
G. Transportation Analysis

TRANSPORTATION ANALYSIS

An examination of the transportation network of Rice's Landing Borough forms the basis for ensuring an efficient movement of goods, people and services throughout the Township. Transportation is the framework on which a community bases many of its decisions regarding land use and zoning. This part of the background studies will review street classifications, traffic volumes, existing transportation systems, levels of service, and other related information such as the Pennsylvania Department of Transportation's (Penn DOT) Twelve-Year Plan and Rice's Landing residents to work traffic patterns.

Classification of Streets

There are 18.11 miles of State maintained roads in Jefferson Township and 2.25 miles of State maintained roads in Rice's Landing according to figures generated by the Pennsylvania Department of Transportation for 1997. These roads vary in cartway, right-of-way, length, surface type, and the type of service provided. The typical categories of roadway service types are defined by the federal Department of Transportation and described below:

General Classifications

Arterial, major Major arterial roads handle high volumes of traffic generally traveling long distances. Interstate highways, including Interstate 79 and Interstate 70 are considered to be major arterials. These roads usually have at least four lanes of traffic in both directions and have limited access.

Arterial, minor Minor arterials are streets with signals at important intersections and stop signs on side streets. These streets collect and distribute traffic to and from collector streets.

Collectors Collectors are streets that collect traffic from local streets and connect with major and minor arterials.

Local street A local street provides vehicular access to abutting properties and discourages through traffic. This class of street carries traffic to and from collectors and serves adjacent land use; it contains loop streets, residential streets, cul-de-sacs, alleys and parking connectors.

Cul-de-sac street A cul-de-sac is a street with a single common ingress and egress and a turn around at the end.

Dead end street A dead end street has a single common ingress and egress.

Service street A service street runs parallel to a freeway or expressway and serves abutting properties.

Dual street A dual street has opposing lanes separated by a median strip, center island, or other form of barrier, and can be crossed only at designated locations.

Expressway An expressway is a divided multi-lane major arterial street for through traffic, with partial control of access and with grade separations at major intersections.

Freeway A freeway is a limited access highway with no at-grade crossings.

Paper street A paper street is one that has never been built, but is shown on an approved plan, subdivision plat, tax map, or official map.

Public Road means any road under the jurisdiction of and maintained by a public authority and open to public travel.

Rural Classifications

Rural Area means all areas of a State not included in the boundaries of urban areas.

Rural Major Arterial Routes means those public roads that are functionally classified as a part of the rural principal arterial system of the rural major arterial system as described in Volume 20, Appendix 12, Highway Planning Program Manual. Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Serve all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over.

Rural Minor Arterial Routes means those public roads that are functionally classified as a part of the rural principal arterial system of the rural minor arterial system as described in Volume 20, Appendix 12, Highway Planning Program Manual. Links cities and larger towns and form an integrated network providing interstate and inter-county service. They are to be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway. Provide service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with a minimum interference to through traffic.

Rural Major Collector Routes means those public roads that are functionally classified as a part of the major collector subclassification of the rural collector system as described in Volume 20, Appendix 12, Highway Planning Program Manual. Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.

Rural Minor Collector Routes means those public roads that are functionally classified as a part of the minor collector subclassification of the rural collector system as described in Volume 20, Appendix 12, Highway Planning Program Manual. They are to be spaced at such intervals, consistent with population density, to collect traffic and bring all developed areas within a reasonable distance of a collector highway.

Rural Local Road serves primarily to provide access to adjacent land. Provide service to travel over relatively short distances as compared to collectors and other highway systems.

Urban Classifications

Urban Principal Arterial Routes means those public roads that are functionally classified as a part of the urban principal arterial system as described in Volume 20, Appendix 12, Highway Planning Program Manual. The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intr-area travel, such as between central business districts and outlying residential areas, between major inner city communities, or between major suburban centers should be served by this system. Frequently the principal arterial system will carry important intra urban as well as intercity routes. Finally, this system in small urban and urbanized areas should provide continuity for all rural arterials which intercept the urban boundary.

