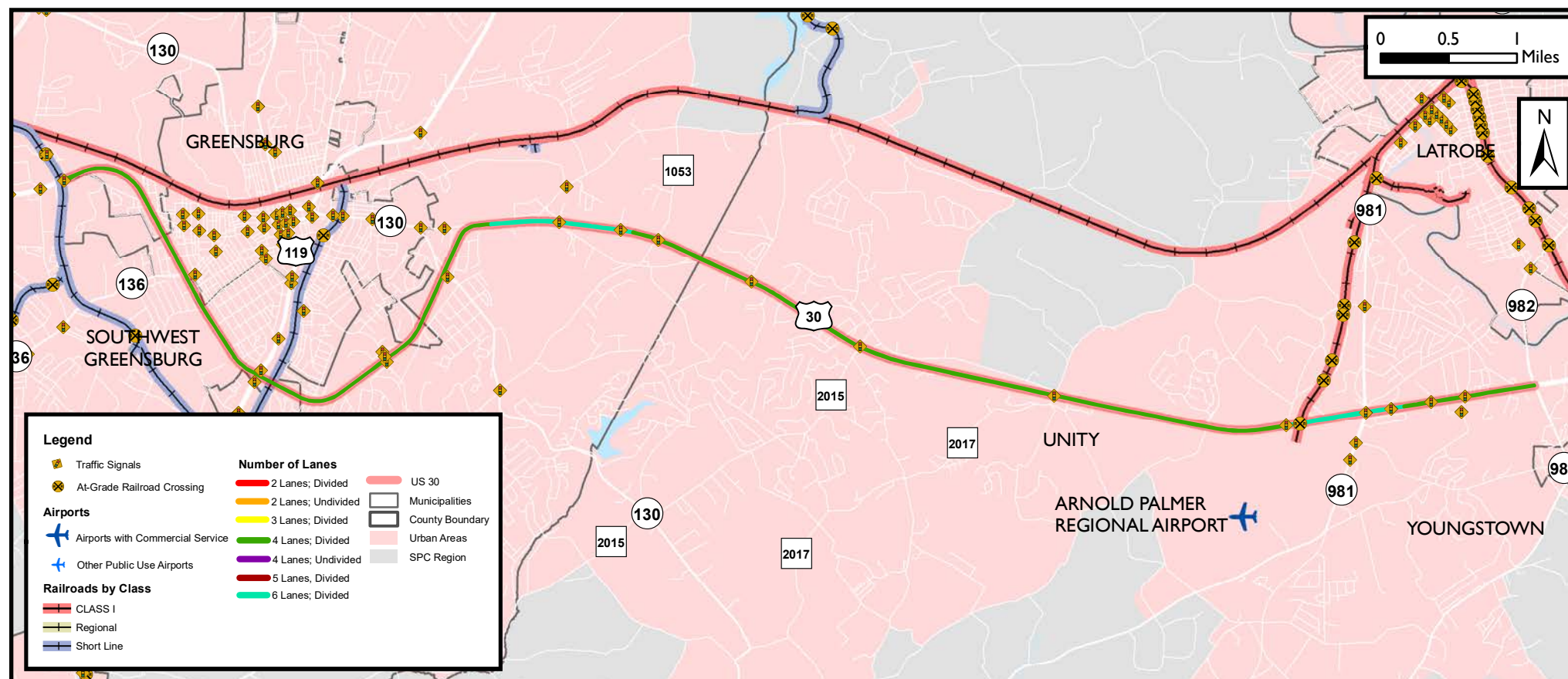
- SEGMENT OVERVIEW
- ACTIVE TRANSPORTATION
- FUTURE HIGHWAY & BRIDGE PROJECTS
- ENVIRONMENTAL FEATURES
- FREIGHT
- REGIONAL, COUNTY, AND LOCAL PLANS AND USER PERSPECTIVES
- SEGMENT TRAVEL PATTERNS
- CONDITION OF ASSETS
- TRANSIT
- CONGESTION & RELIABILITY
- SAFETY
- FOCUS AREAS



SEGMENT C: OVERVIEW



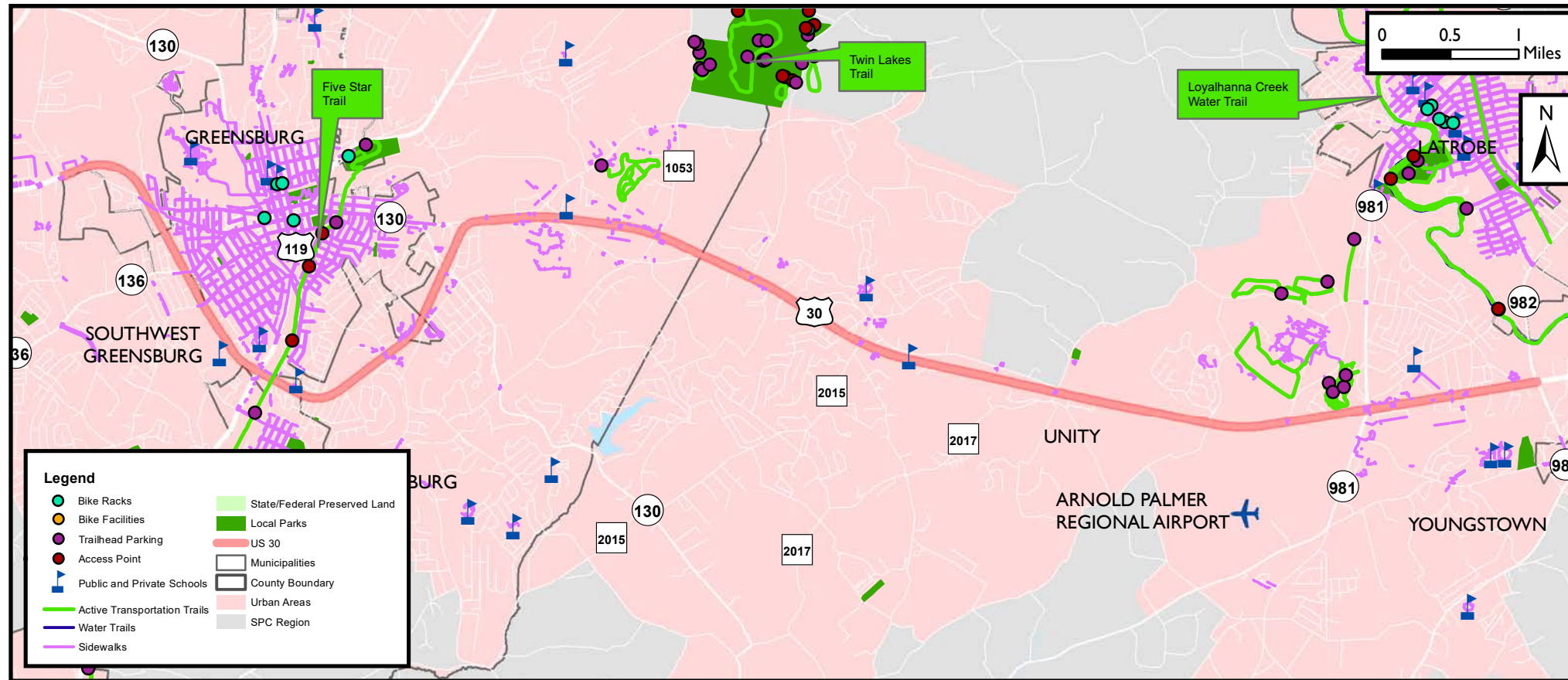
East of North Greengate Rd, US 30 forms the Greensburg Bypass. The Greensburg Bypass is a four-lane, divided roadway that goes around the southern side of Greensburg. The bypass provides a faster alternative route to travel around Greensburg than going through Greensburg Business District. Along the bypass, there are six grade separated interchanges. These interchanges allow motorist to access Pittsburgh St, West Newton via SR 136, Connellsville and Blairsville via US 119, Cedar St, Greensburg and Mt. Pleasant via Mt. Pleasant Rd, and Pittsburgh St./Pleasant Unity via SR 130. Off the bypass, US 30 becomes a six-lane divided roadway near St. Clair Way in Hempfield Township. This six-lane configuration continues east and then converts to a four lane, divided roadway as US 30 approaches Georges Station Rd. US 30 remains a four-lane, divided roadway until St. Vincent Dr, where US 30 goes back to a six-lane divided roadway. This six-lane divided roadway configuration continues for less than 1 mile then goes back to a four-lane divided roadway until the SR 982 interchange. Major routes that connect to US 30 include SR 136 (West Newton Rd), US 119 (S. Main St), SR 130 (Humphrey Rd), Pittsburgh St., SR 1053 (Georges Station Rd), SR 981, and SR 982. Another essential transportation use that is located near US 30 is the Arnold Palmer Regional Airport in Latrobe. Motorist can easily access the Arnold Palmer Regional Airport via SR 981.



Looking East: US 30 at East Pittsburgh St.



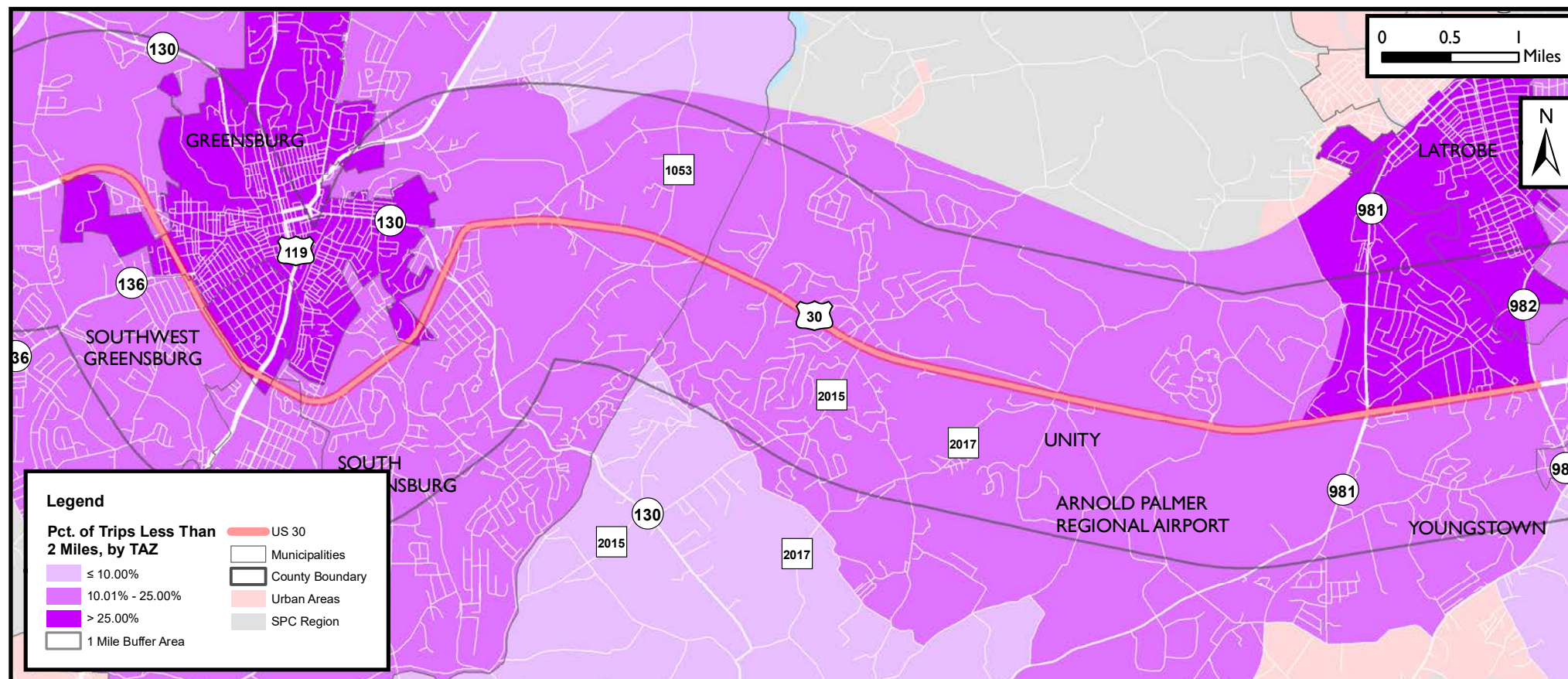
ACTIVE TRANSPORTATION



The Five Star Trail is a rail-with-trail that stretches from Lynch Field in Greensburg to Youngwood and is located along the Southwestern Pennsylvania Railroad corridor. The trail, which has a functional classification of Neighborhood Collector, passes under this segment of the corridor in Southwest Greensburg.

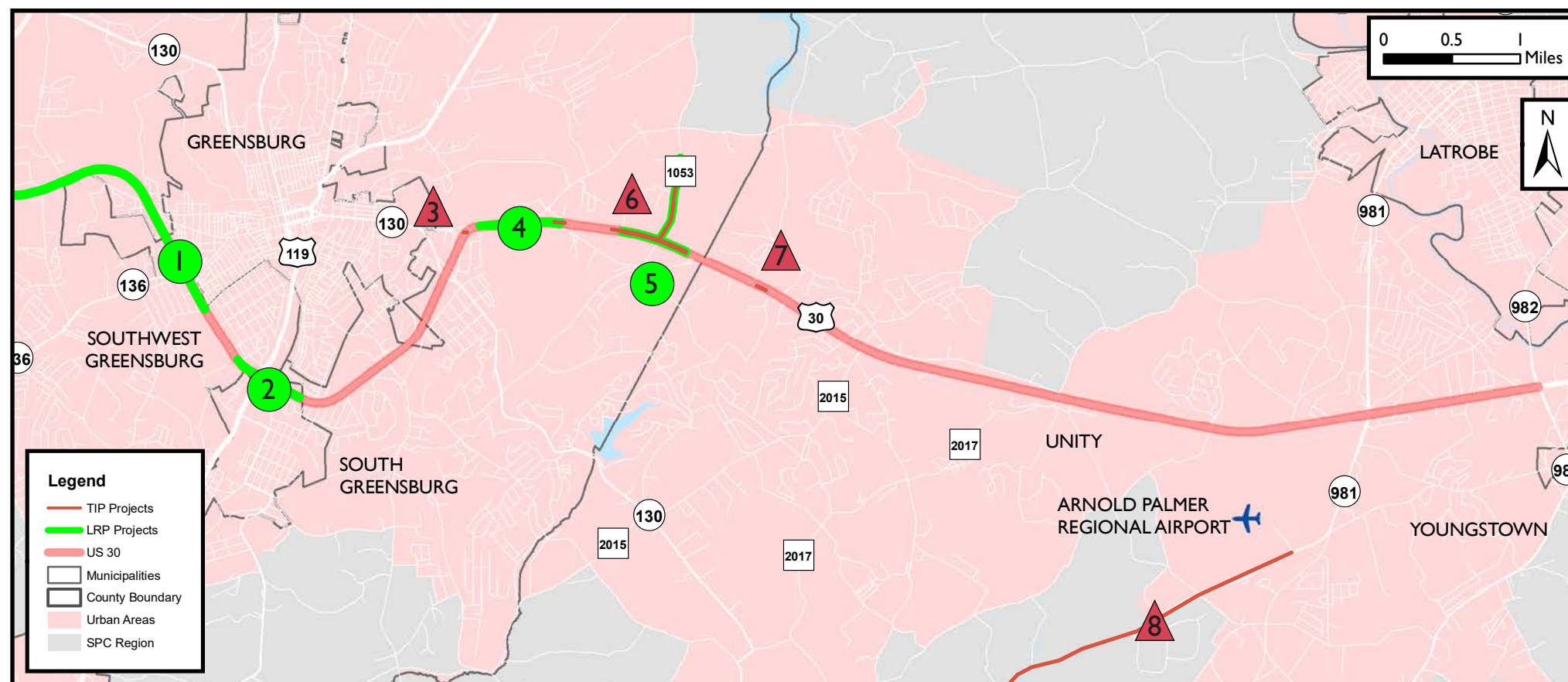
Water trails near the corridor include the Loyalhanna Creek Water Trail, which is a designated PA Water Trail (Community Arterial). It flows under the westbound travel lanes and then between the east and westbound travel lanes in Unity and Ligonier Townships. It then proceeds on the southern side of corridor to a point near Ligonier Borough. The corridor continues on as a four-lane divided roadway in Segment C. Limited opportunities exist for improving active transportation along this segment of the corridor.

This corridor segment in central Westmoreland County includes parts of Hempfield and Unity townships and the cities of Greensburg and Latrobe. Similar to Segment B, more than 10% of trips in this corridor segment are less than 2 miles long despite very limited active transportation infrastructure. Areas where short trips are more than 25% of the total include sections of Greensburg and Latrobe, where many streets have sidewalks. In the more rural parts of Hempfield and Unity townships short trips make up less than 10% of total trips.



US 30 at Five Star Trail, Greensburg

FUTURE HIGHWAY & BRIDGE PROJECTS



Within Segment C of the US 30 Corridor, there are three TIP project (Projects 3, 6, 7) and four Long Range Plan projects (Project 1, 2, 4, and 5).

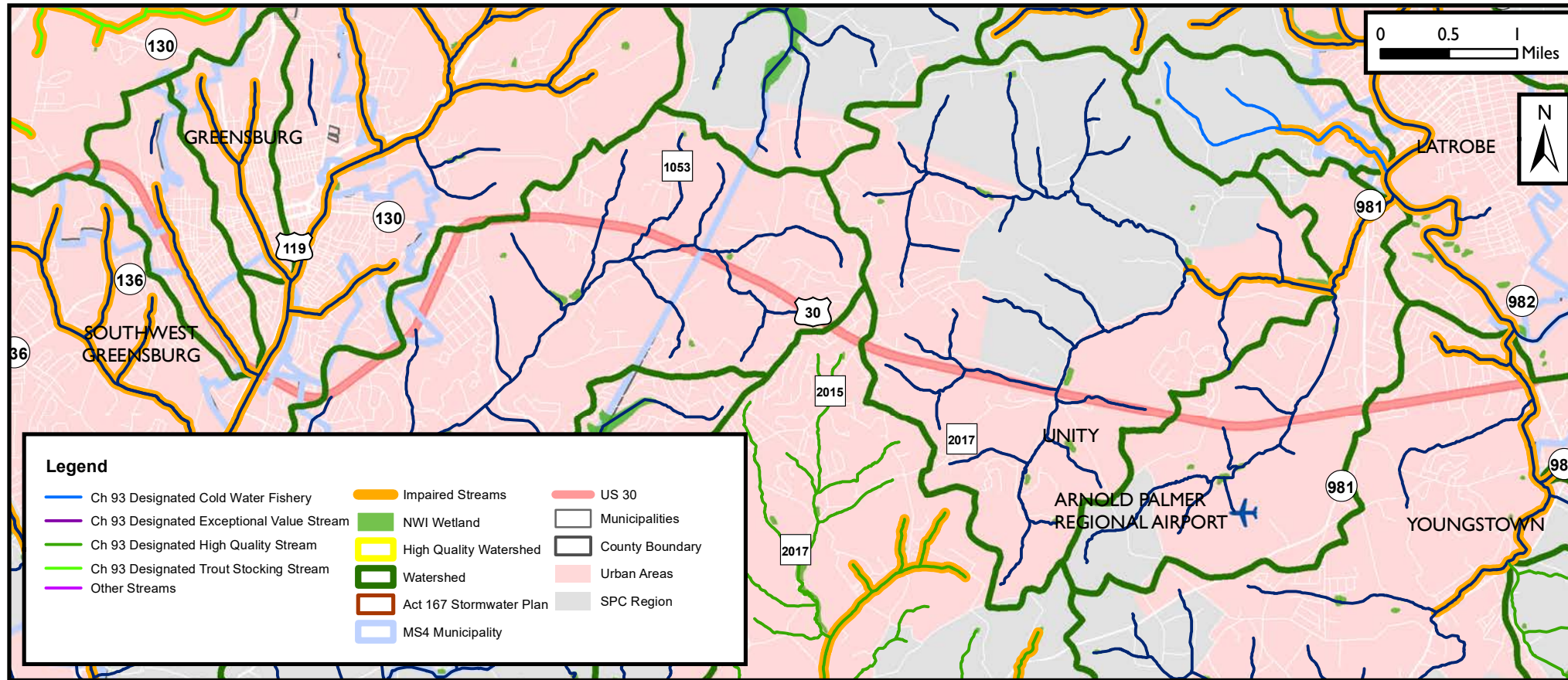
- Project 1 is an efficiency and operations project called US 30- Allegheny County to Somerset County. This project is for safety and operations improvements to the US 30 (Lincoln Highway) corridor from the Allegheny County Line to the Somerset County Line in various municipalities in Westmoreland County. The estimated cost of this project is \$48 million.
- Project 2 is a bridge reconstruction project called Walworth Viaduct. This project is for the replacement/rehabilitation of the Walworth Viaduct on US 30 (Lincoln Highway) in Hempfield Township, Westmoreland County. The estimated cost of this project is approximately \$17.2 million.
- Project 3 is a bridge preservation project called SR 3030 over US 30. This project is for the rehabilitation/replacement of the structure carrying SR 3030 (St. Clair Way) over US 30 in Hempfield Township, Westmoreland County. Approximately \$5.9 million is currently programmed on the 2023-2026 TIP.
- Project 4 is an efficiency and operations project called US 30 at Donohoe Road. This project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the SR 1026 (Donohoe Rd) intersection in Hempfield Township, Westmoreland County. The estimated cost of this project is \$25 million.
- Projects 5 and 6 is a road reconstruction project called US 30 at Georges Station Rd. This project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the SR 1053 (Georges Station Rd) intersection in Hempfield Township, Westmoreland County.
- Project 7 is an efficiency and operations project called US 30 Signal Improvements. This project is for the upgrading and replacement of traffic signals at various locations in Hempfield and Unity Townships. Approximately \$2.8 million is programmed on the 2023-2026 TIP.
- Project 8 is an efficiency and operations project called Laurel Valley Transportation Improvement Project: Pleasant Unity to Airport. This project is for efficiency and operations improvements to upgrade 12 miles of the PA 981 corridor from Mount Pleasant Township to the Westmoreland County Airport.
- For up to date information on TIP projects, please visit <https://www.spcregion.org/programs-services/transportation/smartmoves-long-range-plan-transportation-improvement-program/>.

1	<p>Efficiency & Operations MPMS 201921108 Fiscally Constrained List US 30- Allegheny County to Somerset County</p> <p>This project is for safety and operations improvements to the US 30 (Lincoln Highway) Corridor from the Allegheny County Line to the Somerset County Line in various municipalities in Westmoreland County</p>
2	<p>Bridge Reconstruction MPMS 201921103 Fiscally Constrained List Walworth Viaduct</p> <p>The project is for the replacement/rehabilitation of the Walworth Viaduct on US 30 (Lincoln Highway) in Hempfield Township, Westmoreland County</p>
3	<p>Bridge Reconstruction MPMS 90834 2023-2026 TIP SR 3030 over US 30</p> <p>This project is for the replacement of the structure carrying SR 3030 (St. Clair Way) over US 30 in Hempfield Township, Westmoreland County</p>
4	<p>Efficiency & Operations MPMS 20192105 Fiscally Constrained List US 30 at Donohoe Rd</p> <p>The project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the SR 1026 (Donohoe Rd) intersection in Hempfield Township, Westmoreland County</p>

5	<p>Road Reconstruction MPMS 114390 Fiscally Constrained List US 30 at Georges Station Road</p> <p>The project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the SR 1053 (Georges Station Rd) intersection in Hempfield Township, Westmoreland County</p>
6	<p>Road Reconstruction MPMS 114390 2023-2026 TIP US 30 at Georges Station Road</p> <p>The project is for efficiency and operations improvements to the US 30 (Lincoln Highway) corridor at the SR 1053 (Georges Station Rd) intersection in Hempfield Township, Westmoreland County</p>
7	<p>Road Reconstruction MPMS 114563 2023-2026 TIP US 30 Signal Improvements</p> <p>This project is for the upgrading and replacement of traffic signals at various locations in Hempfield and Unity Townships</p>
8	<p>Efficiency & Operations MPMS 108140 2023-2026 TIP LVTIP: Pleasant Unity to Airport</p> <p>The project is for efficiency and operations improvements to upgrade 12 miles of the PA 981 corridor from Mount Pleasant Township to the Westmoreland County Airport</p>



ENVIRONMENTAL FEATURES



Through Segment C, US 30 is within many valuable water resources. Although no high quality streams directly intersect with US 30, an unnamed tributary of the North Branch Sewickley Creek is considered a high quality stream. This stream is located just south of US 30 and just west of the Marguerite Rd intersection. There are also impaired streams that intersect US 30 through Segment C. Jacks Run in Greensburg and Nine Mile Run in Unity Township are considered impaired streams. In Segment C, US 30 travels through eight different watersheds: Zellers Run, Slate Creek, Monastery Run, Sewickley Creek, Nine Mile Run, Brush Creek, Jacks Run, and Four Mile Run. None of these watersheds are considered exceptional value watersheds.

Areas on this segment with Stormwater 167 Plans:

- Turtle Creek

Areas on this segment with MS4 Permits:

- Greensburg (Permit PAG136246)
- Hempfield (Permit PAG136331)
- South Greensburg (Permit PAI136246)
- Southwest Greensburg (Permit PAG136246)
- Unity (PAG136332)

Water Quality Standards

All commonwealth waters are protected for a designated aquatic life use as well as a number of water supply and recreational uses. The **use designation** shown in the water quality standards is the aquatic life use. These uses are Warm Water Fishes (WWF), Trout Stocking (TSF), Cold Water Fishes (CWF) and Migratory Fishes (MF). A body of water is considered **“impaired”** if it fails to meet one or more water quality standards.

The water quality in a High Quality stream can be lowered only if a discharge is the result of necessary social or economic development, the water quality criteria are met, and all existing uses of the stream are protected. Exceptional Value waters are to be protected at their existing quality; water quality shall not be lowered.

Some water resources are also part of the **Total Maximum Daily Load (TMDL)** program, which identifies sources of pollution and allocates pollutant loads in places where water quality goals are not being achieved.

