

CHAPTER 5 TRANSPORTATION

Introduction

The movement of goods and people requires a transportation system of infrastructure and transit modes. Infrastructure includes roads, bridges, sidewalks, trails, railroads, airports, dams, etc., while modes of transit include motorized vehicles, planes, barges, trains, bicycles, walking, etc.

Plum Borough's transportation system consists chiefly of a network of state and county roads and local streets. The other major elements of Plum Borough's transportation system are the Allegheny River and railroads.

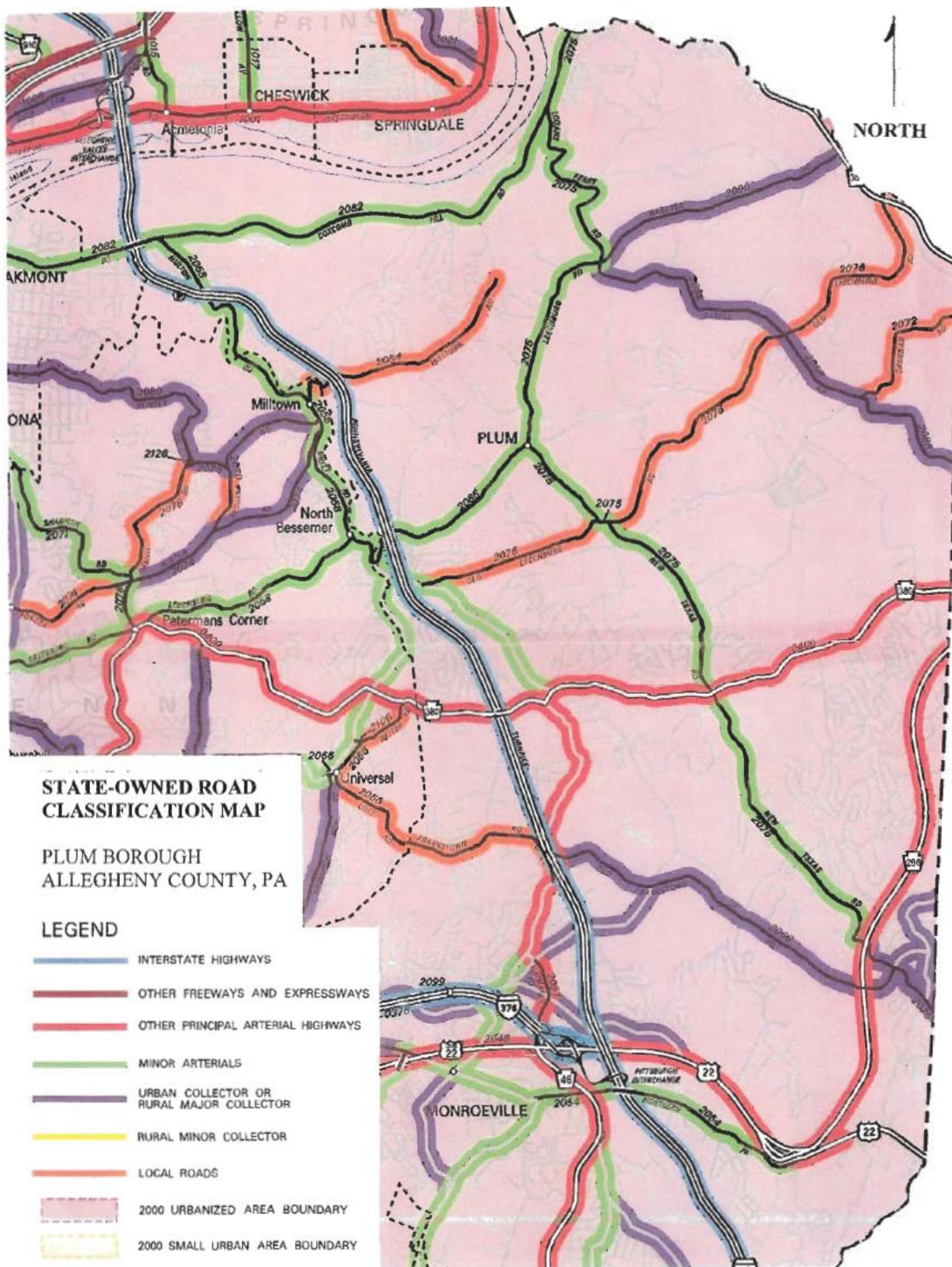
Infrastructure and Transit Modes

Roads

There are approximately 41 miles of state-owned roads within Plum Borough. The Pennsylvania Department of Transportation (PennDOT) classifies state-owned roads according to their function. Plum Borough has five types of state-owned roads---interstate, principal arterial, minor arterial, collector and local. (See State-Owned Road Classification Map.)



PA Rte. 380 in the Center commercial district
Source: Remington, Vernick & Beach Engineers



The most recent (2007) Average Daily Traffic (ADT) counts available for state-owned roads in Plum Borough are as follows:

Road	Classification	ADT
PA Turnpike (I-76)	Interstate	47,000
Monroeville-Trestle Road	Principal Arterial	NA
PA Route 380 (west of New Texas Rd.)	Principal Arterial	12,000
PA Route 380 (east of New Texas Rd.)	Principal Arterial	4,800
PA Route 286 (south of New Texas Rd.)	Principal Arterial	20,000
PA Route 286 (north of New Texas Rd.)	Principal Arterial	19,000
PA Route 366	Principal Arterial	8,700
Hulton Road (west of PA Turnpike)	Minor Arterial	18,000
Hulton Road (south of Coxcomb Hill Rd.)	Minor Arterial	5,600
Coxcomb Hill Road (between Hulton Rd. and Logans Ferry Rd.)	Minor Arterial	11,000
Coxcomb Hill Road (north of Logans Ferry Rd.)	Minor Arterial	13,000
Logans Ferry Road	Minor Arterial	900
