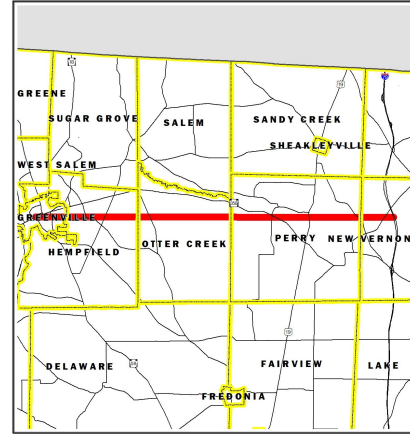


THE PA 358 CORRIDOR

The PA 358 Corridor - Greenville to I-79

The PA 358 Corridor connects the Borough of Greenville in northwest Mercer County with I-79 to the east. For much of the way it follows the Shenango and Little Shenango Rivers. West of Greenville, PA 358 continues to the Ohio border; to the east it eventually terminates in Sandy Lake Borough. The corridor includes the rail facilities of the Bessemer & Lake Erie and Norfolk Southern, which are found in Hempfield Township and Greenville. The Greenville Municipal Airport is located just north of the Borough in Greene Township. The General Aviation airport has approximately 2500 aircraft movements per year and averages between 15 and 20 flights per day. It has a single asphalt runway that measures 2,700 feet in length and one intersecting turf runway that is 2,550 feet in length.



CORRIDOR PROFILE ►



Hempfield
Greenville
Otter Creek
Perry
New Vernon

The MPO has functionally classified PA 358 as a rural minor arterial from I-79 west to its intersection with SR 4018 (Methodist Road) just east of Greenville. From this juncture through the Borough, it is classified as an urban minor arterial.

While PA 358 is the most significant transportation feature within the corridor, there are others, including: The Mercer County Community Transit Service is a "demand response" public bus para-transit service -- serving all of Mercer County, including the PA 358 Corridor.

Norfolk Southern operates tangential to the corridor through Greenville Borough.

In addition to NS, the Bessemer & Lake Erie (BLE) Railroad has facilities in Hempfield Township and in Greenville. The line operates 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. There are a number of rail crossing safety projects programmed within the corridor.

Key Findings & Corridor Highlights

Below are key findings noted from the PA 358 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 358 and SR 4023 (Baker Road)
 - PA 358 and SR 4006 (Williamson Road)
 - Williamson Road and SR 4017 (Main Street)
 - PA 358 between the rail crossing at Fourth Avenue west through town
 - PA 58 from Columbia Avenue to PA 358.
- A countywide goal involves filling properties within the Reynolds East Business Park, as well as attracting jobs to replace the losses sustained by the closure of Trinity Industries and Warner Ladder. The relative isolation of Greenville with the interstate network is an issue frequently raised by county transportation stakeholders.
- Greenville Borough is the single largest destination for resident corridor workers, at nearly 30 percent.
- During the 1990s, population decline was steeper in the PA 358 Corridor than county-wide.
- Household incomes are generally lower in the PA 358 Corridor than elsewhere in the County.
- Unemployment rates for the corridor are also higher than county averages, particularly in Greenville Borough, where unemployment is nearly 4 percentage points higher than the county rate.

Recommendations for the PA 358 Corridor:

Through the development of the county's comprehensive plan and the stakeholder interviews conducted as part of the accompanying long range transportation plan, the issue of Greenville's isolation from the interstate network has emerged as a key issue for county planning to address.

- **Construct spot improvements along the corridor to improve smooth traffic flow.** The greater Greenville area has been affected by plant closings such as Trinity Industries (2,000 employees) and Warner Ladder. In spite of these closings, truck traffic is still an issue within the corridor, particularly in downtown Greenville. The travel demands introduced by other employers such as the Hodge Foundry and Thiel College, coupled with the need to attract new employers, make connectivity between Greenville and I-79 a central issue for future corridor planning. The many curves on PA 358 between Greenville and I-79 make truck throughput difficult and hinders marketing efforts at filling the Reynolds East Business Park.
- **Access to the Trinity site should be enhanced starting with a plan for improving its intersection with PA 358.**

- The one lane bridge on Williamson Road needs to be upgraded to accommodate new traffic from the Wal-Mart. The Ohl Street bridge should be replaced.
- The MPO should work with the District to improve the horizontal curvature of PA 358 in Perry Township just west of Clarks Mills.
- Existing trails in the Greenville area are important for tourism and should be preserved and their connectivity to such destinations as local and state parks improved.

Traffic Volumes

PA 358 is a two-lane minor arterial that connects the Borough of Greenville to I-79. Average Annual Daily Traffic (AADT) volumes range from approximately 3,000 near the interchange to approximately 4,600 at the junction of PA 358 and Fredonia Road (SR 1001). Just east of Greenville, AADT is as high as 6,500 and once inside the Borough volumes are in excess of 12,000.

