

A comprehensive transportation system should include a road network capable of handling various vehicular traffic loads, a public transportation system that meets resident demand and provides alternative transportation methods to the community, and a system to move pedestrians or non-motorized vehicles through the community. In addition, air, water and rail travel are also important elements of a transportation system, each with its own constraints and benefits.

A. Existing Conditions

Road Classification

The capacity of a road network to safely and efficiently move people or goods to a desired destination has long ranging implications and is an important factor when making land use decisions. Accessibility to employment centers and shopping areas are among the top concerns of potential businesses and residents who are looking to relocate. In addition, the ability of local officials to provide services to residents is largely dependent upon, and influenced by, the road network in place.

Greenville Borough has 30.9 miles of roads of which just over 3 miles are brick. Hempfield Township has 49.58 miles of roads.

For the purposes of the Comprehensive Plan, the road network has been classified into the following categories (PENNDOT, 2000, 2003).

Functional Classification System Service Characteristics: Rural Area System

Interstate Highways, Other Freeways and Expressways – Major highways with a multi-lane design that serve a large volume of traffic and provides limited access facilities.

There are no roadways within the project area identified under this classification. Within the regional roadway network there are two Interstate Highways, Interstate 79 and Interstate 80.

Principal Arterial – Serves statewide or interstate level and all urbanized areas. Provides integrated movements without stub connections. Design of the roadway usually consists of two 12-foot lanes with 8 – 10 foot shoulders and speeds on arterials range from 40- 65 mph.

Within the project area, PA Route 58, North of Greenville, and PA Route 18, South of the project area, are classified as Principal Arterials.

Minor Arterials – Links cities, larger towns and other traffic generators to provide integrated interstate and inter-county service. Minor Arterials are spaced at proper intervals consistent with population density. Design of the roadway usually consists of two 12-foot lanes with 8 – 10 foot shoulders and speeds on arterials range from 40- 45 mph.

Within the project area, PA Route 18 North of the project area, PA Route 58, south of the project area, PA Route 358, and Township Road 4017 are classified as arterial roadways.

Major Collectors – Highways or streets that link towns by distributing trips to small areas or neighborhoods. They provide for a greater amount of mobility than land access and are intended to convey traffic from medium travel distances (generally greater than one mile) and serve motorists between local streets and arterial roads. The design of Major Collectors usually consists of two 12-foot lanes with 8 – 10 foot shoulders and design speeds of 35+ mph.

Within the project area, the following Township Roads are classified as Major Collectors—4019, 4027, 4026, and 4006.

Minor Collectors – Roads that enable moderate quantities of traffic to move between arterial and local roads. These roadways provide for an equal amount of mobility and land access, providing access to adjacent properties. Minor collection roads are usually designed with two 12-foot lanes and 4 – 10 foot shoulders and design speeds of 30 mph.

Within the project area, Township Road 4025 is classified as a Minor Collector

Local Roads – Roads with a principal function of providing direct access to adjacent properties. Local roads are intended to provide mobility within a particular neighborhood, or to one of the other road types. Local roads are usually designed to be 20 – 22 feet wide (one lane in each direction) with 2 – 8 foot shoulders and design speeds of 25 mph.

All other roadways within the project area are classified as Local Roads.

According to traffic data released in 2000 by the Pennsylvania Department of Transportation, the Annual Average Daily Traffic numbers for roadways located within the project area are as follows:

Junction of PA Routes 58, 18, and 358	13,000
PA Route 358 West	15,000
PA Route 358 East *Greenville	18,000
PA Route 358 East *Hempfield	16,000
PA Route 18 *South of Greenville	9,000
PA Route 18 *North of Greenville	4,800
T 4019 (Methodist Road)	1,400 2,500 2,100
PA Route 58 (South of Project Area)	6,600 6,200
T 4025 to T 4019 (Donation Rd/Methodist Rd.)	1,800
T 4025 (Southeast out of Project Area)	700
T 4027 to T 4019 (Freedonia Rd/Methodist Rd.)	1,400
T 4027 (South out of Project Area)	650
Source: Pennsylvania Department of Transportation, 2001	

Regional Road Network

Mercer County has a well-developed roadway network. Two major interstates, Interstate 80 and Interstate 79, bisect the county providing access north and south and east and west. Both Interstate 79 (I-79) and Interstate 80 (I-80) are classified as a four-lane limited access highway and can accommodate all types of vehicles. I-80 runs east and west providing access from Venango County to Ohio. I-79 runs north and south providing access from Erie County to Lawrence County.

