

*Mercer County  
Congestion Management Processes*

# County-Wide Summary Report

Revised: April 21, 2010

## OVERVIEW

This document is the *County-Wide Summary Report* for the Mercer County Congestion Management Processes (CMP). Its purpose is to compile and compare relevant congestion-related data for all corridors currently on Mercer County's CMP network. The information summarized herein will be updated regularly by MCRPC in order to track the state of congestion over time and to provide SVATS-MPO members, PennDOT, and other planning partners or stakeholders with valuable "current" real-world data to help inform other aspects of the overall planning and decision-making process.

## REPORT CONTENTS

This revision of the *County-Wide Summary Report* specifically includes the following:

- **Mercer County CMP Network Map** – a graphical display of all corridors currently being monitored as part of the official CMP network.
- **County-Wide Corridor Details** – a tabulated summary of performance measures and related monitoring data for each CMP corridor.
- **Top-20 Corridor Summary** – a consolidation of the CMP corridors into tables that sort, rank, and report the 20 most notable corridors from various congestion perspectives.
- **Congestion Management Strategy "Wish-List"** – a medium for MCRPC and SVATS-MPO to document a "wish-list" of potential improvement strategies specific to each CMP corridor, which over time may be used to assist the overall planning process with a goal of achieving funding and implementation for projects when or where possible.

## ADDITIONAL CMP REFERENCES

Additional information relevant to the Mercer County CMP is available from MCRPC and/or online at their website (<http://www.mcrpc.com/>) including:

- **Mercer County CMP Final Report** – This document essentially serves as an "owner's manual" for the Mercer County CMP, detailing all aspects of the overall process itself.
- **Corridor-Specific Performance Monitoring Summaries** – These documents compile all data collection, field-observations, and related performance monitoring details specific to individual corridors on the official CMP network.
- **Segment-Specific Summary Data** – All corridor-based data is also available at the segment-level (i.e., smaller pieces within a broader corridor) and may be accessed when/where needed to help locate, detail, or interpret issues along a particular corridor.

## HIGHLIGHTS SINCE PREVIOUS

The following points highlight notable changes since the last update of the *County-Wide Summary Report*:

### Revision Details:

- **Revision Date:** 4/9/2010
- **Data Date:** Year 2009 Fall/Winter timeframe (varies by corridor)
- This is the first (original) version of this report using data collected during the initial development of the Mercer County CMP.