Stormwater Management

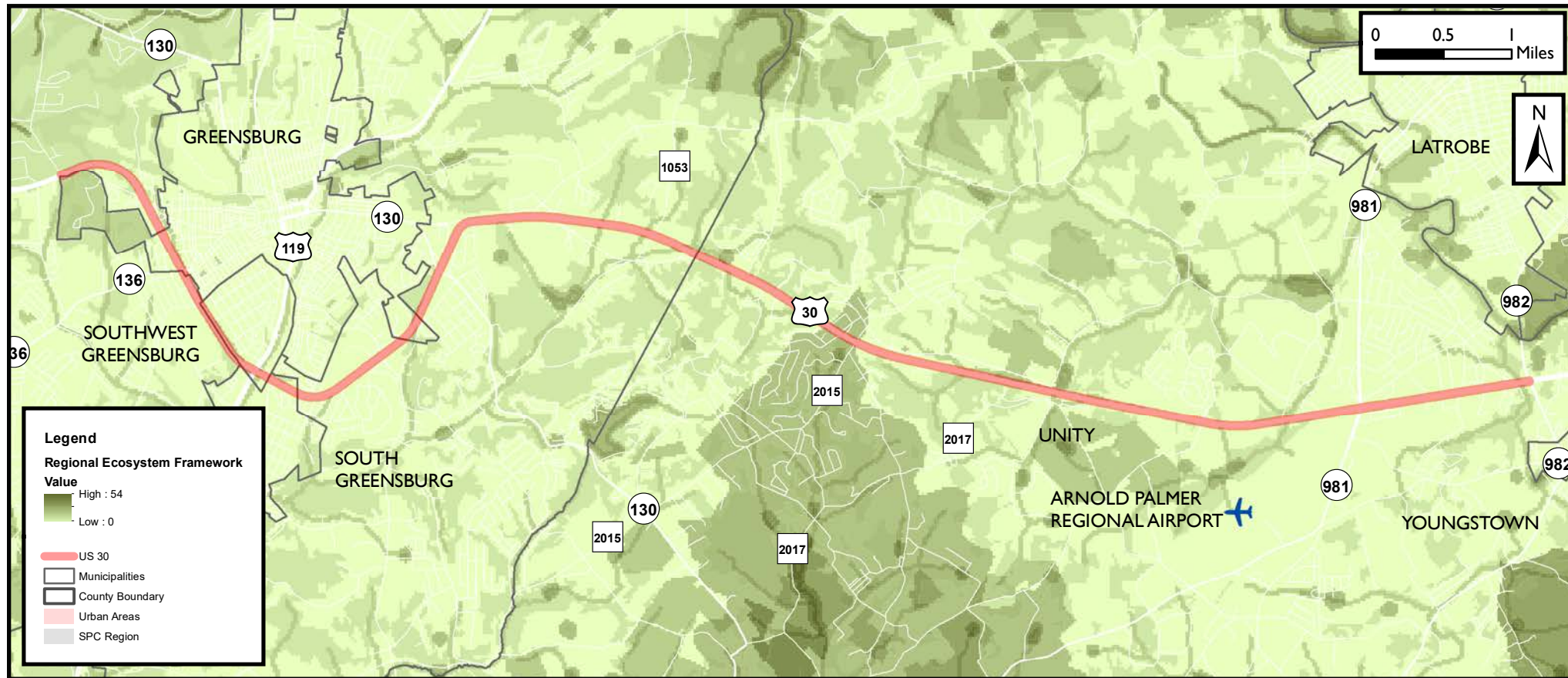
The **Storm Water Management Act (No. 167)** authorized a program of comprehensive watershed stormwater management that retains local implementation and enforcement of stormwater ordinances similar to local responsibility of administration of subdivision and land development regulations. Act 167 plans are required on a county-wide basis; however, the practice to this point has been to only develop plans for specific sensitive waters/watersheds.

A **Municipal Separate Storm Sewer System (MS4)** is owned or operated by a public agency, such as a city, town, county, flood control district, state, or federal agency that does not connect to the sanitary sewer system and does not lead to a wastewater treatment plant.



US 30 over Jacks Run (Just east of US 119 interchange)

ENVIRONMENTAL FEATURES

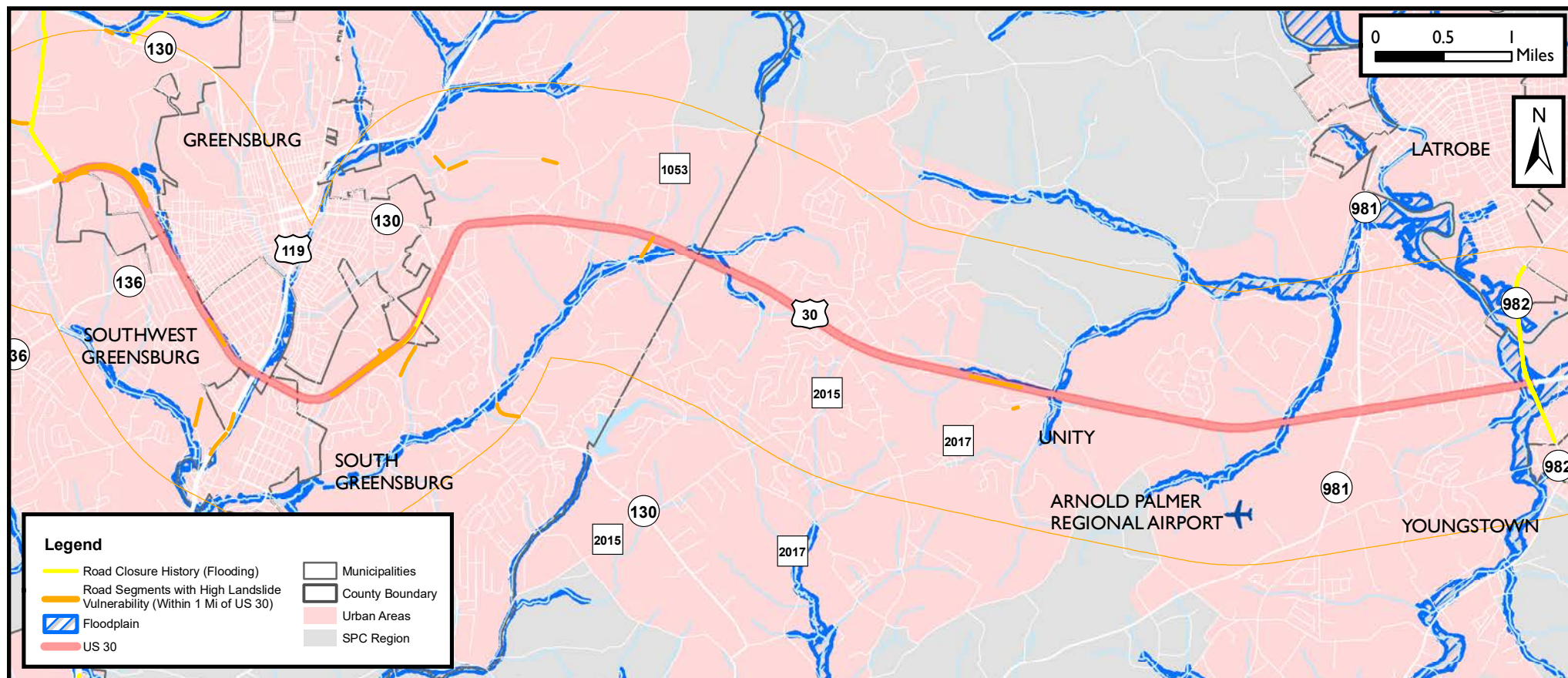


The **Regional Ecosystem Framework (REF)** integrates environmental inventory data, conservation priorities, maps, and plans, with input from and adoption by conservation and natural resource stakeholders identified that addresses species, habitats, and relevant environmental issues and regulatory requirements agreed upon by the stakeholders. SPC has identified available GIS data layers that when analyzed will spatially model ecological significance on a regional scale. The datasets that make up the prototype REF are included in the appendix.

SPC staff assigned a score to the relevant attribute of each environmental data layer, the score reflects the relative importance of the occurrence of any certain resource found in a dataset relative to other resources used in the analysis.

Greater values in the REF indicate greater environmental significance.

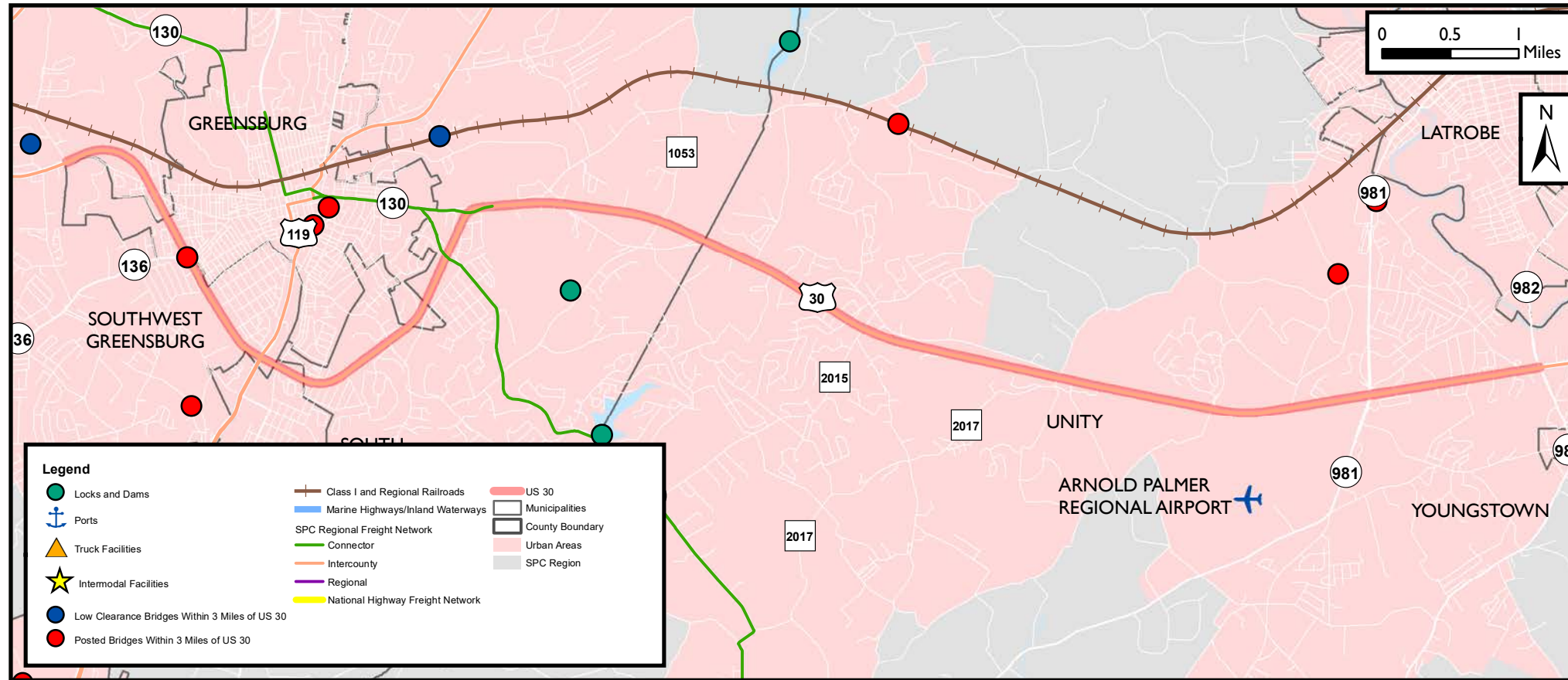
Within Segment C, the REF is showing a higher relative environmental value attributed to the Sewickley Creek watershed, which is located south of US 30. The Sewickley Creek is considered a high quality watershed. With this level of environmental quality, future projects on US 30 in this watershed can anticipate additional restrictions or measures related to waterway permitting and may have an increased chance of encountering threatened and endangered species.



US 30 in Segment C includes some locations with high vulnerability to landslides. From the signal with North Greengate Rd, extending approximately 0.7 miles to the east, US 30 is vulnerable to landslides on the eastbound lanes from slopes above the roadway. Vulnerability for landslides are present in the vicinity of the interchange with Mt. Pleasant Rd, mostly on the western approach to the interchange from slopes above the eastbound lanes.

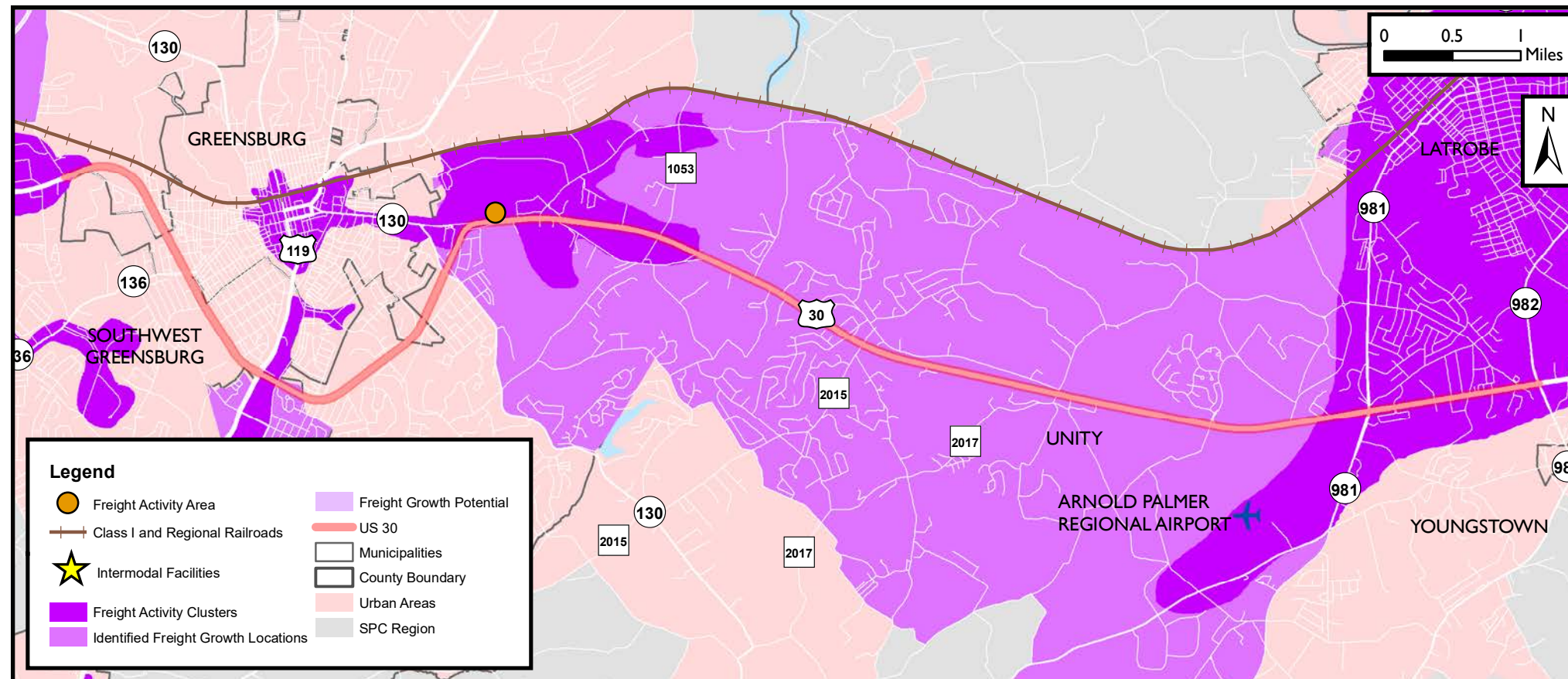
In terms of flooding vulnerability, this segment of US 30 crosses a number of small streams and associated floodplains. Review of PennDOT RCRS data showed only one location in this segment where US 30 was impacted by flooding. The area was just east of the Mt. Pleasant Rd interchange impacting the eastbound lanes. US 30 in this segment crosses over the Slate Creek floodplain in the vicinity of the Georges Station Rd intersection. Further to the east US 30 crosses the Fourmile Run floodplain near the Beatty County Rd intersection and the Monastery Run floodplain near the intersection of St. Vincent Dr.

FREIGHT



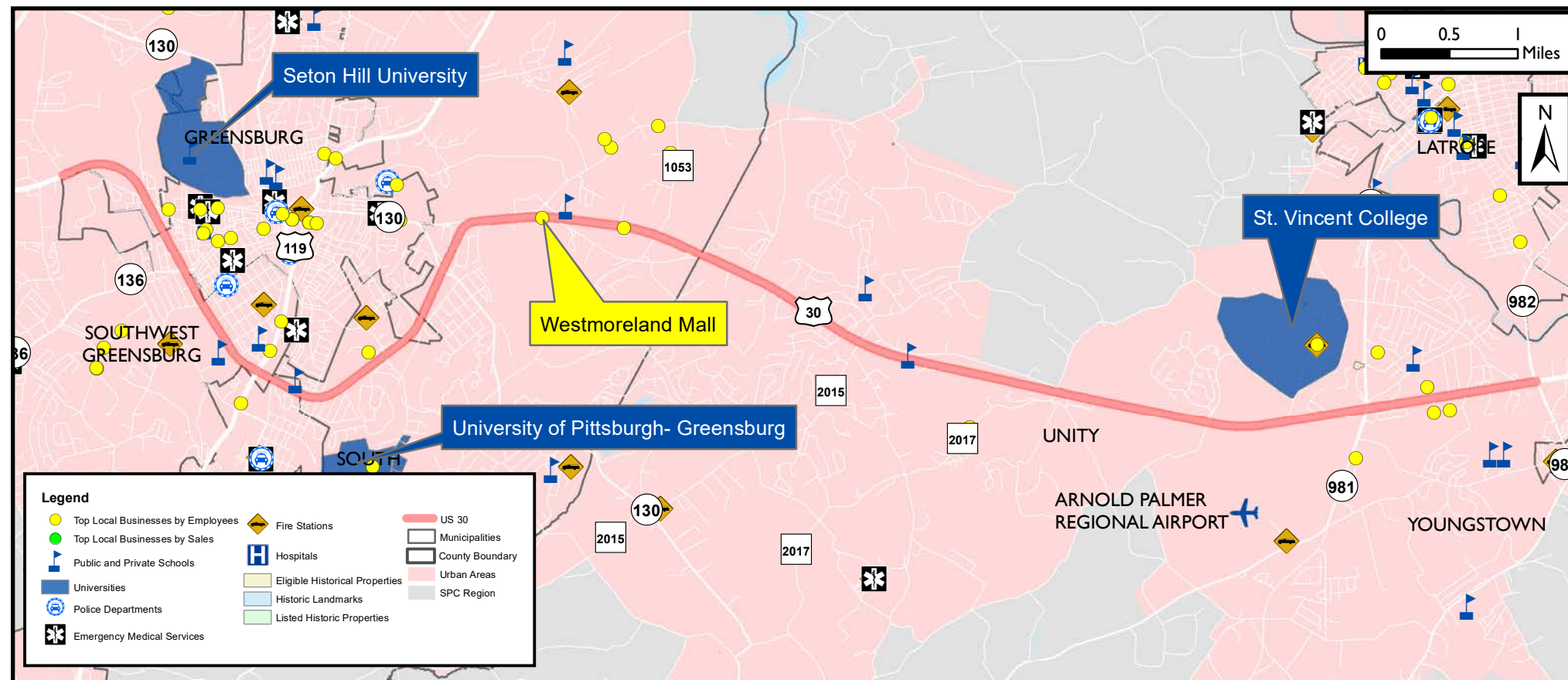
Segment C is the busiest segment of the US 30 corridor as it relates to freight movement. Extending from the Greensburg Bypass to SR 982 near the communities of Latrobe and Youngstown, this section passes through a typically rural-suburban landscape. Both the Westmoreland Mall and the Eastgate shopping center generate local traffic in the corridor, and curb cuts and site access roads are frequent, but the impact of such features is mitigated somewhat by the divided four-lane nature of this entire section. It is the anchoring locations along at the Greensburg Bypass and the SR 982/Arnold Palmer Regional Airport that generate the non-local truck traffic along this corridor segment.

Overall traffic is highest along the Greensburg Bypass, which connects US 30 to the Pennsylvania Turnpike via US 119. Correspondingly, truck volumes are highest along the Greensburg Bypass, and east as far as SR 982 near the Arnold Palmer Regional Airport. Trucks represent up to 15% of total traffic in this area. This means that between 1,000 and 1,500 trucks use this corridor every day. This is the most freight relevant segment of the US 30 corridor.



US 30 near Westmoreland Mall, Hempfield Township

REGIONAL, COUNTY, AND LOCAL PLANS AND USER PERSPECTIVES



Below are excerpts from comprehensive plans that may be relevant to the US 30 corridor.

Greensburg, South Greensburg, Southwest Greensburg, Hempfield Township Comprehensive Plan:

- Maintain and improve the transportation infrastructure to be safe and reliable through routine maintenance and corridor upgrades that address traffic issues through land use tools and traffic management systems.
- Apply access management techniques to the major transportation corridors, especially US 30 and US 119 to reduce the number of curb cuts and manage site entry points located on high speed and/or high volume roadways.
- Improve length of weaving and merging lanes at interchanges along limited access portion of US 30, especially at Mount Pleasant Rd.
- Upgrade roadway conditions to current PennDOT design standards with construction projects and new development
- Incorporate ADA standards into all transportation improvement projects to accommodate the handicapped and elderly population.
- Improve traffic signal operation and intersection design along US 30 throughout the multi-municipal planning area (and coordinate with adjacent municipalities) to improve operation of signalized intersections and relieve congestion throughout the corridor.
- Improve signalization to improve safety around Westmoreland Mall entrances and intersection of US 30 and Donohoe Road or using existing overpass to accommodate more movements to the mall.
- Encourage bicycle and pedestrian facilities in existing and new developments to create walkable neighborhoods.
- Incorporate pedestrian and bicycle facilities as standard features in all transportation improvement projects.
- Identify transportation projects that coincide with bicycle and pedestrian connections and identify corresponding agencies that should be involved.

Relevant Local, County and Regional Plans

[SPC US 30 Corridor Operations Planning Study](#)

[Westmoreland County Comprehensive Plan](#)

[Greensburg, South Greensburg, Southwest Greensburg, Hempfield Township Joint Comprehensive Plan](#)

In 2019, SPC conducted a Corridor Operations Planning Study for US 30 from East Pittsburgh St to Village Dr in Hempfield and Unity Townships in Westmoreland County. The study also looked at portions of Donohoe and Georges Station Rds. The study focused on several goals such as mitigating recurring congestion, maintaining mobility during planned events, minimizing the impact of unplanned events and providing an efficient multimodal transportation system.

The study outlined several operations and safety issues on the US 30 corridor and potential solutions to address these issues. In the study, recurring issues that were observed along the corridor were speeding, queueing, outdated traffic signals, lack of access management, and lack of multimodal infrastructure. The study outlines both short term and long term solutions at specific locations along the US 30 corridor, which can be found in the study. The study can be viewed by clicking on the study link in the table to the left.