Several other principal arterials provide connections to major population/economic centers within the county PA Route 18, PA Route 58, PA Route 60, US Route 62 and US Route 322. PA Route 18, running north and south, can be considered an important roadway to the Greenville/Hempfield area as it provides a direct connection between the project area and Sharon/Hermitage area. PA Route 58 crosses the entire county and connects the project area to the county seat of Mercer Borough and Grove City. PA Route 60 allows a convenient connection from the Sharon/Hermitage area to the Pennsylvania Turnpike (PA I-76) in Beaver County and the Pittsburgh Metropolitan area.

Minor arterials also play an important role in the network of roadways within the county. US 19 runs north and south paralleling closely to I-79 through the county and provides a link to I-80. PA Route 358 links the project area to Ohio and Sandy Lake Borough and provides a link to I-79.

Parking

Eight public parking lots are located in Greenville Borough in addition to on street parking. There are no parking meters in either Greenville or Hempfield and the only paid parking is permit parking. Permits are available through the Greenville Parking Authority for 24-hour parking privileges and can be purchased for \$120 per year. There are no public parking lots or on street parking located in Hempfield Township.

Table 7-2: Parking Lots in Greenville Borough

LOT NAME	LOCATION	# OF SPACES
Lot A-B	Clinton Street	45
Lot C	Clinton Street	17
Lot D	Clinton Street / Race Street	27
Lot E	Shenango Street / Race Street	20
Lot F-G	Shenango Street	27
Lot H	Shenango Street	54
Lot K	Shenango Street / Mercer Street	44
Lot Z	Shenango Street	36

Source: 1993 Greenville Borough Market Study

Public Transportation

According to the Shenango Valley Area Transportation Study (2003), there are two carriers providing public transportation in Mercer County: the Shenango Valley Shuttle Service (SVSS) and the Mercer County Community Transit (MCCT). SVSS provides transit service to Farrell, Hermitage, Sharpsville, Sharon and Wheatland. MCCT provides on-demand transit service to all communities within Mercer County.

Railways

The rail-freight system in Pennsylvania is well developed and there are presently over 5,000 miles of active rail lines in the Commonwealth. Two rail companies provided freight transport within the county, the Bessemer and Lake Erie Railroad and the Norfolk and Southern Rail Company. Both rail lines are located within the project area.

Airport

The Greenville Municipal Airport encompasses over 160 acres owned by Greenville Borough but located in Greene Township. The airport is considered a General Aviation airport and has approximately 2500 aircraft movements per year. The facility averages between 15 and 20 flights per day. The airport has a single asphalt runway that measures 2700 feet in length and one intersecting turf runway that is 2550 feet in length. The airport is primarily a private facility although a small percentage (5%) of flights are classified as commercial. The airport can accommodate a variety of aircraft up to "light twin engine" classification. A borough appointed Aviation Commission provides oversight of the airport while two full-time and four part-time staff provide day-to-day operations. The commission regularly applies for CDBG funding from the Bureau of Aviation for the airport.

B. Analysis of Existing Conditions

The transportation network within Greenville Borough and Hempfield Township provides adequate movement of people, goods and services. For the most part, the road network is in good condition and provides sufficient access to all areas within the project area and to the region. Two railroad companies and one airport compliment the transportation network. The rail facilities allow for the movement of freight throughout the project area but present some obstacles to developing certain areas, specifically along the waterways. The Greenville Airport is a small mostly private facility that has the potential for expansion.

