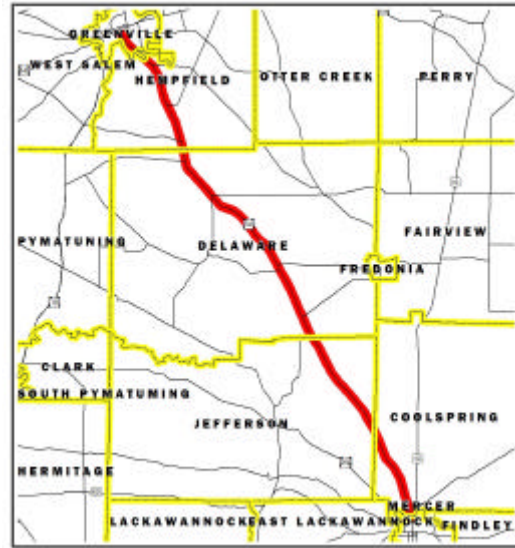


THE PA 58 CORRIDOR

The PA 58 Corridor – Mercer to Greenville

The PA 58 Corridor connects the Borough of Greenville in the northwest corner of the County with the Borough of Mercer, the County Seat. The roadway continues to the southeast into downtown Grove City and northwest into Jamestown. Between Mercer and Greenville, PA 58 traverses the municipalities of Coolspring Township, Delaware Township, Jefferson Township and Hempfield Township. This road is a vital local link among these communities. Other important transportation facilities in the corridor include two rail freight lines – Norfolk Southern and the Bessemer and Lake Erie Shortline.



CORRIDOR PROFILE ►



Coolspring
Delaware
Greenville
Hempfield
Jefferson
Mercer

This section of PA 58 is functionally classified as a rural minor arterial from Mercer to just south of Greenville. Once inside the borough it becomes an urban minor arterial.

In addition to PA 58, there are two public transit options for corridor residents:

- Rural Mercer County Public Bus Service is a “deviated fixed route” transit service which connects the Shenango Valley to Mercer, Greenville, and Grove City.
- The Mercer County Community Transit Service is a “demand response” public bus para-transit service -- serving the entire County of Mercer including the US 58 Corridor.

Rail service is also available in the corridor through Norfolk Southern and the Bessemer & Lake Erie. NS service is tangential to the PA 58 Corridor, with lines running north from Sharon through Greenville. The B&LE is a very strategic rail operation within the corridor as it provides the most direct connection between the ports of Pittsburgh and Erie. The BLE provides north-south service between Albion in Erie County through Mercer and Butler Counties to Pittsburgh (124 miles). The railroad is owned by the Great Lakes Transportation LLC and has a traffic density of 15 million gross tons.



Key Findings & Corridor Highlights

Below are key issues noted from the PA 58 corridor analysis.

- PennDOT data indicates a number of locations along the corridor that have had a relatively high number of crashes in recent years. They include the following:
 - PA 58 and US 19 in north Mercer
 - PA 58 and Fulling Mill Road in Jefferson Township
 - PA 58 between Kidd's Mill Road (SR 4012) and Wasser Mill Road (SR 4003) in Delaware and Hempfield Townships
 - PA 58 and Fredonia Road (SR 4027) just south of Greenville
 - PA 58 from Columbia Avenue to PA 358.
- Greenville Borough is the most common destination for resident corridor workers, at nearly 20 percent of all resident corridor workers.
- Population growth in the corridor is outpacing county trends, led by strong growth in Jefferson Township.
- Kidd's Mill Road in Delaware Township is in need of truck climbing lanes and intersection improvements at PA 58.

Recommendations for the PA 58 Corridor:

The following is a recommended action plan, based on input received from corridor transportation stakeholders:

- **Conduct a parking and traffic circulation analysis in the PA 58 Corridor.** Transportation stakeholders raised the issue of corridor congestion as an area of concern. Congestion issues are centered in the boroughs of Mercer and Greenville. The MPO should conduct a parking and traffic circulation study to quantify existing traffic and parking conditions in the boroughs and to identify congestion mitigation actions for these downtown areas.
- **Develop a coordinated maintenance program.** PennDOT's annual Betterment program is developed using public and legislative input. The MPO should work with corridor municipalities and the PennDOT County Maintenance Manager by including these recommended improvements as part of a coordinated maintenance program. The intersections described in the subsection above (Key Findings) should be used as a starting point.
- **Construct a truck climbing lane for Kidd's Mill Road (SR 4012) in Delaware Township.**
- **Intersection improvements are needed along PA 58, specifically at Kidd's Mill Road in Delaware Township, Wasser Bridge Road in Hempfield Township, and at the Trinity property in Greenville Borough.**
- **The one-lane bridge on Williamson Road should be upgraded to accommodate new traffic from Wal-Mart. The Ohl Street bridge should also be replaced.**