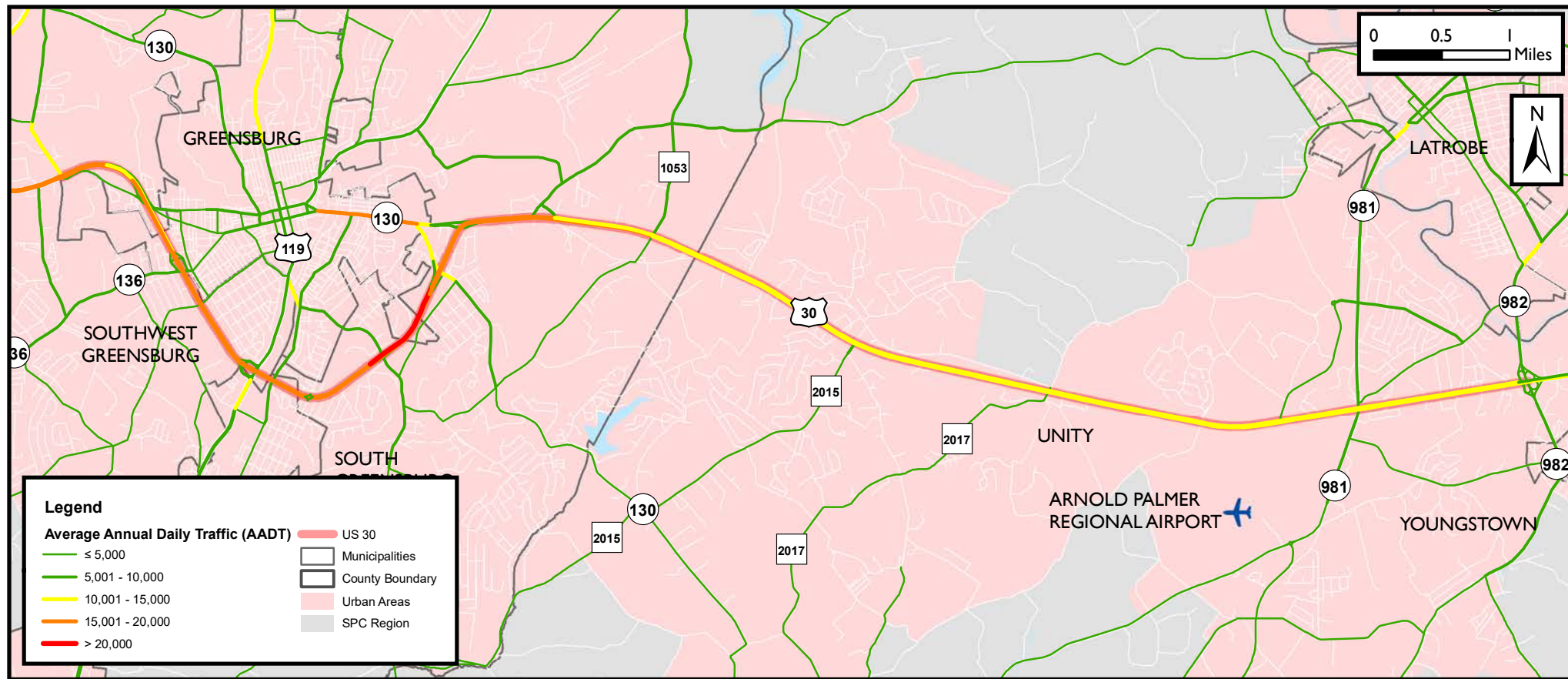


Westmoreland Mall

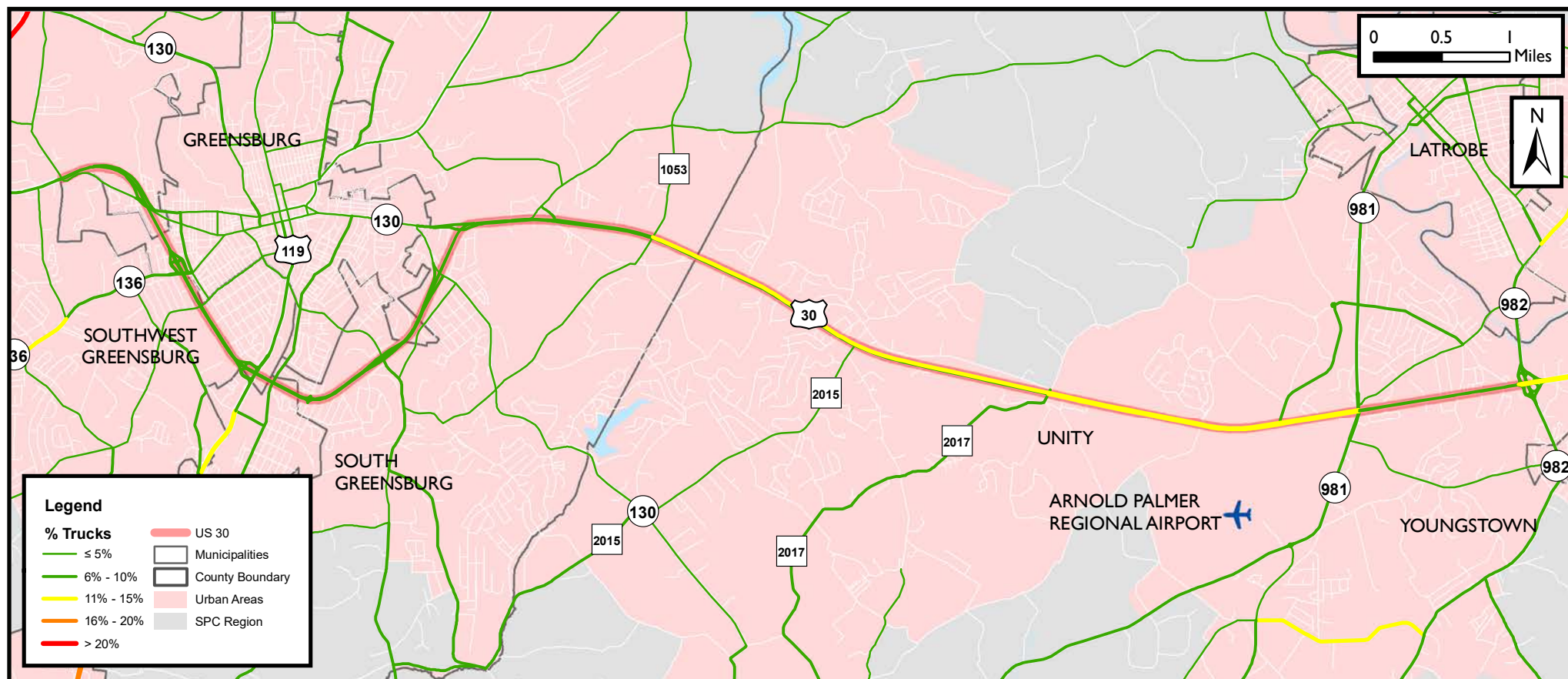


St. Vincent College, Unity Township

SEGMENT TRAVEL PATTERNS



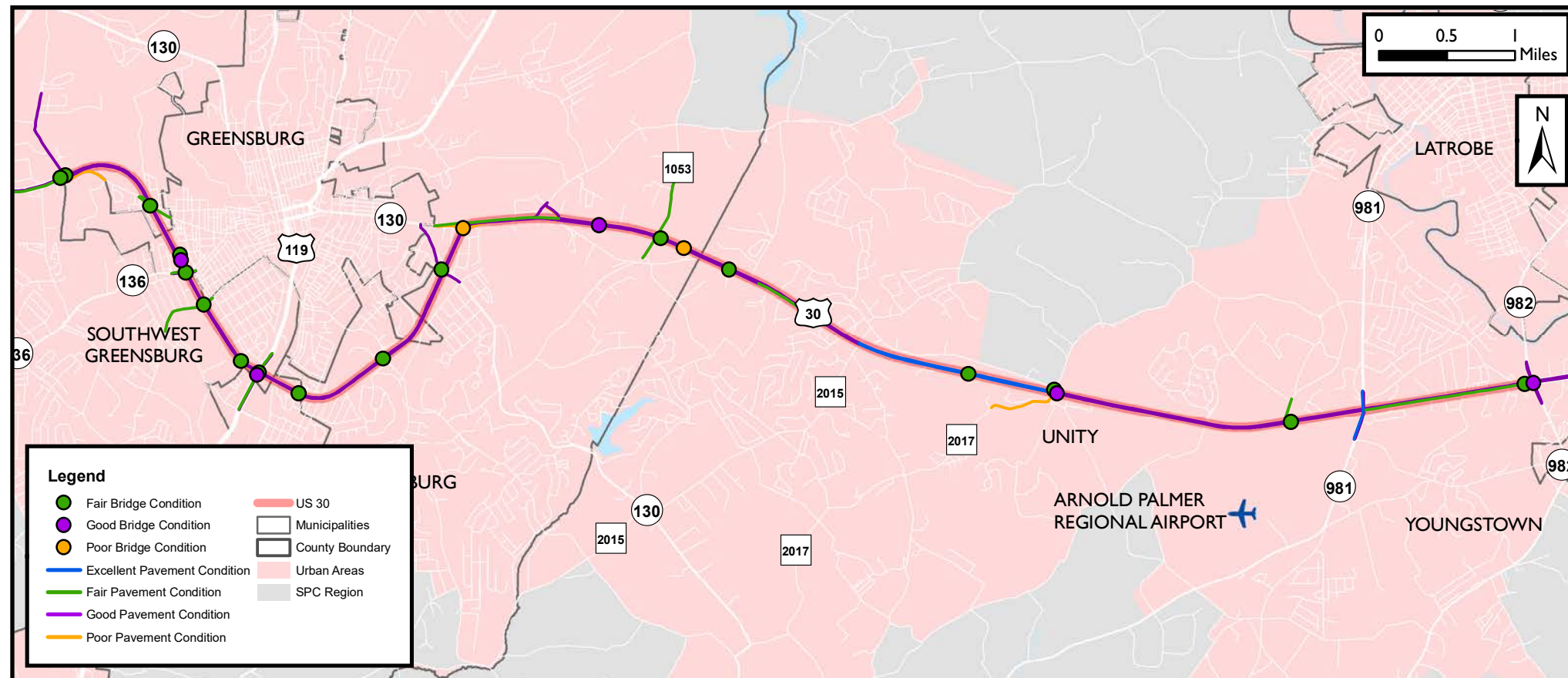
Traffic volumes for all individual roadway segments on this section of the US 30 corridor are greater than 20,000 AADT for both travel directions combined. The AADT for individual roadway segments on this portion of the corridor falls between 10,000 and 20,000 vehicles per day in each travel direction. The AADT on all individual roadway segments between SR 66 in Hempfield Township and SR 1053 (Georges Station Rd) in Hempfield Township is greater than 30,000 AADT for both directions combined. The area between SR 136 (West Newton Rd) in the City of Greensburg and Mt. Pleasant Rd in Hempfield Township has the highest AADT at over 39,000 vehicles per day for both directions combined. The AADT for individual roadway segments between SR 1053 (Georges Station Rd) in Hempfield Township and SR 982 in Unity Township is between 20,000 and 30,000 vehicles per day for both directions combined. Traffic volumes gradually diminish on individual roadway segments approaching the eastern end of this section of the US 30 corridor.



Truck percents on individual roadway segments on this section of the US 30 corridor fluctuate between 6% to 23% for both travel directions combined. Truck percents are highest in the area between SR 2017 (Sand Hill Rd) and SR 981 in Unity Township at 23% for both travel directions combined. Truck percents for individual roadway segments on the western portion on this section of the US 30 corridor between SR 66 in Hempfield Township and SR 1026 (Donohoe Rd) in Hempfield Township fall between 9% and 15% for both travel directions combined. The truck percents for individual roadway segments between SR 1026 (Donohoe Rd) in Hempfield Township and SR 2017 (Sand Hill Rd) in Unity Township fall between 16% to 20% in both travel directions. The truck percents for individual roadway segments on the eastern portion of this section of the US 30 corridor between SR 981 in Unity Township and SR 982 in Unity Township fall between 6% to 10% for both travel directions combined.

Most of the individual roadway segments in this section of the US 30 corridor have relatively higher volumes of traffic, and higher proportions of truck traffic as well. Truck percents are highest in the area between SR 2017 (Sand Hill Rd) and SR 981 in Unity Township at 23% for both travel directions combined. This area has traffic volumes upwards of 25,000 vehicles per day in both travel directions, which is lower than traffic volumes on the individual roadway segments to the west of this area. This section of the US 30 corridor contains several high density population and employment centers such as parts of Hempfield Township, the City of Greensburg, Southwest Greensburg Borough, South Greensburg Borough, and parts of Unity Township.

CONDITION OF ASSETS



In Segment C, 9.2% of bridges on US 30 are in good condition and 86% of bridges are in fair condition. There are two bridges that are in poor condition. These bridges include SR 3030 (E. Pittsburgh St) over US 30 and US 30 over Slate Creek, both in Hempfield Township. For pavement condition, 89.7% of roadway pavement is in good or excellent condition and 10.3% of roadway is in fair condition. There is no pavement rated poor in Segment C.



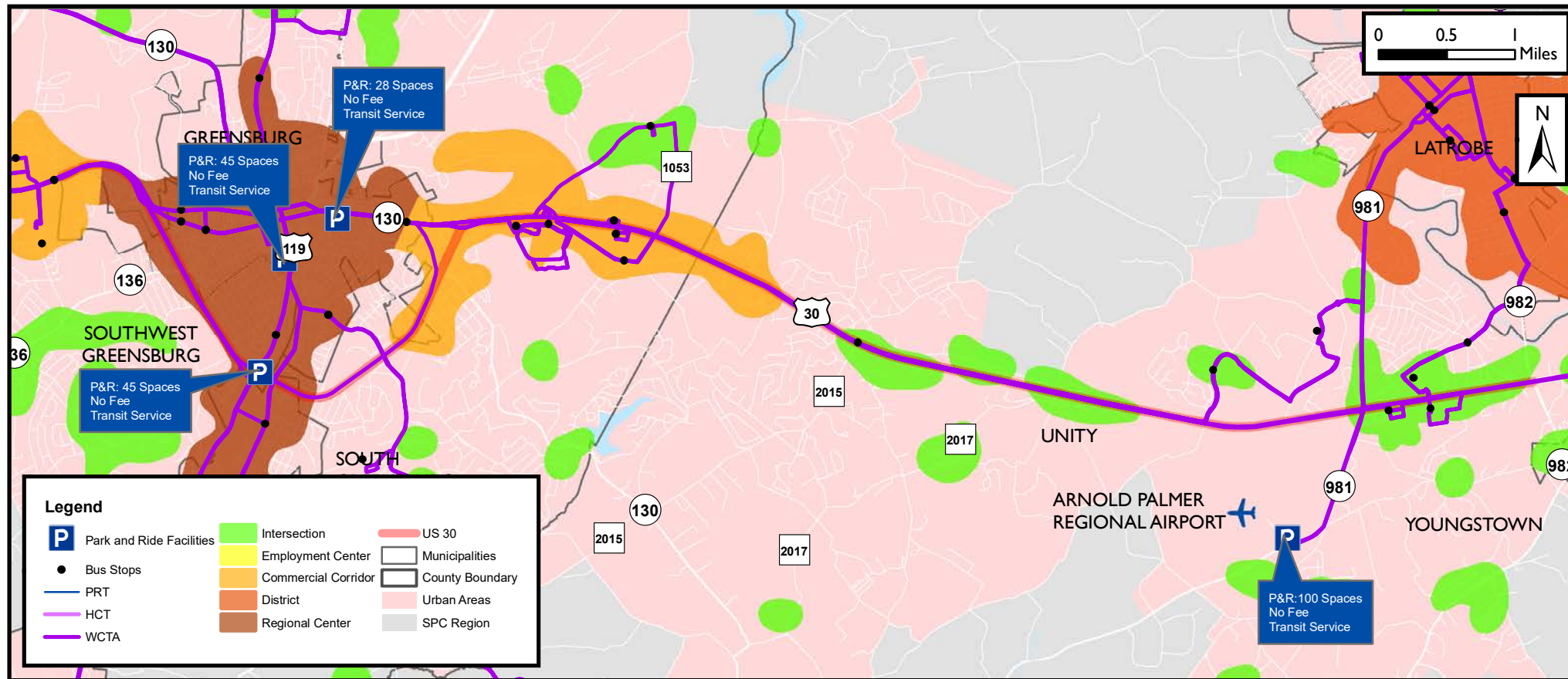
SR 3030 (E. Pittsburgh St) over US 30

Segment C Bridge Conditions			
Bridge Condition	Count	Deck Area (SQ Ft)	By %
Good	5	14748	9.2%
Fair	17	137557	86%
Poor	2	7548	4.8

Segment C Pavement Conditions			
Road Condition	Count (RMS Segments)	Miles	By %
Good/Excellent	49	24.5	89.7%
Fair	5	2.8	10.3%
Poor	0	0	0%



TRANSIT



In Segment C, there are several bus routes, bus stops, and park-and-ride facilities. WCTA's transit routes include the Greensburg-Pittsburgh, Greensburg-Latrobe Shopper, Latrobe-Pittsburgh Flyer, East Flyer There are also four Park-and-Ride Facilities near US 30. The *SmartMoves Connections Regional Transit Study* identifies clusters for multimodal hubs. The SMC clusters identify where unique transit supportive activities exist throughout the region based on demographic data, employment data, land use and other factors.

The Westmoreland County TDP focused on implementation strategies that can be applied to Segment C. The TDP outlines priorities such as improved regional connections between Pittsburgh and major areas within the county and enhancements to bus stops, park-and-ride facilities and other transit related infrastructure. The plan also highlights the need for first-mile/last-mile microtransit service with hubs at Greensburg with supported pedestrian access. There's also a need for improved regional bus service between communities along US 30 such as Latrobe to Greensburg and Latrobe to Jeannette.

Greensburg	
SMC Cluster	County Seat
Vision	Incremental improvements to the WCTA transit center to expand transit capacity; TOD at surface parking lots
Recommendations	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes; Transit Signal Priority; Transfer Station: Bus Platforms; Transfer Station: Paratransit Platforms; Operator Facilities; Park-and-Ride; Rider Restroom; Shelters; Indoor Waiting Area; Ticket Vending; Play Area; Curb Extensions & Bulb-Outs at Stops; Streetscape Improvements; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info; Cafe; TOD

Westmoreland Mall	
SMC Cluster	Commercial Corridor
Recommendations	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes; Transit Signal Priority; Transfer Station: Paratransit Platform; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Park-and-Ride; Rider Restroom; Cafe; TOD

Denison	
SMC Cluster	Crossroads
Recommendations	Transit Signal Priority; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes

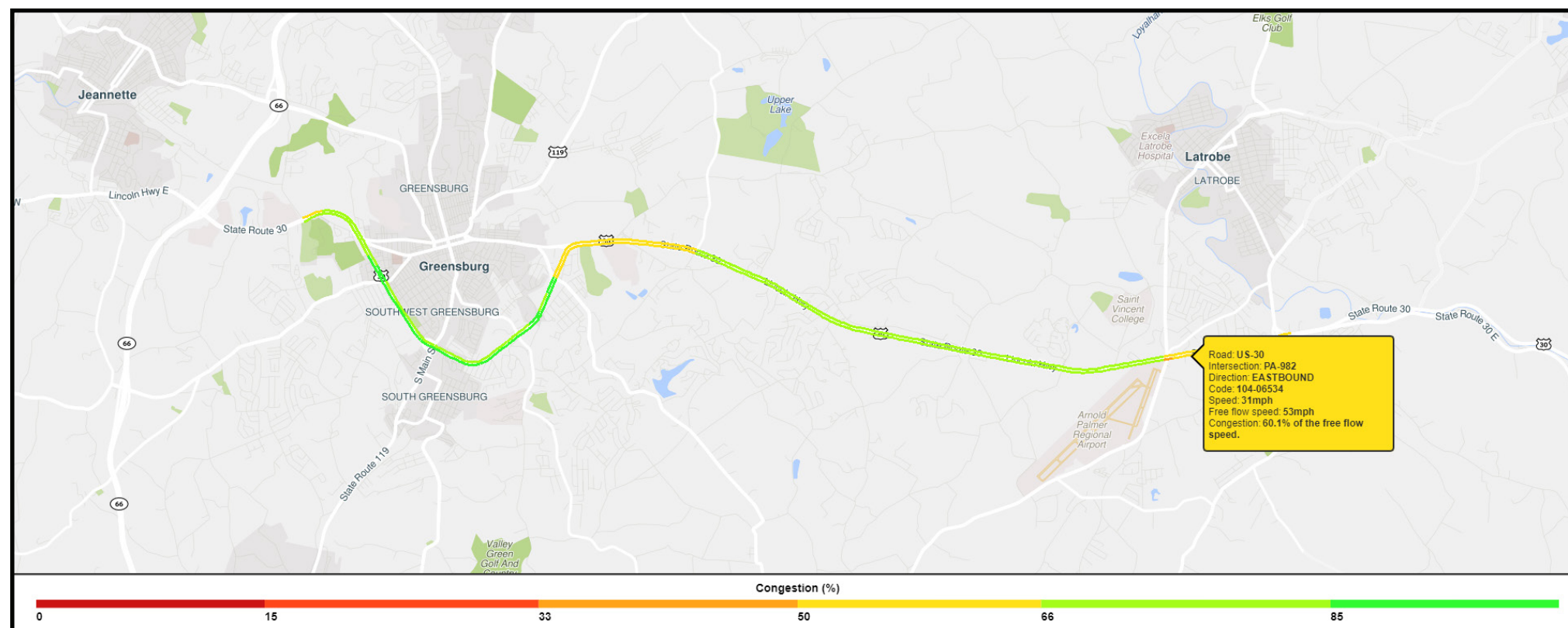
Frye Farm Rd	
SMC Cluster	Crossroads
Recommendations	Transit Signal Priority; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes

Beatty	
SMC Cluster	Crossroads
Recommendations	Transit Signal Priority; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes

SR 981 (Airport, St. Vincent College)	
SMC Cluster	Commercial Corridor
Recommendations	Transit Signal Priority; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes; Transfer Station: Bus Platform; Transfer Station: Paratransit Platforms; Operator Facilities; Park-and-Ride; Rider Restroom; Indoor Waiting Area; Ticket Vending; Play Area; Curb Extensions & Bulb-Outs at Stops; Streetscape Improvements; Cafe; TOD

CONGESTION & RELIABILITY

US 30 Segment C Congestion Trend Map for AM Peak for January 01 2020 through December 21, 2020 (Every weekday)

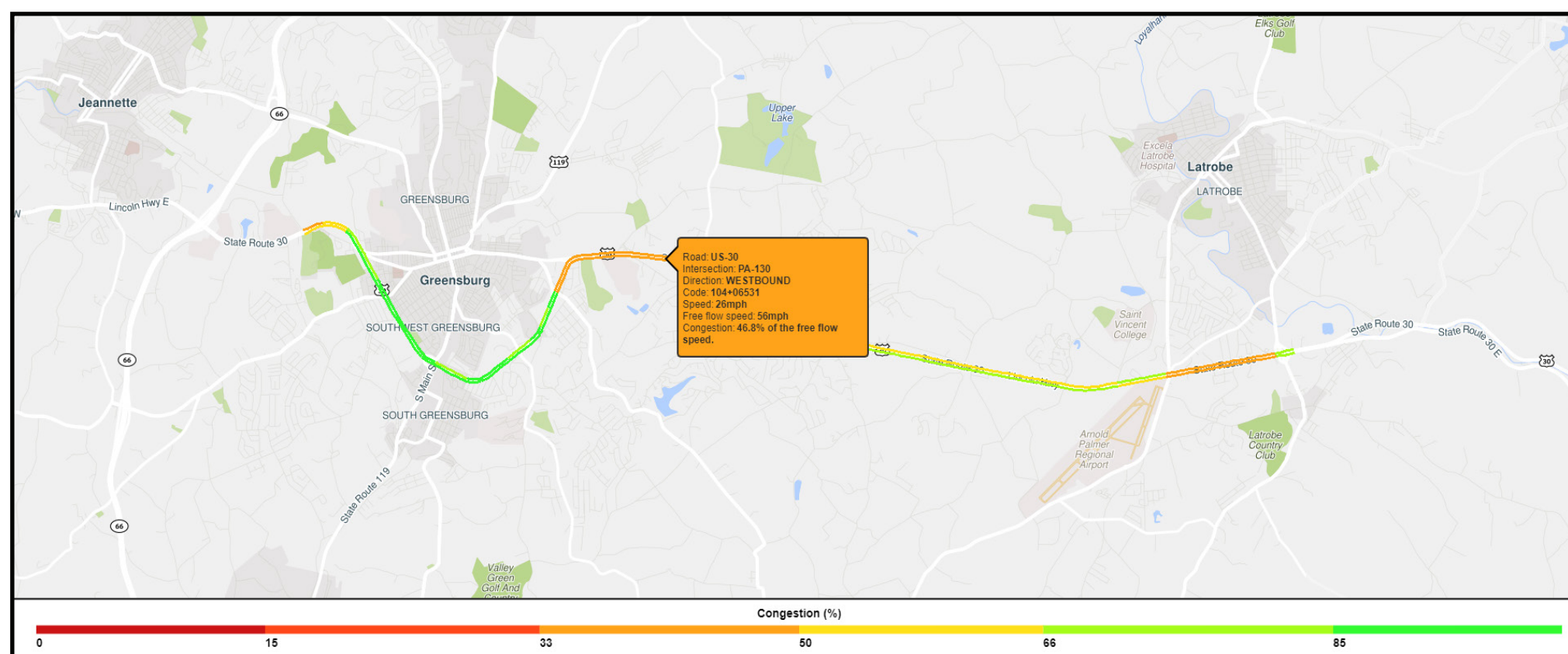


- Segment C is monitored as part of SPC's Congestion Management Process network. Segment C is included as portions of CMP Corridor numbers 94 and 95.
- AM and PM peak period congestion trend mapping is shown for Segment C. Congestion percentage is shown as the percent of free flow speed achieved on the segment. Higher percentages indicate less congestion (greener colors), and lower percentages indicate more congestion (redder colors).
- In the AM peak period, travelers on Segment C approximately achieve 60 to 80% of free flow speed.
- In the PM peak period, travelers on Segment C approximately achieve 50 to 80% of free flow speed.
- Travelers on Segment C generally experience light to moderate congestion in the peak periods.
- Higher delays on Segment C are experienced near the Westmoreland Mall and the Latrobe Airport areas.



US 30 at SR 982, Unity Township

US 30 Segment C Congestion Trend Map for PM Peak for January 01 2020 through December 21, 2020 (Every weekday)



US 30 at SR 130, Hempfield Township

Travel Time in Minutes				
Eastbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				18.63
Monday	19.53	19.01	20.27	
Tuesday	19.65	18.91	20.82	
Wednesday	19.92	19.41	20.89	
Thursday	19.73	19.21	20.70	
Friday	20	19.26	20.91	
Saturday				19.01

Planning Time Index				
Eastbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				2.30
Monday	2.24	2.07	2.46	
Tuesday	2.25	2.06	2.51	
Wednesday	2.31	2.14	2.54	
Thursday	2.30	2.12	2.48	
Friday	2.36	2.13	2.57	
Saturday				2.38

Travel Time in Minutes				
Westbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				19.02
Monday	20.44	19.31	21.75	
Tuesday	20.59	19.34	22.75	
Wednesday	20.77	19.76	22.45	
Thursday	20.50	19.56	22.44	
Friday	21.01	19.38	23.46	
Saturday				19.70

Planning Time Index				
Westbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				2.43
Monday	2.48	2.22	2.65	
Tuesday	2.49	2.17	2.90	
Wednesday	2.53	2.29	2.80	
Thursday	2.49	2.22	2.83	
Friday	2.58	2.25	3.14	
Saturday				2.55

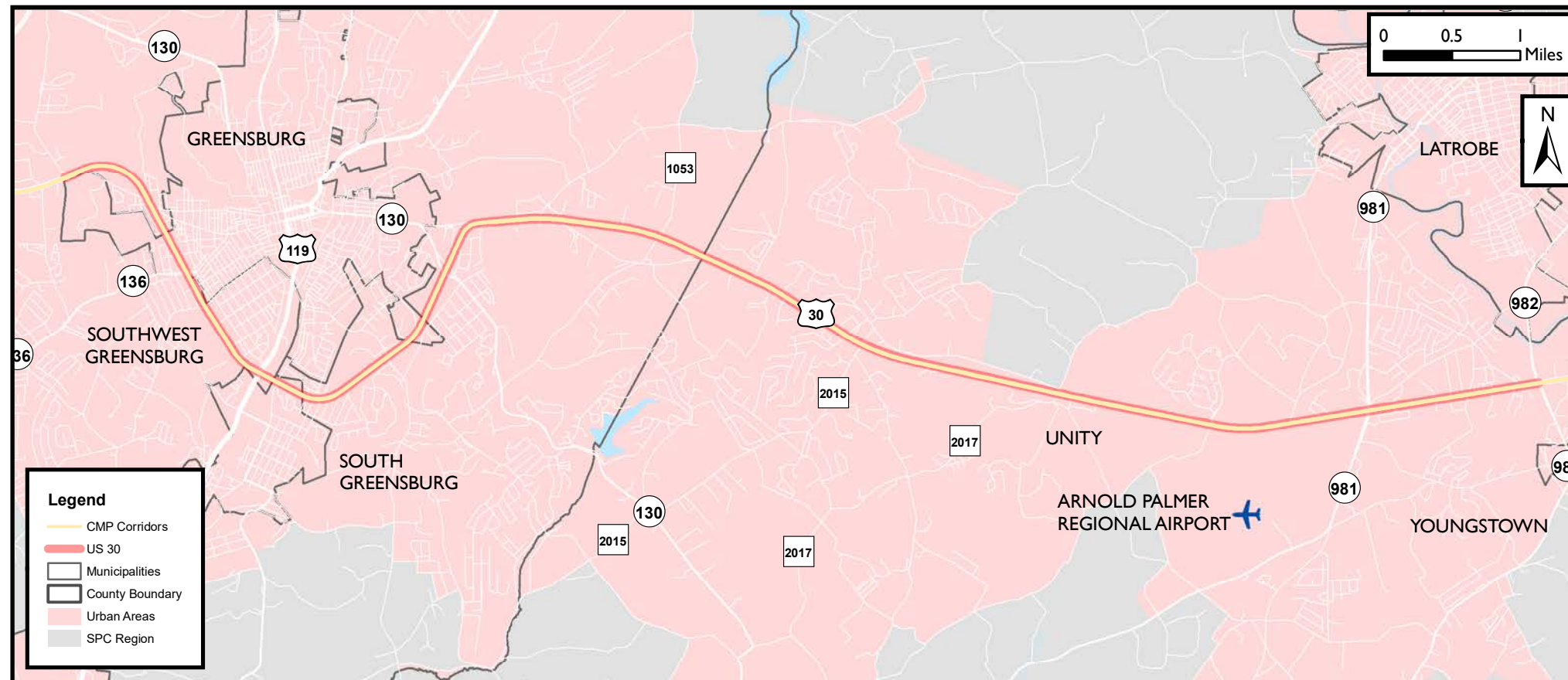
Planning Time Index (PTI) is the extra time required to arrive at a destination on time, 95% of the time. It is calculated as the ratio of the 95th-percentile highest vehicle-hours traveled divided by the vehicle hours traveled if the same trips could have been completed at free flow speed. For example, a PTI of 1.5 means that a traveler should plan on 50% more time for their trip compared to light traffic conditions for a 95% probability of arriving on time (meaning that 15 minutes should be planned for what would be a 10 minute trip in light traffic conditions). SPC reports PTI for arterial CMP corridors in the region by direction for peak and off-peak times.