Urban Minor Arterial Routes means those public roads that are functionally classified as a part of the urban minor arterial system as described in Volume 20, Appendix 12, Highway Planning Program Manual. The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

Urban Collector Routes means those public roads that are functionally classified as a part of the urban collector system as described in Volume 20, Appendix 12, Highway Planning Program Manual. The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Urban Local Streets The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged.

The Core Highway System was developed in 1989 by the Penn DOT Office of Planning. This highway network includes those major transportation routes which are vital to the economic growth of the state. As the main connector between the City of Erie and the City of Pittsburgh, Interstate 79 links two of the major commercial and industrial centers within Pennsylvania. Consequently, this route was included in the 4,000 mile Core Highway System.

Specific Categories

The Penn DOT further classifies the highway network in the following categories based on a largely economic role.

Priority Commercial Network (PCN) This category was first identified in 1982 to designate highways which carry high volumes of trucks and other vehicles that are vital to Pennsylvania's economy.

Agri-Access Network(AAN) This category was first identified in 1984 to identify highways which serve rural agricultural communities and agri-business areas.

Industrial-Commercial Access Network (I-Can) This category was first identified in 1986 to designate highways serving the industrial and commercial areas of Pennsylvania's economy.

Dual I-Can and AAN This category was designed to indicate highways serving both industrial/commercial and agricultural/agri-business sectors.

Traffic Volumes

Traffic volumes are produced for all State maintained roads beginning in 1975 by the Pennsylvania Department of Transportation (Penn DOT). It is important to note that many smaller State maintained roads have never had an actual count taken. In the table below, if the base year of an ADT count is listed as 1975 it is quite possible that the original count was only an estimate based on formulas concerning population, major feeder roads, etc. Therefore, the estimates, also based on growth formulas, provide very similar projections of a 29 to 33 percent increase in traffic. Nevertheless, the estimates are still useful to mention because Penn DOT uses them to assist in decisions concerning upgrading and maintaining the road surfaces. For this community the current ADT estimates all ranged from 30 to 31 percent increases in traffic volumes since the base ADT and thus were eliminated from the table.

Rice's Landing Borough is a small municipality based in a highly rural area, land locked by the Mon River and hilly terrain, with very low commercial activity, thus does not produce a lot of traffic. The major highways in the immediate area are US Interstate Route 70 to the north in Washington County connected by State Route 43 (Turnpike) and State Route 88, and Interstate 79 to the west in Greene County - the only highway in the County to be consistently at or above 20,000 average trips per day. Therefore, highways in the vicinity of Rice's Landing Borough which have Average Daily Traffic (ADT) counts serving over 20,000 vehicle trips each day do not exist. The other major highway in the vicinity is State Route 40 connecting the City of Washington to Uniontown and intersecting Route 88 to the north. It averages ADT counts well below Interstate 79 around 8,000 to 9,000 trips per day. The other major route in the area is State Route 21 connecting Waynesburg to Uniontown and intersecting Route 88 to the south of the Borough. It also averages ADT counts well below Interstate 79 around 7,000 to 8,000 trips per day.

Locally two State Routes are very significant for traffic flow in and out of the Borough: State Route 88 and 188. The two roads intersect about one mile from the Borough boundary.

Below, Table G-1 lists all roads in Rice's Landing Borough which are maintained by Penn DOT. Traffic counts for various segments are from estimated data produced by Penn DOT for 1996. The segments were chosen to represent the road areas within the Borough limits. Table G-2 represents all major local roads maintained by Penn DOT in the Township of Jefferson. See Map # 12.