### Corridor Details:

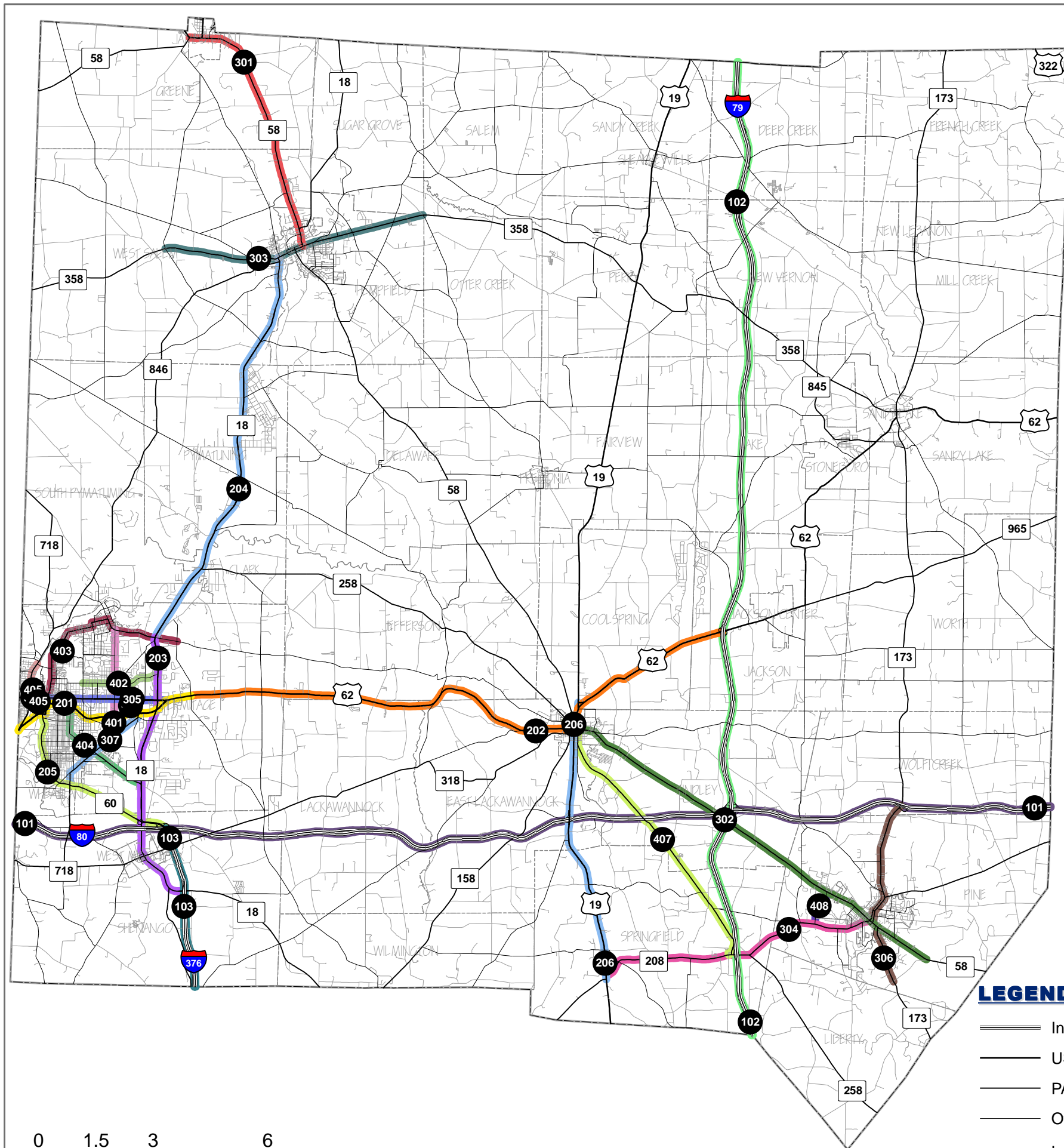
- The initial CMP network includes 24 corridors throughout the county. Specific corridors may be added or removed from the network over time and/or based on the findings of this initial assessment.
- The sorting and ranking results contained herein reflect new data for all 24 corridors.

### Strategy Details

- An initial set of "wish-list" strategies for all corridors is pending coordination and discussion between MCRPC and SVATS-MPO.

### Tentative Next Steps for MCRPC / SVATS-MPO

- **Ongoing:** Integrate CMP-generated information and/or strategies into the overall planning process when/where feasible on an ongoing basis.
- **May 2010:** Tentatively vote to officially "adopt" the Mercer County CMP during the regularly-scheduled May 2010 SVATS-MPO meeting.
- **Fall 2010:** Update performance monitoring data for all high-priority CMP corridors.
- **2011:** Update performance monitoring data for all normal and high-priority CMP corridors.