- PTI for Segment C in the eastbound direction ranges from 2.06 to 2.57
- PTI for Segment C in the westbound direction ranges from 2.17 to 3.14



US 30 at Sheraton Drive

CONGESTION MANAGEMENT PROCESS



- Most of Segment C takes on the characteristic of a suburban signalized arterial. The 4.5 mile section of this segment between North Greengate Rd and Pittsburgh St has the character of a limited access highway. Improvements related to traffic signals, growth management, and park-and-ride inventory continue to be high priority congestion management strategies for this segment. SPC recently completed a [Corridor Operations Planning Study](#) in the Hempfield Township portion of this segment near the Westmoreland Mall.
- Detour routes for this segment include:
 - SR 130, SR 982, and SR 981
 - SR 22 and SR 66
 - SR 22 and SR 981

CONGESTION MANAGEMENT STRATEGIES:

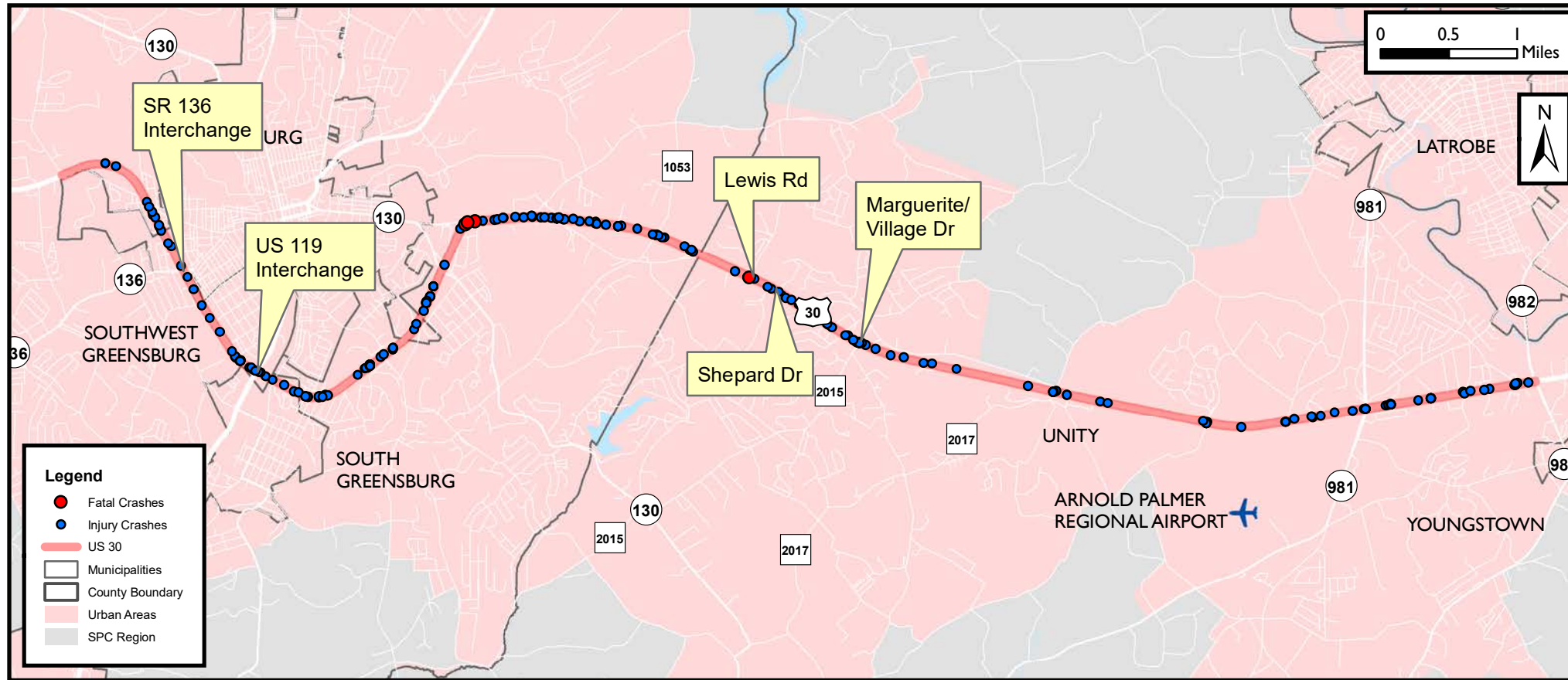
Corridor 95

Category	Strategy	Baseline Prioritization*
OPS	Traffic Signal Improvements	High
DM	P.R. & Education for TSD	
MOD	Park-n-ride & Other Intermodal Facilities	
DM	Growth Management	Medium
DM	P.R. & Education for TDM	
MOD	Rideshare Programs	
OPS	Incident Management Systems	Low
CAP	New SOV Facilities	
OPS	Access Management	
OPS	Intersection / Geometric Improvements	
MOD	Improved Transit Service	
MOD	Bicycle Facilities & Information	
DM	Employer-Based Programs	
OPS	Intelligent Transportation Systems	
CAP	Lane Additions	
MOD	Pedestrian Facilities & Information	
DM	Transit-Oriented Development Policies	Not Applicable
DM	Parking Management	
OPS	Ramp Metering	
DM	Congestion Pricing	
MOD	Transit Capital Improvements	
OPS	Elimination of Bottlenecks	
MOD	HOV & HOT lanes	
OPS	One-way Streets	
OPS	Reversible Lanes	

*Strategies are simply listed alphabetically within the High, Medium, Low, and N/A groupings. They are not individually prioritized within those groupings.

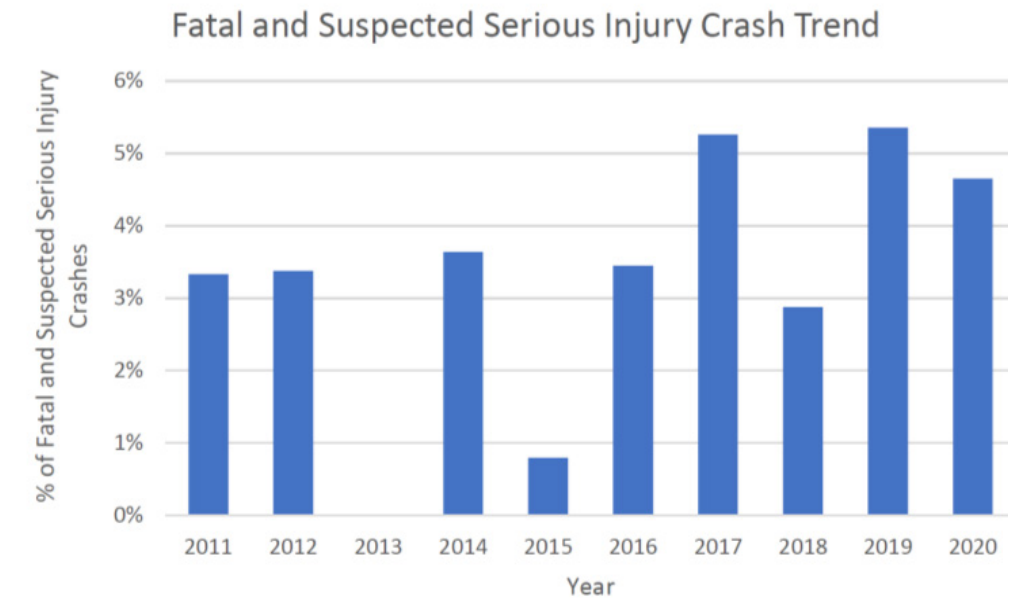
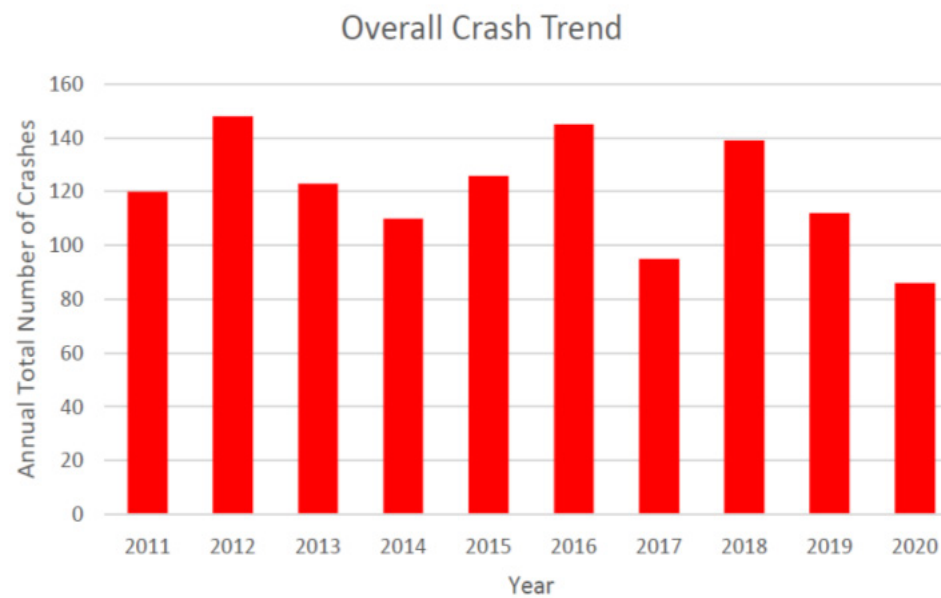


SAFETY

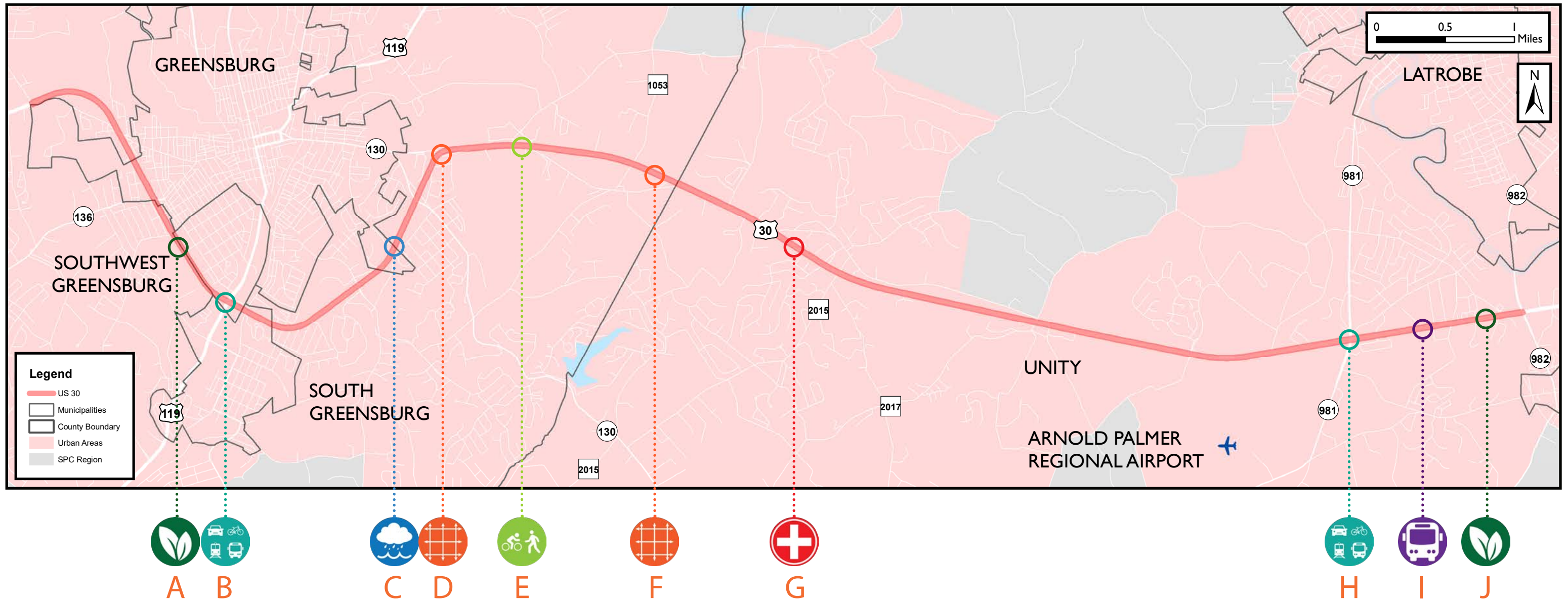


- For Segment C, the overall number of crashes appears to be flat over the 10 year period (2011-2020). The fatal and suspected injury crashes appear to have an upward trend for this same time period.
- Segment C's 2020 crash rate (0.49 crashes per MVMT) is lower than the average 2020 crash rate for similar roadways in Westmoreland County (1.63 crashes per MVMT) and lower than the average 2020 crash rate for similar roadways in the SPC region (1.25 crashes per MVMT). 2020 data has been impacted by the worldwide COVID-19 pandemic.
- According to the PennDOT Highway Safety Network Screening (HSNS) Analysis, the following areas of Segment C are underperforming from a safety perspective:
 - Segment 270/Offset 0 to Segment 270/Offset 3336 (SR 136 interchange area)
 - Segment 300/Offset 0 to Segment 300/Offset 2584 (US 119 interchange area)
 - Segment 380/Offset 2504 to Segment 390/Offset 895 (Lewis Rd to Shepard Dr); and
 - Segment 400/Offset 1899 to Segment 410/Offset 1424 (Village/Marguerite Dr area)

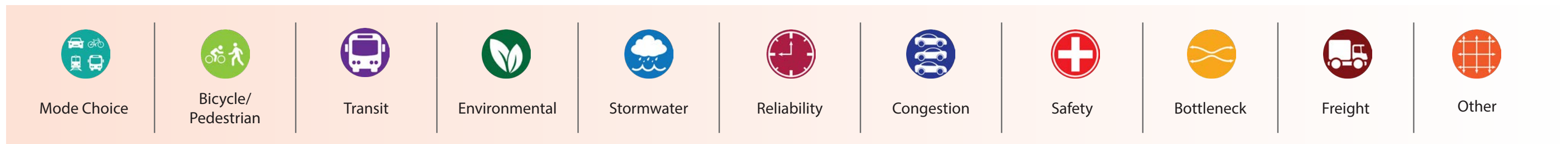
US 30 Segment C Crash Statistics	
Timeframe	2011-2020
All Crashes	1,204 (~2.4 crashes per week)
Fatal and Serious Injury Crashes	38 (~3.2% of all crashes)
Non-Motorized Crashes	9 (~0.75% of all crashes)
Noteworthy: Dark, Dawn, Dusk Crashes	322 (~26.7% of all crashes)
Number of Heavy Trucks in Crashes	49 (~4.1% of all crashes) Heavy trucks represent about 5% of traffic on this segment








SEGMENT C: FOCUS AREAS








FOCUS AREA CATEGORIES



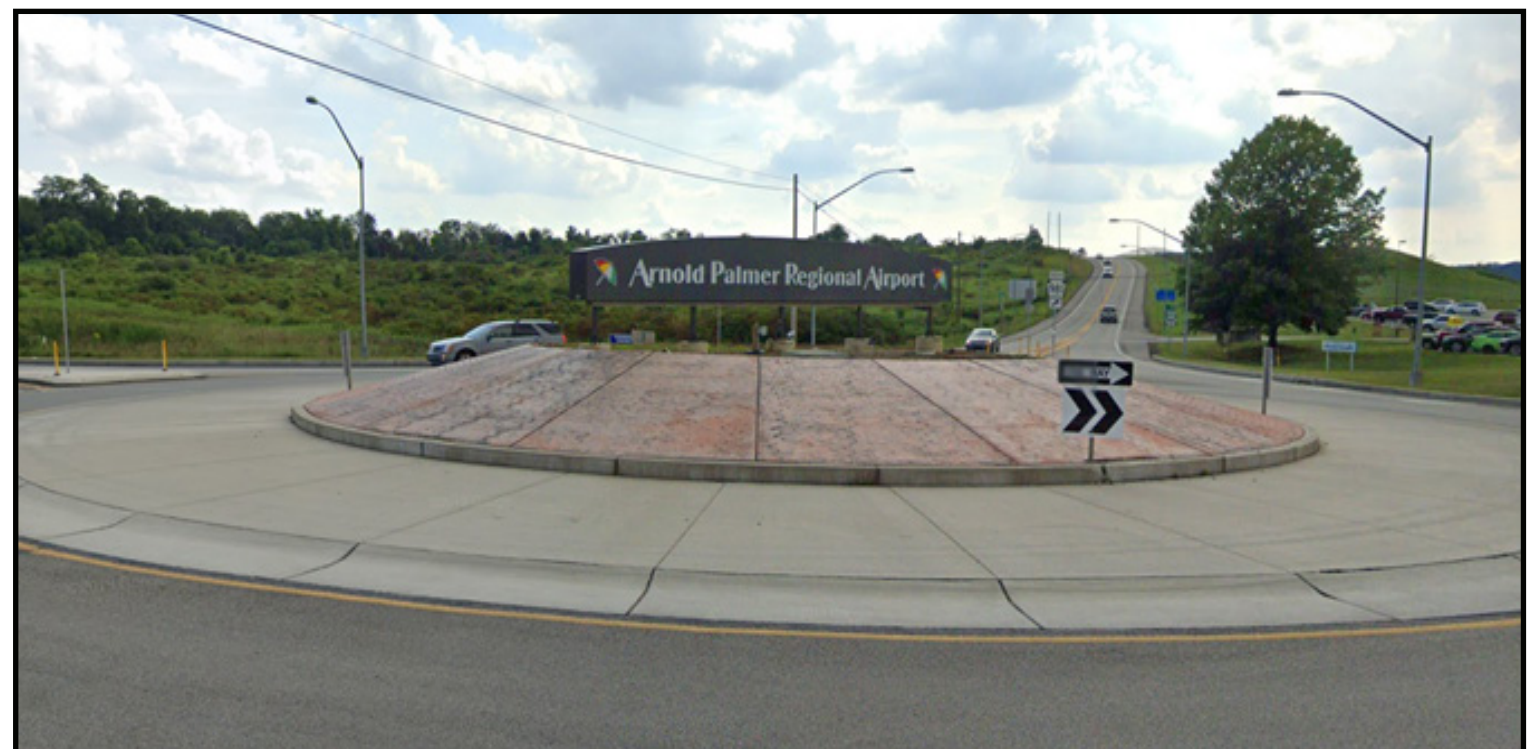
SEGMENT C: FOCUS AREAS

A	 <p>Near the US 30/US 119 interchange in Greensburg is Jacks Run, which is considered an impaired stream.</p>
B	 <p>There is a 45 lot park-and-ride facility located at Crossroads Plaza at the intersection of US 119 and US 30. The Five Star Trail is located due east of the park-and-ride facility, however; there is not a connection from the park-and-ride facility to the Five Star Trail.</p>
C	 <p>US 30 east of the Cedar St interchange to the SR 130 interchange, has a high landslide vulnerability. Also located in this section, US 30 has been closed due to flooding.</p>
D	 <p>SR 3030 (St. Clair Way) over US 30 in Hempfield Township is currently rated in poor condition. MPMS Number 90834 is currently programmed in the 2023-2026 TIP. This project is for the rehabilitation/replacement of the structure carrying SR 3030 (St. Clair Way) over US 30.</p>
E	 <p>Due to the nature of this segment of US 30, there are limited opportunities exist for improving active transportation along this segment of the corridor.</p>

F	 <p>US 30 over Slate Creek in Hempfield Township is currently rated in poor condition.</p>
G	 <p>Approximately 25% of crashes along Segment C of the US 30 corridor occurred during dawn, dusk, and night time.</p>
H	 <p>There is a 100 lot park-and-ride facility located at the Arnold Palmer Regional Airport. Transit routes through Westmoreland County Transit Authority are available for commuters who use this park-and-ride facility.</p>
I	 <p>The Westmoreland County TDP outlines priorities such as enhancements to bus stops, park-and-ride facilities and other transit related infrastructure. There's also a need for improved regional bus service between communities along US 30 such as Latrobe to Greensburg and Latrobe to Jeannette. The plan also highlights the need for first-mile/last-mile microtransit service with hubs at Greensburg with supported pedestrian access.</p>
J	 <p>Just west of the SR 982 intersection, Nine Mile Run in Unity Township is considered an impaired stream.</p>



There are pedestrian signals present at the US 30/Nature Park Rd intersection, however, there are no sidewalks present along this section of the corridor.



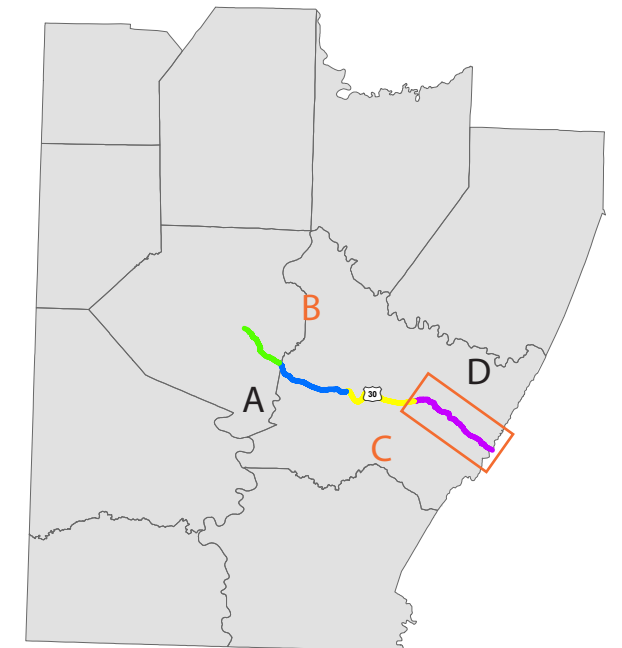
Arnold Palmer Regional Airport, Unity Township