Leechburg Road (north of New Texas Rd.)	Minor Arterial	5,900
Leechburg Road (south of New Texas Rd.)	Minor Arterial	4,100
New Texas Road (between Leechburg Rd. and Old Leechburg Rd.)	Minor Arterial	5,900
New Texas Road (btw. Old Leechburg Rd. and PA Rte. 380)	Minor Arterial	6,600
New Texas Road (between PA Rte. 380 and PA Rte. 286)	Minor Arterial	5,300
Unity Center Road	Minor Arterial	NA
Webster Road	Collector	350
Sardis Road (btw. Leechburg Rd. and Old Leechburg Rd.)	Collector	850
Sardis Road (btw. Old Leechburg Rd. and Drennen Rd.)	Collector	1,200
Sardis Road (south of Drennen Rd.)	Collector	900
Old Frankstown Road (west of PA Rte. 286)	Collector	6,600
Old Frankstown Road (east of PA Rte. 286)	Collector	6,900
New Texas Road (btw. PA Rte. 286 and Sagamore Hill Rd.)	Collector	6,600
Frankstown Rd.-New Texas Rd. (east of Sagamore Hill Rd.)	Collector	7,100
Logans Ferry Road (north of Frankstown Rd.-New Texas Rd.)	Collector	NA
Old Frankstown Road (west of PA Turnpike)	Local	3,000
Milltown Road	Local	2,400
Old Leechburg Road (btw. PA Turnpike and New Texas Rd.)	Local	4,100
Old Leechburg Road (btw. New Texas Rd. and Sardis Rd.)	Local	2,200
Old Leechburg Road (btw. Sardis Rd. and PA Rte. 380)	Local	1,500
Drennen Road	Local	150

Source: PennDOT

There are approximately 7.5 miles of county-owned roads in Plum Borough. The most recent Average Daily Traffic (ADT) counts available for county-owned roads in Plum Borough are as follows:

Road	Classification	ADT (date of count)
Lindsey Lane	Local	4,513 (11/11/04)
Monroeville-Trestle Road	Other Principal Arterial	20,240 (11/10/04)
Pierson Run Road	Local	3,422 (11/11/04)
Renton Road	Local	2,462 (4/11/05)
Spring Miller Road	Local	1,301 (11/10/04)
Unity-Center Road	Minor Arterial	11,525 (11/10/04)

Source: Allegheny County Department of Public Works

All public roads in the borough that are not state or county roads are owned and maintained by Plum Borough.

