

Union Railroad Corridor

The Union Railroad Corridor, which crosses the Inner Suburbs along a north-south axis at the periphery of Pittsburgh, may be available for addressing travel needs in the Eastern Corridor Study area. Travel across this corridor is minimal, only 4,950 trips, by comparison with the other corridors. Population densities are lower, and there are fewer employment attractions (with the exception of Monroeville to the east) along the corridor.

4.8 Travel Times

Highway and transit travel times measure the time it takes to travel from an origin to a destination point during a peak period. Travel time data used for analysis include the years 2003 and 2025 for both transit and highway, and also the change in minutes from 2003 to the 2025. All communities listed are within the study area, with the exception of the Pittsburgh International Airport.

4.8.1 Highway Travel Times

In 2003, the approximate peak period highway travel time from downtown Pittsburgh to Oakland is 11 minutes, as illustrated in Exhibit 4.27. The highway travel time between these two areas does not change for the projected 2025 year, as shown in Exhibit 4.28. Traveling from Oakland to downtown Pittsburgh is expected to remain essentially unchanged, increasing from 13 minutes in 2003 to 14 minutes in 2025, as depicted in Exhibit 4.29.

Most of the highway travel times within the inner suburbs either decrease or increase slightly between the years 2003 and 2025. Exceptions include travel times to Clairton, which will decrease significantly. Highway travel times from Oakmont to Clairton take approximately 58 minutes in 2003, but decrease to 46 minutes in 2025. Travel times from Wilksburg to Clairton will also decrease by 25%, from 39 minutes in 2003 to 29 minutes in 2025. Additionally, highway travel times from Penn Hills to Clairton will also decrease from 49 minutes in 2003 to 33 minutes in 2025.

All highway travel times contained entirely within the Outer Suburbs increase between 2003 and 2025. The time spent traveling from Murrysville to Greensburg and the reverse trip is expected to increase by six minutes between 2003 and 2025. All of the remaining travel times within the Outer Suburbs will increase between two and five minutes.

Traveling from and to downtown Pittsburgh from and to other points within the study area outside of the city also increases or decreases only slightly, similar to travel times within the eastern suburbs. There is one exception to this, however, from Clairton to downtown Pittsburgh, which takes 44 minutes in 2003 and only 35 minutes in 2025, due to the Mon Fayette Expressway.

The highway travel time from downtown Pittsburgh to Greensburg in 2003 takes 60 minutes. For the same year, it takes 65 minutes to travel from Oakland to Greensburg, which is a

shorter distance compared to traveling from downtown Pittsburgh. It is interesting to note, however, that in 2025, travel times from downtown Pittsburgh and Oakland to Greensburg will take approximately 63 minutes each.

Highway travel times to and from Pittsburgh International Airport also vary in the degree of change between 2003 and 2025. Several of the movements to the Airport are expected to stay constant; these movements include travel from downtown Pittsburgh, Oakland and Monroeville. Travel times from the Airport to downtown Pittsburgh, Wilksburg and Monroeville are also expected to stay constant between 2003 and 2025. Highway travel times from other areas to the Airport also exhibit a small increase or decrease, with a few exceptions. It is anticipated that travel times to and from the Airport beginning or ending at McKeesport, Versailles and Clairton will decrease more than 15% between the years 2003 and 2025.

4.8.2 Transit Travel Times

Within the two movements contained in the City of Pittsburgh (Downtown to Oakland and vice versa), transit travel times are only expected to increase from 16 minutes to 17 minutes from Oakland to Downtown, as depicted in Exhibits 4.30 and 4.31. Travel to downtown Pittsburgh from other areas in the study corridor is expected to either increase or decrease slightly. Transit travel times from several areas to downtown Pittsburgh remain unchanged from 2003 to 2025, as shown in Exhibit 4.32. Additionally, it is anticipated that traveling from Clairton to downtown Pittsburgh via transit will decrease from 55 minutes in 2003 to 43 minutes in 2025.