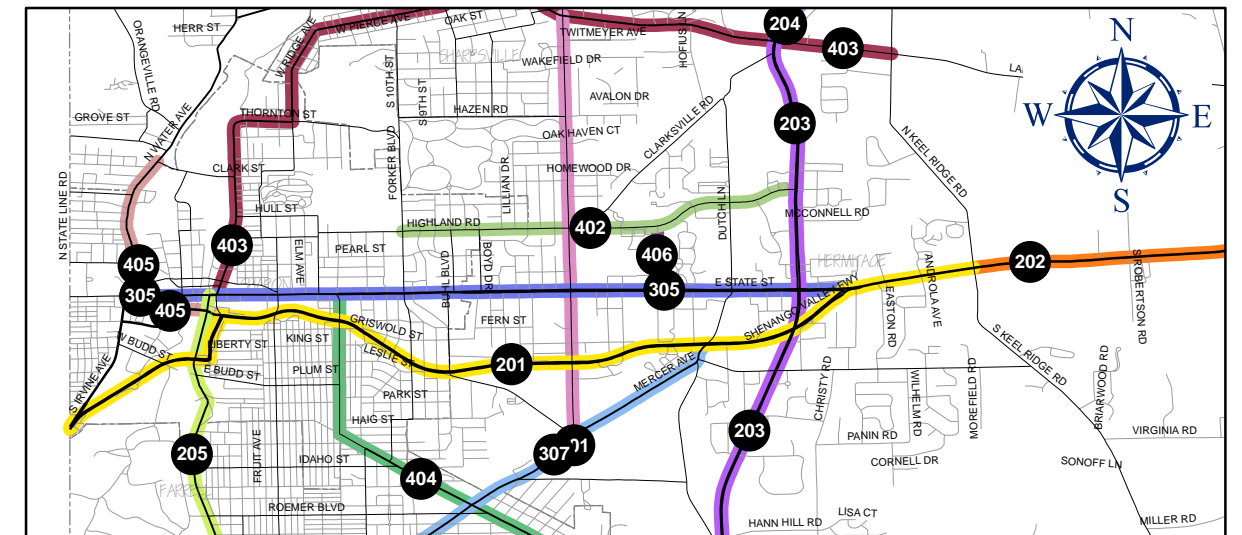
**LEGEND**

- Interstate
- US Route
- PA Route
- Other State Route
- Local Road
- Municipal Boundary

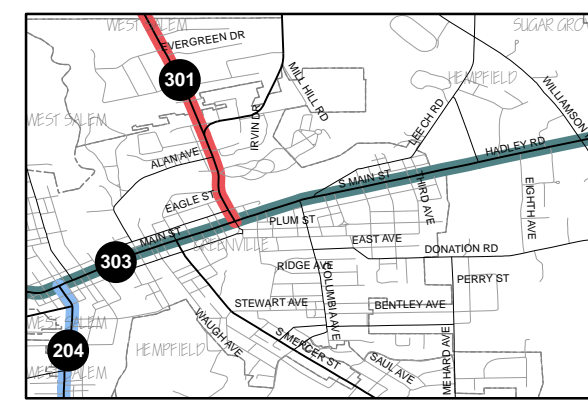
CMP Monitoring Corridor  
(Colors Vary)

CMP Corridor #'s by Tier

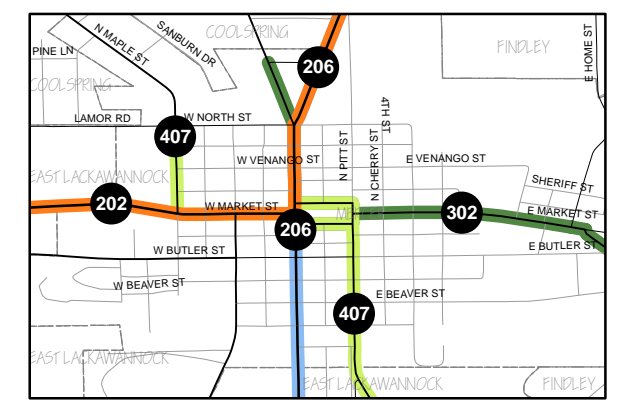
- Tier 1 (Interstate)
- Tier 2 (Regional Arterial)
- Tier 3 (Community Arterial)
- Tier 4 (Community Collector)



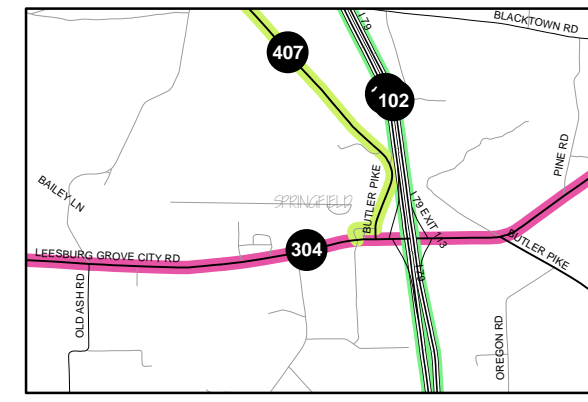
Detail 1 - Sharon-Hermitage (N.T.S.)