TABLE G-1

AVERAGE DAILY TRAFFIC COUNTS				
State Maintained Roads in Rice's Landing				
Street Name	Route #	Segment #	Year of ADT Count	Base Year ADT Count
Main Street	1010	10-40	1989	130-294
SR 1012	1012	10	1973	560

Source: Pennsylvania Department of Transportation, 1997

TABLE G-2

AVERAGE DAILY TRAFFIC COUNTS				
State Maintained Roads in Jefferson Township				
Street Name	Route #	Segment #	Year of ADT Count	Base Year ADT Count
SR 88	88	350-440	1985	3,270-4,749
SR 188	188	130-220	1985	2,835-4,010
SR 1008	1008	10-20	1989	1,656
SR 1010	1010	10	1989	207
SR 1011	1011	10-80 140-150	1989	1,022-1,995 2,282
SR 1015	1015	10-40	1989	1,038-1,179
SR 1017	1017	30-60	1984	145

Source: Pennsylvania Department of Transportation, 1997

Existing Transportation Network

This section examines the major State maintained roads in the Borough of Rice's Landing in further detail. Also included is an examination of other means of transportation such as rail, trails, and pedestrian circulation. Usually examined in this section would be mass transit and air services, however, neither exist in the Borough.

Highways Rice's Landing Borough has 2.25 miles of State roads in the Borough. The largest, busiest and most locally significant roads are State Routes 88 and 188, however they are intersections outside of the Borough boundaries.

TABLE G-3

ROAD CLASSIFICATION									
State Maintained Roads in Rice's Landing Borough									
Street Name	Classification	Segment # in Borough	Segment Length	No. Lanes	Width of Road	Year Built	Year Resurfaced	% Trucks	Surface Type
Main Street (Route #1010)	Local	20	.513	2	18	1950	1981	6.0	Bit.
		30	.542	2	14	1938	1963	11.0	Pavemnt.
		40	.533	2	14	1938	1963	11.0	
1012	Local	10	.661	2	23	1960	-	9.0	Bit. Pavmt.

Source: Pennsylvania Department of Transportation, 1997

Air

Air services for the Borough are primarily provided by the Greene County Airport located near Uniontown.

Rail

Rail service is not currently active, however, rail did compliment the water services provided by the Monongahela River during the later trade area and recent coal companies near the Borough.

Mass Transit

No mass transit services exist in the Borough.

Pedestrian Circulation

Pedestrian circulation is limited in the Borough, not because of a severe lack of infrastructure, but because of very little land dedicated to streets and a small downtown area.

PennDOT Twelve-Year Plan

The Pennsylvania Department of Transportation Twelve-Year Program is a comprehensive approach to the maintenance and repair of the state's transportation network. The current program focuses on bridges and highways and is scheduled for completion between 1997 and 2008. Projects are categorized by four year phases with high priority projects scheduled in the first four year segment. Penn DOT's District 12 Office, located at P.O. Box 459, North Gallitan Avenue, Uniontown, PA (412) 439-7315, serves the Pittsburgh Metropolitan Area and the Southwestern PA Regional Development Area including Greene County and Rice's Landing Borough. Table G-4 is a listing of adopted projects in Rice's Landing Borough and Jefferson Township under the jurisdiction of the Penn DOT District 12 Office:

TABLE G-4

PENN DOT TWELVE-YEAR PLAN			
Rice's Landing Borough			
Coverage Date	Project	Location	Description
1997-2000	PA 88 Ten Mile Creek Bridge	Jefferson Township	Bridge Rehabilitation
2001-2004	PA 88 Ten Mile Creek Bridge	Jefferson Township	Bridge Rehabilitation
1997-2001	Ten Mile Creek Bridge II	Morgan /Jefferson Twp. Line	Bridge Replacement
1997-2001	Airport	18 separate projects- look in Appendix	Miscellaneous
Source: 1997 Pennsylvania Department of Transportation Twelve-Year Plan, 1997-2008, District 12			

Trails

There are no trails in the immediate are but the community could be looking at Rails to Trails options in the future. Many trails exist in the region and can be found in Fayette County and its many parks such as Ohiopyle.

Findings

- The local state routes within the Borough are in good condition.
- Traffic volumes through the Borough are very low and do not require upgrades in the time period covered by this plan.