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- **In Mercer Borough, confusing traffic patterns for US 19 and PA 258 need to be researched and improvements need to be made regarding traffic patterns, traffic congestion, and pedestrian safety/facilities.**

Traffic Volumes

PA 58 is a two-lane minor arterial that connects the Boroughs of Mercer and Greenville. Shoulders are very narrow and Average Annual Daily Traffic (AADT) volumes range from almost 5,000 at the southern end near Mercer Borough to approximately 7,000 at the junction of PA 58 and Fredonia Road (SR 4027). By the time the road connects to PA 358 in downtown Greenville, AADT reaches around 10,000.

Public Input & Key Person Interviews

Additional information regarding the corridor was gained via key person interviews, as well as from the public involvement sessions held in the Fall of 2004 as part of the County Comprehensive Plan Update process. Key issues that were identified include,

- Utilize rail connections that already exist to the Greenville-Reynolds area to help alleviate truck congestion. - *Stakeholders meeting, November, 2004*
- “Maintenance on PA 58 should be a priority...there is also a need for a truck climbing lane on Kidd’s Mill Road (SR 4012)...Intersection improvements are needed at both Kidd’s Mill Road and Wasser Bridge Road”. - *Greenville-Reynolds Development Corporation*

Mode Split

Table 1 illustrates how corridor workers travel to their place of employment, also known as “mode split”. Points of note follow the table.

Table 1: Mode Split – 2000
THE PA 58 CORRIDOR

LOCATION	SOV	CARPOOL	TRANSIT	WALK	BICYCLE	OTHER MEANS	WORK AT HOME
COOLSPRING	85.6	11.0	0.5	0.0	0.0	0.0	3.0
DELAWARE	83.4	8.6	0.0	2.1	0.0	1.8	4.2
GREENVILLE	75.3	13.5	0.0	9.3	0.0	0.5	1.5
HEMPFIELD	91.7	5.9	0.4	0.0	0.0	0.0	2.0
JEFFERSON	89.7	5.2	0.0	0.0	0.0	0.7	4.4
MERCER BORO	75.3	9.4	0.7	8.7	0.0	0.3	5.8
PA 58 CORRIDOR	82.4	9.6	0.2	4.3	0.0	0.4	3.0
MERCER COUNTY	83.2	9.2	0.3	3.2	0.1	0.7	3.2

- Over 82 percent of the corridor's resident workforce traveled alone to their place of employment in 2000. This is only slightly lower than the 83 percent for the County as a whole. Hempfield and Jefferson Townships have the highest percentages that travel via Single Occupant Vehicle (SOV) with 91.7 and 89.7 percent respectively.
- The two boroughs that anchor either end of the corridor – Greenville and Mercer - have the highest percentage of workers that walk to work at 9.3 percent and 8.7 percent respectively.
- Coolspring Township and Greenville Borough have the highest percentage of workers that carpool to work – 11 percent and 13.5 percent, respectively.
- Three percent of the corridor's resident workforce worked at home; Mercer Borough recorded the highest percentage, at nearly twice the county rate.

Travel Time to Work

Table 2 and Table 3 illustrate how the travel times to work for resident corridor workers have changed from 1990 to 2000 according to Census Bureau data.

Table 2: Travel Time to Work – 2000
THE PA 58 CORRIDOR

LOCATION	< 15 minutes		15-29 minutes		30-59 minutes		60-89 minutes		90+ minutes	
	#	%	#	%	#	%	#	%	#	%
COOLSPRING	361	36.0	325	32.4	214	21.3	53	5.3	21	2.1
DELAWARE	221	21.6	474	46.3	213	20.8	22	2.2	50	4.9
GREENVILLE	1,679	60.2	494	17.7	501	18.0	57	2.0	14	0.5
HEMPFIELD	958	54.5	479	27.2	249	14.2	12	0.7	25	1.4
JEFFERSON	226	21.8	574	55.2	146	14.1	28	2.7	19	1.8
MERCER BORO	515	45.0	369	32.3	141	12.3	39	3.4	14	1.2
PA 58 CORRIDOR	3,960	45.2	2715	31.0	1,464	16.7	211	2.4	143	1.6
MERCER COUNTY	22,293	45.0	16,568	33.5	8,532	16.7	1253	2.5	829	1.6