Road Network

The major truck route through the area utilizes PA Route 18 and PA Route 358. PA Route 18 is a major north-south corridor in Mercer County. It travels through Hermitage in the southern section of the county heading north through Greenville Borough and into Crawford County. In Greenville Borough, PA Route 18 traverses through a residential area and PA Route 358 runs through the central business district. Therefore, there is a high volume of pedestrians sharing this corridor with vehicular traffic.

To address the safety of pedestrians, it is strongly recommended that both municipalities incorporate traffic calming measures into future transportation improvements. The Institute of Transportation Engineers defines traffic calming as the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. In Pennsylvania, Liquid Fuels funds may be used for traffic calming measures listed in PENNDOT's *Publication 383*, "Pennsylvania's Traffic Calming Handbook", January 2001, provided that a Traffic Calming Study and Approval Process, as described in Chapter 4 of *Publication 383*, has been followed.

A speed hump is a raised surface above the existing roadway grade that is approximately three (3) to four (4) inches in height and between twelve (12) and twenty (20) feet in length. An independent speed hump is designed to reduce speeds by fifteen (15) to twenty (20) miles per hour. A series of speed humps could reduce speeds up to thirty (30) miles per hour. The installation of speed humps can cost approximately \$1,500 to \$3,500.

Raised crosswalks are similar to speed humps in that they are designed to raise pedestrians between three (3) to six (6) inches above the existing roadway grade. Raised crosswalks can reduce speeds by approximately six (6) miles per hour. The installation of raised crosswalks can cost approximately \$2,000 to \$10,000.

A combination of both speed humps and raised crosswalks should be considered in areas that experience high pedestrian use.

Several issues should be addressed regarding the local road network. Concerns such as traffic congestion and speed and roadway conditions were among the top concerns of residents as identified during the public participation process. As shown by the data collected from the Department of Transportation, the borough and the township experiences significant amounts of vehicular traffic on local roads. One such location that experiences high amounts of traffic is the

intersection of PA Route 18 and PA Route 358, which are two (2) major corridors in the study area. All of the approaches to the intersection, except the PA Route 358 westbound approach, have a single lane. The PA Route 358 westbound approach consists of a left turn lane and a shared through/right turn lane. It was observed during a field view that the concrete curbing and sidewalks at the intersection are deteriorating. This typically occurs when vehicles, mostly trucks, are not provided with adequate turning radii and their wheels ride up over the curbing and sidewalks. It is strongly recommended that municipal officials begin to identify intersections such as this and begin to implement such mitigation measures that will improve operational design and capacity.

The existing unsignalized intersection of Williamson Road (S.R. 4006) and Leech Road (S.R. 4017) was observed to have inadequate sight distance for the westbound approach of Williamson Road. The minimum safe stopping sight distance is defined as the minimum distance required by a driver traveling at a given speed to stop the vehicle after an object on the roadway becomes visible to the driver. To help minimize vehicular accidents, intersections within the study area with inadequate sight distance should be located and mitigation measures should be taken to obtain minimum stopping sight distances.

Throughout the study area, the following signing issues were noted:

- Signs do not meet the minimum requirements for height and/or location;
- Warning signs do not exist at some locations that may have a hazardous roadway condition; and
- Speed limit signs do not exist in some of the residential areas.

Roadway signs are placed within the roadway right-of-way in order to provide regulations, warning, and guidance to vehicular and pedestrian traffic along roadways. Input received during the planning process indicated that people were concerned about pedestrian and vehicular conflicts. It is recommended that the municipalities locate areas where signing is insufficient and implement a replacement strategy. Municipal officials should incorporate the placement of pedestrian signing amenities such as crosswalks to further raise awareness regarding pedestrian safety.

