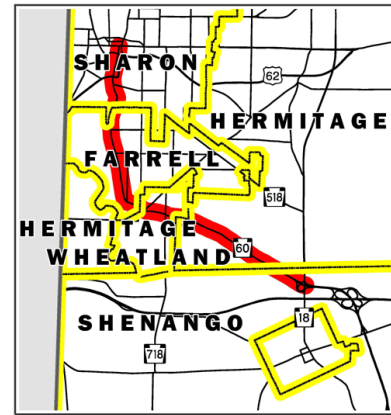


PA 60/BROADWAY CORRIDOR

The PA 60/Broadway Corridor

The PA 60/Broadway Corridor runs from downtown Sharon to intersect with PA 18, then continuing to its junction with I-80. Also known as Broadway Avenue, this corridor provides access to three significant Mercer County roadways: PA 60, PA 18 and I-80.

The corridor is approximately 5.5 miles in length and includes the municipalities of Sharon, Farrell, Hermitage and Shenango Township.



CORRIDOR PROFILE ►



Sharon
Farrell
Wheatland
Hermitage
Shenango Township

The Shenango Valley MPO has classified its roadways into a hierarchy for planning and programming purposes. Functional classification is the process by which streets and highways are grouped according to the type of service they are intended to provide. The MPO has functionally classified the majority of PA 60 as a "Minor Arterial". After PA 60 crosses PA 18, it is classified as "Other Freeways and Expressways". Mercer County has further classified this roadway as an Urban Principal Arterial Other Freeway.

PA 60 parallels the Norfolk Southern right-of-way that serves the Wheatland Yard in Wheatland and intersects with the Bessemer & Lake Erie Railroad in Greenville.

The corridor contains two distinct operating segments: the northern half, which serves the more residential and commercial areas of Sharon and Farrell; and the southern half, which serves the industrial and business development centers in Wheatland and Hermitage.



Key Findings & Corridor Highlights

The following points highlight the key corridor findings and highlights:

- Population losses in the municipalities that comprise the corridor have been greater percentage wise than the county as a whole.
- The MPO has programmed nearly \$28 million in improvements in the corridor, including a \$4.7 million reconstruction of PA 60/Broadway Avenue.
- The corridor business community has identified the traffic problems along Broadway Avenue as the most significant obstacle to continued business success and development in the Hermitage Industrial Park. Enhancements to the roadway, specifically the addition of turning lanes, will be necessary to improve the corridor's safety and efficiency.
- The availability of vacant land along the corridor could be used to attract industrial growth and added demand for traffic management measures.
- The corridor is the county's most racially diverse, with 16 percent minority population.
- Farrell lacks many of the goods and services available in other Valley municipalities and is more dependent on public transportation. The borough has one of the highest carpooling rates in the county, at 14 percent.

Recommendations for the PA 60 Corridor:

This section outlines some suggested draft actions, based on the results of public involvement, data collection efforts from county and multi-municipal comprehensive plans, and the Census data.

- **Proceed with corridor enhancements.** MCRPC's 2003 study of the PA 60/Broadway Avenue corridor resulted in a number of project recommendations, chief of which include the \$4.7 million reconstruction project slated to begin in late 2005.
- **Broadway Avenue access should be limited where feasible.** The elimination of direct access to Broadway wherever possible should be provided through access to collector streets and other access management techniques.
- **Corridor municipalities should explore the development of an off-road trail along the Shenango River south to New Castle.** This link would ultimately provide Shenango Valley residents and visitors with a rail trail from Sharon 20 miles south to downtown New Castle. From the Lawrence County seat, the route could utilize existing streets to a connection with the Savich Trail along the Mahoning River into Lowellville, Ohio.

MPO and/or municipalities of the region should jointly administer a feasibility study for this trail concept. A feasibility study would address major issues relative to the conversion of an abandoned rail right of way to trail use. The extent of such a study would vary depending on the known level of public support, as well as the number of environmental hazards and engineering/structural issues such as the bridge over the Shenango River in Hermitage. A feasibility study would also answer questions related



to: legal issues, trail alignment, latent demand, intended use, and ownership/management issues.