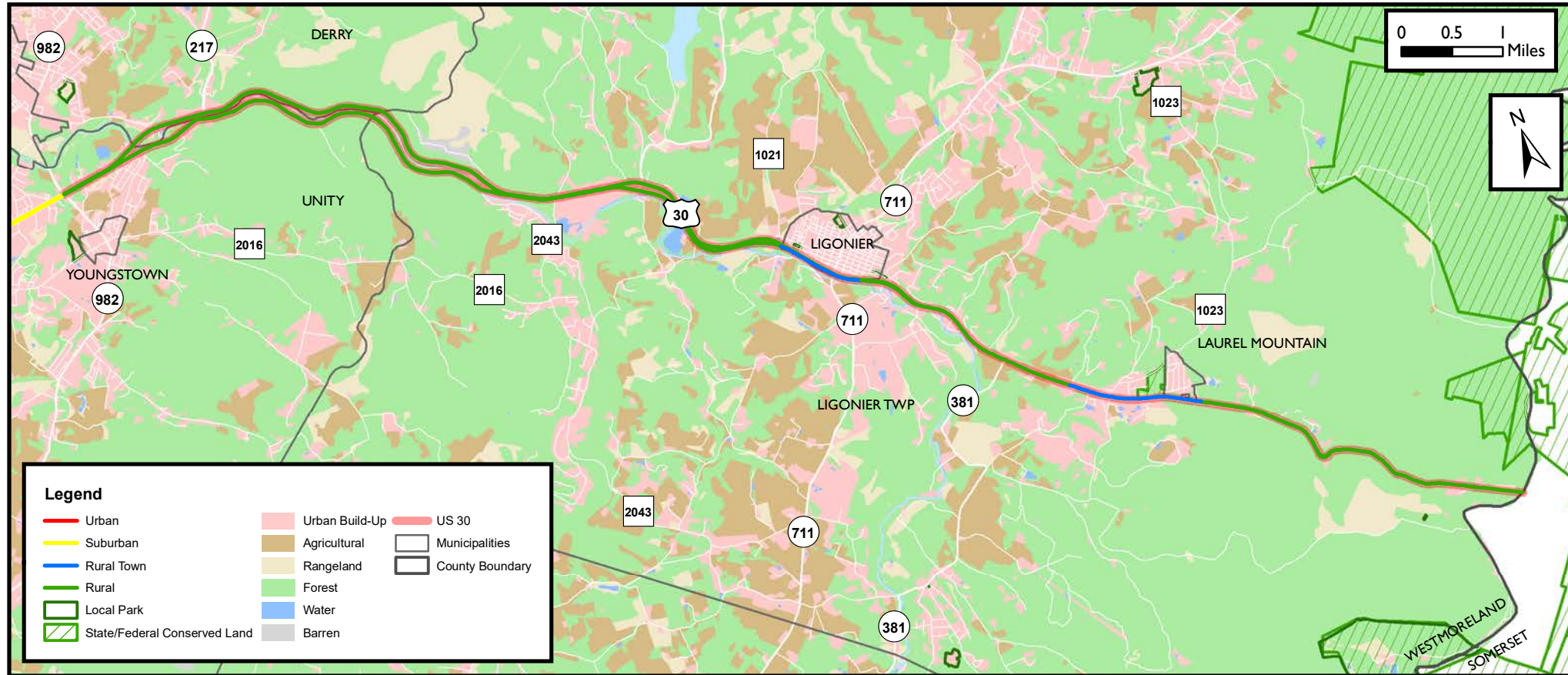
SECTION III: SEGMENT PROFILES

SEGMENT D

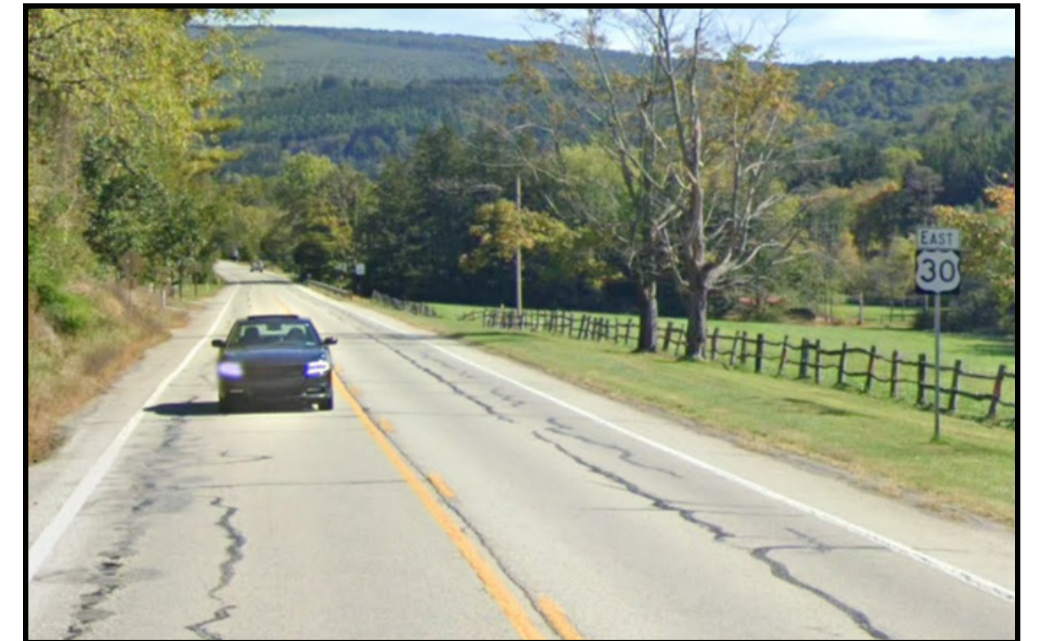
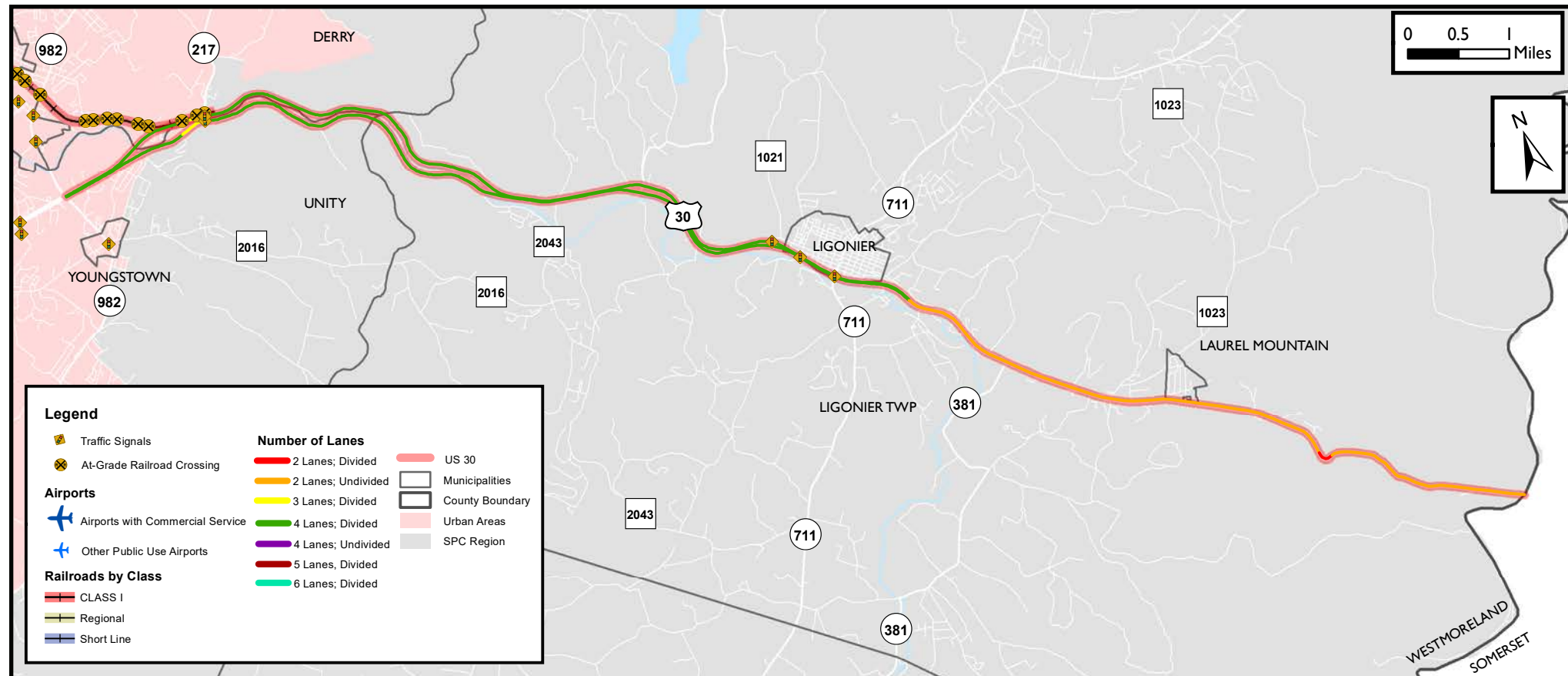
- SEGMENT OVERVIEW
- ACTIVE TRANSPORTATION
- FUTURE HIGHWAY & BRIDGE PROJECTS
- ENVIRONMENTAL FEATURES
- FREIGHT
- REGIONAL, COUNTY, AND LOCAL PLANS AND USER PERSPECTIVES
- SEGMENT TRAVEL PATTERNS
- CONDITION OF ASSETS
- TRANSIT
- CONGESTION & RELIABILITY
- SAFETY
- FOCUS AREAS



SEGMENT D: OVERVIEW



US 30 is a four-lane divided roadway east of the SR 981 interchange until US 30 approaches the SR 217 intersection. While the westbound lanes maintain two lanes, the eastbound lanes of US 30 drops from two lanes down to one lane as it approaches the SR 217 intersection. East of the intersection, US 30 goes back to a four-lane divided roadway through Ligonier Township and Ligonier Borough. At the turnaround east of Ligonier Borough, US 30 goes from a four-lane divided roadway down to a two-lane undivided roadway. This configuration continues through the remainder of the US 30 corridor in Westmoreland County, with the only exception being a divided two-lane section in eastern Ligonier Township. Major routes that connect to US 30 through Segment D are SR 217, SR 259, SR 711, and SR 381.

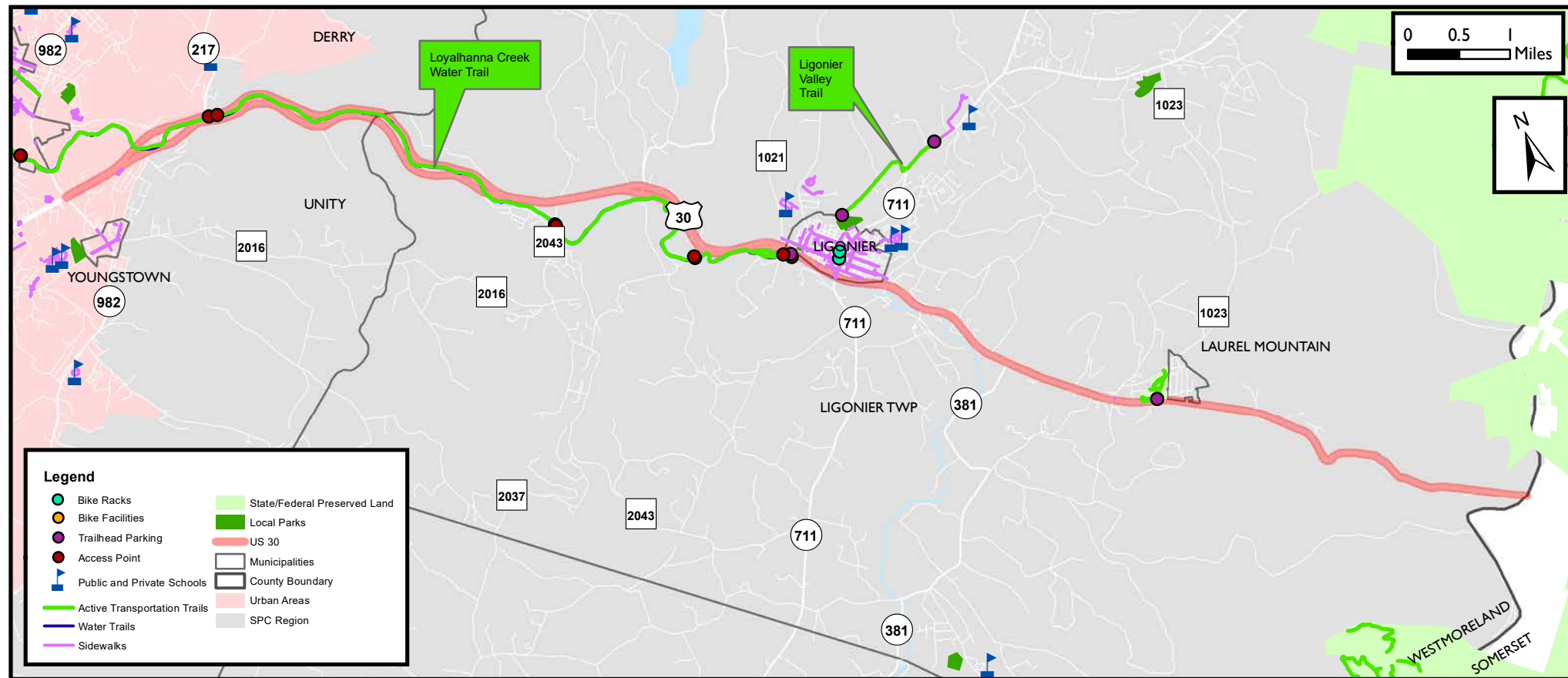


Looking East: US 30 at SR 381



US 30 Westbound at SR 259

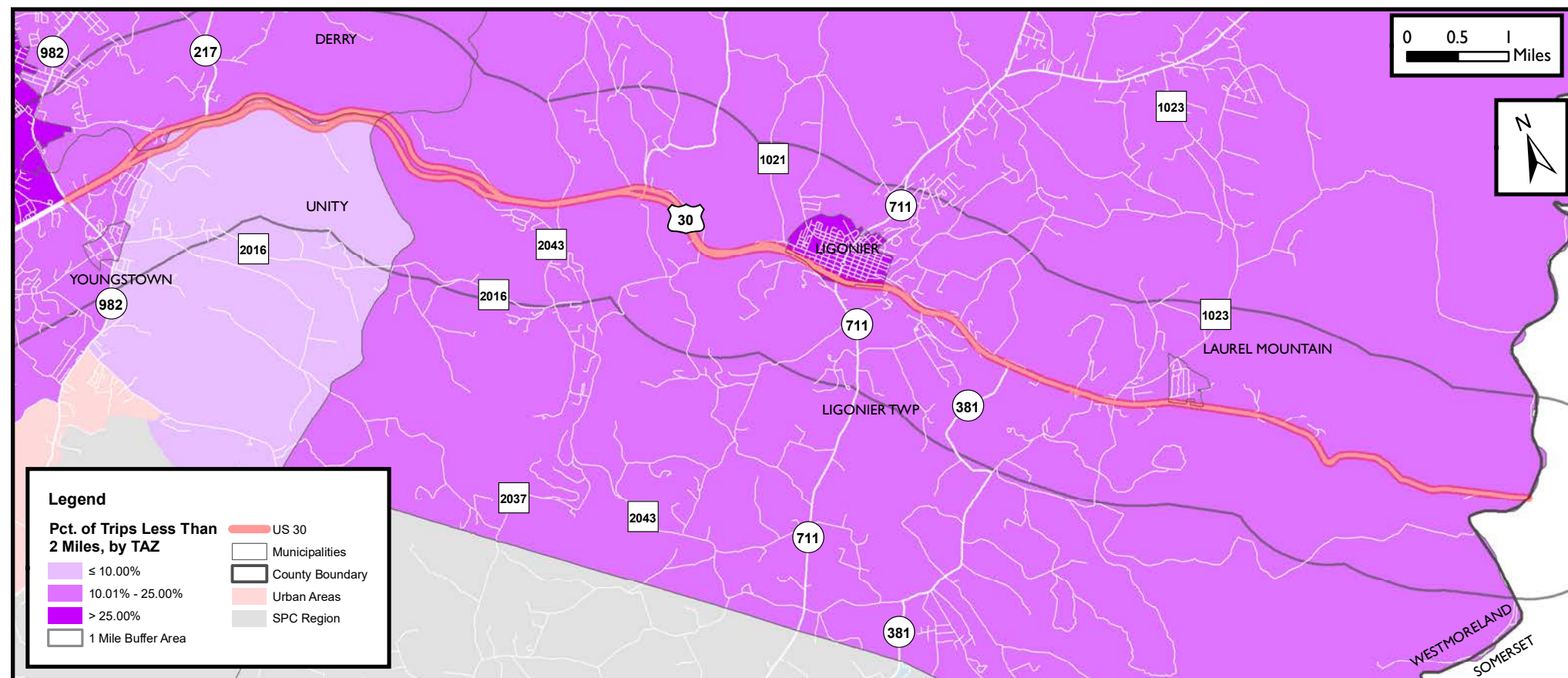
ACTIVE TRANSPORTATION



This corridor segment in eastern Westmoreland County includes parts of Derry and Unity townships and all of Ligonier Township and Borough. Extremely limited active transportation infrastructure exists in this corridor segment with the exception of Ligonier Borough where most streets include sidewalks. Short trips make up more than 10% of the total in most of this segment; with less than 10% in rural parts of Unity Township, and more than 25% in Ligonier Borough.

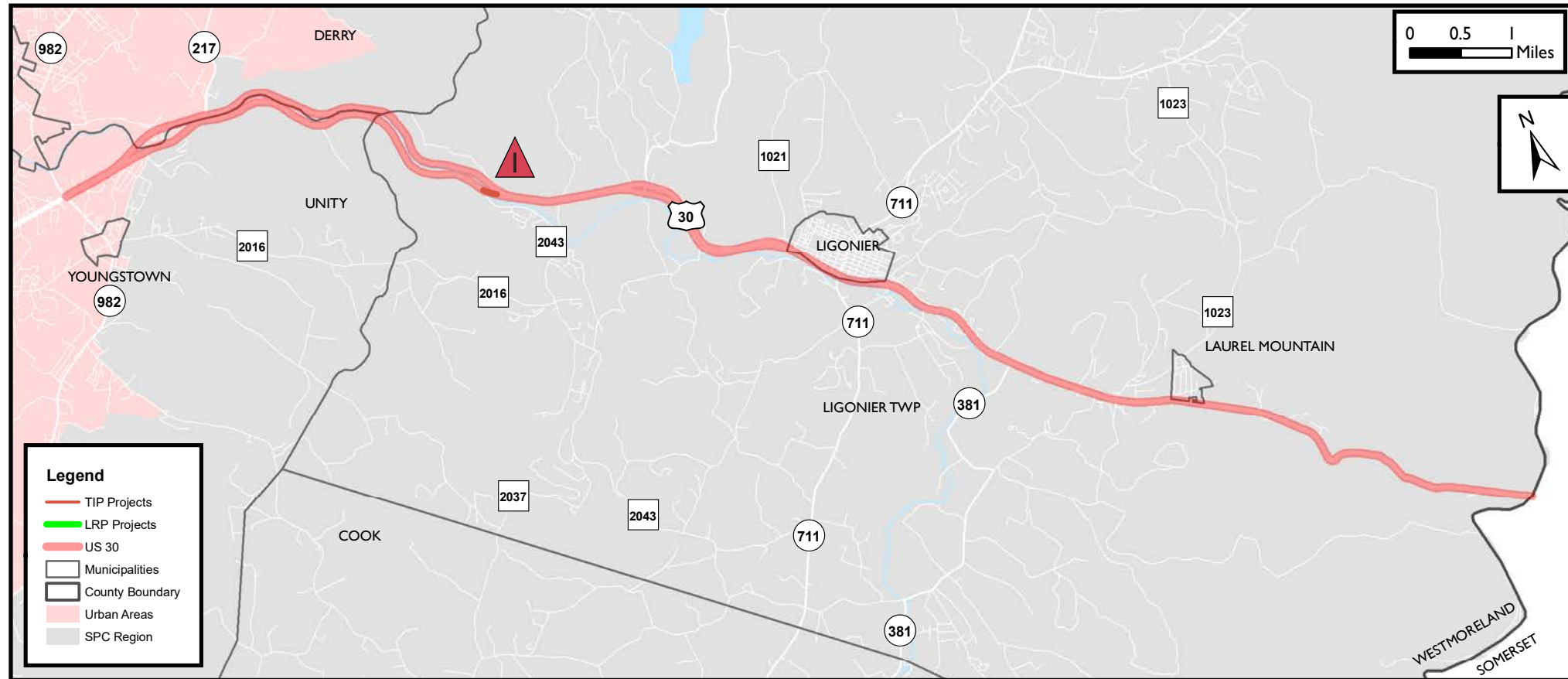


Crosswalk at US 30 and SR 711, Ligonier Borough



US 30 near SR 1023 (Nature Run Rd), Ligonier Township

FUTURE HIGHWAY & BRIDGE PROJECTS



- Within Segment D of the US 30 Corridor, there is one TIP project.
- Project 1 is a bridge reconstruction project called US 30 over the Loyalhanna Creek. This project is for improvements to the structure carrying US 30 (Lincoln Highway) over Loyalhanna Creek in Ligonier Township, Westmoreland County. \$1.5 million is programmed on the 2023-2026 TIP.
 - For up to date information on TIP projects, please visit <https://www.spcregion.org/programs-services/transportation/smartmoves-long-range-plan-transportation-improvement-program/>.

Bridge Reconstruction | MPMS 113784
 2023-2026 TIP | US 30 over the Loyalhanna Creek
 This project is for improvements to the structure carrying US 30 (Lincoln Highway) over Loyalhanna Creek in Ligonier Township, Westmoreland County

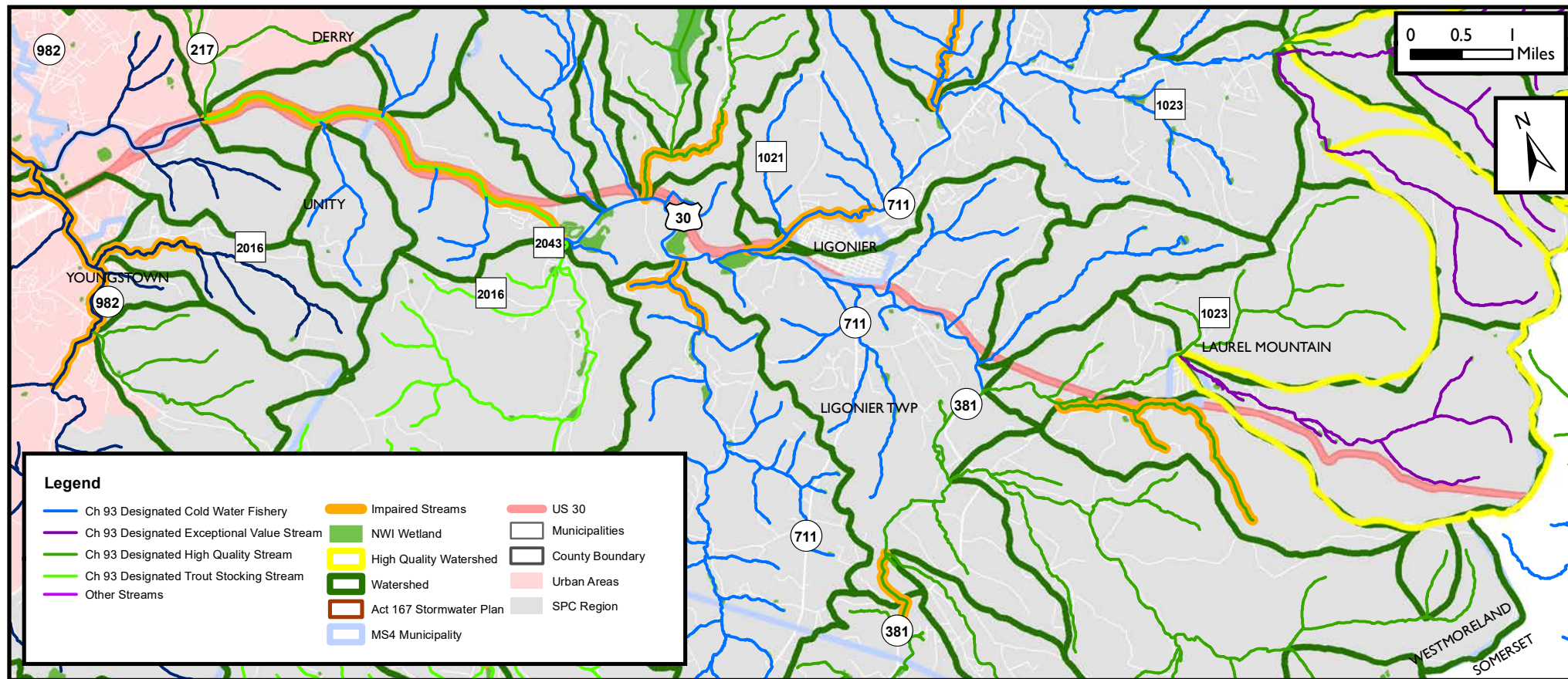


US 30 near Longbridge Rd



US 30 over Loyalhanna Creek, Ligonier Township

ENVIRONMENTAL FEATURES



US 30 crosses many valuable water resources through Segment D. Through Segment D, many trout stocking fishery, cold water fishery, high quality streams, and exceptional value streams cross US 30. These streams include Miller Run, Loyalhanna Creek, Coalpit Run, Mill Creek, Zimmerman Run and Laughlinton Run. The Loyalhanna Creek, Coalpit Run, Mill Creek are also impaired streams. US 30 in Segment D travels through 12 different watersheds. These watersheds are Miller Run, Clark Hollow, Rock Hollow, Nine Mile Run, Loyalhanna Creek, St. Clair Hollow, Mill Creek, Laughlinton Run, Coalpit Run, Zimmerman Run, Furnace Run, and Naugle Run. Furnace Run watershed is an exceptional value watershed.

Areas on this segment with Stormwater 167 plans:

- There are no Stormwater 167 Plans in Segment D.

Areas on this segment with MS4 Permits:

- Derry Township (PAG136330)
- Ligonier Township (PAG136333)
- Unity Township (PAG136332)

Water Quality Standards

All commonwealth waters are protected for a designated aquatic life use as well as a number of water supply and recreational uses. The **use designation** shown in the water quality standards is the aquatic life use. These uses are Warm Water Fishes (WWF), Trout Stocking (TSF), Cold Water Fishes (CWF) and Migratory Fishes (MF). A body of water is considered **“impaired”** if it fails to meet one or more water quality standards.

The water quality in a High Quality stream can be lowered only if a discharge is the result of necessary social or economic development, the water quality criteria are met, and all existing uses of the stream are protected. Exceptional Value waters are to be protected at their existing quality; water quality shall not be lowered.

Some water resources are also part of the **Total Maximum Daily Load (TMDL)** program, which identifies sources of pollution and allocates pollutant loads in places where water quality goals are not being achieved.

Stormwater Management

The **Storm Water Management Act (No. 167)** authorized a program of comprehensive watershed stormwater management that retains local implementation and enforcement of stormwater ordinances similar to local responsibility of administration of subdivision and land development regulations. Act 167 plans are required on a county-wide basis; however, the practice to this point has been to only develop plans for specific sensitive waters/watersheds.

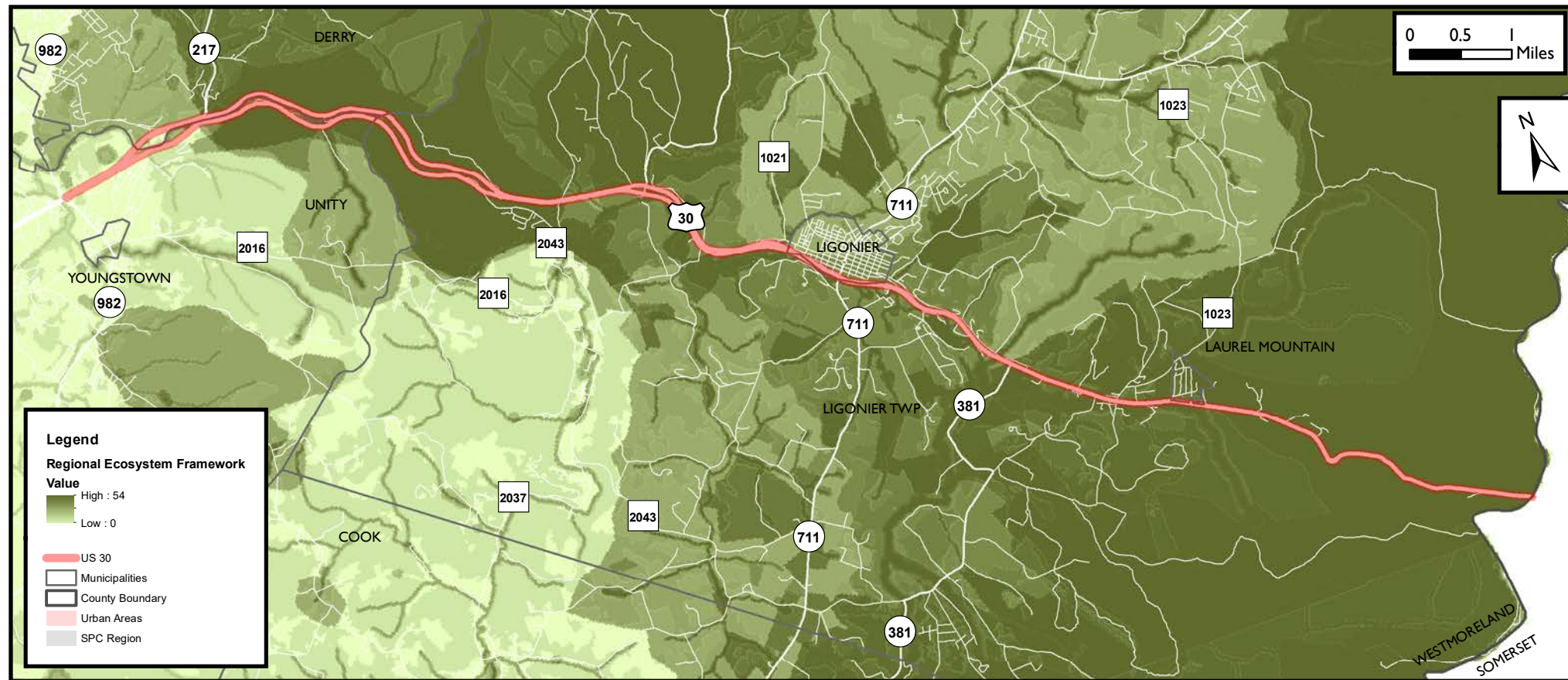
A **Municipal Separate Storm Sewer System (MS4)** is owned or operated by a public agency, such as a city, town, county, flood control district, state, or federal agency that does not connect to the sanitary sewer system and does not lead to a wastewater treatment plant.