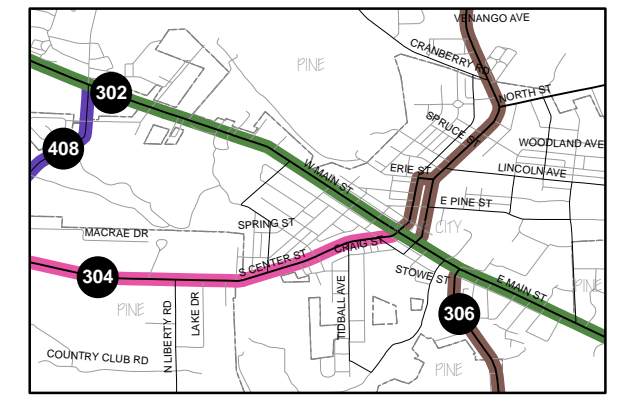
Detail 2 - Greenville (N.T.S.)



Detail 3 - Mercer (N.T.S.)



Detail 4 - Prime Outlets (N.T.S.)



Detail 5 - Grove City (N.T.S.)

## Mercer County CMP

**Overview Mapping**

Mercer County CMP Network Map

Mercer County Regional Planning Commission

Planning for Livable Communities

County-Wide  
Summary  
Report

Revised 04/21/10




# Top-20 Corridor Summary

Revised: 2010-04-21

## Quantitative (Measured) Perspectives:

Sorts "A" through "D" rank the top-20 corridors according to quantifiable field-measured data such as travel time and delay, or observation of specific conditions within a corridor. The resulting sorted lists are essentially 100% objective and may be used to rank corridors in comparison to each other, or to track changes in a corridor's rankings over time.


**SORT "A"  
Total Delay**



**Perspective:**  
Where is delay "cumulatively" the highest given the combined impact of all vehicles on the roadway during a typical peak hour?

Rank	#	Corridor Name
1	305	SR 3008 (E State)
2	203	PA 18
3	302	PA 58
4	303	PA 358
5	404	PA 518 (Longview & Stambaugh)
6	401	SR 3025 (Mercer & Buhl Farm)
7	306	PA 173
8	403	PA 518 & SR 3020 (Lamor)
9	202	US 62
10	405	PA 718 (Water & Connelly)
11	206	US 19
12	205	PA 60 (PA 760)
13	402	SR 3014 (Highland)
14	307	PA 418
15	407	PA 258
16	301	PA 58
17	304	PA 208
18	204	PA 18
19	101	I-80
20	406	N Kerrwood Dr


**SORT "B"  
Delay Rate**



**Perspective:**  
Where is delay "relatively" the highest on a per vehicle, per mile basis?

Rank	#	Corridor Name
1	305	SR 3008 (E State)
2	401	SR 3025 (Mercer & Buhl Farm)
3	405	PA 718 (Water & Connelly)
4	406	N Kerrwood Dr
5	404	PA 518 (Longview & Stambaugh)
6	402	SR 3014 (Highland)
7	307	PA 418
8	403	PA 518 & SR 3020 (Lamor)
9	203	PA 18
10	306	PA 173
11	303	PA 358
12	407	PA 258
13	408	George Jr Rd
14	302	PA 58
15	206	US 19
16	205	PA 60 (PA 760)
17	301	PA 58
18	202	US 62
19	304	PA 208
20	204	PA 18


**Sort "C"  
Stop Rate**



**Perspective:**  
Where does traffic stop most frequently on a per vehicle, per mile basis?

Rank	#	Corridor Name
1	405	PA 718 (Water & Connelly)
2	305	SR 3008 (E State)
3	406	N Kerrwood Dr
4	402	SR 3014 (Highland)
5	307	PA 418
6	404	PA 518 (Longview & Stambaugh)
7	403	PA 518 & SR 3020 (Lamor)
8	401	SR 3025 (Mercer & Buhl Farm)
9	408	George Jr Rd
10	306	PA 173
11	302	PA 58
12	203	PA 18
13	303	PA 358
14	407	PA 258
15	301	PA 58
16	206	US 19
17	202	US 62
18	205	PA 60 (PA 760)
19	304	PA 208
20	204	PA 18

**Sort "D"  
Total Flags**



**Perspective:**  
Where is the congestion "picture" along a corridor potentially complicated by many different factors?

Rank	#	Corridor Name
1	305	SR 3008 (E State)
2	203	PA 18
3	202	US 62
4	206	US 19
5	302	PA 58
6	306	PA 173
7	403	PA 518 & SR 3020 (Lamor)
8	304	PA 208
9	201	US 62
10	405	PA 718 (Water & Connelly)
11	402	SR 3014 (Highland)
12	204	PA 18
13	406	N Kerrwood Dr
14	303	PA 358
15	404	PA 518 (Longview & Stambaugh)
16	401	SR 3025 (Mercer & Buhl Farm)
17	307	PA 418
18	301	PA 58
19	101	I-80
20	102	I-79