Traveling from downtown Pittsburgh to areas within the study corridor depicts the same trend as traveling to the downtown. It is anticipated that transit travel times from downtown Pittsburgh to other areas within the study area will either increase or decrease only slightly between 2003 and 2025, with a few exceptions. Travel times from Downtown to Oakland, Wilksburg, Monroeville and the Airport via transit are expected to stay constant between the years 2003 and 2025.

No change in transit travel times is measured for a total of four movements contained entirely within the eastern suburbs. Traveling via transit from Wilksburg to Oakmont, Monroeville to Wilksburg, Oakmont to Monroeville and Versailles to McKeesport, all remain constant between the years 2003 and 2025.

In the Outer Suburbs, transit travel times are expected to increase, with the exception of traveling from Murrysville to Greensburg. This movement will take approximately 51 minutes via transit in 2025, the same time it takes in 2003.

Transit travel times to and from Pittsburgh International Airport either increases or decreases slightly, with a few exceptions. The time it takes to travel to the Airport from Clairton is expected to decrease by 11% and increase 18% for travel between Springdale to the Airport. From the Airport to Springdale, transit travel times will increase from 105 minutes to 123 minutes. Transit travel times for a few of the movements to and from the Airport will remain

the same between 2003 and 2025. These movements include travel to the Airport from downtown Pittsburgh, Oakland, Wilkinsburg, Versailles, and Irwin. Travel times that remain constant between the two years include to downtown Pittsburgh and Wilkinsburg from the Airport.

Exhibit 4.27 2003 Estimated AM Peak Hour Highway Travel Times																
TO:	Downtown	Oakland	Oakmont	Wilksburg	Penn Hills	Monroeville	McKeesport	Versailles	Homestead	Clairton	Airport	Springdale	Greensburg	Irwin	Murrysville	New Kensington
FROM:																
Downtown	--	11	39	21	35	29	38	42	21	44	41	37	60	49	45	41
Oakland	13	--	33	18	28	27	35	39	18	45	54	35	65	45	43	39
Oakmont	39	33	--	29	17	27	45	46	43	58	78	17	53	39	33	16
Wilksburg	20	18	29	--	19	13	25	27	20	39	58	39	44	31	29	37
Penn Hills	33	27	17	19	--	17	36	37	33	49	71	28	49	41	29	23
Monroeville	29	27	26	14	17	--	25	22	29	38	66	22	34	26	19	31
McKeesport	39	36	45	25	36	25	--	7	22	15	76	46	45	25	41	51
Versailles	43	39	46	26	37	23	7	--	26	19	80	42	40	20	37	51
Homestead	20	17	43	20	33	28	20	24	--	29	58	45	58	37	44	49
Clairton	44	42	58	38	49	38	15	19	29	--	75	59	49	36	53	64
Carnegie	18	25	54	33	46	41	52	54	33	48	30	53	72	61	57	57
Bridgeville	28	36	64	43	57	51	47	55	41	42	35	63	84	72	67	67
Airport	42	49	78	57	70	65	75	78	57	76	--	76	96	85	81	81
Springdale	39	35	17	38	28	22	46	42	45	58	77	--	51	36	33	8
New Stanton	59	57	50	44	49	34	47	46	64	39	97	47	24	25	52	53
Greensburg	61	66	53	52	50	37	46	41	59	51	99	51	--	22	30	44
Irwin	48	45	39	31	41	27	25	20	38	36	86	35	21	--	27	49
Murrysville	43	42	33	29	29	19	41	37	43	53	81	33	30	27	--	26
New Kensington	43	39	16	38	23	27	51	52	49	65	81	8	44	49	26	--

