



Mercer County Regional Planning Commission

*Mercer County
Congestion Management Processes*

PERFORMANCE MONITORING SUMMARY

CMP Corridor #206

US 19 (Springfield Township to Mercer)

Data Date: Fall / Winter 2009

PERFORMANCE MONITORING SUMMARY FOR:

CORRIDOR # 206	Data Date:	Fall / Winter 2009
US 19	Limits:	PA 208 / Leesburg-Volant Rd (Springfield Twp) to US 62 / E Franklin Rd (Mercer Boro)
	Length:	7.5 Miles
	Volume:	Daily = 2,800-11,800 veh/day; Hourly = 310-1,180 veh/hr

Applicable Type(s) of Congestion (✓)

✓	Commuter / Commercial Congestion	✓	Non-recurring Incident Congestion
✓	Town Center / Main Street Congestion		Non-recurring Special Event Congestion
	School Congestion		Isolated Issues / Hot-Spots

Performance Measures (per travel time data or field recon)

---	PREVIOUS UPDATE (none) Total Delay (veh-hr) and (<i>County Rank</i>)	---	PREVIOUS UPDATE (none) Delay Rate (min / mi) and (<i>County Rank</i>)
(n/a)		(n/a)	
25	CURRENT UPDATE (2009) Total Delay (veh-hr) and (<i>County Rank</i>)	0.3	CURRENT UPDATE (2009) Delay Rate (min / mi) and (<i>County Rank</i>)
(11)		(14)	
10.8	Travel Time (minutes)	4.0	Stops (#)
2.2	Delay (minutes)	0.5	Stop Rate (# / mi)
20	Delay Ratio (%)	8	Total Flagged Considerations (#)
41	Average Speed (mph)	6	Estimated Sidewalk Completion (%)

Flagged Considerations (✓)

	National Highway System		Tourism / Recreation / Special Events
	Transit	✓	Community Concerns / Quality of Life
✓	Pedestrian	✓	Growth / Land Use / Economic Impacts
✓	Bicycle		Roadway Infrastructure (or related)
✓	Truck Freight	✓	Traffic Operations (or related)
	Rail Freight	✓	Access / Access Control
✓	Incident Management		Safety or Crash Activity

Adjacent Land Uses (% of corridor length based on segment-level occurrences)

99%	Residential	13%	Religious / Church / Cemetery
100%	Business / Commercial	1%	Health / Medical / Emergency Services
51%	Industrial / Manufacturing	4%	Government / Institutional
	Educational		Other:

Context Description

US 19 is primarily a 2-lane “community arterial” (1-lane in each direction), except in the vicinity of the I-80 interchange where a short section of 4-lane roadway is provided. South of I-80, the road travels through a mostly “rural places” context with posted speed limits of 35-55 mph. From I-80 to the Mercer Boro limit, a “suburban corridor” exists with typical posted speeds of 35-45 mph; and the road transitions to a “town / village neighborhood” or “town center” context as it passes through Mercer Boro with a typical posted speed limit of 35 mph.