The **Regional Ecosystem Framework (REF)** integrates environmental inventory data, conservation priorities, maps, and plans, with input from and adoption by conservation and natural resource stakeholders identified that addresses species, habitats, and relevant environmental issues and regulatory requirements agreed upon by the stakeholders. SPC has identified available GIS data layers that when analyzed will spatially model ecological significance on a regional scale. The datasets that make up the prototype REF are included in the appendix.

SPC staff assigned a score to the relevant attribute of each environmental data layer, the score reflects the relative importance of the occurrence of any certain resource found in a dataset relative to other resources used in the analysis.

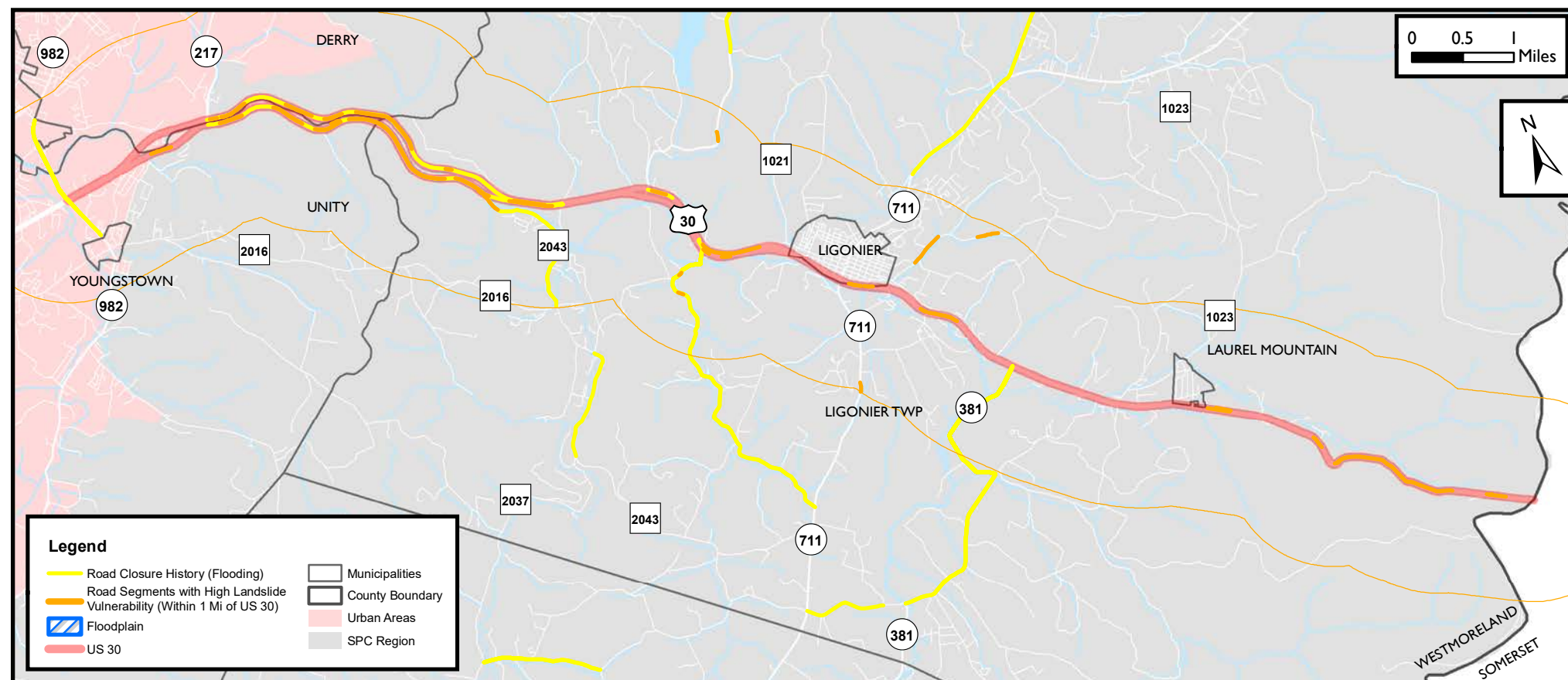
Greater values in the REF indicate greater environmental significance.

ENVIRONMENTAL FEATURES



Throughout most of Segment D, the REF is showing a higher relative environmental value attributed to the many sensitive environmental resources. Many watersheds through Segment D are either considered cold water fishery, exceptional value high quality, or trout stocking watersheds. With this level of environmental quality, future projects on US 30 in these watersheds can anticipate additional restrictions or measures related to waterway permitting and may have an increased chance of encountering threatened and endangered species.

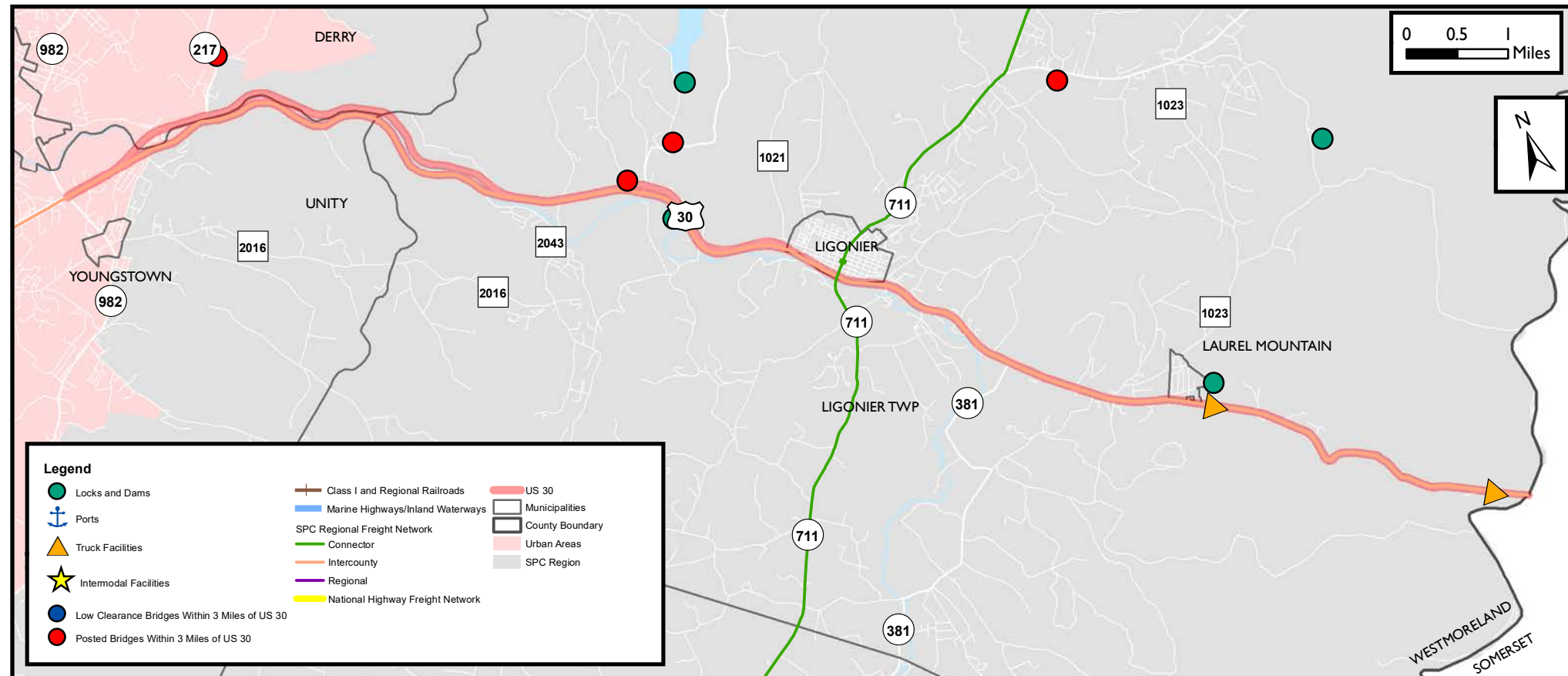
US 30 in Segment D includes some locations with high vulnerability to landslides. In the western part of the segment, US 30 passes through the Chestnut Ridge water gap. Through this area, both the east and westbound lanes of US 30 have high vulnerability to landslides from the steep slopes above the highway and the slopes leading to the Loyalhanna below the highway. Just west of Ligonier, the westbound lanes of US 30 are vulnerable to landslides from steep slopes above and below the highway for approximately 1 mile. Just east of the SR 711 intersection, US 30 in the westbound direction is vulnerable to landslides from steep slopes above US 30. East of Ligonier and Laurel Mountain Borough, several locations along US 30 are vulnerable to landslides as the roadway ascends Laurel Mountain to the Somerset County line.



In terms of flooding vulnerability, this segment of US 30 traverses several floodplain areas and streams. In the western portion of the segment, US 30 is in close proximity to the Loyalhanna Creek and the westbound lanes cross into the 100-year floodplain at some points. PennDOT RCRS data does show one instance of flooding that closed US 30 at the SR 217 intersection. Near the intersection of SR 259, both the eastbound and westbound lanes of US 30 are within the 100-year floodplain of the Coal Pit Run and Loyalhanna Creek. PennDOT RCRS data has record of one incident of a lane closure do to flooding in this area. As it enters Ligonier Borough from the west, US 30 crosses the Loyalhanna Creek 100-year floodplain. No records of road or lane closures exist at this location within the PennDOT RCRS data.

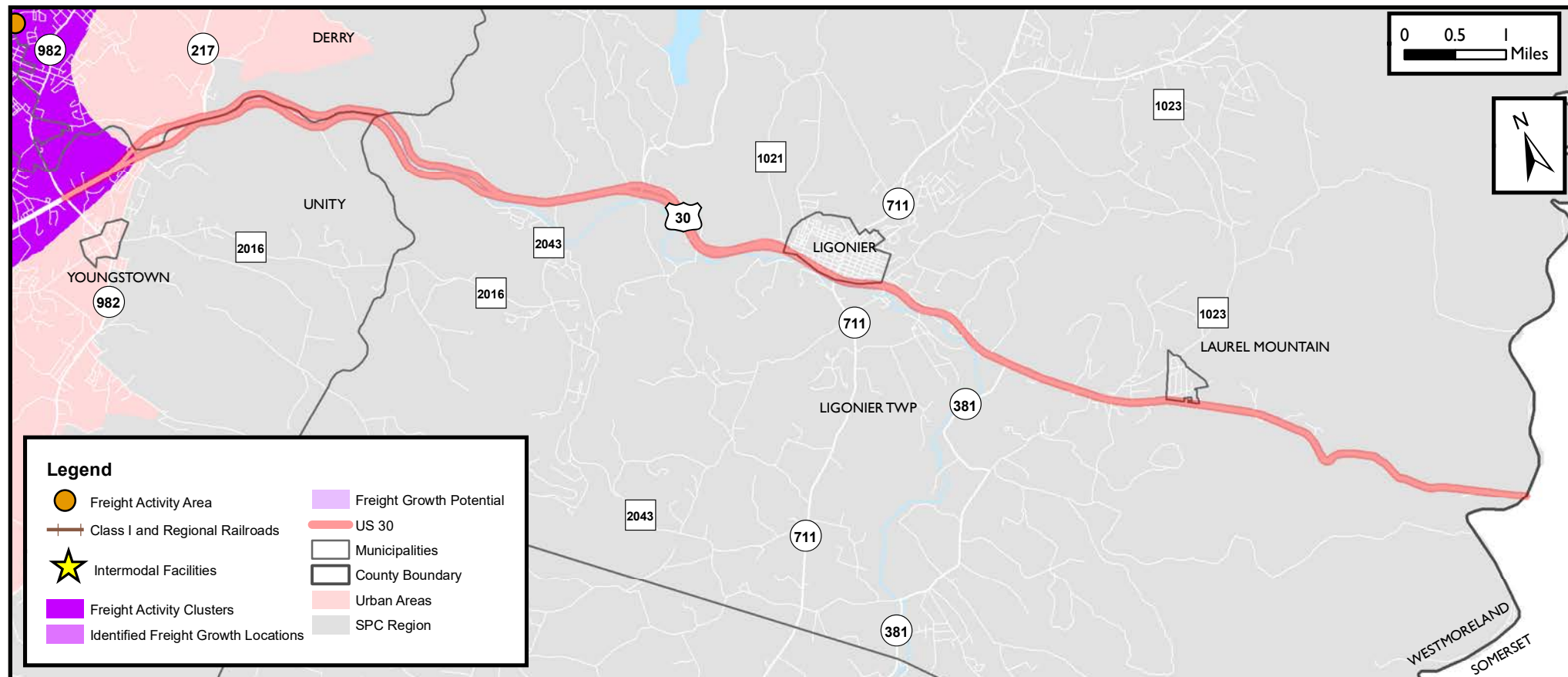
With both flooding and landslide impacts a possibility in the section of US 30 that passes through the Loyalhanna water gap to the west of the SR 217 intersection, combined with the fact that easy detours of this area do not exist, focus should be given to incident management and contingency planning addressing possible closure of lane(s) through this area.

FREIGHT



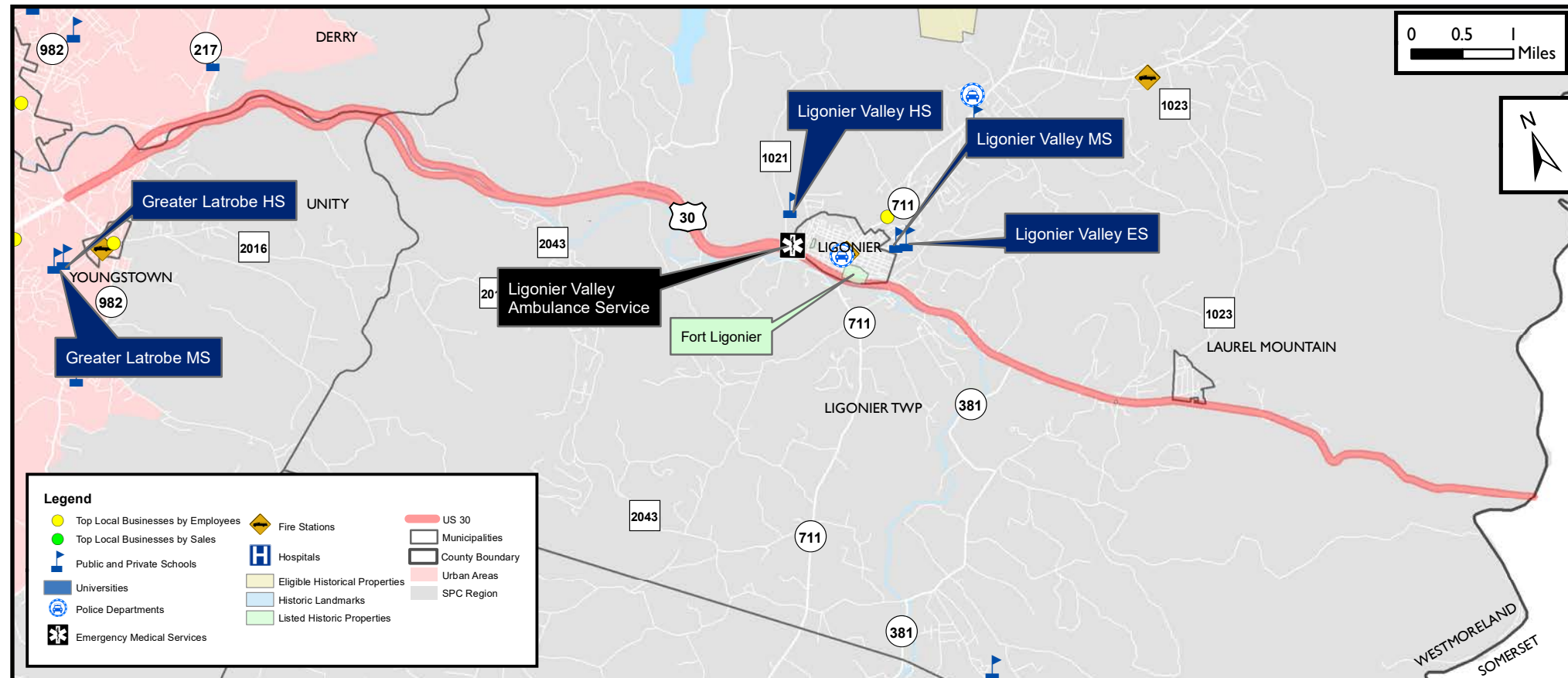
The more rural land use pattern of Segment D of the US 30 Corridor creates a somewhat new freight environment. Overall traffic volumes decline significantly east of Unity Township. Truck volumes continue to match activity levels at the western end of the corridor, in Allegheny and western Westmoreland Counties. As such, an estimated 1,000 trucks per day can be seen along the corridor west of SR 982, but by Ligonier and points east truck volumes decline to below 1,000 vehicles per day. As the overall traffic volume has declined relative to the rest of the corridor segments, this segment of US 30 sees the highest truck density (represented as the percentage of all vehicles that are trucks.)

Community concerns about trucking in this corridor section reveal one other difference about trucking activity in this area. Some communities are reportedly seeking, or have reportedly sought, the ability to establish truck routing guidance and/or restrictions related to the natural gas drilling industry. The more rural nature of this area and the larger land parcels make this area more attractive to the drilling industry. Trucking is a common concern by communities impacted by shale gas drilling, or “fracking” but these tend to be related more to very localized movement of trucks on local roadways ill-suited for heavy vehicles than on the impacts of truck traffic on state highways in the area.



Truck Warning Sign US 30 Westbound, Ligonier Township

REGIONAL, COUNTY, AND LOCAL PLANS AND USER PERSPECTIVES



Below are excerpts from local plans that are relevant to the US 30 corridor.

Ligonier Valley Joint Comprehensive Plan:

- A collaborative effort is recommended to reflect the community's emphasis and concern over truck traffic and safety. With this in mind the following actions are suggested.
 - The Ligonier Borough and Ligonier Township Planning Commissions evaluate proposed development projects for their potential to increase truck traffic and safety issues in the Ligonier Valley.
 - The Ligonier Borough and Ligonier Township Planning Commissions evaluate future planning efforts associated with pedestrian, bicycle and other resident mobility areas to minimize direct impacts with truck traffic and indirect impacts via proposed facility alignments, crossing points and access areas along or near heavily used truck routes.
 - Ligonier Township's current Zoning Ordinance provides the Township with some level of control over truck routing to be utilized during gas drilling operations. The Township reserves the right to designate reasonable required truck hauling routes that are least intrusive to the Township when appropriate and possible. It is suggested that when possible, the Township designates truck hauling routes away from Ligonier Diamond, and Main St and Market St in Ligonier Borough.
- The following actions reflect the Ligonier Township Recreation Committee's trail expansion priorities and their overall goal to establish connections between Ligonier Borough and Ligonier Township.
 - The Ligonier Township Recreation Committee periodically reviews the viability of establishing pedestrian crossing points and extend the Ligonier Valley Trail across US 30 to points of interest.
 - At the SR 711 intersection for pedestrian access to the Southern Alleghenies Museum of Art
 - Walnut St. intersection for pedestrian access to the Loyalhanna Creek Water Trail and the Loyalhanna Nature Trail

Relevant Local, County and Regional Plans

[Westmoreland County Comprehensive Plan](#)

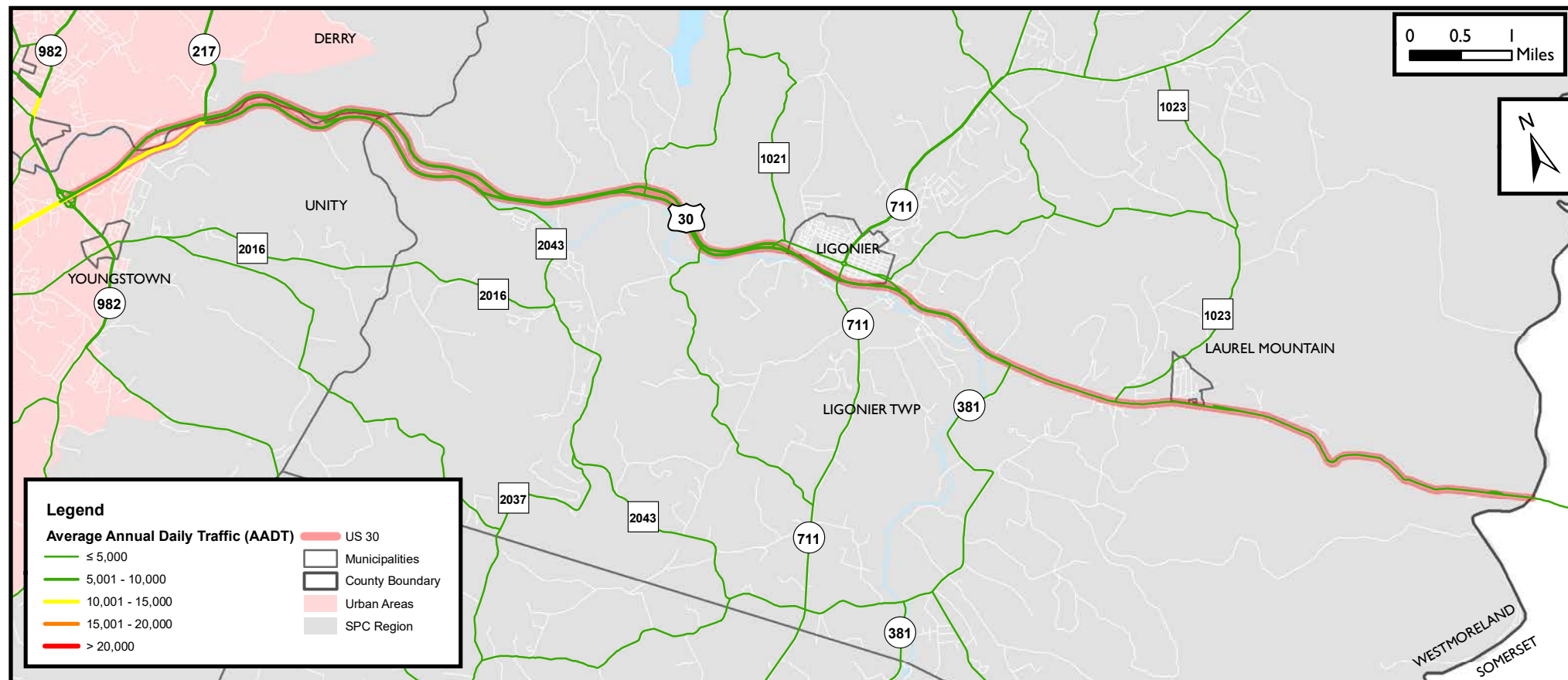
[Derry Borough, Derry Township, and New Alexandria Borough](#)

[Ligonier Valley Joint Comprehensive Plan](#)