- **Identify a regional truck priority network.** In Sharon alone there are two mills and one steel mill, yet the City does not have adequate traffic routes for trucks. Planners and area economic development officials agree that there is a need to move trucks through the area without traversing the downtown. To illustrate, steel production and shipments from the Duferco plant in Farrell is increasing, with a significant share of its products being shipped to Winner Steel in Sharon.
- **Ohio Street should be improved as needed to support the development of State Line Industrial Park.**
- **Other places where transportation problems have been identified in the corridor include:**
 - Traffic and throughput problems in the corridor from Sharon to Exit 4, especially at the National Castings site in Sharon.
 - NS grade crossing at Staughton Street in Sharon.

Traffic Volumes

According to the PennDOT iTMS (Internet Traffic Monitoring System), PA 60 experiences less than 10,000 AADT in most sections, except for a small section in Sharon where PA 60 intersects with US 62/Shenango Valley Freeway. At this location, AADT ranges from 11,000 to 19,000 per day, with the majority of the trips diverting north on PA 18 toward Hermitage.

Mode Split

The majority (84.5 percent) of corridor workers commuted to work by single occupancy vehicle (SOV). This is slightly higher than the county rate of 83.2 percent. Table 1 and the bullet points below provide more detail on mode split within the corridor.

- The city of Farrell had approximately 14 percent of its workers commute to work by carpooling.
- There is a relatively higher share of those walking to work (4.3 percent) in Sharon than is observed elsewhere in the county. This is due in part to higher densities of land use in the city. Sharon also has the highest percentage of commuters who use a bicycle as a means of getting to work.

Table 1: Mode Split (in %) – 2000
THE PA 60 CORRIDOR

60

LOCATION	SOV	CARPOOL	TRANSIT	WALK	BICYCLE	OTHER MEANS	WORK AT HOME
SHARON	80.9	11.4	1.0	4.3	0.3	1.1	1.1
HERMITAGE	88.2	7.6	0.2	1.3	0.1	0.2	2.5
FARRELL	82.6	14.0	0.2	1.0	0.0	1.8	0.2
WHEATLAND	87.1	8.0	0.6	2.5	0.0	0.0	1.6
SHENANGO	84.2	12.1	0.0	0.8	0.0	1.2	1.6
CORRIDOR	84.5	10.1	0.4	2.3	0.1	0.8	1.6
MERCER COUNTY	83.2	9.2	0.3	3.2	0.1	0.7	3.2

Travel Time to Work

Overall, travel time to work within the corridor and within Mercer County, increased during the 1990s. Workers are spending more time in their vehicles commuting to work, though commuters from the PA 60 Corridor municipalities are not seeing their travel times rise at quite the rate of the county as a whole.

- Each municipality within the corridor saw the percentage of workers who commute fewer than 15 minutes to work decrease from 1990 to 2000, and the entire corridor as a whole saw the percentage of people who commute 30 to 59 minutes increase over the same time period.
- During the 1990s, the percentage of commuters traveling more than 90 minutes to work from Sharon and Hermitage more than doubled.

Table 2 and Table 3 show how journey to work travel times have increased in the corridor over the past decade.

Table 2: Travel Time to Work (in minutes by percent) – 2000
THE PA 60 CORRIDOR

LOCATION	< 15	15-29	30-59	60-89	90+
SHARON	58.2	22.3	15.1	2.0	1.2
HERMITAGE	50.7	30.4	12.6	2.2	1.7
FARRELL	56.4	29.5	10.8	1.9	1.2
WHEATLAND	57.4	27.4	11.6	1.6	0.3
SHENANGO TWP.	31.8	48.6	15.4	1.1	1.4
PA 60 CORRIDOR	52.1	29.3	13.6	2.0	1.4
MERCER COUNTY	43.6	32.4	16.6	2.5	1.6

Table 3: Travel Time To Work (in minutes by percent) – 1990
THE PA 60 CORRIDOR

60

LOCATION	< 15	15-29	30-59	60-89	90+
SHARON	60.3	26.0	12.4	1.5	0.4
HERMITAGE	55.3	30.2	12.1	2.0	0.8
FARRELL	56.8	29.2	12.0	0.6	0.0
WHEATLAND	58.3	25.7	12.2	1.3	0.0
SHENANGO TWP.	38.7	41.7	15.9	2.2	0.0
PA 60 CORRIDOR	54.3	29.4	12.4	1.6	0.4
MERCER COUNTY	57.8	28.1	12.2	1.8	0.6

Commutation Patterns

Approximately 83 percent of corridor workers are employed in one of the top ten employment destinations as shown in Table 4. Two of the top destinations in 2000 were out of state (Trumbull and Mahoning Counties, Ohio).