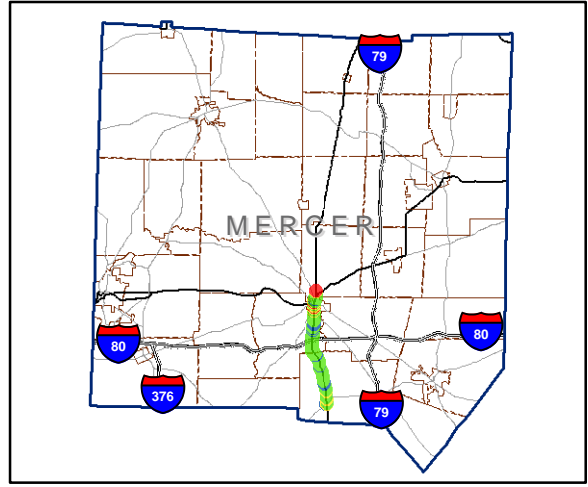
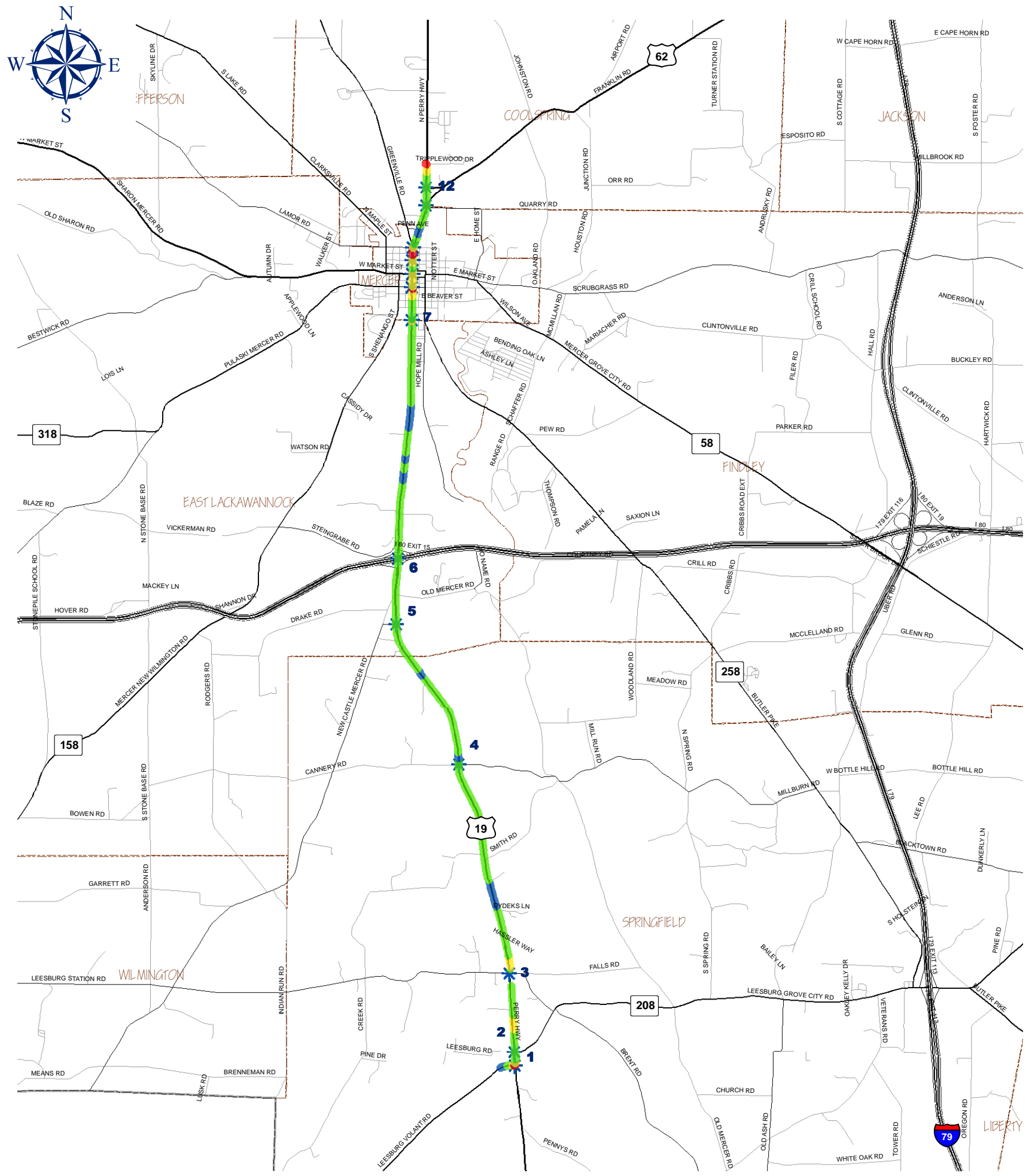
Congestion throughout most of the corridor is minimal, except when traveling behind slower-moving or turning vehicles where passing zones are not provided, and also when traveling through Mercer Boro. Travel through Mercer encounters several older traffic signal installations as well as a dramatic increase in traffic volumes where multiple state routes merge, cross, or overlap through town. Congestion during the midday or earlier afternoon peak appears to be at least as busy as, if not busier than, a later afternoon peak. This is likely due to the impacts of school traffic and/or an increased level of activity near the courthouse (traffic, parking, pedestrians, etc.) at those times.