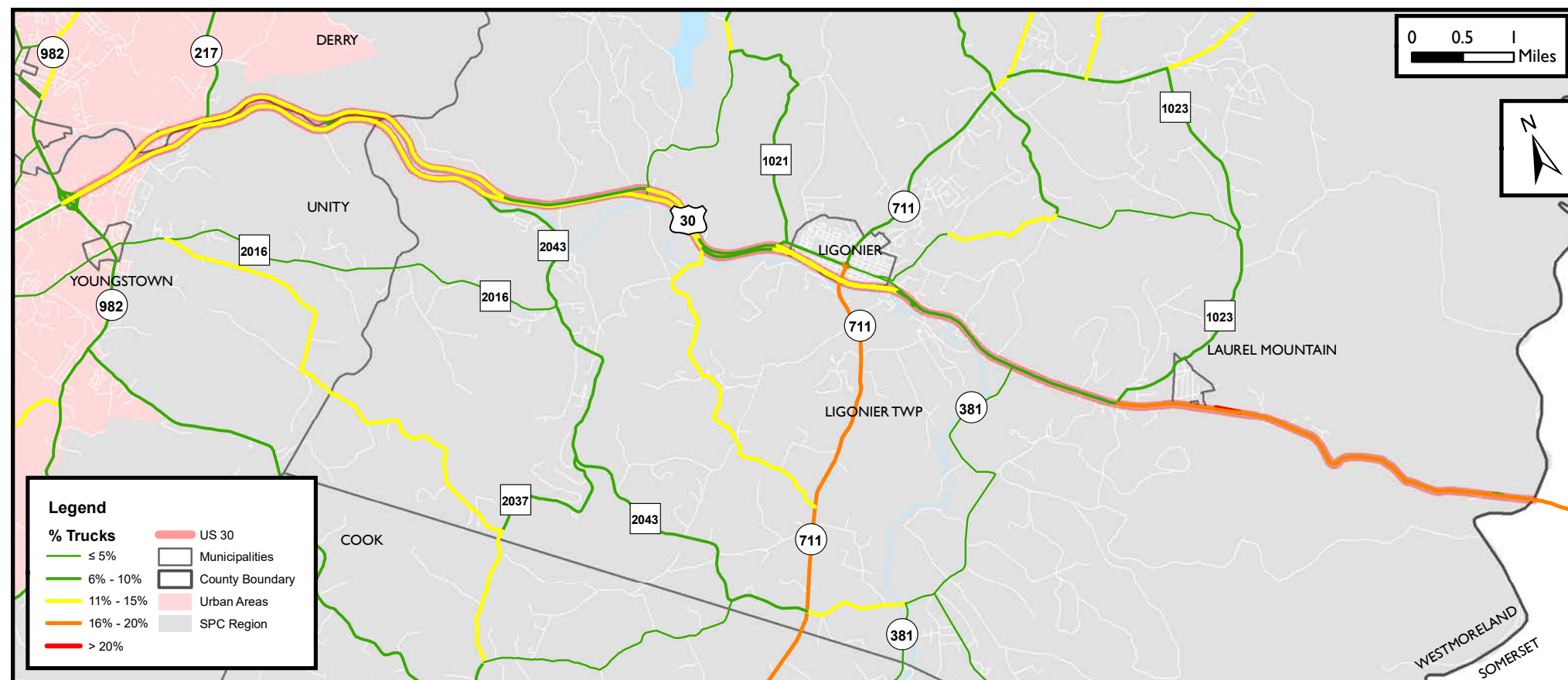


Fort Ligonier

SEGMENT TRAVEL PATTERNS



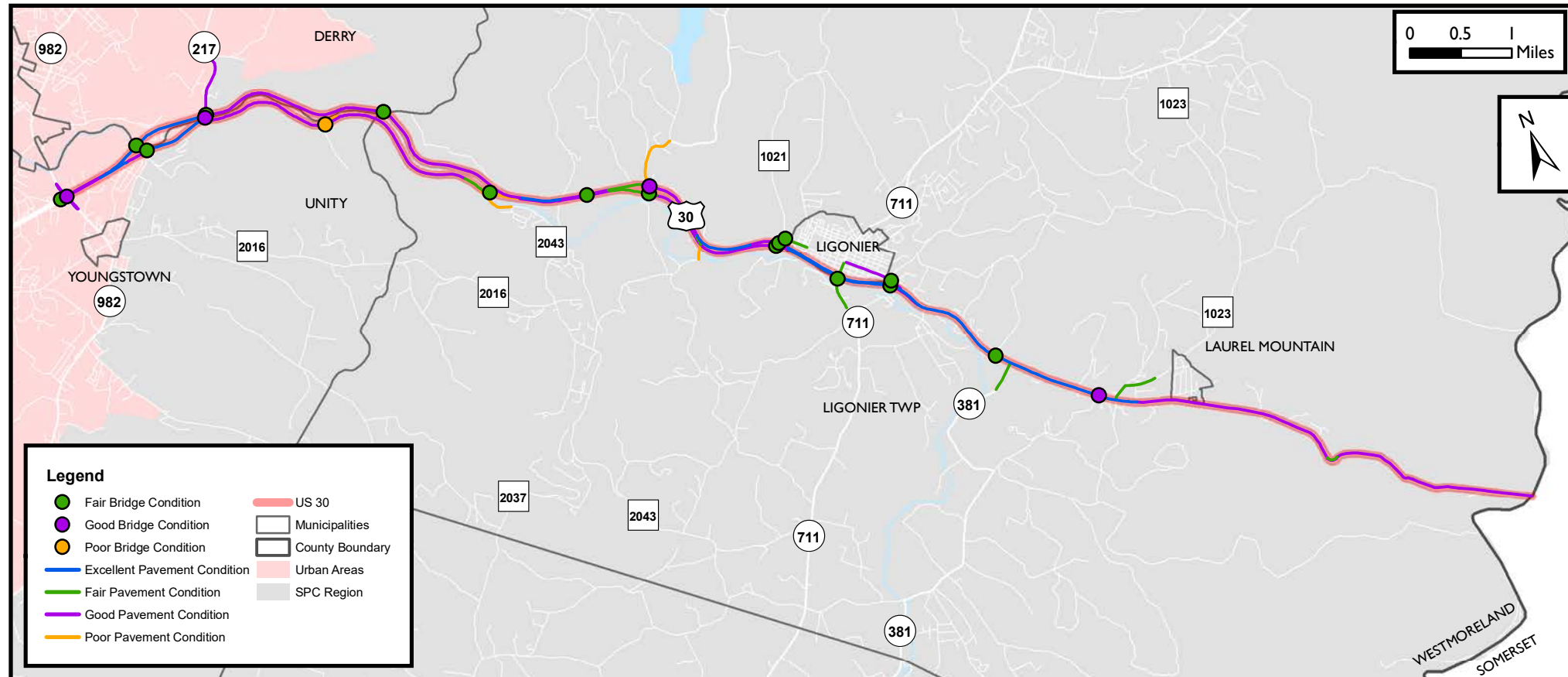
Traffic volumes diminish when traveling from the western end to the eastern end of this section of the US 30 corridor. Traffic volumes for all individual roadway segments on this section of the US 30 corridor fluctuate between 3,600 and 20,000 for both travel directions combined. The AADT for individual roadway segments on this portion of the corridor falls between 2,000 and 11,500 vehicles per day in each travel direction. The AADT for individual roadway segments located between SR 982 in Unity Township and SR 1021 (West Main Street) in Ligonier Township on the western end of this portion of the corridor fall between 12,500 and 20,000 AADT for both travel directions combined. The western portion of this section of the US 30 corridor between SR 982 and SR 217 in Unity Township has the highest AADT at more than 19,500 vehicles per day for both directions combined. The AADT for individual roadway segments located between SR 1021 (West Main St) in Ligonier Township and SR 381 in Ligonier Township is between 5,500 and 10,000 for both travel directions combined. Individual roadway segments located east of SR 381 in Ligonier Township have an AADT of less than 5,000 vehicles per day for both directions combined.



Truck percents are comparatively higher on many of the individual roadway segments on this section of the US 30 corridor. Truck percents for individual roadway segments located between SR 982 in Unity Township and SR 2045 (Two Mile Run Road) in Ligonier Township on the western end of this portion of the corridor are greater than 20% for both travel directions combined. Truck percents for individual roadway segments located between SR 2045 (Two Mile Run Road) and SR 1046 (East Main St) in Ligonier Township fall between 16 to 20% for both travel directions combined. The area between SR 1046 (East Main St) in Ligonier Township and SR 711 in Ligonier Borough has the highest truck percent at 30% for both travel directions combined. Truck percents for individual roadway segments located between SR 1046 (East Main Street) and Peters Road in Ligonier Township are greater than 20% for both travel directions combined. Truck percents for individual roadway segments located between Peters Road in Ligonier Township and SR 1023 (Nature Run Rd) in Ligonier Township fall between 6% to 10% for both travel directions combined. Truck percents for individual roadway segments east of SR 1023 (Nature Run Rd) in Ligonier Township fall between 16% to 20% for both travel directions combined.

Many individual roadway segments on this section of the US 30 corridor have relatively lower traffic volumes, but a comparatively higher proportion of truck traffic. The higher traffic volumes are on the individual roadway segments located in the western portion of this section of the US 30 corridor, while relatively high truck percents are found on most of the individual roadway segments throughout this entire section of US 30.

CONDITION OF ASSETS



In Segment D, 20.1% of bridge deck on US 30 is in good condition and 79.4% of bridge deck is rated fair. Only one bridge is rated in poor condition. This bridge is eastbound US 30 over Loyalhanna Creek. For pavement condition, 93.8% of roadway pavement is in good or excellent condition and 4.7% of roadway is in fair condition. 1.5% of roadway pavement is in poor condition. This roadway section is US 30 near Darlington Rd.

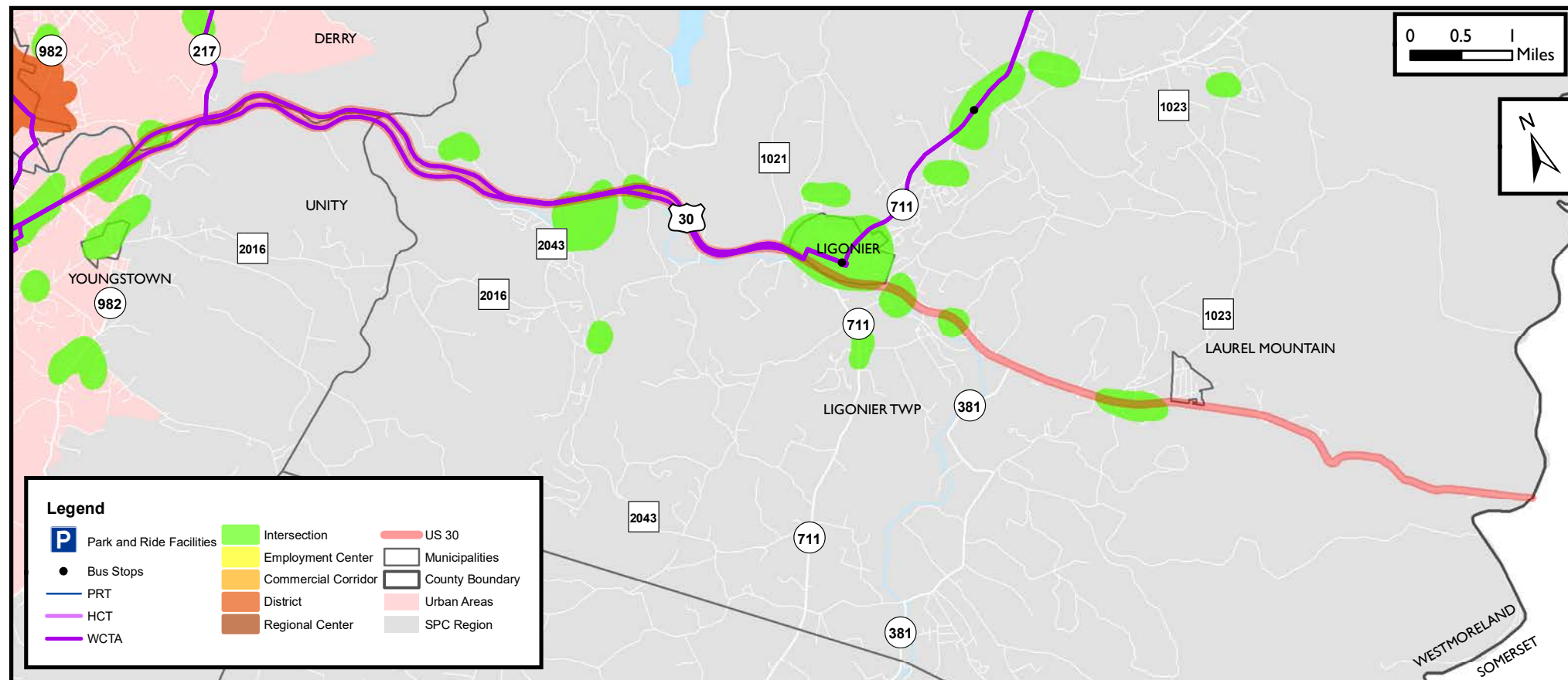


US 30 Eastbound at Darlington Rd

Segment D Bridge Conditions			
Bridge Condition	Count	Deck Area (SQ Ft)	By %
Good	3	14513.4	20.1%
Fair	11	57271.9	79.4%
Poor	1	380	0.5%

Segment D Pavement Conditions			
Road Condition	Count (RMS Segments)	Miles	By %
Good/Excellent	51	24.2	93.8%
Fair	4	1.2	4.7%
Poor	1	0.4	1.5%

TRANSIT



Due to the rural nature of Segment D, there are few bus routes, bus stops, and park-and-ride facilities. The two WCTA's transit routes are the Johnstown-Latrobe and the East Flyer. There are no park-and-ride facilities within this segment of US 30.

The *SmartMoves Connections Regional Transit Study* identifies clusters for multimodal hubs. The SMC clusters identify where unique transit supportive activities exist throughout the region based on demographic data, employment data, land use and other factors.

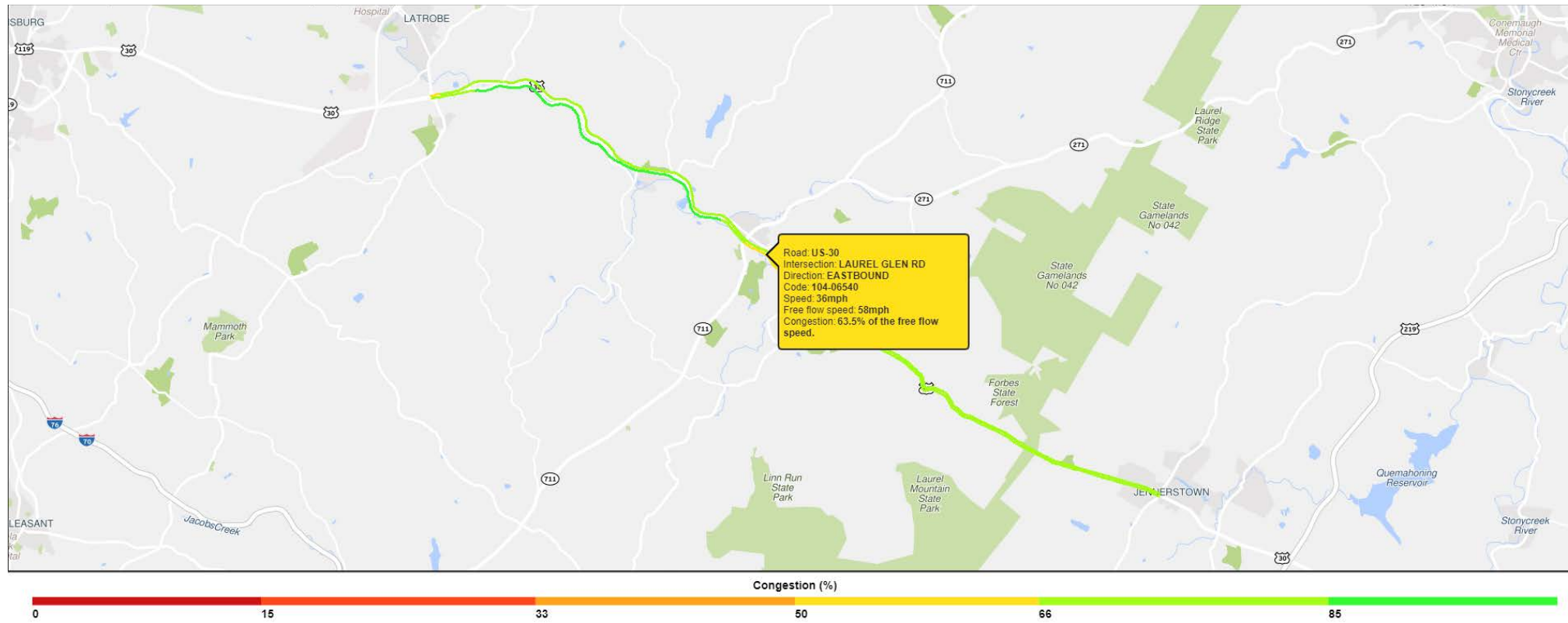
Edgewater Terrace	
SMC Cluster	Crossroads
Vision	N/A
Recommendations	Transit Signal Priority; Shelters; Lighting; Trash Cans; Sidewalks; Bike Racks & Micromobility; Visitor Info & Wayfinding; Real Time Info
Evaluate & Consider	Transitway: Exclusive Bus Lane; Transitway: BAT/ Bus Queue Jump Lanes



Westmoreland County Transit Authority Bus

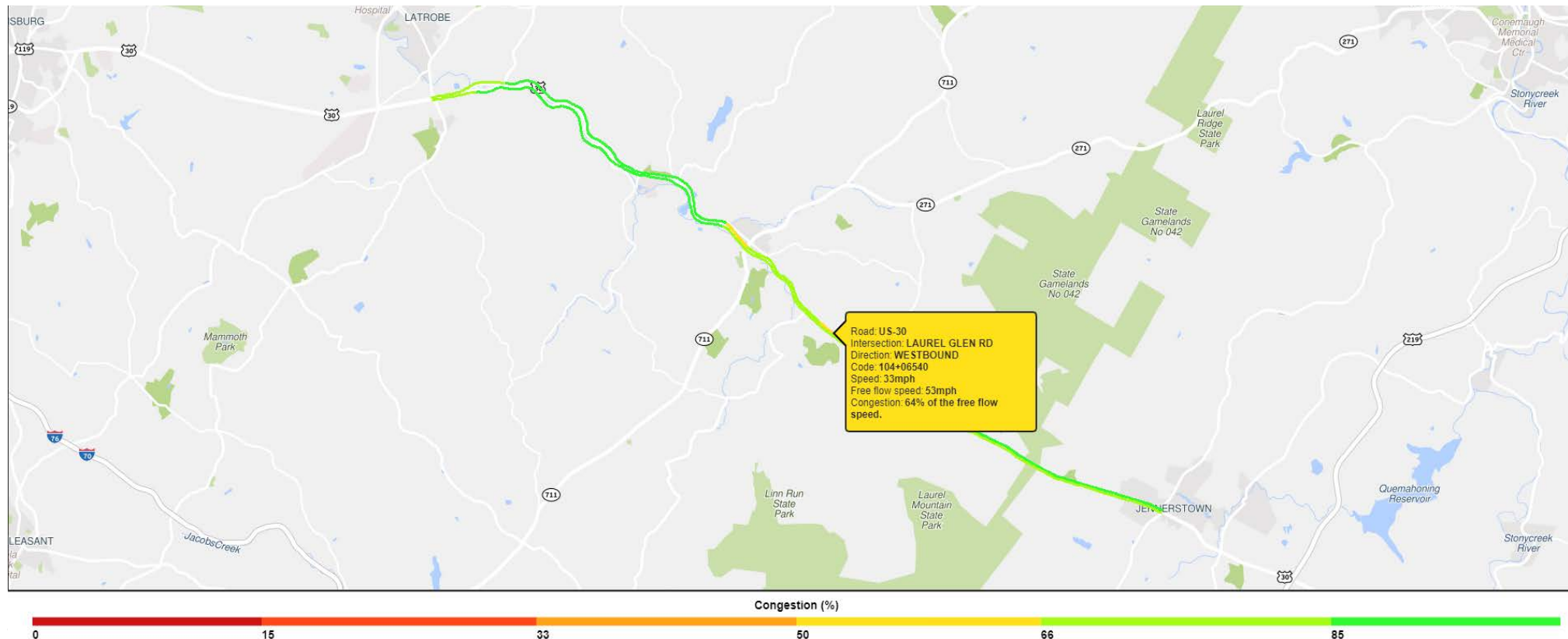
CONGESTION & RELIABILITY

US 30 Segment D Congestion Trend Map for AM Peak for January 01, 2020 through December 21, 2020 (Every weekday)



- Segment D is not monitored as part of SPC's Congestion Management Process network.
- AM and PM peak period congestion trend mapping is shown for Segment D. Congestion percentage is shown as the percent of free flow speed achieved on the segment. Higher percentages indicate less congestion (greener colors), and lower percentages indicate more congestion (redder colors).
- In the AM peak period, travelers on Segment D approximately achieve 64 to 90% of free flow speed.
- In the PM peak period, travelers on Segment D approximately achieve 64 to 90% of free flow speed.
- Travelers on Segment D generally experience negligible to light congestion in the peak periods.

US 30 Segment D Congestion Trend Map for PM Peak for January 01, 2020 through December 21, 2020 (Every weekday)



US 30 at Laurel Glen Rd

Travel Time in Minutes				
Eastbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				26.89
Monday	27.68	27.94	26.87	
Tuesday	27.49	28.01	26.66	
Wednesday	27.96	28.37	27.42	
Thursday	27.59	27.58	27.02	
Friday	27.10	27.28	26.15	
Saturday				27.36

Planning Time Index				
Eastbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				1.90
Monday	1.78	1.74	1.79	
Tuesday	1.81	1.84	1.71	
Wednesday	1.85	1.94	1.85	
Thursday	1.83	1.79	1.81	
Friday	1.79	1.79	1.66	
Saturday				1.86

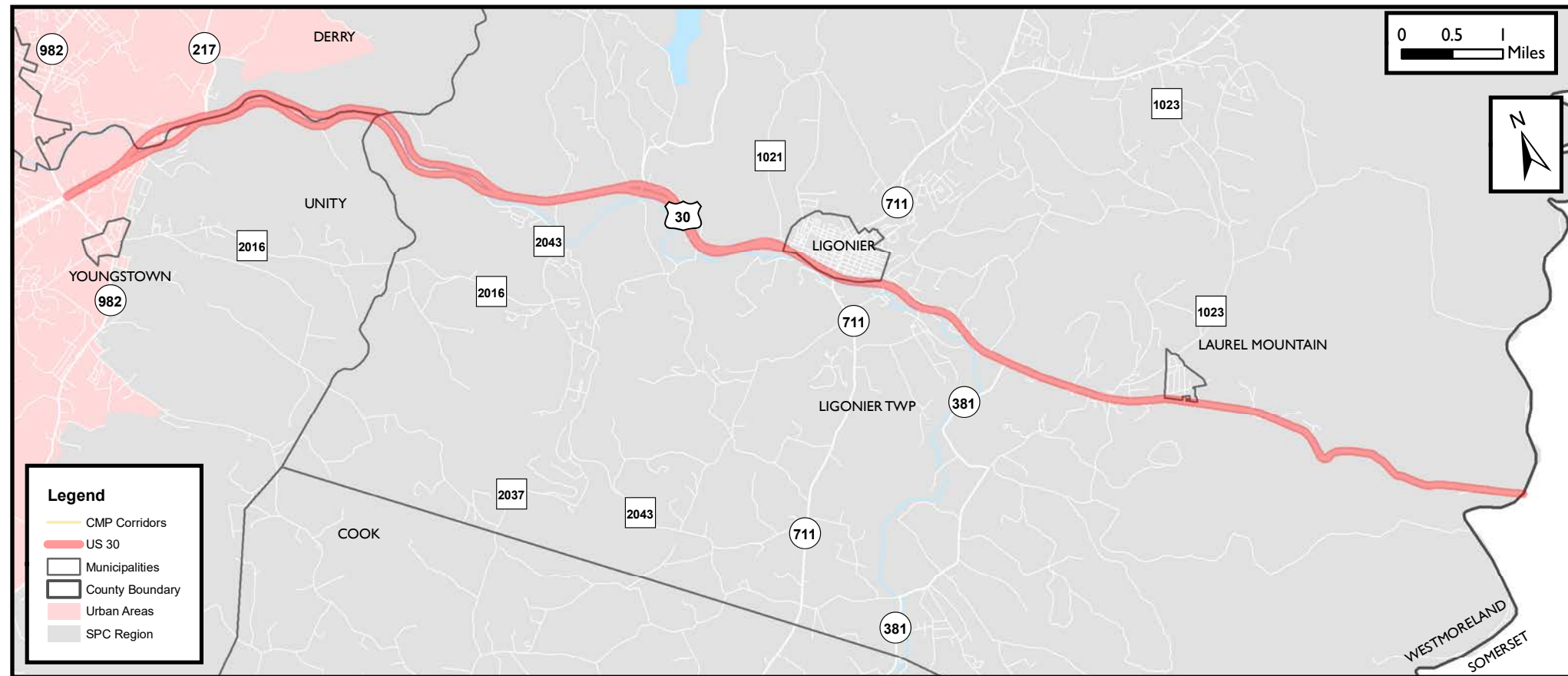
Travel Time in Minutes				
Westbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				27.33
Monday	29.09	29.28	28.09	
Tuesday	29.28	29.04	28.54	
Wednesday	29.41	30.19	28.61	
Thursday	29.11	30.01	28.01	
Friday	28.58	29.59	27.30	
Saturday				27.70

Planning Time Index				
Westbound				
NPMRDS from INRIX (Trucks and passenger vehicles)				
	Weekdays	Weekdays	Weekdays	Weekends
	all day	6 am-10 am	3 pm-7pm	all day
Sunday				1.97
Monday	1.99	2.05	1.94	
Tuesday	2.03	1.98	2.11	
Wednesday	2.08	2.13	2.13	
Thursday	2.01	2.07	1.91	
Friday	1.98	2.05	1.85	
Saturday				1.97

Planning Time Index (PTI) is the extra time required to arrive at a destination on time, 95% of the time. It is calculated as the ratio of the 95th-percentile highest vehicle-hours traveled divided by the vehicle hours traveled if the same trips could have been completed at free flow speed. For example, a PTI of 1.5 means that a traveler should plan on 50% more time for their trip compared to light traffic conditions for a 95% probability of arriving on time (meaning that 15 minutes should be planned for what would be a 10 minute trip in light traffic conditions). SPC reports PTI for arterial CMP corridors in the region by direction for peak and off-peak times.

