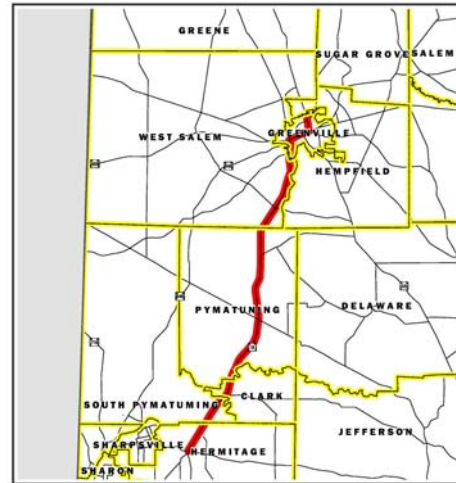


## THE PA 18 CORRIDOR

### *The PA 18 Corridor*

For the purposes of this profile, the PA 18 Corridor extends from PA 518 in Hermitage north approximately eleven miles to downtown Greenville Borough. The corridor serves as the main travel and commercial highway between the greater Greenville area and the Shenango Valley. PA 18 is one of the county's most important arterials because it directly connects two of the largest economic activity centers – the Shenango Valley and Greenville-Hempfield Area, including the Reynolds Industrial Park. PA 18 is essential to the north-south movement of goods in Mercer County's western tier and industrial heartland.



### CORRIDOR PROFILE ►



Hermitage  
South Pymatuning  
Clark  
Pymatuning  
West Salem  
Greenville

PennDOT has continued to improve the PA 18 roadway as the area's transportation demands have increased. The roadway was widened to four lanes in the early 1970s with median barriers installed at several locations. The roadway is characterized by the presence of jug handles and box beam barriers.

The Shenango Valley MPO has functionally classified PA 18 within Hermitage and Greenville as "Urban Principal Arterials." The section of the highway that traverses the more rural areas of Pymatuning and West Salem is classified as a "Rural Principal Arterial."

### Key Findings & Corridor Highlights

- Traffic volumes are highest at both ends of the corridor - in Greenville and in the Shenango Valley. The two areas also represent the most common destinations for resident corridor workers.
- Overall corridor population growth has been increasing since 1990, led by a gain of over 5 and a half percent in the City of Hermitage. Greenville Borough was the only corridor municipality to post population declines during the 1990s.
- The Census reported Greenville Borough with the corridor's highest unemployment rate, at nearly 10 percent.
- PennDOT has programmed over \$22 million in projects for the PA 18 Corridor as part of the 2005 TIP.



## Corridor Action Plan

The MPO should annually review crash cluster data with PennDOT for several reasons:

- To maintain and update the region's TIP,
- To determine where significant safety issues are located
- To determine where past improvements have reduced total number of accidents.

Results of a safety field view with FHWA, PennDOT and MPO staff revealed that the PA 18 Corridor has recorded a significant number of accidents over the past five years. The corridor is characterized by the presence of 4-lane intersections, jug handles and a box beam barrier. A secondary area of concern includes a portion of PA 18 immediately north of Greenville Borough between Main Street and Williamson Road (SR 4006).

**Remove the box beam barrier from the corridor.** This portion of the PA 18 Corridor was the subject of a 2000 study that evaluated the feasibility of removing the box beam barrier along the roadway. The lack of available TIP funding has been a primary reason for the delay in removing the treatment, although PennDOT did remove a section (using Betterment funds) in Pymatuning on the Shenango River Lake causeway between PA 258 and Birchwood Drive. The barrier obstructs motorists' sight distance when pulling out onto PA 18 from Rutledge Road. The barrier is also viewed as an impediment to economic development in the corridor.

**Improve the intersection of PA 18 with Rutledge Road by signaling it and removing or modifying the "jug handles" in favor of a two-way left turn lane (TWLTL) in the median.**

## Traffic Volumes

According to the PennDOT iTMS (Internet Traffic Monitoring System), the PA 18 Corridor experiences its greatest average daily traffic (ADT) within Greenville Borough. Along Main Street in Greenville, from High Street to PA 58, daily traffic volume exceeds 14,000 vehicles daily, the highest average measured in the corridor.

As mentioned above, the heaviest usage is concentrated at either end of the corridor, and the fewest vehicles are observed near the corridor's midpoint in Pymatuning Township. The least used segment of the highway, according to the iTMS, is Wasser Bridge Road-to-Hempfield Avenue, which has an AADT of approximately 4,500 in 2002.