# Top-20 Corridor Summary

Revised: 2010-04-21

## Qualitative (Observed) Perspectives:

Sorts "E" through "I" list the top-20 corridors according to a mix of congestion types, land uses, volume, delay, or other considerations as they pertain to the different congestion perspectives below. The resulting sorted lists are somewhat subjective, but will help to identify the relative prominence of (or potential for) various types of issues along a given corridor.

SORT "E" Non-Recurring Congestion	
<p><b>Perspective:</b> Where are regional mobility, emergency management, special events, or related non-recurring congestion issues potentially of notable concern?</p>	
#	Corridor Name
202	US 62
304	PA 208
203	PA 18
206	US 19
101	I-80
201	US 62
102	I-79
305	SR 3008 (E State)
401	SR 3025 (Mercer & Buhl Farm)
402	SR 3014 (Highland)
204	PA 18
406	N Kerrwood Dr
302	PA 58
404	PA 518 (Longview & Stambaugh)
306	PA 173
205	PA 60 (PA 760)
307	PA 418
407	PA 258
301	PA 58
408	George Jr Rd

SORT "F" Freight Issues	
<p><b>Perspective:</b> Where are truck, rail, or freight mobility issues potentially of notable concern?</p>	
#	Corridor Name
203	PA 18
206	US 19
305	SR 3008 (E State)
202	US 62
304	PA 208
201	US 62
303	PA 358
306	PA 173
405	PA 718 (Water & Connelly)
204	PA 18
302	PA 58
403	PA 518 & SR 3020 (Lamor)
205	PA 60 (PA 760)
402	SR 3014 (Highland)
101	I-80
406	N Kerrwood Dr
404	PA 518 (Longview & Stambaugh)
401	SR 3025 (Mercer & Buhl Farm)
408	George Jr Rd
102	I-79

SORT "G" Multimodal Issues	
<p><b>Perspective:</b> Where are pedestrian, bicycle, school, or related community issues potentially of notable concern?</p>	
#	Corridor Name
302	PA 58
306	PA 173
403	PA 518 & SR 3020 (Lamor)
305	SR 3008 (E State)
402	SR 3014 (Highland)
307	PA 418
203	PA 18
404	PA 518 (Longview & Stambaugh)
202	US 62
206	US 19
301	PA 58
303	PA 358
401	SR 3025 (Mercer & Buhl Farm)
405	PA 718 (Water & Connelly)
407	PA 258
304	PA 208
204	PA 18
201	US 62
205	PA 60 (PA 760)
406	N Kerrwood Dr

SORT "H" Planning Issues	
<p><b>Perspective:</b> Where are community planning or economic development issues potentially of notable concern?</p>	
#	Corridor Name
206	US 19
203	PA 18
302	PA 58
306	PA 173
304	PA 208
305	SR 3008 (E State)
303	PA 358
403	PA 518 & SR 3020 (Lamor)
202	US 62
204	PA 18
405	PA 718 (Water & Connelly)
205	PA 60 (PA 760)
406	N Kerrwood Dr
404	PA 518 (Longview & Stambaugh)
401	SR 3025 (Mercer & Buhl Farm)
407	PA 258
408	George Jr Rd
201	US 62
402	SR 3014 (Highland)
307	PA 418

SORT "I" Safety Issues	
<p><b>Perspective:</b> Where might potential safety-related concerns need to be investigated?</p>	
#	Corridor Name
101	I-80
305	SR 3008 (E State)
201	US 62
204	PA 18
405	PA 718 (Water & Connelly)
401	SR 3025 (Mercer & Buhl Farm)
202	US 62
402	SR 3014 (Highland)
407	PA 258
408	George Jr Rd
102	I-79
203	PA 18
205	PA 60 (PA 760)
103	I-376 (PA 60)
303	PA 358
304	PA 208
302	PA 58
306	PA 173
206	US 19
404	PA 518 (Longview & Stambaugh)

More of an Issue

Less of an Issue