Other Highlights

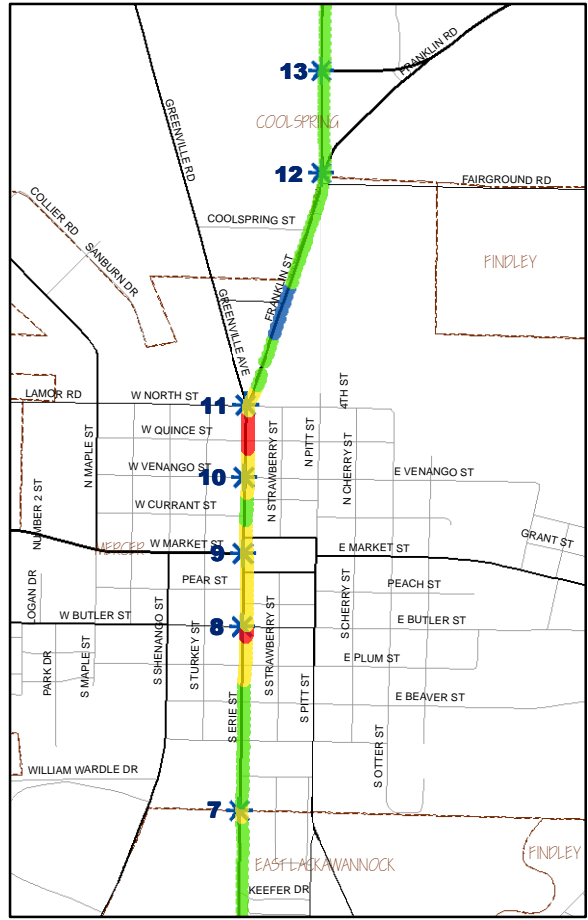
- Multi-modal and “town center” concerns with pedestrians, Bicycle PA Route “A”, courthouse access, school traffic, and heavy truck traffic within Mercer.
- US 19 serves as multiple detour route options for I-79 and I-80.
- Possible isolated hot-spots:
 - Intersection operations at US 62 / PA 258 / Market Street and the one-way pairs around the courthouse.
 - Intersection operations at US 19 / PA 58 (Greenville Rd) / SR 3020 (North St).

Change Since Previous

- No change – data contained herein represents baseline conditions for Fall/Winter 2009 as defined during the CMP’s initial corridor assessments.
- Strategy Potential – An initial “Wish List” of Congestion Management Strategies has yet to be determined for this corridor; however, an independent *US 19 Land Use & Transportation Study* covering segments north of I-80 is ongoing as of 2009/2010.



Detail 1 - County Location (N.T.S.)



Detail 2 - Mercer (N.T.S.)