- The City of Hermitage is the most common destination of corridor workers by an overwhelming margin. Hermitage and Sharon are the top two commuter destinations for corridor workers.
 - Only ten percent of Wheatland resident workers are employed in Wheatland; 39 percent of Wheatland's resident workers are employed in Hermitage or Sharon.
 - Only six percent of Shenango Township's resident workers are employed within the municipality of residence; almost 30 percent of Shenango resident workers are employed at destinations within Hermitage or Sharon.

Table 4: Top Commuter Destinations – 2000
THE PA 60 CORRIDOR

LOCATION	Percentage Share 2000
1. HERMITAGE CITY	44.5
2. SHARON CITY	23.5
3. TRUMBULL COUNTY, OH	10.5
4. FARRELL CITY	6.7
5. MAHONING COUNTY, OH	3.8
6. WHEATLAND BOROUGH	2.8
7. SHARPSVILLE BOROUGH	2.5
8. SHENANGO TOWNSHIP	2.2
9. GREENVILLE BOROUGH	2.1
10. MERCER BOROUGH	1.6

Source: U.S. Census Bureau, 2000.

Population Trends



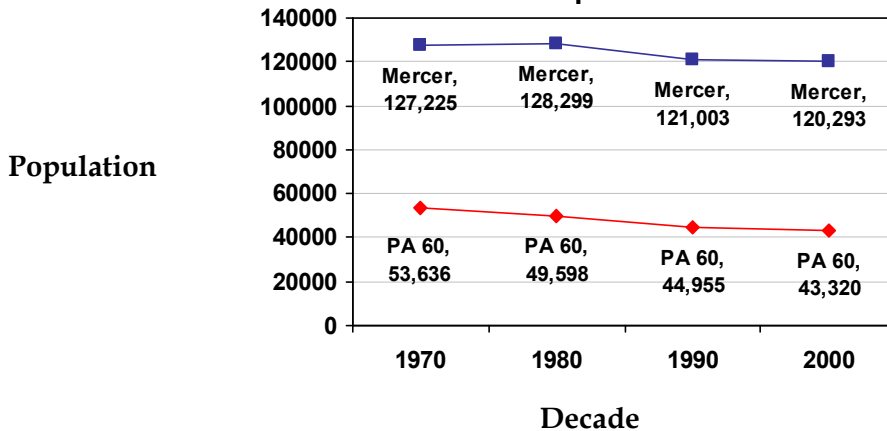
Total population within the PA 60 Corridor declined by 3.6 percent from 1990 to 2000, or a drop from 44,955 in 1990 to 43,320 in 2000. Table 5 and the bullet points below provide more information on population change within the corridor during the 1990s, while Diagram 1 shows the corridor’s population trendline from 1970 to 2000.

- Hermitage City’s total population increased by 5.6 percent during that time period compared to the 6.7 percent loss of population in the City of Sharon.
- The City of Sharon has had a steady population decline since the 1970s.
- Hermitage population, on the other hand, increased from 1970 to 1980, declined from 1980 to 1990, and then grew again from 1990 to 2000. Hermitage is the only municipality in the corridor to experience a population increase.

**Table 5: Population Trends, 1970-2000
THE PA 60 CORRIDOR**

LOCATION	1970	1980	1990	2000	% CHANGE 90-00
SHARON	22,653	19,057	17,493	16,328	(6.7)
HERMITAGE	15,421	16,365	15,300	16,157	5.6
FARRELL	11,000	8,645	6,841	6,050	(11.5)
WHEATLAND	1,421	1,132	982	748	(23.8)
SHENANGO TWP	3,141	4,399	4,339	4,037	(7.0)
CORRIDOR	53,636	49,598	44,955	43,320	(3.6)
MERCER COUNTY	127,225	128,299	121,003	120,293	(0.6)