Truck Routes

There are numerous roadways that serve as truck corridors through Plum Borough. These roads include Old Frankstown Road, Monroeville-Trestle Road, PA Route 380, PA Route 286, Hulton Road, Coxcomb Hill Road, New Texas Road, Unity Center Road, Leechburg Road, Old Leechburg Road, and Sardis Road. While these roads are not officially designated as truck routes, they carry much of the heavy truck traffic through the borough to the PA Turnpike (I-76), I-376 and other roads.

High-Accident Intersections

According to the Plum Borough police department, the following intersections in the borough experience a high number of motor vehicle accidents:

- Monroeville-Trestle Road and PA Route 380
- New Texas Road and PA Route 380
- New Texas Road and PA Route 286
- New Texas Road and Old Leechburg Road
- New Texas Road and Leechburg Road
- New Texas Road and Center-New Texas Road
- Coxcomb Hill Road and Hulton Road

Roadway Sufficiency Analysis and Transportation Capital Improvements Plan

In 2007, Plum Borough adopted both a roadway sufficiency analysis and a transportation capital improvements plan. These documents are incorporated into this comprehensive plan by reference. The purpose of the roadway sufficiency analysis was to determine existing and forecasted deficiencies in the borough's road network and to identify measures needed to address these deficiencies. The purpose of the transportation capital improvements plan was to establish the cost, timetable and budget for implementing the needed road network improvements.

The preparation of the roadway sufficiency analysis and the transportation capital improvements plan were prerequisites to the borough's establishment of transportation impact fees. These fees are imposed on developers to pay the cost of road improvements necessitated by the additional traffic generated by new commercial and residential development.

To satisfy the requirements of the PA Municipalities Planning Code regarding the establishment of traffic impact fees, Plum Borough was divided into two Transportation Service Areas (TSA). TSAs are areas that contain an aggregation of sites that have development potential, thereby creating the need for transportation improvements to be funded with traffic impact fees.

The boundary between the borough's two TSAs is defined by Leechburg Road, Ross Hollow Road, Old Leechburg Road, and Sardis Road. (See Transportation Service Areas Map on the following page.) The northern half of the borough is designated as TSA-N, and its impact fee is \$934 per P.M. peak hour trip. (Peak hour is defined as the four consecutive highest volume 15-minute periods.) The remainder of the borough is designated as the TSA-S, and its impact fee is \$1,485 per P.M. peak hour trip.

The following is a summary of the roadway sufficiency analysis and the transportation capital improvements plan.

2005 Existing Traffic Conditions

The roadway sufficiency analysis studied 39 intersections in Plum Borough in terms of their capacities (levels of service), turning movement counts, and signalization status. The study also included recording average daily traffic volumes (ADTs) at 12 locations within the borough. The study's findings, conclusions, and recommendations were as follows:

1. The borough selected Level of Service (LOS) E as the preferred LOS for intersections. Level of Service E represents operating conditions at or near capacity levels.
2. Ten unsignalized intersections are operating below LOS E during one or both peak traffic hours, and nine of these intersections have peak hour traffic volumes that warrant signalization. Recommended mitigation measures include
 - Installing traffic signals at eight of the nine intersections;
 - Constructing turning lanes at three intersections;
 - Realigning one road; and
 - Restricting left turns at the intersection that is not recommended for signalization.

The table on p. 5-7 lists the intersections, potential mitigation measures and resulting levels of service.

3. No transportation improvements were developed for the intersection of Leechburg Road with Elicker Road. This intersection is immediately adjacent to Plum Senior High School and only operates below LOS E during the A.M. peak hour, when students/faculty are arriving for school. This intersection would not warrant the installation of traffic signals during non-school months.