Coinciding with the development of the Greenville Borough & Hempfield Township Joint Comprehensive Plan was the Mercer County Comprehensive Plan. The Mercer County Regional Planning Commission's targeted the transportation element of its comprehensive planning effort to address certain locations across the county in more detail. Gannett Fleming, the planning consultant retained to complete the Mercer County Comprehensive Plan, was directed to examine the Greenville region in regards to its traffic network and how this network affected intra-county travel.

Mackin Engineering Company worked closely with the Mercer County Regional Planning Commission and Gannett-Fleming, to share data collected during field views and from the public participation process. As based upon Mackin's efforts, a number of issues and areas of concern were identified (see Figure 7-3: Transportation Improvements) and which were provided to Gannett Fleming for analysis. For each of the locations identified, the following potential

concept(s) for improvements and a relative order of planning magnitude and cost estimates have been developed. The project concepts and cost estimates are only included for initial program planning and would have to further developed either through feasibility studies or in the early parts of the project development process.

1. *Main Street / 3rd Intersection, College and Main and other Main Street Intersections:*

This intersection, as with all of the intersections downtown, is challenged with mechanically timed signals. A detailed traffic operations study should be conducted for the downtown that addresses the signal system, turning movement constraints and truck movement/flows in town. One of the key results of this study should be a recommendation to upgrade the signal systems downtown with new actuated signals, left turn arrows where warranted. The traffic signal system should be timed to provide for reasonable progression through town. A new traffic signal system downtown would include interconnected fiber optic communications between signals and a central control computer, improved energy savings by usage of LED signal heads, the potential for implementing a signal preemption strategy for emergency response. The signal system upgrade will result in improved traffic flow downtown as well as improved safety.

Cost: The costs for this recommendation are included in the following bullets:

- √ A signal system design to accommodate up to eight (8) intersections would cost approximately \$90,000 to \$120,000.
- √ To upgrade the existing signal system and potentially improve other intersections in the downtown area will cost approximately \$120,000 to \$150,000 per intersection (assuming that the study addresses eight (8) intersections). The cost would be \$960,000 and \$1,200,000 in total for the overall improvement costs.

2. *York / South Mercer / Stewart Intersection:* This intersection is located along PA Route 58 South at York Street at the access to the Trinity site. York Street forms a T-intersection with PA Route 58 at this location. This intersection is challenged because York Street provides the access to the Bessemer and Lake Erie Railroad as well as the Trinity properties. The Trinity site is a brownfield and is a prime location for industrial redevelopment. The York Street Intersection's geometry is very tight and makes it difficult for trucks to access the Trinity Property. One of the significant challenges with York Street is that surrounding land uses are primarily residential in nature, thus any improvement that is made to the intersection may have a negative effect on the residential neighborhood in that area. Gannett Fleming has identified several options for this intersection and this development concept is as follows:

- √ Rezone the Trinity Property to a use that is less truck intensive: There are several factors that result in this option having viability including the fact that the area surrounding the Trinity property is residential and any truck traffic into the property from PA Route 58 would have a negative effect on the residential development there. It may be difficult to attract a major user to the Trinity property site to reuse the site for several reasons including difficult truck access and the fact that the property may require retrofit and/or environmental clean up

prior to reusing it. Even with this option it makes sense to improve the intersection at York and PA Route 58.

- √ Expand the intersection at York and PA Route 58 to provide a better turning radius for trucks to access the Trinity properties: Another option would be to expand the intersection at York Street and PA Route 58 to provide for better truck access to/from the Trinity Property Site. To expand the intersection, additional right-of-way will probably have to be acquired either from the Trinity Property across PA Route 58 or from the residential properties along York Street at the intersection.