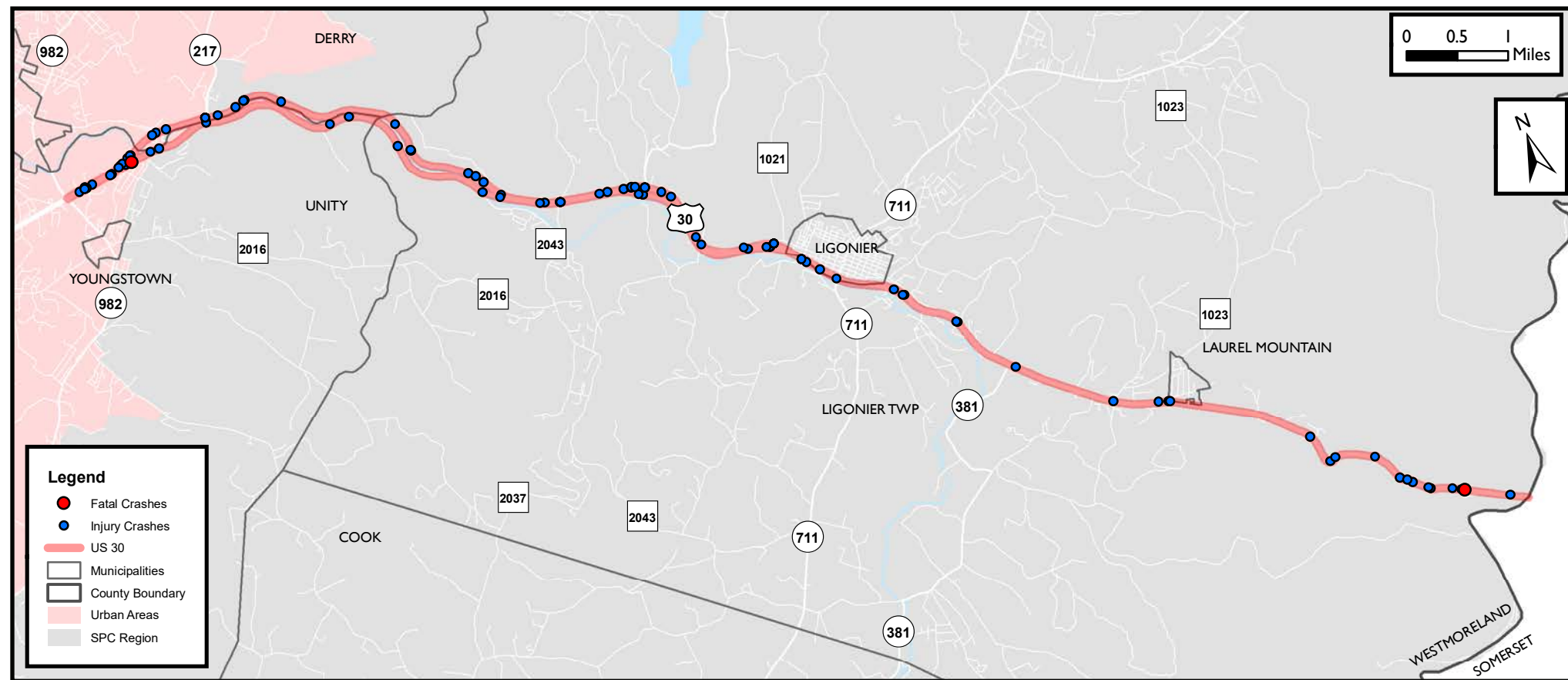
- PTI for Segment D in the eastbound direction ranges from 1.66 to 1.94
- PTI for Segment D in the westbound direction ranges from 1.85 to 2.13

CONGESTION MANAGEMENT PROCESS



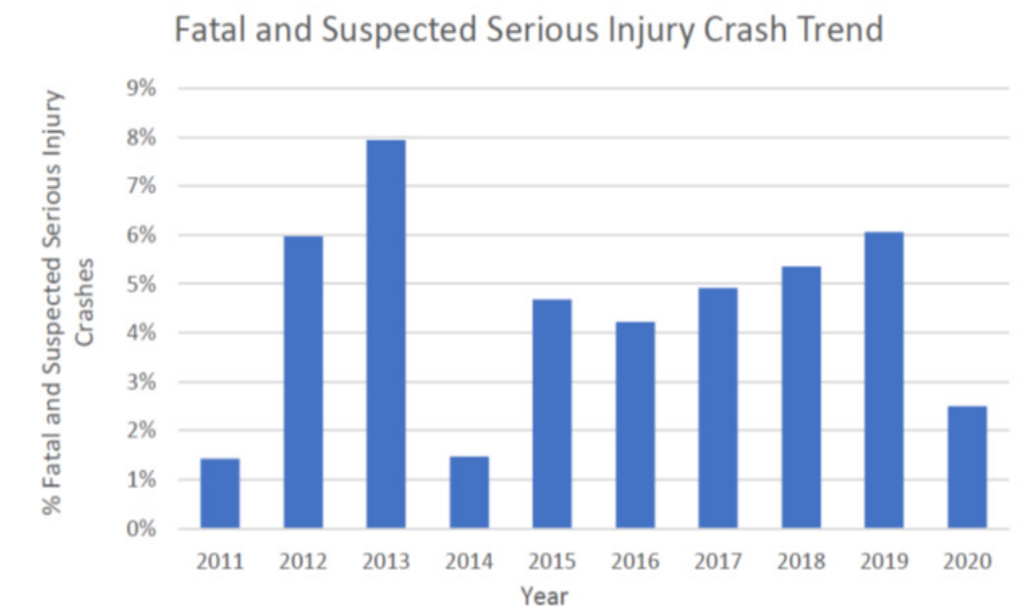
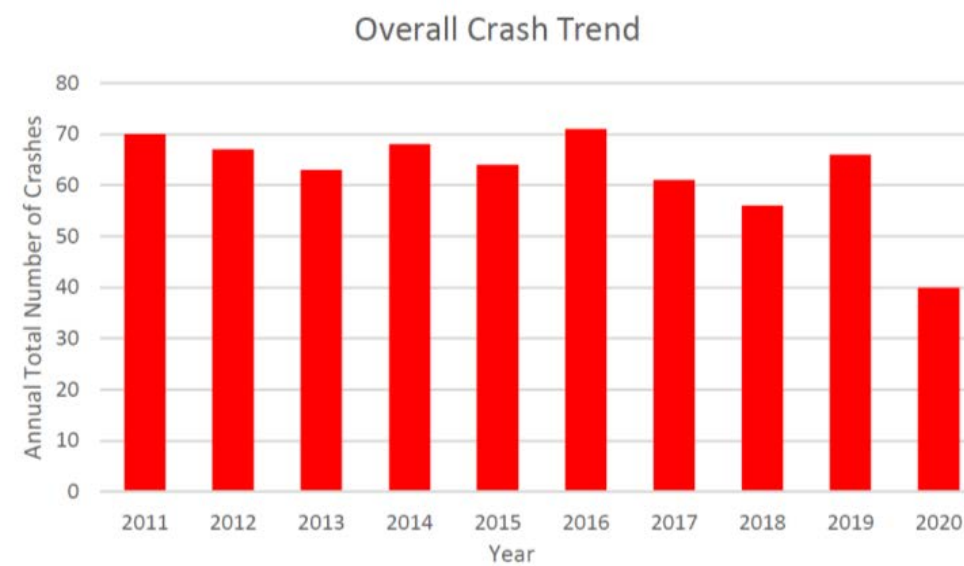
- Segment D is not monitored as part of SPC’s Congestion Management Process network.
- The western portion of Segment D takes on the characteristic of a suburban signalized arterial. The eastern portion takes on the characteristic of a rural arterial.
- Detour routes for this segment include:
 - SR 711 and SR 271
 - SR 219, North Pleasant Ave, and I-76

SAFETY

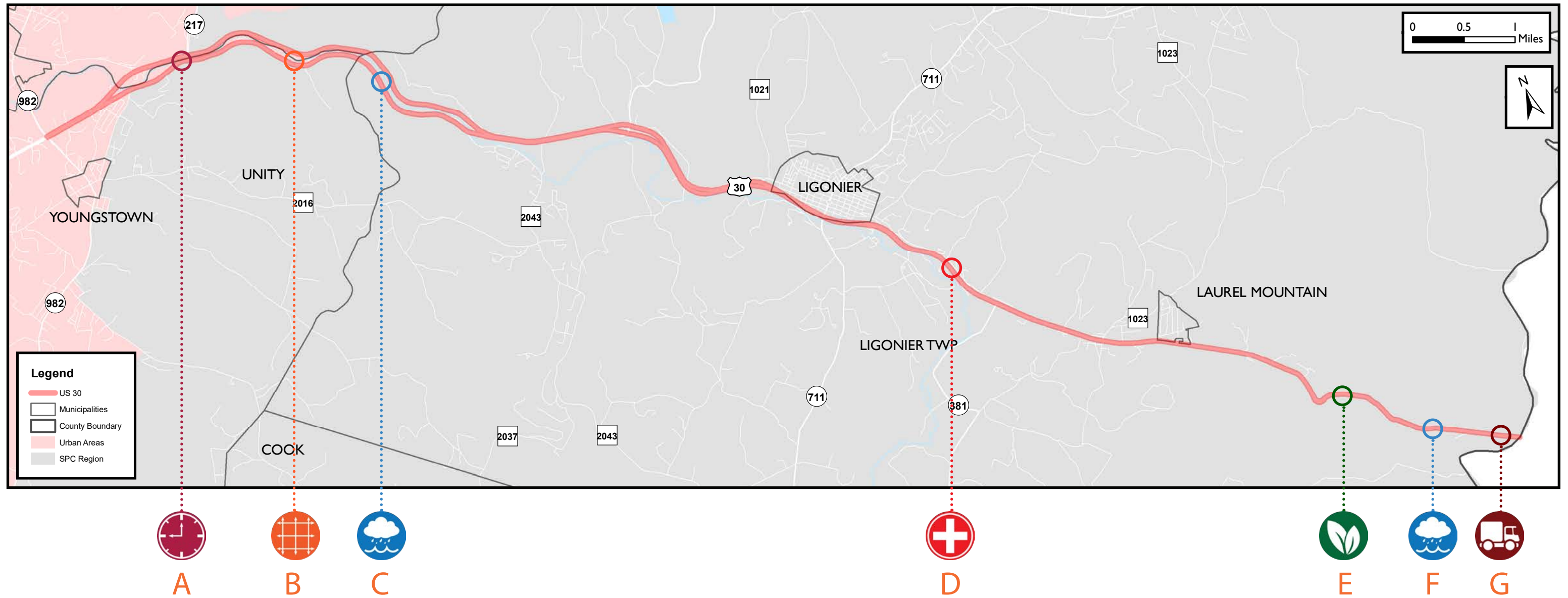


- For Segment D, the overall number of crashes appears to be flat over the 10 year period (2011-2020). The fatal and suspected injury crashes appear to be flat as well for this same time period.
- Segment D's 2020 crash rate (0.34 crashes per MVMT) is lower than the average 2020 crash rate for similar roadways in Westmoreland County (1.63 crashes per MVMT) and lower than the average 2020 crash rate for similar roadways in the SPC region (1.25 crashes per MVMT). 2020 data has been impacted by the worldwide COVID-19 pandemic.
- According to the PennDOT Highway Safety Network Screening (HSNS) Analysis, there are no areas in Segment D that are underperforming from a safety perspective.

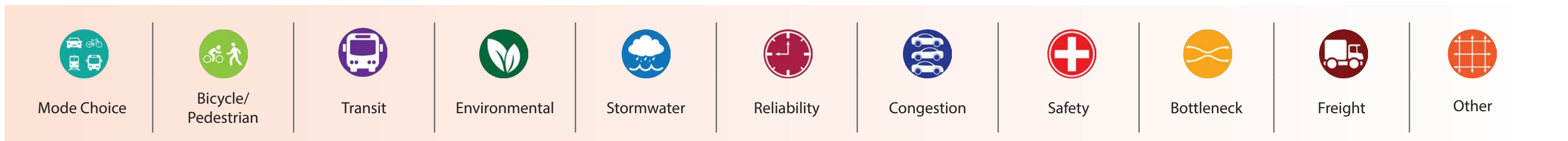
US 30 Segment D Crash Statistics	
Timeframe	2011-2020
All Crashes	626 (~1.3 crashes per week)
Fatal and Serious Injury Crashes	28 (~4.5% of all crashes)
Non-Motorized Crashes	5 (~0.8% of all crashes)
Noteworthy: Dark, Dawn, and Dusk Crashes	199 (~31.8% of all crashes)
Number of Heavy Trucks in Crashes	39 (~6.2% of all crashes) Heavy trucks represent about 12% of traffic on this segment







SEGMENT D: FOCUS AREAS






FOCUS AREA CATEGORIES



SEGMENT D: FOCUS AREAS

A		With flooding and landslide impacts from west of SR 217 to the Loyalhanna Creek and the lack of detour routes, focus should be given to incident management and contingency planning to address possible lane closures through this area.
B		US 30 over a Branch of the Loyalhanna Creek in Unity Township is rated in poor condition.
C		US 30 between SR 217 and SR 2043 (Darlington Rd) has experienced multiple road closures due to flooding. This section of US 30 also has a high level of landslide susceptibility.
D		Approximately 32% of all crashes along Segment D occurred during dawn, dusk, or at night.

E		East of the SR 711 intersection, US 30 in the westbound direction is vulnerable to landslides from steep slopes above US 30. East of Laurel Mountain Borough, several locations along US 30 are vulnerable to landslides as the roadway ascends Laurel Mountain to the Somerset County line.
F		There are many trout stocking fishery, cold water fishery, high quality streams, exceptional value streams and impaired streams that cross US 30. The REF is showing a higher relative environmental value attributed to the many sensitive environmental resources. With this level of environmental quality, future projects on US 30 in this watershed can anticipate additional restrictions or measures related to waterway permitting and may have an increased chance of encountering threatened and endangered species.
G		There is a truck stop at the top of Laurel Mountain for large freight trucks to check their brakes. Other signage warns truck drivers the steep grade and truck warning information, and runaway truck stops along the mountain.



Eastbound US 30 near St. Clair Hollow Rd



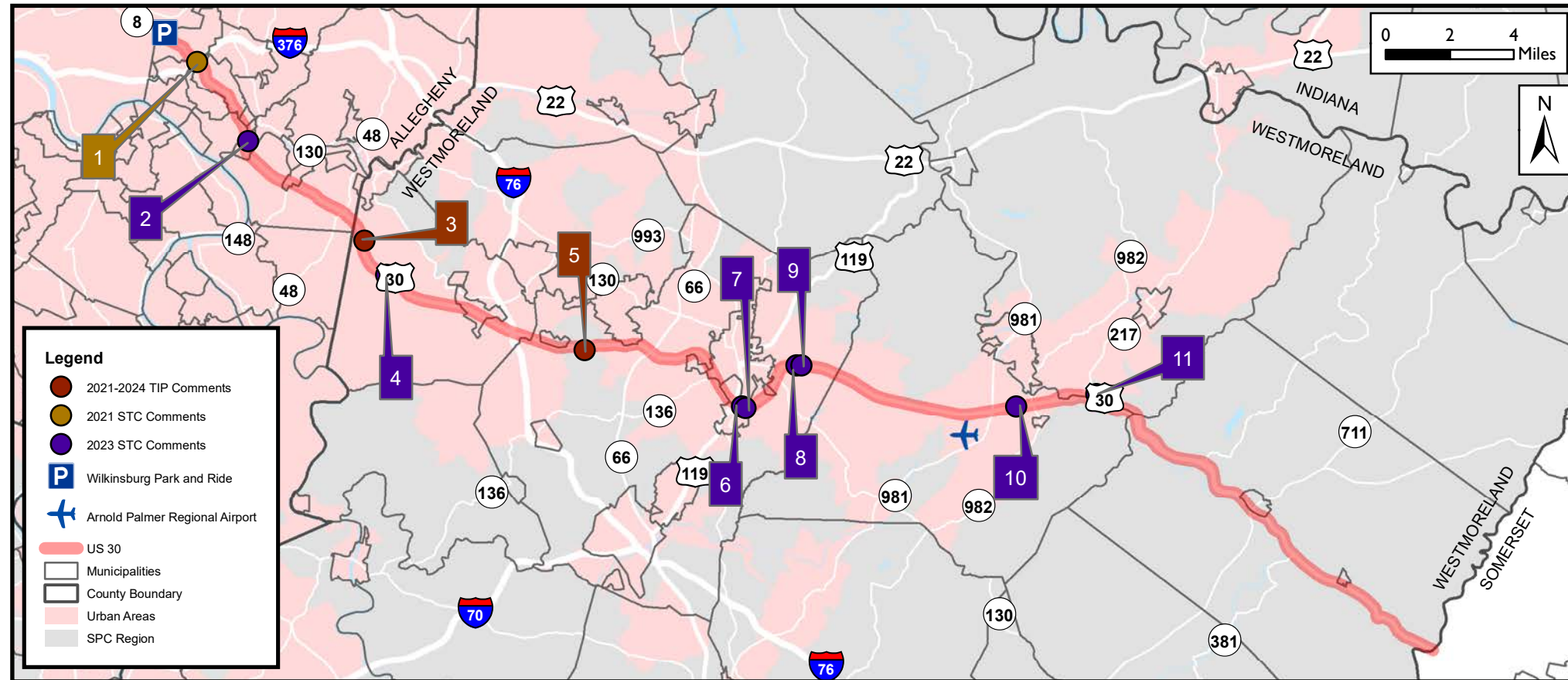
US 30 between Laurel Mountain and Somerset County Line



APPENDICES

- Appendix A: Public Comments
- Appendix B: Mon-Fayette Expressway
Extension
- Appendix C: Data Sources & Definitions

APPENDIX A: PUBLIC COMMENTS



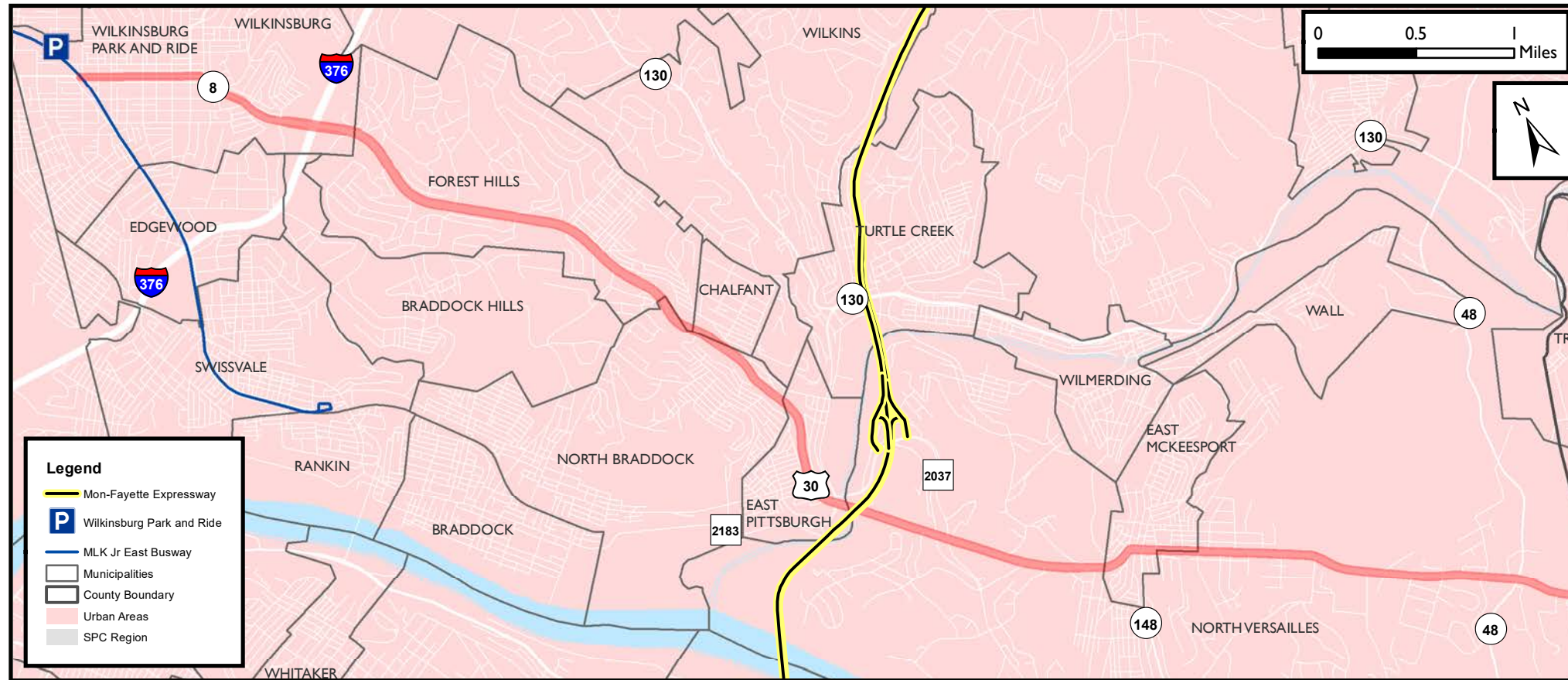
In addition to the quantitative and mapping based summaries compiled in the US 30 Master Planning Framework, a collection of public comments are provided to help fill in, validate, or expand upon the overall planning insights for this Master Planning Framework. These public comments provide perspectives and details that may not be available through data sources or written documents.

The map to the left represents recent public comments that SPC received regarding US 30. These comments were received through the 2021-2024 TIP, and the 2021 and 2023 STC public comment period.

Comment Number	Comment
1	Hard to walk or bike along US 30 near the I-376 interchange. Biking and walking are dangerous because of exiting cars from 376.
2	Narrow lanes and high speeds suggest need for a median jersey barrier to prevent head on collisions.
3	Still no good plan or investment for making it better, safer, easier to get from Westmoreland County into Pittsburgh,
4	The left hand turn lanes from US 30 fast lane should not be allowed. We should have turnarounds like US 22 in Murrysville.
5	Public transit within the county is limited and faces decreasing ridership. Many areas of Westmoreland County are accessible exclusive by automobile, placing greater stress on existing infrastructure. Transit to Pittsburgh and other destinations are minimal.
6	Short ramps often needs to be addressed. No merge area. Traffic on US 30 and high speeds create safety issues.

Comment Number	Comment
7	The interchange at Cedar St. is a death trap. There are no acceleration/deceleration lanes. The interchange at US 119 is better and this one is not needed.
8	There is heavy traffic and congestion along US 30 near the Westmoreland Mall
9	US 30 at Donohoe Rd is a complicated intersection. It would be a great candidate for an interchange.
10	The traffic signal at US 30 and Theater Road is a very dangerous signal. The timing sensor on the signal may be broken due to lights changing when there are no cars at the opposity intersection. This may cause a rear end accident.
11	There are drainage issues that cause hydroplaning and freeze over US 30 inbetween SR 217 and Longbridge Rd.

APPENDIX B: MON-FAYETTE EXPRESSWAY EXTENSION



The Mon-Fayette Expressway (PA Turnpike Route 43) is currently a 54-mile long highway that connects I-68 in West Virginia to SR 51 in Jefferson Hills, Allegheny County. The Pennsylvania Turnpike Commission (PTC) has a project to extend the Mon-Fayette Expressway from SR 51 to I-376 in Monroeville. According to PTC's plans, an interchange is planned at US 30. This project not only provides an alternative route but it aims to revitalize many communities through the Mon Valley. Currently, funds for the Mon-Fayette Expressway, between SR 51 and SR 837, have been secured. The segment between SR 837 and I-376 remains unfunded. For the purpose of this US 30 CORS Master Planning Framework, it should be noted that there is a long term plan for the Mon-Fayette Expressway to cross US 30 with possible improvements and connections to US 30. While this segment remains unfunded, planning efforts along US 30 should consider possible impacts from the future Mon-Fayette Expressway.

More information on the Mon-Fayette Expressway can be found at <https://www.patpconstruction.com/monfaysb/>.

APPENDIX C

DATA SOURCES & DEFINITIONS

The source for all data and GIS layers is the Southwestern Pennsylvania Commission, unless otherwise noted.

Demographic and Employment Trends:

- Trends are taken from SPC's Cycle 11 Forecast (June 2019). Employment statistics are from the Mergent Intellect Database (January 2021)

Environmental Justice:

- SPC 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM: REPORT ON ENVIRONMENTAL JUSTICE

Land Use Context:

- National Academies of Sciences, Engineering, and Medicine 2018. An Expanded Functional Classification System for Highways and Streets. Washington, DC: The National Academies Press. <https://doi.org/10.17226/24775>

Multimodal Systems:

- Explore PA Trails (2018), PADCNr via PASDA
- Transit Clusters (2020), SPC SmartMoves Connections
- SPC Park-N-Ride Facility Inventory

Freight:

- Southwestern Pennsylvania Regional Freight Plan (2016), Southwestern Pennsylvania Commission. https://www.spcregion.org/wp-content/uploads/2019/09/SWPA-FinalPlan_2016.pdf
- FAF4 Network Database and Flow Assignment: 2012 and 2045, Federal Highway Administration https://ops.fhwa.dot.gov/freight/freight_analysis/faf/faf4/netwkdbflow/index.htm
- National Highway Freight Network (2019), Federal Highway Administration <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>
- Interim National Multimodal Freight Network (2016), Federal Highway Administration <http://nmfn-usdot.opendata.arcgis.com/>

Corridor Travel Patterns:

- StreetLight Data (2019) <https://www.streetlightdata.com/>
- Percent Non-SOV travel: U.S. Census Bureau, American Community Survey 5-year Estimates (2015-2019), by census tract

Segment Overview:

- Federal and State Conserved Lands (2020), PA Land Trust Association via PASDA. These files cover land owned by the state or federal government and managed by state or federal government agencies (including state parks, state forests, game lands, Historic & Museum Commission properties, Fish & Boat Commission properties, US Forest Service, US Fish & Wildlife Service, National Park Service, Department of Defense, and Army Corps of Engineers).

Environmental Features:

- Streams Chapter 93 Designated Use (2019), Non-Attaining Streams and Lakes (2020), TMDL Streams and Lakes (2020), Stormwater 167 Plans (2020), MS4 Permits (2012): PA Department of Environmental Protection via PASDA.
- Special Flood Hazard Areas (2020), FEMA
- HUC boundaries (2019), USDA
- Regional Ecosystem Framework (2020), Southwestern Pennsylvania Commission. The REF integrates environmental inventory data, conservation priorities, maps, and plans, with input from and adoption by conservation and natural resource stakeholders identified that addresses species, habitats, and relevant environmental issues and regulatory requirements agreed upon by the stakeholders. SPC staff assigned a score to the relevant attribute of each environmental data layer, the score reflects the relative importance of the occurrence of any certain resource found in a dataset relative to other resources used in the analysis. Greater values in the REF indicate greater environmental significance. The layers included in the REF are as follows:
 - NHI Natural Heritage Core Areas
 - NHI Habitat Supporting Landscape
 - Important Bird Areas
 - USFWS NWI
 - Small Watersheds Chapter 93 designation (Exceptional Value, High Quality, etc.)
 - Surface Waters
 - Streams CWF & TSF
 - Mussel Management Streams
 - Streams trout natural reproduction
 - Conservation Easements (existing)
 - Priority Conservation Watersheds

- Conservation Opportunity Areas
- DCNR Forest Wild Natural Areas
- Federal Wildlife Refuge
- Protected land (SPC parks, State gamelands, State forests merged)
- Forested Land Use
- Ag Security areas
- Additional resources for understanding stormwater regulations:
 - <https://www.dep.pa.gov/Business/Water/CleanWater/StormwaterMgmt/Pages/Act-167.aspx>
 - <http://files.dep.state.pa.us/EnvironmentalEd/Environmental%20Education/EnvEdPortalFiles/MS4%20Resource%20Guide.pdf>

Segment Travel Patterns:

- PennDOT Roadway Management System (November 2020), PennDOT via PASDA

Transit:

- Transit Clusters (2020), SPC SmartMoves Connections

Congestion & Reliability:

- INRIX Data Compilations from REGIONAL INTEGRATED TRANSPORTATION INFORMATION SYSTEM (RITIS), Probe Data Analytics Suite (2019) <https://ritis.org/>

Safety:

- Pennsylvania Crash Information Tool (PCIT), 2016-2020
- Safety Focus Areas: Regional Transportation Safety Action Plan (<https://www.spcregion.org/programs-services/transportation/operations-safety/>). The Safety Action Plan identifies innovative strategies and programs to improve safety throughout the region. Efforts include the assessment of federally-required safety performance measures in terms of the numbers and rates of fatalities and serious injuries, as well as support for establishing regional safety targets and tracking safety performance. Crash data assessments are used to identify safety focus areas – both categorically and by location – and ongoing updates are exploring Highway Safety Manual (HSM) screening data generated by PennDOT to highlight locations that may yield the greatest potential benefit with future safety improvements.

SmartMoves Corridors

Corridors of Regional Significance