## Mode Split

According to the 2000 Census, the majority or 85 percent of resident corridor workers commuted to work by single occupancy vehicle or SOV. Mode choice within the corridor is similar to county averages. Demonstrating the importance of pedestrian facilities in Greenville Borough, approximately 9 percent of the borough's resident workers reported walking as a means of journey to work. This rate is nearly three times the county rate of 3.2 percent.

**Table 1: Mode Split (in percent) – 2000  
THE PA 18 CORRIDOR**

LOCATION	SOV	CARPOOL	TRANSIT	WALK	BICYCLE	OTHER MEANS	WORK AT HOME
HERMITAGE	88.2	7.6	0.2	1.3	0.1	0.2	2.5
SOUTH PYMATUNING	89.5	5.7	0.0	1.0	0.0	1.1	2.4
CLARK	89.8	4.5	0.0	0.0	0.0	.6	5.1
PYMATUNING	83.6	11.2	0.0	0.0	0.0	1.0	4.2
WEST SALEM	84.9	11.1	.55	1.65	0.0	0.0	1.7
GREENVILLE BOROUGH	75.3	13.5	0.0	9.3	0.0	.5	1.5
PA 18 CORRIDOR	85.0	9.2	0.1	2.6	0.1	0.4	2.5
MERCER COUNTY	83.2	9.2	0.3	3.2	0.1	0.7	3.2

## Travel Time to Work

Table 2 and

Table 3 show the comparison of journey to work travel times in 1990 and 2000. Like much of the state, commuting times to work have increased over the last decade. Specifically, the percentage of those who traveled less than 15 minutes to work decreased slightly from 51 percent in 1990 to 47 percent in 2000. All other travel times increased in the corridor.

**Table 2: Travel Time to Work (in minutes by percent) – 2000  
THE PA 18 CORRIDOR**

LOCATION	< 15	15-29	30-59	60-89	90+
HERMITAGE	51.9	31.1	12.9	2.3	1.7
SOUTH PYMATUNING	39.2	39.5	18.4	1.6	1.4
CLARK	30.0	47.5	19.5	2.3	0.7
PYMATUNING	27.5	51.2	18.4	1.5	1.8
WEST SALEM	28.6	44.8	23.6	1.4	1.5
GREENVILLE BOROUGH	61.2	18.0	18.2	2.1	0.5
PA 18 CORRIDOR	47.0	33.3	16.2	2.0	1.4
MERCER COUNTY	45.0	33.5	16.7	2.5	1.6



**Table 3: Travel Time To Work (in minutes by percent) – 1990  
THE PA 18 CORRIDOR**

LOCATION	< 15	15-29	30-59	60-89	90+
HERMITAGE	55.1	30.0	12.0	2.0	0.8
SOUTH PYMATUNING	40.9	43.8	13.7	1.5	0.0
CLARK	31.0	52.8	16.2	0.0	0.0
PYMATUNING	35.5	48.5	12.5	1.2	2.3
WEST SALEM	33.4	39.5	23.8	2.6	0.6
GREENVILLE BOROUGH	64.3	20.8	13.6	1.2	0.0
PA 18 CORRIDOR	51.0	32.8	13.9	1.7	0.7
MERCER COUNTY	46.9	32.1	15.2	2.0	0.6

### Commutation Patterns

At 23.5 percent, the City of Hermitage was the top commuter destination for corridor workers. Several counties within Ohio were also top commuter destinations, including Trumbull and Mahoning counties. Approximately 39 percent of Corridor residents work within the Corridor municipalities of Hermitage, Greenville, and Pymatuning. Table 4 identifies the top ten corridor employment destinations.

**Table 4: Top Commuter Destinations – 2000  
THE PA 18 CORRIDOR**

MUNICIPALITY	Percentage Share 2000
1. HERMITAGE CITY	23.5
2. SHARON CITY	14.0
3. GREENVILLE BOROUGH	11.0
4. TRUMBULL COUNTY, OH	7.6
5. PYMATUNING TOWNSHIP	4.6
6. HEMPFIELD TOWNSHIP	4.4
7. FARRELL CITY	3.1
8. MAHONING COUNTY, OH	2.6
9. SUGAR GROVE TOWNSHIP	2.5
10. SHARPSVILLE BOROUGH	2.4

Source: U.S. Census Bureau, 2000

### Population Trends

Led by moderate growth within the City of Hermitage, total corridor population during the 1990s increased slightly over the past decade - by 2.1 percent. Greenville Borough was the only corridor municipality to lose population during the 1990s. The borough has continually lost population, with a loss of over a quarter of its population since 1970.