Cost: The costs for this recommendation are included in the following bullets:

- √ Right-of way will probably cost approximately \$1,000,000 depending on which side of the road and how much is needed. The signal upgrade will cost approximately \$200,000 and the cost for the widening/improvement in the intersection itself will cost approximately 1.5 to 2.0 million dollars. With contingency and design costs, the project will probably cost between \$5,500,000 depending on the details of the improvement. This improvement will also include relocation and/or coordination for utilities including: water, sewer, power and storm sewer.
 - √ Build a connector access road across the river from PA Route 18 North to the Trinity Property forming the basis for better truck access to the industrial properties to the South of Greenville. This is the third option for providing better access to the Trinity Site and South Greenville. This option would be the most significant from a cost point and impact point of view but would result in better truck access to the Trinity Site and could form the basis for a truck/industrial bypass from the downtown. This option would include building a connector road from PA Route 18 across the Shenango River along the South side of the Trinity Property probably connecting to PA Route 58. This project would probably require an Environmental Impact Statement and would require permits to cross the river with a structure as well as coordination with the PUC and railroads to cross the railroad.
3. *Hadley Road Railroad Underpass:* This project includes several issues including pedestrian connections from the downtown to the Commercial areas along Hadley road. The current sidewalks in Greenville extend to the boundary along Main Street to the beginning of Hadley road from the downtown. The sidewalks should be extended from this point to Quartermile Road to improve pedestrian access to these commercial areas. Existing walking paths have formed along the road's edge over the years in this area indicating that this road has significant pedestrian activity along it. The most difficult location along this route to fit sidewalks is where Hadley road goes under the railroad. In this location the curb is extended back to the edge of the structure on either side of the bridge forming a pseudo sidewalk that is approximately four (4) feet wide, under the normal standard of a five (5) foot sidewalk.

4. *Hadley Road Bridge:* The Hadley Road Bridge is slightly narrower than the road on either side of the bridge forming a bottleneck at that location on Hadley road. There is some interest in widening the bridge to help improve traffic flow in that area. Upon investigation, it was discovered that that Hadley road in the area of the Bridge actually acts as a dam for the waterworks making widening the bridge a more complicated procedure than if it was just a normal bridge widening project. The Bridge would probably cost in the range of \$300,000 to \$500,000 to widen it to the width of the road and provide shoulders etc if the road structure did not act as a dam structure for the waterworks. There is an existing concrete dam structure below the bridge that holds water back under the bridge. If the concrete dam structure was removed and the back up area was drained, the road bridge would be less complicated to widen. With the dam structure left in place, it would make widening the bridge more difficult and costly.
5. *Williamson / Leech Intersection:* The Williamson and Leech Road intersection has a bad sight distance problem that makes the intersection a safety concern. We have estimated that it would cost approximately 1.5 to 2.0 Million to improve this intersection including raising the intersection and the approach on Leech Road from the North while lowering the approach on Leech Road from the South. This improvement would probably require purchasing additional right of way.
6. *Mercer / Wasser Bridge Intersection:* This intersection has a bad sight distance problem on the North approach along PA Route 58. To improve the site distance for this intersection and improve overall safety, the slope along PA Route 58 will have to be graded down and trees will probably have to be removed. It is estimated that this improvement will probably cost between \$1.0 and \$1.5 million.
7. *Thiel College Pedestrian Movements:* Thiel College has a restricted speed zone on PA 18 and would like to extend it, calm traffic; offer additional crosswalks, etc. There is a possibility to change intersection to a “T” intersection in order to calm traffic and make it pedestrian safe.

Truck Traffic Downtown

One of the major concerns for downtown Greenville is the volume of heavy truck traffic that travels through the downtown on the main street. During the planning process, the concept of a by-pass around Greenville Borough was repeatedly mentioned. While the major complaint was directed toward the congestion caused by commercial vehicles traveling through the Downtown Business District, and field views verified this complaint, other negative impacts mentioned were damaged roadways and the dirt and noise created by trucks that lessened the appeal of the shopping district.

As part of the long-range plan development, several options were identified to potentially improve the downtown truck traffic situation. There are different types of truck movements made through the downtown primarily consisting either local deliveries or through traffic. A variety of options are available to Greenville and the region to improve the downtown truck situation including:

- √ Improving the Signal System and Intersection Geometry downtown
- √ Providing Alternative routes for trucks to go around the downtown.