Exhibit 4.28 2025 Estimated AM Peak Hour Highway Travel Times																
TO: FROM:	Downtown	Oakland	Oakmont	Wilksburg	Penn Hills	Monroeville	McKeesport	Versailles	Homestead	Clairton	Airport	Springdale	Greensburg	Irwin	Murrysville	New Kensington
Downtown	--	11	40	21	36	29	36	38	22	40	41	39	63	46	50	43
Oakland	14	--	34	18	29	28	35	39	19	41	54	37	63	48	49	41
Oakmont	41	34	--	29	16	27	43	45	43	46	79	19	57	51	33	16
Wilksburg	19	18	29	--	19	13	24	26	18	29	56	39	48	33	34	40
Penn Hills	33	28	16	20	--	17	30	32	29	33	70	29	53	40	30	25
Monroeville	29	28	27	15	17	--	23	21	24	28	66	23	37	26	24	34
McKeesport	39	35	43	24	30	23	--	7	21	14	60	44	50	26	42	50
Versailles	38	38	44	26	32	21	7	--	25	17	66	42	45	21	39	52
Homestead	20	17	43	19	30	23	20	25	--	24	57	46	61	37	44	50
Clairton	35	36	45	28	33	26	14	17	24	--	53	46	51	36	47	53
Airport	42	51	80	57	71	65	59	65	59	52	--	78	100	83	86	82
Springdale	40	37	19	39	29	22	43	41	47	46	76	--	56	36	34	8
Greensburg	64	64	58	57	55	40	50	45	63	54	90	57	--	24	36	48
Irwin	47	49	51	33	41	27	26	21	39	36	84	37	23	--	28	51
Murrysville	46	45	33	32	31	22	42	39	41	45	83	36	36	29	--	27
New Kensington	45	42	17	40	25	34	51	52	49	53	82	10	49	52	27	--

Exhibit 4.29 2003 to 2025 - Change in Estimated AM Peak Hour Highway Travel Times																
FROM:	TO: Downtown	Oakland	Oakmont	Wilkinsburg	Penn Hills	Monroeville	McKeesport	Versailles	Homestead	Clairton	Airport	Springdale	Greensburg	Irwin	Murrysville	New Kensington
Downtown	-	0	1	0	1	0	-2	-4	1	-4	0	2	3	-3	5	2
Oakland	1	-	1	0	1	1	0	0	1	-4	0	2	-2	3	6	2
Oakmont	2	1	-	0	-1	0	-2	-1	0	-12	1	2	4	12	0	0
Wilkinsburg	-1	0	0	-	0	0	-1	-1	-2	-10	-2	0	4	2	5	3
Penn Hills	0	1	-1	1	-	0	-6	-5	-4	-16	-1	1	4	-1	1	2
Monroeville	0	1	1	1	0	-	-2	-1	-5	-10	0	1	3	0	5	3
McKeesport	0	-1	-2	-1	-6	-2	-	0	-1	-1	-16	-2	5	1	1	-1
Versailles	-5	-1	-2	0	-5	-2	0	-	-1	-2	-14	0	5	1	2	1
Homestead	0	0	0	-1	-3	-5	0	1	-	-5	-1	1	3	0	0	1
Clairton	-9	-6	-13	-10	-16	-12	-1	-2	-5	-	-22	-13	2	0	-6	-11
Airport	0	2	2	0	1	0	-16	-13	2	-24	-	2	4	-2	5	1
Springdale	1	2	2	1	1	0	-3	-1	2	-12	-1	-	5	0	1	0
Greensburg	3	-2	5	5	5	3	4	4	4	3	-9	6	-	2	6	4
Irwin	-1	4	12	2	0	0	1	1	1	0	-2	2	2	-	1	2
Murrysville	3	3	0	3	2	3	1	2	-2	-8	2	3	6	2	-	1
New Kensington	2	3	1	2	2	7	0	0	0	-12	1	2	5	3	1	-

(SPC July 2002)