Table 5 shows the total population figures for corridor municipalities.



**Table 5: Population Trends  
THE PA 18 CORRIDOR**

LOCATION	1970	1980	1990	2000	% CHANGE 90-00
HERMITAGE	15,421	16,365	15,300	16,157	5.6
SOUTH PYMATUNING	2,973	3,016	2,775	2,857	3.0
CLARK	467	667	610	633	3.8
PYMATUNING	3,073	3,880	3,736	3,782	1.2
WEST SALEM	3,551	3,862	3,547	3,565	0.5
GREENVILLE BOROUGH	8,704	7,730	6,734	6,380	(5.3)
PA 18 CORRIDOR	34,189	35,520	32,702	33,374	2.1
MERCER COUNTY	127,225	128,299	121,003	120,293	(0.6)

### Age Group Distribution

Shifts within the corridor's population composition during the 1990s indicate that total numbers of elderly population are increasing. Since 1990, the corridor's population growth rate among those ages 65-plus grew by 14 percent. Table 6 provides more detail on the age group distribution within the corridor and its municipalities. Other highlights of age groups distribution in the corridor include:

- During the 1990s, the corridor's population age 65-plus increased approximately 14 percent from 6,007 to 6,854, while the 75-plus age group increased approximately 43 percent from 2,440 to 3,497.
- In Hermitage, the number of school age children between the ages of 5 and 17 increased by 16 percent from 1990 to 2000. Overall, the corridor experienced approximately 6 percent increase in this population group.

**Table 6: Percent Change by Age Group – 1990, 2000  
THE PA 18 CORRIDOR**

LOCATION	Total	45-54	55-64	65-74	75-84	85+
HERMITAGE	5.6	36.2	(14.2)	(8.5)	60.9	44.8
SOUTH PYMATUNING	4.8	31.2	(11.7)	7.2	89.9	31.1
CLARK	3.8	55.8	14.0	8.3	10	50.0
PYMATUNING	1.2	31.2	(11.7)	7.17	89.9	39.1
WEST SALEM	0.5	28.6	(3.9)	6.2	51.1	4.7
GREENVILLE BOROUGH	(5.3)	23.8	(16.2)	(11.2)	9.6	3.4
PA 18 CORRIDOR	2.0	32.9	(13.2)	(5.9)	49.0	27.4
MERCER COUNTY	(0.6)	32.2	(9.4)	(10.0)	24.2	28.1



## Racial Composition

There are 1,307 minorities in the PA 18 Corridor, according to the 2000 U.S. Census. The greatest percentage of minorities can be found in the City of Hermitage with 995. Table 7 provides more information on racial composition within the corridor against the individual municipalities.

**Table 7: Racial Composition – 2000 (in percent)  
THE PA 18 CORRIDOR**

LOCATION	Total	White	Black	American Indian	Asian	Native Hawaiian /Pacific Islander	Other
HERMITAGE	16,157	93.8	3.0	0.2	1.7	0.0	1.2
SOUTH PYMATUNING CLARK	2,858	99.5	0.3	0.0	0.0	0.1	0.0
PYMATUNING	632	99.0	0.9	0.0	0.0	0.0	0.0
WEST SALEM	3,782	98.2	0.2	0.0	0.2	0.0	1.4
GREENVILLE BOROUGH	3,565	98.2	0.0	0.2	0.3	0.0	1.2
PA 18 CORRIDOR	6,380	97.4	1.4	0.0	0.6	0.0	0.5
MERCER COUNTY	33,347	96.1	1.8	0.1	0.99	0.0	1.0
	120,293	94.2	3.6	0.1	1.0	0.0	1.1

## Per Capita Income

In 2000, the majority of households in the corridor (34 percent) had annual incomes of \$25,000 to \$49,999. Of the 13,442 households in the Corridor in 2000, approximately 66 percent of them had an income of \$49,999 or less.

Table 8 below provides more information concerning per capita income in the PA 18 Corridor.

**Table 8: Per Capita Income - 2000 (in percent)  
THE PA 18 CORRIDOR**

LOCATION	Households	< \$25,000	\$25-49,999	\$50-74,999	\$75-99,999	\$100,000+
HERMITAGE	6,797	28.9	34.6	18.9	8.9	8.7
SOUTH PYMATUNING CLARK	1,141	25.2	32.8	22.0	12.0	7.9
PYMATUNING	236	15.2	27.1	29.2	15.7	12.7
WEST SALEM	1,497	36.9	37.9	15.4	7.2	2.6
GREENVILLE BOROUGH	1,303	28.8	35.7	29.4	2.2	3.9
PA 18 CORRIDOR	2,468	40.9	32.9	18.4	3.6	4.2
MERCER COUNTY	13,442	31.4	34.4	19.9	7.5	6.7
	46,755	34.4	34.8	18.5	6.9	5.4



## Economic

The following 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.