This plan already includes a project that would address the downtown signal system and intersection design. This type of improvement should help to make truck movement through the downtown more efficient with less delay. It will not reduce the volume of trucks in the downtown.

Several alternative routing strategies could be considered to route traffic around the downtown. The alternative routing strategies would include improvements to other streets in the downtown that could function to carry the downtown trucks and help reduce the volume on Main Street. Another strategy would be to upgrade Kidd's Mill Road to Route 58 and route through trucks on those roads around the downtown. Another option is to build a new road as discussed previously to connect PA Route 18 to Trinity South. Upgrading Ohl Street is another potential option, but is probably not very viable because it would result in large volumes of truck traffic on a relatively quiet residential street. While a bypass would redirect the commercial vehicles around the downtown business district, the possibility exists that private vehicular traffic would also choose the alternative route thereby removing potential business from the area.

Ultimately, a downtown truck routing study should be conducted to include identification and quantification of the purpose and need for the improvement and identification of all the potential alternatives with improvement costs. The study should be coordinated closely with District 1-0 to ensure that the resulting study document could form the basis to carry a potential resulting project through Step 4.0 of the Project Development Process. Any traffic study that is undertaken should meet specifications identified in the 1993 PENNDOT manual *Publication 201*, "Engineering and Traffic Studies." This type of study would include the following steps:

- √ Defining the Study scope and study area
- √ Data Collection to include traffic counts and vehicle classification
- √ An Origin Destination Survey for downtown traffic
- √ Public Involvement to gain input on the study needs as well as the potential alternatives to improve the truck traffic situation
- √ Project alternative concepts with cost estimates.

Cost: This type of study would probably cost \$100,000 to complete and would be able to feed directly into the project development process.

Greenville Plaza-Wal-Mart Connector

It is good policy to consider connecting commercial businesses that are close to each other along a significant traffic corridor with a frontage road or just by connecting the parking areas with a driveway access to reduce the need for people to travel between the businesses by way of the traffic corridor. This kind of project is not normally included in a Long Range Plan/TIP. The purpose of including it here in the plan is to encourage the use of this type of improvement to improve access management in the region.

Sidewalks

It is recommended that municipal officials work jointly to extend the sidewalks and link the downtown area to recreation sites, commercial and residential areas and Thiel College. The extension of the sidewalks and/or the development of alternative pathways and transportation methods will offer not only health benefits for pedestrians, but will also alleviate local traffic congestion by providing other means of access within the borough and township.

Proposed sidewalk construction areas are identified on Figure 7-3: Transportation Improvements. Three areas have been identified for the construction of sidewalks.

The first area is an extension of the existing sidewalk along Main Street in Greenville Borough to extend along Hadley Road in Hempfield Township to Quartermile Road. As stated earlier, this is a highly traveled area by pedestrians and informal pathways can be seen along the road. By extending the sidewalks, the business districts of Greenville and Hempfield would be connected and it would provide a safe route for pedestrians to access the shopping areas in Hempfield.

Another area that has been identified for sidewalk construction is along Alan Avenue from College Avenue to Race Street. The construction of sidewalks here would connect Thiel College to Riverside Park and provide a safe path for pedestrians.

The third area is along Donation Road from Columbia Avenue to Mehard Road. Sidewalks would provide a connection from the residential areas in Greenville Borough to the Greenville Area High School, located at 9 Donation Road.

The borough and the township should partner and apply for community development block grants or transportation enhancement monies to fund these projects in a collaborative manner.

Parking

In 1993, a market study was completed for Greenville Borough and it analyzed the parking capacity and needs for the Central Business District. The study concluded that there is adequate parking in the Central Business District to handle the parking demand, as none of the lots on average were at full capacity for the entire day. Through public participation efforts, parking within the Central Business District was identified as being a problem, however as there have been no significant changes within the district or parking network since the study in 1993, it is believed that the problem is more perceptual.