Exhibit 4.30 2003 Estimated AM Peak Hour Transit In-Vehicle Travel Times*																
TO:	Downtown	Oakland	Oakmont	Wilksburg	Penn Hills	Monroeville	McKeesport	Versailles	Homestead	Clairton	Airport	Springdale	Greensburg	Irwin	Murrysville	New Kensington
FROM:																
Downtown	--	16	47	23	51	51	55	xxx	25	75	46	59	93	62	49	81
Oakland	16	--	58	28	44	54	73	xxx	38	90	67	70	98	67	67	91
Oakmont	49	57	--	46	37	78	87	xxx	75	126	93	23	117	86	73	36
Wilksburg	24	28	48	--	39	44	54	xxx	53	85	70	71	80	49	44	84
Penn Hills	50	42	36	47	--	44	110	xxx	80	127	114	60	117	86	73	73
Monroeville	46	45	69	39	36	--	72	xxx	73	103	89	100	76	72	25	105
McKeesport	54	76	107	53	121	71	--	xxx	44	26	104	xxx	81	51	107	xxx
Versailles	72	101	127	74	130	92	19	--	65	47	120	138	107	77	123	159
Homestead	25	36	74	51	81	72	42	xxx	--	73	71	xxx	100	69	74	110
Clairton	55	61	113	84	116	102	26	xxx	28	--	101	125	117	77	109	145
Airport	46	70	93	69	119	100	105	xxx	72	131	--	105	139	108	95	155
Springdale	60	71	23	70	60	111	130	xxx	86	137	105	--	xxx	xxx	124	13
Greensburg	94	99	119	xxx	120	82	82	xxx	101	119	140	xxx	--	31	50	xxx
Irwin	43	68	67	35	72	56	31	xxx	52	62	89	98	30	--	63	103
Murrysville	50	58	75	45	76	14	110	xxx	76	134	96	114	51	84	--	119
New Kensington	82	93	36	83	74	114	151	xxx	111	159	157	13	xxx	122	125	--

*Transit times are "in-vehicle" only and do not include wait and transfer times.
xxx = No Connection

Exhibit 4.31 2025 Estimated AM Peak Hour Transit In-Vehicle Travel Times*																
TO: FROM:	Downtown	Oakland	Oakmont	Wilkinsburg	Penn Hills	Monroeville	McKeesport	Versailles	Homestead	Clairton	Airport	Springdale	Greensburg	Irwin	Murrysville	New Kensington
Downtown	--	16	48	23	50	51	53	xxx	30	73	46	61	98	65	55	84
Oakland	17	--	59	28	42	55	60	xxx	38	85	67	73	xxx	70	70	94
Oakmont	49	57	--	47	39	78	106	xxx	63	xxx	94	25	122	88	78	39
Wilkinsburg	24	28	48	--	46	45	52	xxx	36	80	70	85	84	51	50	87
Penn Hills	50	43	37	46	--	45	103	xxx	59	122	113	63	121	88	78	77
Monroeville	46	45	70	39	38	--	70	xxx	52	98	87	102	106	58	31	108
McKeesport	54	61	101	52	101	70	--	xxx	42	24	105	113	92	53	114	135
Versailles	73	99	121	72	121	90	19	--	63	44	120	134	112	79	129	155
Homestead	30	36	63	35	59	61	41	xxx	--	69	76	xxx	100	67	82	114
Clairton	43	55	97	74	98	98	24	xxx	26	--	90	110	120	77	98	xxx
Airport	46	71	94	69	111	101	102	xxx	76	125	--	123	144	110	101	145
Springdale	62	73	25	72	64	114	112	xxx	93	132	124	--	xxx	xxx	132	14
Greensburg	99	117	124	85	xxx	107	93	xxx	xxx	121	145	xxx	--	33	51	xxx
Irwin	43	71	67	35	65	56	30	xxx	49	58	89	100	33	--	69	106
Murrysville	53	60	78	48	76	32	110	xxx	67	128	99	117	51	86	--	123
New Kensington	87	98	41	87	80	119	137	xxx	117	157	149	16	xxx	129	135	--

*Transit times are "in-vehicle" only and do not include wait and transfer times.