**Table 3: Travel Time to Work – 1990
THE PA 58 CORRIDOR**

LOCATION	< 15 minutes		15-29 minutes		30-59 minutes		60-89 minutes		90+ minutes	
	#	%	#	%	#	%	#	%	#	%
COOLSPRING	317	35.6	322	36.2	201	22.6	12	1.3	6	0.7
DELAWARE	259	26.1	460	46.4	184	18.5	22	2.2	2	0.2
GREENVILLE	1,854	62.6	600	20.3	393	13.3	34	1.1	0	0.0
HEMPFIELD	982	62.3	346	21.9	199	12.6	24	1.5	11	0.7
JEFFERSON	194	22.2	485	55.4	153	17.5	12	1.4	0	0.0
MERCER BORO	469	48.5	254	26.2	189	19.5	11	1.1	0	0.0
PA 58 CORRIDOR	4,075	49.3	2,467	29.9	1,319	16.0	115	1.4	19	0.2
MERCER COUNTY	22,944	46.9	15,686	32.1	7,410	15.2	971	2.0	277	0.6

- As a whole, fewer of the corridor's residents traveled less than 15 minutes to work in 2000 (45.2 percent) than in 1990 (49.3 percent). Only Coolspring Township saw an increase, albeit very small – 0.3 percentage points.
- There were still a significant percentage of corridor workers that travel less than 30 minutes to work in 2000 – 76.2 percent. Another 16 percent travel between 30 and 59 minutes.
- At a corridor level, the breakdown of travel time to work has changed very little between 1990 and 2000; however, there are some notable changes at the municipal level as shown below:
 - In Coolspring Township the percentage of workers traveling between 60 and 89 minutes increased from 1.3 percent in 1990 to 5.3 percent in 2000.
 - In Delaware Township, the percentage of workers traveling over 90 minutes increased from 0.2 percent in 1990 to 4.9 percent in 2000.
 - In Mercer Borough, the percentage of workers traveling between 15 to 29 minutes increased from 26.2 percent in 1990 to 32.3 percent in 2000.

Commutation Patterns

Table 4 lists the top ten employment destinations for commuters living in the municipalities along the PA 58 Corridor. As shown, almost 20 percent of the corridor's resident workforce travels to Greenville Borough for employment; however, it should be noted that most of these people (1,037) live in Greenville, which also reflects the shorter travel times and the mode split for the Borough's workforce as previously shown.

**Table 4: Top Commuter Destinations – 2000
THE PA 58 CORRIDOR**

Destination	#	% of total
GREENVILLE	1,707	19.5
HEMPFIELD	841	9.6
HERMITAGE	817	9.3
MERCER BORO	699	8.0
SHARON	467	5.3
PYMATUNING	334	3.8
SUGAR GROVE	316	3.6
GROVE CITY	280	3.2
PINE	231	2.6
WEST SALEM	216	2.5

- The top ten destinations attract approximately 68 percent of the corridor's 8,757 commuters. The top 20 destinations attract just over 82 percent, thus illustrating the distribution of the corridor's journey to work trips
- Only three of the corridor's municipalities ranked in the top ten – Greenville Borough, Hempfield Township, and Mercer Borough.

Population Trends

According to the Census Bureau, corridor municipalities grew collectively in population during the 1990s. Table 5 below depicts the changes for each municipality.

**Table 5: Population Trends
THE PA 58 CORRIDOR**

LOCATION	Total Population		Population Change	
	1990	2000	1990-2000	
			#	%
COOLSPRING TOWNSHIP	2,140	2,287	147	6.9
DELAWARE TOWNSHIP	2,064	2,159	95	4.6
GREENVILLE BOROUGH	6,734	6,380	(354)	(5.3)
HEMPFIELD TOWNSHIP	3,826	4,004	178	4.7
JEFFERSON TOWNSHIP	1,998	2,416	418	20.9
MERCER BOROUGH	2,444	2,391	(53)	(2.2)
PA 58 CORRIDOR	19,206	19,637	431	2.2
MERCER COUNTY	121,003	120,293	710	0.6

- Overall, the PA 58 Corridor has seen a slight increase in population from 1990 to 2000. This is in contrast to the County, where there was a decrease of 0.6 percent over the same time period.
- Population growth in the corridor has centered on Jefferson Township. The municipality added nearly 420 persons for a corridor-leading growth rate of nearly 21 percent. This is ten times the corridor growth rate.

- The corridor's boroughs experienced population losses - Greenville dropping by over 5 percent and Mercer by 2.2 percent.

Age Group Distribution

Table 6 and the bullet points below provide more detail on the age group distribution within the corridor and its municipalities.