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. The Greenville/Hempfield Comprehensive Plan also provided valuable insight into issues specific to the west end of the Corridor. 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*
- "First priority is filling the Reynolds East Business Park, a 750-acre industrial park on Route 18 in Greenville...Improving access to I-79 and I-80 would benefit their ability to attract tenants." *Greenville-Reynolds Development Corporation*
- "Main transportation problems: Too many curves on 358 between Greenville and I-79 make truck throughput difficult...Maintenance of 358 and 58 are major priorities" *Greenville-Reynolds Development Corporation*
- "New road to link Rt. 18 with 358 (via Greenville) and then to I-79 would serve the Reynolds East Business Park." *Greenville-Reynolds Development Corporation*
- The Greenville Borough and Hempfield Township Joint Comprehensive Plan identifies a number of specific intersection improvements, as well as pedestrian and signalization upgrades along PA 358 in the Borough. In addition, there is a recommendation to conduct a downtown truck routing study to help reduce some of the negative impacts of increasing truck traffic volumes in Downtown Greenville.

Mode Split

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

**Table 1: Mode Split – 2000
THE PA 358 CORRIDOR**

LOCATION	SOV	CARPOOL	TRANSIT	WALK	BICYCLE	OTHER MEANS	WORK AT HOME
GREENVILLE	75.3	13.4	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
NEW VERNON	82.5	7.3	0.0	0.0	0.0	1.7	8.5
OTTER CREEK	87.8	4.2	0.0	1.5	0.0	0.8	5.7
PERRY	82.7	7.5	0.0	2.9	0.0	0.6	6.3
PA 358 CORRIDOR	82.1	9.7	0.1	4.9	0.0	0.4	2.7
MERCER COUNTY	83.2	9.2	0.3	3.2	0.1	0.7	3.2

- Just over 82 percent of the corridor’s resident workforce traveled alone to their place of employment in 2000. This is only slightly less than the County as a whole. Hempfield Township has the highest percentage that travels via Single Occupant Vehicle (SOV) with 91.7 percent; Greenville has the lowest – 75.3 percent.
- There is a relatively high percentage of the corridor’s workforce that walks to work – almost 5 percent. However, there is not an even distribution across the corridor. Greenville has the highest percentage of workers that walk to work at 9.3 percent, while Hempfield and New Vernon Townships reported none.
- Greenville Borough also has the highest percentage of residents that carpool to work – 13.5 percent. New Vernon and Perry Townships rank second and third in the Corridor with 7.3 and 7.5 percent respectively.
- New Vernon, Otter Creek, and Perry Townships each have relatively high percentages of residents that work at home. New Vernon tops the list with 8.5 percent followed by Perry (6.3 percent) and Otter Creek (5.7). These rates are significantly higher than for the County as a whole (3.2 percent).

Travel Time to Work

Tables 2 and 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 358 CORRIDOR**

LOCATION	<15 minutes		15 to 29 minutes		30 to 59 minutes		60 to 89 minutes		90 or more minutes	
	#	%	#	%	#	%	#	%	#	%
GREENVILLE	1,854	62.6	600	20.3	393	13.3	34	1.1	0	0.0
HEMPFIELD	958	54.5	479	27.2	249	14.2	12	0.7	25	1.4
NEW VERNON	33	14.1	89	38.0	77	32.9	11	4.7	4	1.7
OTTER CREEK	80	30.4	105	39.9	55	20.9	2	0.8	6	2.3
PERRY	148	22.7	289	44.3	134	20.5	24	3.7	17	2.6
PA 358 CORRIDOR	2,898	50.9	1,456	25.6	1,016	17.8	106	1.9	66	1.2
MERCER COUNTY	22,293	45.0	16,568	33.5	8,532	16.7	1,253	2.5	829	1.6

**Table 3: Travel Time to Work – 1990
THE PA 358 CORRIDOR**

LOCATION	<15 minutes		15 to 29 minutes		30 to 59 minutes		60 to 89 minutes		90 or more minutes	
	#	%	#	%	#	%	#	%	#	%
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
NEW VERNON	36	16.4	94	42.9	61	27.9	9	4.1	2	0.9
OTTER CREEK	101	35.9	113	40.2	37	13.2	5	1.8	4	1.4
PERRY	161	26.1	282	45.6	98	15.9	27	4.4	0	0.0
PA 358 CORRIDOR	3,134	55.4	1,435	25.4	788	13.9	99	1.8	17	0.3
MERCER COUNTY	22,944	46.9	15,686	32.1	7,410	15.2	971	2.0	277	0.6

- Fewer of the corridor's residents traveled less than 15 minutes to work in 2000 (50.9 percent) than in 1990 (55.4 percent). Only New Vernon Township had less than 20 percent of its workforce commuting less than 15 minutes in 2000.
- Just over 39 percent of the corridor's resident workforce traveled between 15 minutes and an hour to their place of employment.
- Greenville Borough is the only municipality that did not experience an increase in the number of workers traveling an hour or more to their place of employment.
- The number of corridor workers traveling longer than an hour to their place of work increased from 116 to 172, or 48 percent.