xxx = No Connection

Exhibit 4.32 2003 to 2025 – Change in Estimated AM Peak Hour Transit In-Vehicle Travel Times*																
TO: FROM:	Downtown	Oakland	Oakmont	Wilksburg	Penn Hills	Monroeville	McKeesport	Versailles	Homestead	Clairton	Airport	Springdale	Greensburg	Irwin	Murrysville	New Kensington
Downtown	-	0	1	0	-1	0	-2	zzz	5	-2	0	2	5	3	6	3
Oakland	1	-	1	0	-2	1	-13	zzz	0	-5	0	3	zzz	3	3	3
Oakmont	0	0	-	1	2	0	19	zzz	-12	zzz	1	2	5	2	5	3
Wilksburg	0	0	0	-	7	1	-2	zzz	-17	-5	0	14	4	2	6	3
Penn Hills	0	1	1	-1	-	1	-7	zzz	-21	-5	-1	3	4	2	5	4
Monroeville	0	0	1	0	2	-	-2	zzz	-21	-5	-2	2	30	-14	6	3
McKeesport	0	-15	-6	-1	-20	-1	-	zzz	-2	-2	1	ccc	11	2	7	ccc
Versailles	1	-2	-6	-2	-9	-2	0	-	-2	-3	0	-4	5	2	6	-4
Homestead	5	0	-11	-16	-22	-11	-1	zzz	-	-4	5	zzz	0	-2	8	4
Clairton	-12	-6	-16	-10	-18	-4	-2	zzz	-2	-	-11	-15	3	0	-11	zzz
Airport	0	1	1	0	-8	1	-3	zzz	4	-6	-	18	5	2	6	-10
Springdale	2	2	2	2	4	3	-18	zzz	7	-5	19	-	zzz	zzz	8	1
Greensburg	5	18	5	ccc	zzz	25	11	zzz	zzz	2	5	zzz	-	2	1	zzz
Irwin	0	3	0	0	-7	0	-1	zzz	-3	-4	0	2	3	-	6	3
Murrysville	3	2	3	3	0	18	0	zzz	-9	-6	3	3	0	2	-	4
New Kensington	5	5	5	4	6	5	-14	zzz	6	-2	-8	3	zzz	7	10	-

*Transit times are "in-vehicle" only and do not include wait and transfer times.
ccc=Connection in 2025 but not in 2003
zzz=No Connection in 2025

5 PREVIOUS STUDIES AND PLANNED IMPROVEMENTS

5.1 2025 Transportation and Development Plan for Southwestern Pennsylvania

The 2025 Transportation and Development Plan for Southwestern Pennsylvania was officially adopted in July 2000 and most recently amended in February 2002. Developed by the regional metropolitan planning organization, SPC, the plan must be fiscally constrained and is updated every three years according to federal requirements. Components of the plan include investments in highway and public transportation.

Three major transit projects in the study area are identified within the public transportation section and include the North Shore Connector at a total estimated cost of \$390 million; the Martin Luther King East Busway Extension (Wilksburg to Rankin), which is under construction for a total estimated cost of \$63 million; and, the recently completed First Avenue Light Rail Transit Station.

Major highway projects identified within the 2025 Transportation and Development plan include the portion of the Mon/Fayette Expressway from State Route 51 to I-376. The Mon/Fayette Expressway project was most recently amended in February 2002 to reflect the new estimated cost of \$1.9 billion. The Maglev project is also contained in the plan for a total estimated cost of \$2.8 billion. Maglev's alignment is proposed to run from the Pittsburgh International Airport to Greensburg.

The 2025 Transportation and Development Plan does not include any additional major transit projects within the study area. The Plan does set aside funding for studies to look at improved transit service between downtown Pittsburgh and the eastern suburbs, and for studying multi-modal transportation alternatives for Allegheny County. This study performs and supports these functions.

5.2 Transportation Improvement Program

The 2001 – 2004 Transportation Improvement Program (TIP) for the Pittsburgh Transportation Management Area was developed under TEA-21 (the Transportation Equity Act for the 21st Century). The TIP prioritizes roadway, transit and other related projects for a four-year period; the most current of which covers from October 1, 2000 through September 30, 2004. The TIP is the first four years of the Transportation and Development Plan. The TIP must also be fiscally constrained, is updated every two years, and is developed and maintained by SPC. Specific roadway, transit and other related projects are listed within the section entitled *"Title 1 Project Summaries"*. The *"Transit Program Summary"*, lists all funding dollars by transit agency. Lists of candidate projects are developed by the Pennsylvania Department of Transportation, the State Transportation Commission, SPC, transit operators, and other project sponsors.

Exhibit 5.1 presents a list of projects within the study area programmed in the 2001-2004 TIP. The 2003-2006 TIP was adopted in late June and will become effective on October 1, 2002.