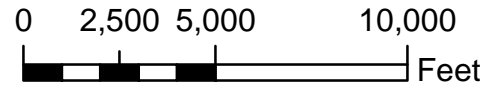
LEGEND

Speed-Based Congestion Estimate

- Slowed / Stopped (Significant Congestion)
- Slowed (Moderate Congestion)
- Free-Flowing (Minimal Congestion)
- Free-Flowing (No Congestion)

Corridor Nodes, US 19 @:

- * 13, US 62 WB, E Franklin Rd
- * 12, US 62 EB, Franklin Rd
- * 11, PA 58 / Greenville Rd, North St (SR 3020)
- * 10, W Venango St, E Venango St
- * 9, US 62 / PA 258, W Market St
- * 8, Butler St (SR 2008)
- * 7, Mercer Boro Limit
- * 6, I-80
- * 5, New Castle Mercer Rd (SR 2001)
- * 4, Cannery / Millburn Rd (SR 2004)
- * 3, Leesburg Station Rd (SR 2002)
- * 2, PA 208, Leesburg Grove City Rd
- * 1, PA 208, Leesburg Volant Rd



Mercer County CMP

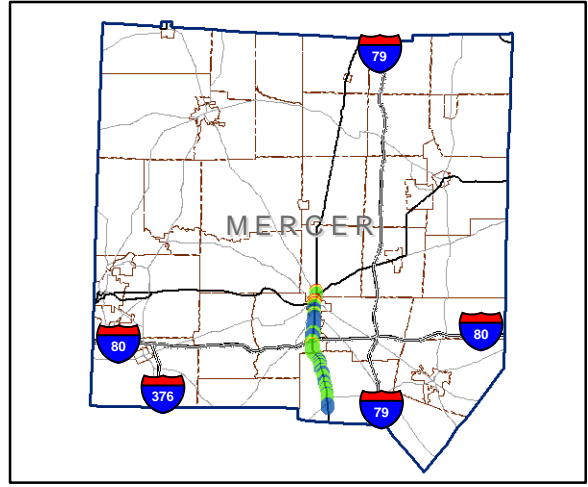
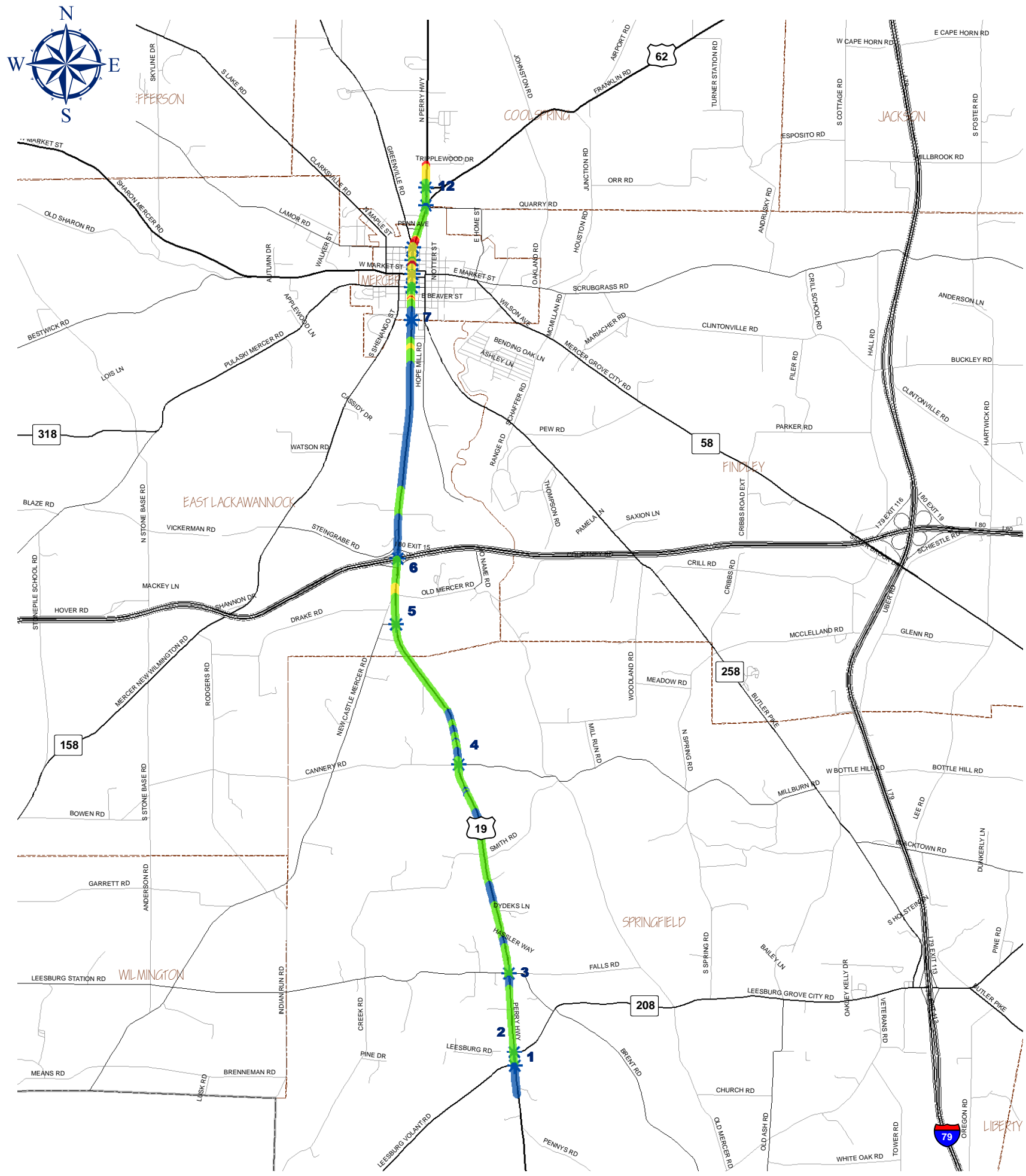
US 19 (Springfield Twp to Mercer)