Commutation Patterns

Table 4 lists the top ten employment destinations for corridor workers. As shown, almost 29 percent of the corridor's resident workforce travels to Greenville Borough for employment; however, it should be noted that approximately 64 percent of this figure actually live in Greenville. This is also reflected in the shorter travel times and the higher rates of workers that walk in the Borough as previously shown in Table 3.

**Table 4: Top Commuter Destinations – 2000
THE PA 358 CORRIDOR**

Destination	#	%
1. GREENVILLE	1,629	28.6
2. HEMPFIELD	893	15.7
3. HERMITAGE	352	6.2
4. SUGAR GROVE	301	5.3
5. PYMATUNING	268	4.7
6. SHARON	204	3.6
7. WEST SALEM	187	3.3
8. PERRY	158	2.8
9. PINE	134	2.4
10. MEADVILLE CITY, CRAWFORD CO.	117	2.1
11. TRUMBULL CO. OH	83	1.5

- The top ten destinations attract approximately 76 percent of the corridor's 5,597 commuters. The top 20 destinations attract approximately 85 percent.
- Three of the corridor's municipalities ranked in the top ten - Greenville Borough, Hempfield Township, and Perry Township.

Population Trends

According to the Census Bureau, the municipalities of the PA 358 Corridor collectively experienced a slight decline in population during the 1990s. Table 5 below depicts the changes for each municipality.

**Table 5: Population Trends
THE PA 358 CORRIDOR**

LOCATION	Total Population		Population Change	
	1990	2000	#	%
GREENVILLE BOROUGH	6,734	6,380	(354)	(5.3)
HEMPFIELD TOWNSHIP	3,826	4,004	178	4.7
NEW VERNON TOWNSHIP	493	524	31	6.3
OTTER CREEK TOWNSHIP	583	611	28	4.8
PERRY TOWNSHIP	1,468	1,471	3	0.2
PA 358 CORRIDOR	11,636	11,519	(117)	(1.0)
MERCER COUNTY	121,003	120,293	(710)	(0.6)

- Population gains in the four corridor townships did not erase losses in Greenville Borough. The one percent decrease for the Corridor was only slightly more than the County rate of 0.6 percent.

- New Vernon Township led all corridor municipalities in population growth, at just over 6 percent, while Hempfield and Otter Creek Townships grew by approximately 5 percent each.

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 358 CORRIDOR

LOCATION	Total	45-54	55-64	65-74	75-84	85+
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
NEW VERNON	6.3	65.4	(25.0)	35.1	43.8	(25.0)
OTTER CREEK	4.8	19.4	6.3	14.3	28.6	(25.0)
PERRY	0.2	30.9	6.8	21.7	27.3	55.6
CORRIDOR	(0.9)	34.3	(12.3)	(0.7)	31.0	7.3
MERCER COUNTY	(0.6)	32.2	(9.4)	(10.0)	24.2	28.1

- Total population in the corridor decreased by 0.9 percent from 1990 to 2000. This was due to the 5.3 percent decline in population during this time in Greenville Borough. All the other municipalities in the corridor had population increases.
- Greenville Borough and Otter Creek Township had the highest percentages of residents between the ages of 20 and 44 in 2000 – 35.5 percent and 36.5 percent respectively.
- Hempfield Township had the highest percentage of residents 65 years and older in 2000 – approximately 25 percent, which is 7 percentage points higher than the County rate.
- Otter Creek Township had the lowest percentage of residents over 65 years of age in 2000– approximately 13 percent.

Racial Composition

Table 7 displays the racial composition in the municipalities along the PA 358 Corridor, based on the 2000 Census.

Table 7: Racial Composition – (in %)
THE PA 358 CORRIDOR

LOCATION	WHITE	BLACK	INDIAN	ASIAN	OTHER
GREENVILLE	97.4	1.5	0.0	0.6	0.5
HEMPFIELD	98.8	0.0	0.0	0.2	1.0
NEW VERNON	100.0	0.0	0.0	0.0	0.0
OTTER CREEK	98.2	1.6	0.0	0.2	0.0
PERRY	99.6	0.3	0.1	0.0	0.0
PA 358 CORRIDOR	98.2	0.8	0.0	0.4	0.6
MERCER COUNTY	94.2	3.6	0.1	1.0	1.1

- The majority of those that live in the PA 358 Corridor are white (98.2 percent).
- Greenville Borough exhibits the greatest racial diversity of the corridor's municipalities, with approximately 2.6 percent of its residents being non-white.
- New Vernon Township is the only municipality that is 100 percent white.