**Figure 1
Mercer County and PA 60 Corridor
1970 – 2000 Population Trends**



Age Group Distribution



While a majority of corridor municipalities experienced declines in population during the 1990s, each experienced significant increases in the percentage of populations older than age 75. Other corridor trends include:

- During the 1990s, the percentage of corridor residents over 65 years of age decreased slightly. This population group for the county as a whole had a marginal increase.
- During the 1990s, the corridor's median age increased in all municipalities except Wheatland. The county's median age rose significantly (from 36.4 to 39.6) during the ten-year period.
- The age cohorts observed in the municipalities within the corridor mirror the distribution of the county at large.
- The only notable deviation from between corridor towns and Mercer County concerns the 65+ age group. With the corridor, 21 percent of residents are 65 or older; for the county as a whole, slightly more than 18 percent are 65 or older.
- In Farrell, the 2000 Census identified that less than one percent of the population is below five years of age. Also, in Wheatland, 27.7 percent of residents are 65 or over; the highest percentage in the corridor and significantly higher than Mercer County as a whole.

Table 6 shows information with regard to growth by age group within the PA 60 Corridor as recorded during the 2000 Census.

Table 6: Percent Change by Age Group – 1990, 2000
THE PA 60 CORRIDOR

LOCATION	Total	45-54	55-64	65-74	75-84	85+
SHARON	(6.7)	31.9	(19.4)	(31.6)	7.1	42.3
HERMITAGE	5.6	36.2	(14.2)	(8.5)	60.9	44.8
FARRELL	(11.6)	31.5	(39.3)	(33.1)	8.0	56.6
WHEATLAND	(1.6)	17.8	(38.2)	(17.7)	45.3	7.7
SHENANGO	(7.0)	17.1	(12.1)	6.2	83.2	79.2
CORRIDOR	(3.2)	31.5	(20.3)	(20.4)	29.7	45.8
MERCER COUNTY	(0.6)	32.2	(9.4)	(10.0)	24.2	28.1

Median Age

With the exception of Wheatland, median age increased in every corridor municipality during the 1990s, though Wheatland also had the highest median age of 45.8.

- The median age in all corridor municipalities but Sharon is greater than the county average. Sharon has the corridor's lowest median age, at 38.4.

Table 7 provides detail for selected corridor municipalities.



**Table 7: Median Age, 1990 – 2000
THE PA 60 CORRIDOR**

LOCATION	1990	2000
SHARON	36.4	38.4
HERMITAGE	41.5	44.1
FARRELL	39.8	40.1
WHEATLAND	49.9	45.8
SHENANGO TWP	35.9	41.7
MERCER COUNTY	36.4	39.6

Racial Composition

While the population of Mercer County as a whole is predominantly Caucasian (93.1 percent), the PA 60 Corridor is far more diverse. The population of Farrell is almost evenly split between Caucasians and African-Americans. The percentage of corridor residents that are non-white is 13 percent, while the county percentage of non-white residents is only 5.0 percent.

Table 8 provides information on the corridor's racial composition against the countywide figures.

**Table 8: Racial Composition – (in %)
THE PA 60 CORRIDOR**

LOCATION	Total	White	Black	Indian	Asian	Other
SHARON	16,328	86.8	10.5	0.1	0.1	2.4
HERMITAGE	16,130	93.8	0.0	0.1	1.7	1.3
FARRELL	6,057	50.4	46.1	0.4	0.1	3.0
WHEATLAND	740	86.5	11.2	0.2	0.0	2.0
SHENANGO TWP	4,037	98.2	1.2	0.2	0.0	0.4
CORRIDOR	43,292	84.0	13.0	0.1	0.1	2.0
MERCER COUNTY	120,293	93.1	5.0	0.1	0.6	1.2

Per Capita Income

Overall, the corridor's per capita income lagged behind the figures reported countywide. In 2000, the majority of households in Sharon (nearly 46 percent) had an income of less than \$25,000 per year.

- Hermitage had higher household incomes, where the majority of households in 2000 (35 percent) had an income of \$25,000 to \$49,999.
- Of the 18,093 households in the corridor in 2000, nearly three quarters (72.65 percent) had an income of \$49,999 or less.

Table 9 below provides more information concerning per capita income in the PA 60 Corridor.