Speed Display Diagram for Typical Weekday Mid-Afternoon Peak (NB)

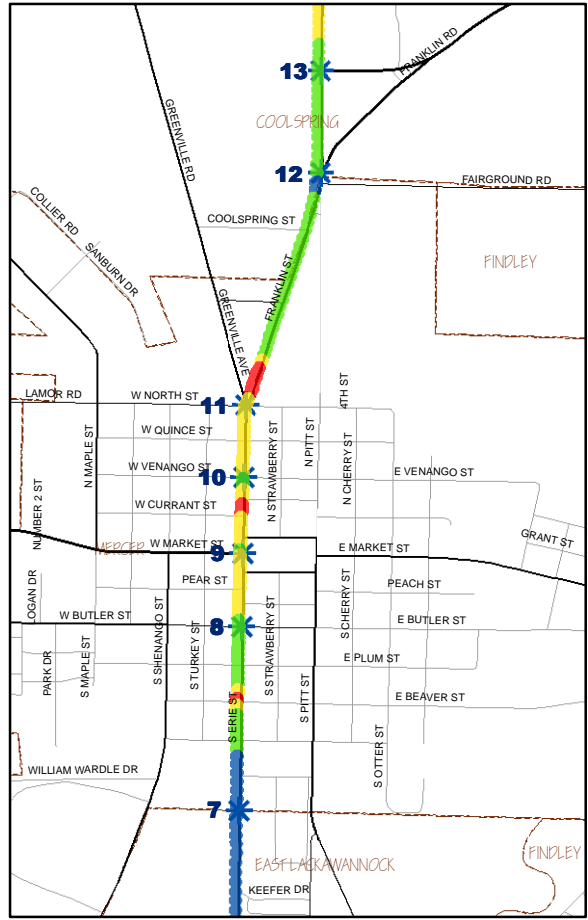


Corridor #206

Revised 04/27/10



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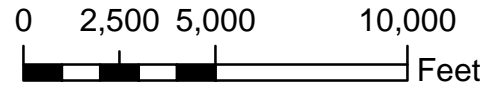
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Mercer County CMP

US 19 (Springfield Twp to Mercer)
 Speed Display Diagram for
 Typical Weekday Mid-Afternoon Peak (SB)