Household Income

Table 8 displays the 2000 household income statistics along the PA 358 Corridor.

**Table 8: Household Income (2000)
THE PA 358 CORRIDOR**

LOCATION	Households	< \$25,000		\$25-49,999		\$50-74,999		\$75-99,999		\$100,000+	
		#	%	#	%	#	%	#	%	#	%
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
NEW VERNON	196	57	29.1	102	52.0	28	14.3	7	3.6	2	1.0
OTTER CREEK	233	66	28.3	90	38.6	46	19.7	23	9.9	8	3.4
PERRY	579	170	29.4	248	42.8	92	15.9	51	8.8	18	3.1
PA 358 CORRIDOR	5,062	1,752	34.6	1,827	36.1	957	18.9	278	5.5	248	4.9
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 70 percent of corridor annual household incomes are less than \$50,000.
- New Vernon Township has the highest percentage of households with an income of less than \$50,000 - just over 81 percent. Greenville follows with approximately 73 percent.
- Hempfield Township has the highest percentage of households with incomes in excess of \$100,000 - 7.3 percent.
- Median household income for Mercer County is \$34,666. Greenville and New Vernon Township fall below this mark at \$31,250 and \$32,031 respectively. Hempfield (\$38,396), Otter Creek (\$37,656), and Perry (\$35,221) Townships each exceed the County median.

Economic

Table 9 displays the 2000 civilian labor force characteristics for corridor municipalities.

Table 9: Civilian Labor Force Characteristics – (2000)
THE PA 358 CORRIDOR

LOCATION	Total	Not in Labor Force		Labor Force		Civilian Labor Force				In Armed Forces
						Employed		Unemployed		
		#	%	#	%	#	%	#	%	
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
NEW VERNON	402	144	35.8	258	64.2	240	93.0	18	7.0	0
OTTER CREEK	476	198	41.6	278	58.4	268	96.4	10	3.6	0
PERRY	1,184	485	41.0	699	59.0	670	95.9	25	3.6	4
PA 358 CORRIDOR	10,462	4,235	40.5	6,227	59.5	5,812	93.3	411	6.6	4
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 residents 16 years old and over in the PA 358 Corridor 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 are not in the labor force.
- Only four residents reported being in the Armed Forces. All lived in Perry Township.
- According to 2000 Census data, the corridor has an unemployment rate of 6.6 percent. This is slightly higher than the County rate of 6.0 percent.
- Greenville Borough and New Vernon Township each exceeded the Corridor unemployment rate at 9.7 percent and 7 percent respectively.

Table 10: Employment by Occupation - (2000)
THE PA 358 CORRIDOR

LOCATION	Total	Management, professional, and related		Service		Sales and office		Farming, fishing, and forestry		Construction, extraction, and maintenance		Production, transportation, and material moving	
		#	%	#	%	#	%	#	%	#	%	#	%
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
NEW VERNON	240	62	25.8	27	11.3	51	21.3	16	6.7	27	11.3	57	23.8
OTTER CREEK	268	63	23.5	39	14.6	44	16.4	2	0.7	26	9.7	94	35.1
PERRY	670	126	18.8	110	16.4	159	23.7	16	2.4	75	11.2	184	27.5
PA 358 CORRIDOR	5,812	1,655	28.5	961	16.5	1,454	25.0	41	0.7	443	7.6	1,258	21.6
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. Just over 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:
 - New Vernon Township has the highest percentage of workers in farming, fishing, and forestry related occupations – 6.7 percent. This is well above the county average of 0.6 percent.
 - Otter Creek Township has the highest percentage of workers in production, transportation, and material moving occupations – 35 percent. This is significantly higher than for the corridor and the County.
 - Greenville Borough has the highest percentages of workers in both service and sales and office occupations – 17.6 percent and 27.1 percent, respectively.

2005 Transportation Improvement Program (TIP)

PennDOT has programmed over \$3.5 million in improvements within the PA 358 Corridor. The largest includes a bridge replacement in Hempfield Township. The TIP also includes a number of railroad crossing safety projects in Greenville Borough and Hempfield Township. A Transportation Enhancement project includes streetscape improvements along Greenville Borough's Main Street between Race Street and Mercer Street. The enhancement will involve new curbing, handicap ramps, utility connections, and information signage.

Table 11 - 2005-2008 TIP Projects (in \$000s)

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
PERRY	Mill Rd bridge repl	50		680		730

Source: PennDOT District 1.0