**Table 9: Per Capita Income (2000)
THE PA 60 CORRIDOR**

LOCATION	Households	PER CAPITA INCOME				
		< \$25,000	\$25- 49,999	\$50- 74,999	\$75- 99,999	\$100,000+
SHARON	6,826	45.8	32.2	12.8	4.9	4.2
HERMITAGE	6,797	28.9	34.6	18.9	8.9	8.7
FARRELL	2,510	54.1	28.6	12.2	3.4	1.7
WHEATLAND	327	44.0	32.1	19.3	5.2	1.5
SHENANGO TWP	1,633	17.6	23.0	15.4	8.4	5.5
CORRIDOR	18,093	39.97	32.7	15.3	6.4	5.7
MERCER COUNTY	46,755	34.3	34.8	18.5	6.9	5.5

Economic

The next three tables demonstrate the composition of the corridor across a variety of economic factors, including labor force characteristics, employment by occupation, and employment by industry by place of residence.

- Overall, corridor municipalities exhibit a slightly higher percentage of professional, service and sales jobs than the county as a whole and a slightly lower percentage of construction and transportation-related jobs.
- The corridor also serves as the primary industrial development area of Hermitage from Wheatland to the intersection with PA 18.
- Corridor unemployment rates are slightly higher than the county rate of 6 percent. Farrell had the corridor's highest unemployment rate, at over 12 percent. Wheatland followed with 9.4 percent.
- Shenango Township had the corridor's lowest unemployment rate, at 4 percent.

**Table 10: Civilian Labor Force Characteristics – (2000)
THE PA 60 CORRIDOR**

LOCATION	Total	Not in Labor Force		Labor Force		Civilian Labor Force				In Armed Forces	
						Employed	Unemployed	Unemployed	Unemployed		
SHARON	12,752	5,747	45.1	7,005	54.9	6,440	91.9	556	8.0	9	0.1
HERMITAGE	13,058	5,564	42.6	7,494	57.4	7,088	94.6	397	5.4	9	0.1
FARRELL	4,672	254	5.4	2,179	46.6	1,906	87.5	273	12.5	0	0.0
WHEATLAND	613	273	44.5	340	55.5	308	90.6	28	9.4	4	0.7
SHENANGO TWP.	3,178	1,207	38.0	1,971	62.0	1,881	95.4	79	4.0	11	0.3
CORRIDOR	34,273	13,045	38.1	18,989	55.4	17,623	92.8	1,333	7.0	33	1.0
MERCER COUNTY	95,564	40,113	41.9	55,551	58.1	52,142	93.9	3,353	6.0	56	0.1

Employment by Occupation



- Hermitage has a significant number of management/professional and sales jobs, well-exceeding the countywide average.
- Sharon, Farrell and Wheatland all exceed county averages for Production and Transportation-related employment. Transportation system management for goods movement is particularly essential in these areas.
- Corridor municipalities, with the exception of Shenango Township, lag behind the countywide average for Construction, Extraction and Maintenance jobs.

**Table 11: Employment by Occupation - (2000)
THE PA 60 CORRIDOR**

LOCATION	Total	Mgmt./ Professional. & Related	Service	Sales/Office	Farming, Fishing & Forestry	Construction, Extraction & Maintenance	Production/ Transp. & Material Moving						
SHARON	6,440	1,647	25.6	1,533	23.8	1,549	24.1	8	0.1	332	5.2	1,371	21.3
HERMITAGE	7,088	2,617	36.9	978	13.8	2,046	28.9	12	0.2	447	6.3	988	13.9
FARRELL	1,906	376	19.7	244	12.8	551	28.9	0	0.0	111	5.8	453	23.7
WHEATLAND	308	55	17.9	75	24.3	74	24.0	0	0.0	17	5.5	87	28.2
SHENANGO TWP	1,881	488	25.9	313	16.6	484	25.7	7	0.3	234	12.4	355	18.9
CORRIDOR	17,623	5,183	29.4	3,143	17.8	4,704	26.7	27	0.2	1,271	7.2	3,633	20.6
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

Percent Employment by Industry

Percentages of employment by industry are consistent generally with rates and averages throughout the county at large. Table 12 and the bullet points below provide more detail on municipalities in the PA 60 Corridor:

- The percentage of agricultural-related jobs is lower in the corridor than the countywide average due to higher densities of population and land development in the corridor, particularly in Sharon.
- The strongest concentrations of corridor occupations include those in education and arts and entertainment.
- The FIRE sector (or Finance, Insurance, Real Estate, and Rental and Leasing) is a popular occupation for corridor municipalities, particularly in Hermitage.