Although the parking capacity downtown is adequate, there are other issues associated with parking that can cause it to appear insufficient. One of the most basic issues is the signing of the lots. Although all public parking lots are located within one block off of Main Street, they are readily visible from Main Street. Better directional signing is needed along Main Street other major thoroughfares, as well as better signing at the public lots. Another way to improve the existing parking lies in aesthetics. The lots themselves require regular maintenance and improved lighting can provide a safer environment.

Railways

There are two (2) major rail lines, traversing Greenville Borough and Hempfield Township. The rail lines travel adjacent to the Little Shenango River through the northern portion of Hempfield Township and Greenville Borough. Since the rail lines run adjacent to both sides of the river through a large portion of the study area, “waterfront” access to the river, by pedestrians or vehicles, is virtually nonexistent. Rail crossings exist throughout the study area and most are provided with signing, gates, or lights. The conditions of most of the railroad crossings are adequate through the study area. There are several overhead railroad trestles located throughout the project area. Roadway improvements near such trestles are typically very costly and extremely lengthy in duration due to the construction of a new structure and coordination with the railroad companies and the Public Utility Commission (PUC). Future development along the rail lines is doubtful. No abandoned rail lines exist within the project area.

Airport

As noted through interviews with airport representatives, two significant needs were identified for the airport, the construction of new “T” hangers and to extend and re-surface the asphalt landing strip. The airport commission has placed these identified needs on the 12-Year Plan filed with the Commonwealth, however, airport representatives stated that action would not occur for at least 5 to 7 years. The airport currently has plans to locate a pilot supply store on the premises along with expanding the flight school and maintenance business. Other plans include investigating the development of “Fly-In Camping.” Airport representatives stated that they first must develop a sufficient sewage system to accommodate this use. As the airport is located at a significant distance from the nearest public sewage system, representatives are trying to identify an alternative mode of sewage processing. Municipal and county officials should continue to support the Greenville Municipal Airport and work with the aviation commission to improve the physical facility. Strengthening the economic atmosphere of the region would serve to create demand for the airport services and facility.

Trails

Trails provide not only recreational value to a community, but also a form of alternative transportation. Hiking and biking trails can be utilized to alleviate some of the local traffic congestion as well as a path for the youth in the area to access local parks and recreation sites. A trail should be developed that would connect Hempfield Township Municipal Park with Riverside Park in Greenville Borough. Trailheads should be established at both parks as well. Another trail should be developed along the old Erie Canal path. The proposed trails and trailheads are located on Figure 7-3: Transportation Improvements. The proposed trails are based upon recommendations contained in the Comprehensive Recreation, Parks and Open Space Plan developed for Greenville Borough and are discussed further in Section 4: Parks & Recreation.

Also identified on Figure 7-3: Transportation Improvements is a boat launch in Riverside Park on the Shenango River. The river has the potential to become a canoe trail and access to the river is available in the park. A boat launch should be developed within the park near the Nature Center to provide public access to the river and connect the park via the river to the proposed boat launch at the Kidd's Mill Covered Bridge. The borough should work with the Shenango Conservancy and the Shenango River Watchers to develop the canoe trail. More details are provided in Section 4: Parks & Recreation as well as in Section 10: Land Use where a River Overlay District is discussed.

TRANSPORTATION IMPLEMENTATION MATRIX

GOAL: Address deficient intersections (ex. inadequate sight distance, physical constraints) that are identified within the communities

Strategies	Responsible Party	Potential Partners	Funding Sources
Conduct an engineering study at intersections with geometric or capacity deficiencies to determine improvements required to provide adequate roadway geometry	Greenville Borough Council & Hempfield Township Supervisors	Mercer County Regional Planning Commission, PENNDOT District 1-0	Agility Program (PENNDOT), Transportation Equity Act/TEA (PENNDOT), DCED
Conduct and engineering study at intersections with inadequate sight distance to determine mitigation measures	Greenville Borough Council & Hempfield Township Supervisors		
Include construction projects that would require federal or state funding on the PENNDOT 12-year program	Greenville Borough Council & Hempfield Township Supervisors		
Provide appropriate roadway signs and pavement marking at locations identified as deficient	Greenville Borough Council & Hempfield Township Supervisors		
Place advance warning signs on both approaches of Williamson Road to Bridge over Little Shenango River	PENNDOT		