2005 EXISTING CONDITIONS POTENTIAL MITIGATION AND RESULTING LEVELS OF SERVICE (LOS)

MAP NO. *	PROJECT NO.	INTERSECTION	MITIGATION	MITIGATED PEAK HOUR LOS		CONSTRUCTION YEAR	ESTIMATED COST
				A.M.	P.M.		
3	S-1	S.R. 0380 and New Texas Rd.	Install traffic signal	B	B	2009	198,450
9	S-2	S.R. 0380 and Unity Center Rd.	Install traffic signal	B	B	2013	492,887 ¹
15	S-3	Old Frankstown Rd. and Lindsey Lane/Hochberg Rd.	Realign Lindsey Lane opposite Hochberg Road, construct eastbound left turn lane on Old Frankstown Road, and install traffic signal	B	C	2024	2,208,589
20	S-4	New Texas Rd. and Center New Texas Rd.	Install traffic signal	C	C	2012	1,229,825
23	NS-1	New Texas Rd. and Leechburg Rd.	Install traffic signal	D	B	2009	428,652 ²
24A	S-5	New Texas Rd. and Old Leechburg Rd. (eastern intersection)	Restrict left turns out from Old Leechburg Rd.	D	D	2025	3,321,597 ³
25	S-6	Unity Trestle Rd. and Leechburg Rd.	Construct eastbound right turn lane on Leechburg Road and install traffic signal.	B	B	2015	684,357
26	S-7	Unity Trestle Rd. and Old Leechburg Rd.	Install traffic signal	B	C	2019	1,478,349 ⁴
37	N-1	Coxcomb Hill Rd. and Kerr Rd.	Construct westbound left turn lane on Coxcomb Hill Rd. and install traffic signal.	C	C	2009	926,100 ⁵

Source: Analysis by Trans Associates.

* Map numbers correspond to intersection numbers on Transportation Projects Location Map on p. 5-8.

1. Includes construction of a left turn lane on Unity Center Rd. (See Project No. S-15.)

2. Includes construction of a westbound left turn lane on New Texas Rd. (See Project No. NS-2.)

3. Includes construction of a westbound left turn lane on Old Leechburg Rd. (see Project No. S-18) and construction of an eastbound right turn lane on New Texas Rd. (See project No. S-29.)

4. Includes construction of eastbound left turn lane on Unity Trestle Rd. (See Project No. S-31.)

5. Includes construction of northbound right turn lane on Kerr Rd. (See Project No. N-13.)

2026 Projected Traffic Conditions

Based on traffic projections for the year 2026, the Roadway Sufficiency Analysis determined that traffic volumes in 2026 would necessitate the following mitigation measures (assuming the mitigation measures to address 2005 existing condition deficiencies had been undertaken):

1. To handle base traffic volumes, six unsignalized intersections operating below LOS E during one or both peak traffic hours will warrant signalization, and five of these intersections will also warrant left turn lanes. The table below lists the intersections, potential mitigation measures and resulting levels of service. (See Transportation Projects Location Map on p. 5-8 to locate intersections by the map numbers listed in the table below.)

2026 BASE CONDITIONS POTENTIAL MITIGATION AND RESULTING LEVELS OF SERVICE (LOS)

MAP NO. *	PROJECT NO.	INTERSECTION	MITIGATION	MITIGATED PEAK HOUR LOS		CONSTRUCTION YEAR	ESTIMATED COST
				A.M.	P.M.		
5	S-8	S.R. 0380 and Millers Lane	Construct eastbound left turn lane on S.R. 0380 and install traffic signal.	B	C	2021	1,265,176
6	S-9	S.R. 0380 and Davidson Road	Construct westbound left turn lane on S.R. 0380 and install traffic signal.	A	B	2027	12,099,038 ¹
11	N-2	S.R. 0366 and Webster Rd.	Construct northbound left turn lane on S.R. 0366 and install traffic signal.	A	A	2013	898,936
12	N-3	S.R. 0366 and Old Leechburg Road	Construct eastbound and westbound left turn lanes on S.R. 0366 and install traffic signal.	A	B	2012	937,301
13	S-10	Old Frankstown Rd. and Davidson Rd.	Install traffic signal.	C	B	2016	551,218 ²
18	S-11	New Texas Rd. and O'Block Rd.	Construct eastbound left turn lane on New Texas Rd. and install traffic signal.	C	B	2022	1,766,257

Source: Analysis by Trans Associates.