Table 6: Percent Change by Age Group – 1990, 2000
THE PA 58 CORRIDOR

LOCATION	Total	45-54	55-64	65-74	75-84	85+
COOLSPRING	6.9	9.8	24.5	23.5	0.0	(21.3)
DELAWARE	4.6	25.9	12.2	18.8	43.8	173.7
GREENVILLE	(5.3)	23.8	(16.2)	(11.2)	9.6	3.4
HEMPFIELD	4.7	50.3	(13.7)	2.8	67.1	10.4
JEFFERSON	20.9	22.8	29.0	19.0	58.1	26.3
MERCER	(2.2)	23.1	(6.2)	(12.7)	32.2	63.6
CORRIDOR	2.2	27.0	(1.7)	1.1	30.0	13.9
MERCER COUNTY	(0.6)	32.2	(9.4)	(10.0)	24.2	28.1

- The corridor's overall population increased 2.2 percent from 1990 to 2000.
- Most of the municipalities in the corridor mirrored the corridor's overall population increase with the exception of Greenville Borough and Mercer Borough. These boroughs had an overall population decline of 5.3 and 2.2 percent, respectively.
- The largest percent increase from 1990 to 2000 occurred in Delaware Township in those aged 85 and over. This age group experienced nearly 174 percent increase.
- Hempfield Township had the highest percentage of residents 65 years and older in 2000– approximately 25 percent, which is significantly higher than the remaining municipalities, as well as the County. Jefferson Township had the lowest percentage of residents over 65 years of age – just over 14 percent.

Racial Composition

Table 7 displays the racial composition in the municipalities along the PA 58 Corridor, based on the 2000 Census.

Table 7: Racial Composition – (in %)
THE PA 58 CORRIDOR

LOCATION	WHITE	BLACK	NATIVE AMERICAN	ASIAN	OTHER
COOLSPRING	98.6	0.3	0.0	0.1	1.0
DELAWARE	98.6	.01	0.0	0.4	0.8
GREENVILLE	97.4	1.5	0.0	0.6	0.5
HEMPFIELD	98.8	0.0	0.0	0.2	1.0

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LOCATION	WHITE	BLACK	NATIVE AMERICAN	ASIAN	OTHER
JEFFERSON	97.4	0.9	0.0	0.5	1.3
MERCER BORO	95.8	1.9	0.2	0.4	1.8
PA 58 CORRIDOR	97.8	0.9	0.03	0.4	0.9
MERCER COUNTY	94.2	3.6	0.1	1.0	1.1

- The majority of corridor population is White, at nearly 98 percent.
- Mercer Borough exhibits the greatest racial diversity of the corridor's municipalities, with 95.8 percent of its residents being white.

Household Income

Table 8 displays the 2000 household income statistics along the PA 58 Corridor.

Table 8: Household Income (2000)
THE PA 58 CORRIDOR

LOCATION	Households	< \$25,000		\$25-49,999		\$50-74,999		\$75-99,999		\$100,000+	
		#	%	#	%	#	%	#	%	#	%
COOLSPRING	825	217	26.3	323	39.2	128	15.5	67	8.1	90	10.9
DELAWARE	819	213	26.0	265	32.4	238	29.1	55	6.7	48	5.9
GREENVILLE	2,468	1,010	40.9	811	32.9	454	18.4	88	3.6	105	4.3
HEMPFIELD	1,586	449	28.3	576	36.3	337	21.2	109	6.9	115	7.3
JEFFERSON	966	280	29.0	400	41.4	179	18.5	83	8.6	24	2.5
MERCER BORO	1,028	395	38.4	285	27.7	210	20.4	81	7.9	57	5.5
PA 58 CORRIDOR	7,692	2,564	33.3	2,660	34.6	1,546	20.1	483	6.3	439	5.7
MERCER COUNTY	46,755	16,073	34.4	16,259	34.8	8,629	18.5	3,246	6.9	2,548	5.4

- Approximately 68 percent of corridor households have a household income of less than \$50,000.
- Greenville and Mercer have the highest percentage of households with an income less than \$50,000 – 73.8 percent and 70.4 percent respectively.
- Coolspring Township has the highest percentage of households with incomes in excess of \$100,000 – 10.9 percent – almost twice the corridor average.
- Median household income for Mercer County is \$34,666. Each of the Townships located along the PA 58 corridor have median household incomes that exceed the County's - Coolspring Township (\$37,106), Delaware Township (\$42,240), Hempfield Township (\$38,396), and Jefferson Township (\$34,872).



Economic

Table 9 displays the 2000 civilian labor force characteristics for the municipalities along the PA 58 Corridor.