- Unemployment rates in the corridor are similar to county averages. Unemployment rates were highest in Greenville Borough, at nearly 10 percent.
- Resident workers in South Pymatuning Township are three times more likely to be employed in the Farming, Fishing and Forestry employment sector than their counterparts countywide.
- Most of Hermitage's workforce was employed in the Management / Professional and Related industry in 2000 - 37 percent.
- Hermitage had the corridor's highest percentage of persons employed in the Sales / Office industry, at 29 percent.
- Greenville Borough had the highest percentage of persons employed in the Production/ Transportation & Material Moving industry, at 21 percent.

**Table 9: Civilian Labor Force Characteristics – (2000)  
THE PA 18 CORRIDOR**

LOCATION	Total	Not in Labor Force	Labor Force	Civilian Labor Force		In Armed Forces
				Employed	Unemployed	
HERMITAGE	13,058	42.6	57.4	94.6	5.4	.06
SOUTH PYMATUNING	2,303	35.0	65.0	96.4	3.6	.47
CLARK	517	36.9	63.0	97.5	2.5	0.0
PYMATUNING	2,830	36.3	63.7	93.3	6.7	0.0
WEST SALEM	2,914	47.7	52.3	96.5	3.5	0.0
GREENVILLE BOROUGH	5,143	38.7	61.2	90.3	9.7	0.0
PA 18 CORRIDOR	26,765	41.0	59.0	94.0	6.0	.07
MERCER COUNTY	95,664	41.9	58.1	93.9	6.1	0.1



**Table 10: Employment by Occupation - (2000)  
THE PA 18 CORRIDOR**

LOCATION	Total	Mgmt./ Prof. & Related	Service	Sales/ Office	Farming, Fishing & Forestry	Construction, Extraction & Maintenance	Production/ Transportation & Material Moving
HERMITAGE	7,088	36.9	13.8	28.8	0.2	6.3	13.9
SOUTH PYMATUNING CLARK	1,444	30.4	15.0	24.0	1.8	10.4	18.2
PYMATUNING	318	40.0	11.3	24.5	0.6	11.6	11.9
WEST SALEM	1,681	22.9	19.7	21.2	0.5	8.6	27.0
GREENVILLE BOROUGH	1,469	21.3	14.5	22.5	0.0	10.0	31.7
PA 18 CORRIDOR	2,845	27.9	17.6	27.0	0.2	5.5	21.5
MERCER COUNTY	14,845	31.5	15.3	26.4	0.37	7.3	19.0
	52,142	27.6	17.3	25.3	0.6	8.2	21.0

### 2005 Transportation Improvement Program (TIP)

PennDOT has programmed 13 projects worth \$22.1 million in the PA 18 Corridor, according to information from the MPO's 2005-2008 Transportation Improvement Program (TIP).

Table 11 below highlights the programmed TIP projects. All costs are shown and include design, right-of-way acquisition and construction costs inclusive by federal fiscal year.

**Table 11: 2005-2008 TIP Projects  
THE PA 18 CORRIDOR**

Municipality	Project/Description	Year				Total
		05	06	07	08	
GREENVILLE	College Avenue RRX	48	0	0	0	48
GREENVILLE	Blahut Road RRX	0	43	0	0	43
GREENVILLE	Greenville - Main St Enh.	650	0	0	0	650
GREENVILLE	Williamson Road RRX	43	0	0	0	43
HERMITAGE	Hogback Road Bridge T-423	350	0	0	0	350
HERMITAGE	SV Bike/Ped Sys Phas. 1	210	0	0	0	210
HERMITAGE	Broadway Avenue	700	0	1,000	3,000	4,700
HERMITAGE	Pine Hollow Run	4,250	2,500	0	0	6,750
HERMITAGE	Highland Road - Phase I	900	1,000	2,000	0	3,900
HERMITAGE	Highland Road - Phase 2	0	200	500	500	1,200
HERMITAGE	Kelly Rd Brs T-388 (Dual)	25	0	0	0	25
HERMITAGE / S. PYMATUNING	Trout Island Trail	180	0	0	0	180
WEST SALEM	Porter Road Bridge Repl	1,000	3,000	0	0	4,000

Source: PENNDOT District 1-0