**Table 12: Percent Employment by Industry by Place of Residence - (2000)
THE PA 60 CORRIDOR**

LOCATION	Total	Agricultural	Construction	Manufacturing	Wholesale Trade	Retail Trade	Transportation	Information	FIRE	Professional, Scientific, Mgmt	Educational	Arts & Entertainment	Other	Public Administration
SHARON	6,440	0.2	3.8	20.1	3.2	13.9	3.4	0.9	5.0	4.9	23.4	11.8	5.0	4.3
HERMITAGE	7,088	0.5	3.5	18.0	3.2	14.5	3.5	2.8	6.8	5.6	26.1	6.4	4.9	4.2
FARRELL	1,906	0.2	3.7	18.4	3.1	11.8	4.8	1.1	5.5	4.0	26.2	6.8	3.4	6.7
WHEATLAND	308	1.3	2.6	17.2	3.9	12.0	9.4	1.6	3.9	8.1	20.8	12.0	2.9	4.2
SHENANGO TWP	1,881	2.6	8.6	18.3	4.0	12.5	6.2	1.9	2.6	4.7	24.0	6.3	5.3	3.1
CORRIDOR	17,623	0.6	4.1	18.8	3.3	13.8	4.0	1.8	5.5	5.1	24.8	8.5	4.8	4.3
MERCER CO.	52,142	1.6	5.1	20.1	3.8	13.4	5.0	1.6	4.2	4.7	23.7	7.7	5.0	4.2

2005 Transportation Improvement Program (TIP)

The PA 60/Broadway Corridor will be the focus of significant investment by PennDOT over the next four years. The MPO has programmed over \$27.5 million in projects in the corridor, ranging from a \$25,000 bridge replacement project in Hermitage to the \$6.75 Pine Hollow Run.

Significant to the PA 60 roadway includes a \$4.7 million reconstruction of PA 60/Broadway Avenue for a two-mile length from Wheatland to the intersection of the PA 62 Bypass in Sharon. The project will include the construction of turning lanes and will directly affect all but one corridor municipality.

**Table 13: 2005 -- 2008 TIP Projects (\$ in 00s)
THE PA 60 CORRIDOR**

LOCATION	Project/Description	Year				Total
		05	06	07	08	
FARRELL	Mercer Ave (PA 418) TE	299	0	0	0	299
FARRELL/ HERM SHARON/ WHEATLAND	Broadway Avenue recon	700	0	1,000	3,000	4,700
HERMITAGE	Hogback Road Bridge T-423	350	0	0	0	350
HERMITAGE	Trout Island Trail	180	0	0	0	180
HERMITAGE/ SHARON	SV Bike/Ped Sys Phas. 1	210	0	0	0	210
HERMITAGE	Pine Hollow Run	4,250	2,500	0	0	6,750
HERMITAGE	Highland Road - Phase 1	900	1,000	2,000	0	3,900

60

LOCATION	Project/Description	Year				Total
		05	06	07	08	
HERMITAGE	Highland Road - Phase 2	0	200	500	500	1,200
HERMITAGE	Kelly Rd Brs T-388 (Dual)	25	0	0	0	25
SHARON	Shen. Vly. Ind. Corr-Ph 2	0	0	500	0	500
SHARON	US 62/South Dock St Br	0	80	40	1,500	1,620
SHARON	US 62 Bridge/CONRAIL	0	80	30	2,000	2,110
SHARON	US 62 Br./Shenango River	0	0	80	30	110
SHARON	PA 718 State Street Br	80	0	270	750	1,100
SHENANGO	Intrchge imp PA 60/318	300	750	250	3,000	4,300
SHENANGO	Riggs Rd bridge repl	75	5	0	0	80
SHENANGO	PA 158 bridge repl	0	0	110	0	110

Source: PENNDOT District 1-0