**Table 9: Civilian Labor Force Characteristics – (2000)
THE PA 58 CORRIDOR**

LOCATION	Total	Not in Labor Force		Labor Force		Civilian Labor Force				In Armed Forces
		#	%	#	%	Employed		Unemployed		
						#	%	#	%	
COOLSPRING	1,802	652	36.2	1,150	63.8	1,016	88.4	134	11.7	0
DELAWARE	1,744	611	35.0	1,133	65.0	1,038	91.6	95	8.4	0
GREENVILLE	5,143	1,993	38.8	3,150	61.2	2,845	90.3	305	9.7	0
HEMPFIELD	3,257	1,415	43.4	1,842	56.6	1,789	97.1	53	2.9	0
JEFFERSON	1,875	768	41.0	1,107	59.0	1,083	97.8	24	2.2	0
MERCER BORO	1,929	698	36.2	1,231	63.8	1,185	96.3	46	3.7	0
PA 58 CORRIDOR	15,750	6,137	39.0	9,613	61.0	8,956	93.2	657	6.8	0
MERCER COUNTY	95,664	40,113	41.9	55,551	58.1	52,142	93.9	3,353	6.0	56

- Approximately 40 percent of corridor residents 16 years old and over is not in the labor force. This is consistent with the County as a whole where just over 41 percent of the 16 year and older population is not in the labor force.
- No one in the corridor reported being a member of the Armed Forces, according to the Census Bureau.
- According to 2000 Census data, the corridor has an unemployment rate of 6.8 percent. This is slightly higher than the County rate of 6.0 percent.
- Coolspring Township and Greenville Borough had the corridor's highest unemployment rates – 11.7 percent and 9.7 percent respectively. Jefferson Township had the lowest – 2.2 percent.



**Table 10: Employment by Occupation (%) - (2000)
THE PA 58 CORRIDOR**

LOCATION	Total	Management, professional, and related		Service		Sales and office		Farming, fishing, and forestry		Construction, extraction, and maintenance		Production, transportation, and material moving	
		#	%	#	%	#	%	#	%	#	%	#	%
COOLSPRING	1,016	283	27.9	209	20.6	209	20.6	4	0.4	111	10.9	200	19.7
DELAWARE	1,038	243	23.4	139	13.4	253	24.4	14	1.3	105	10.1	284	27.4
GREENVILLE	2,845	795	27.9	502	17.6	770	27.1	7	0.2	158	5.6	613	21.5
HEMPFIELD	1,789	609	34.0	283	15.8	430	24.0	0	0.0	157	8.8	310	17.3
JEFFERSON	1,083	208	19.2	157	14.5	293	27.1	9	0.8	137	12.7	279	25.8
MERCER BORO	1,185	404	34.1	214	18.1	316	26.7	4	0.3	71	6.0	176	14.9
PA 58 CORRIDOR	8,956	2,542	28.4	1,504	16.8	2,271	25.4	38	0.4	739	8.3	1,862	20.8
MERCER COUNTY	52,142	14,392	27.6	9,001	17.3	13,203	25.3	319	0.6	4,281	8.2	10,946	21.0

- Most of the corridor's residents (just over 28 percent) are employed in management, professional and related occupations. Less than one half of one percent is employed in farming, fishing and forestry occupations.
- The distribution of occupations within the corridor is almost identical to that found throughout Mercer County.
- At the municipal level, there are some items of note:
 - Hempfield Township and Mercer Borough have the highest percentage of workers employed in management, professional and related occupations – about 34 percent each.
 - Jefferson Township has the highest percentage (12.7 percent) of workers in construction, extraction, and maintenance occupations; Greenville has the lowest (5.6 percent)
 - Delaware Township has the highest percentage of workers in production, transportation, and material moving occupations – 27.4 percent.

Transportation Improvement Program (TIP)

The Shenango Valley MPO has programmed five corridor projects worth nearly \$3 million as part of its 2005 TIP. Table 11 provides more detail, below.


 The logo for the PA 58 Corridor, featuring the number 58 inside a stylized shield shape.

**Table 11: 2005 -- 2008 TIP Projects (in \$000s)
THE PA 58 CORRIDOR**

Municipality	Project/Description	Year				Total
		05	06	07	08	
GREENVILLE	Main Street Enhancements	650				650
GREENVILLE	College Ave RR safety	48				48
GREENVILLE	Blahut Rd RR safety		43			43
HEMPFIELD	Quaker bridge repl			2000		2000
HEMPFIELD	Williamson Rd RR safety	43				43

Source: PENNDOT District 1-0 – numbers in thousands of dollars