GOAL: Implement a comprehensive public transportation system in the region

Develop a coordinated shuttle service to the Pittsburgh International Airport	Greenville Borough Council & Hempfield Township Supervisors	Mercer County Regional Planning Commission, PENNDOT District 1-0, Mercer County Transit Authority	Agility Program (PENNDOT), Transportation Equity Act/TEA (PENNDOT), DCED, Alternative Fuels Incentive Grant Program (Bureau of Air Quality/PA DEP),
Coordinate with Mercer County Transit Authority to provide public transportation services to the region focusing on high traffic corridors and population centers	Greenville Borough Council & Hempfield Township Supervisors		
Coordinate with Mercer County Transit Authority to locate safe and visible public transportation stops	Greenville Borough Council & Hempfield Township Supervisors		
Partner with public transportation providers to acquire funding to build shelters at designated public transportation stops	Greenville Borough Council & Hempfield Township Supervisors		
Construct &/or establish "Park-n-Ride" and/or intermodal facilities	Greenville Borough Council & Hempfield Township Supervisors		

TRANSPORTATION IMPLEMENTATION MATRIX

GOAL: Implement a comprehensive public transportation system in the region (continued)

Strategies	Responsible Party	Potential Partners	Funding Sources
Construct &/or establish "Park-n-Ride" and/or intermodal facilities	Greenville Borough Council & Hempfield Township Supervisors		
Identify locations where pedestrians cross high traffic areas and provide marked crossing areas and signing	Greenville Borough Council & Hempfield Township Supervisors	Mercer County Regional Planning Commission, PENNDOT District 1-0, Mercer County Transit Authority	Agility Program (PENNDOT), Transportation Equity Act/TEA (PENNDOT), DCED, Alternative Fuels Incentive Grant Program (Bureau of Air Quality/PA DEP),
Extend the pedestrian network by encouraging the construction of new sidewalks in residential areas through sub-division and land development requirements	Greenville Borough Council & Hempfield Township Supervisors		
Apply for funding for improvements to the existing sidewalk network	Greenville Borough Council & Hempfield Township Supervisors		
Link the college to the borough and recreation areas by expanding the pedestrian network or developing alternative means of transportation	Greenville Borough Council & Hempfield Township Supervisors	Mercer County Regional Planning Commission, PENNDOT District 1-0, Mercer County Transit Authority, Thiel College	
Complete a Traffic Calming Study to investigate the feasibility of installing speed humps &/or raised crosswalks in areas that have high volumes of vehicular traffic and pedestrian use	Greenville Borough Council & Hempfield Township Supervisors		
Develop a regular schedule for maintenance and upgrading of local roads	Greenville Borough Council & Hempfield Township Supervisors		Agility Program (PENNDOT), Transportation Equity Act/TEA (PENNDOT), DCED, Alternative Fuels Incentive Grant Program (Bureau of Air Quality/PA DEP),
Develop and adopt a Traffic Impact Study Ordinance	Greenville Borough Council & Hempfield Township Supervisors	Mercer County Regional Planning Commission, PENNDOT District 1-0, Mercer County Transit Authority, Thiel College, Local Government Academy	
Upgrade signing to meet minimum requirements for placement along roadways	Greenville Borough Council & Hempfield Township Supervisors		
GOAL: Reduce commercial truck traffic within Greenville Borough to ensure the economic sustainability of the downtown area			
Complete a traffic study to determine the feasibility and corresponding impacts of a bypass around Greenville Borough or alternative options to reduce commercial truck traffic	Greenville Borough Council & Hempfield Township Supervisors	Mercer County Regional Planning Commission, PENNDOT District 1-0	Agility Program (PENNDOT), Transportation Equity Act/TEA (PENNDOT), DCED