1. Includes construction of northbound right turn lane on Davidson Rd. (See Project No. S-21.)
2. Includes construction of southbound right turn lane on Davidson Rd. (See Project No. S-23.)

2. Assuming that mitigation measures required to address 2026 base traffic volumes are implemented, the following mitigation measures will be required to accommodate pass-through traffic:

- Eight unsignalized intersections operating below LOS E during one or both peak traffic hours will warrant traffic signalization and left turn lanes;
- Two intersections will require restrictions on left turns; and
- One intersection will require a channelized right turn lane.

The table below lists intersections, potential mitigation measures and resulting levels of service. (See Transportation Projects Location Map on p. 5-8 to locate intersections by the map numbers listed in the table below.)

2026 PASS-THROUGH CONDITIONS POTENTIAL MITIGATION AND RESULTING LEVELS OF SERVICE (LOS)

MAP NO.	PROJECT NO.	INTERSECTION	MITIGATION	MITIGATED PEAK HOUR LOS		CONSTRUCTION YEAR	ESTIMATED COST
				A.M.	P.M.		
1	S-12	S.R. 0380 and Abers Creek Rd.	Install traffic signal.	B	B	2014	253,278
7	S-13	S.R. 0380 and Monroeville Trestle Rd.	Construct a channelized right turn lane on Monroeville Trestle Road.	E	D	2017	445,666
8	S-14	S.R. 0380 and Pierson Run Rd.	Restrict left turns westbound on Pierson Run Rd.	E	D	2018	510,742
9	S-15	S.R. 0380 and Unity Center Rd.	Construct a westbound left turn lane on Unity Center Rd.	D	B	2013	Inc. in Project No. S-2
16	S-16	New Texas Rd. and Sagamore Hill Rd./Old Frankstown Rd.	Install traffic signal.	D	E	2011	437,582 ¹
20	S-17	New Texas Rd. and Center New Texas Rd.	Construct a westbound left turn lane on New Texas Rd.	E	D	2012	Inc. in Project No. S-4
23	NS-2	New Texas Rd. and Leechburg Rd.	Construct a westbound left turn lane on New Texas Rd.	C	B	2009	Inc. in Project No. NS-1
24A	S-18	New Texas Rd. and Old Leechburg Rd. (eastern intersection)	Construct a westbound left turn lane on Old Leechburg Rd., and install a traffic signal.	E	D	2025	Inc. in Project No. S-5
24B	S-19	New Texas Rd. and Old Leechburg Rd. (western intersection)	Construct a westbound left turn lane on New Texas Rd., and install a traffic signal.	E	C	2025	1,345,319 ²
28	N-4	Leechburg Rd. and Shearer Rd.	Install a traffic signal.	D	C	2017	1,387,818 ³
29	N-5	Leechburg Rd. and Elicker Rd. (Near High School)	Construct northbound left turn lane on Leechburg Road and install a traffic signal.	E	B	2021	2,181,093 ⁴
33	N-6	Milltown Rd. and Shearer Rd./Kerr Rd.	Construct a southbound left turn lane on Kerr Rd. and install traffic signal.	E	C	2016	1,889,518 ⁵
38	N-7	Coxcomb Hill Rd. and Logan Ferry Rd.	Restrict left turns on Logan Ferry Rd.	B	C	2017	67,436
39	N-8	Coxcomb Hill Rd. and Entrance Dr.	Construct a southbound left turn lane on Coxcomb Hill Rd. and install a traffic signal.	B	C	2010	1,057,143 ⁶

Source: Analysis by Trans Associates.

1. Includes construction of northbound right turn lane on Old Frankstown Rd. (See Project No. S-25.)
2. Includes construction of northbound right turn lane on Old Leechburg Rd. (See Project No. S-30.)
3. Includes construction of northbound left turn lane on Leechburg Rd. (See Project No. N-9.)
4. Includes construction of eastbound left turn lane on Elicker Rd. (See Project No. N-10.)
5. Includes construction of westbound left turn lane on Shearer Rd. (See Project No. N-11.)
6. Includes construction of westbound left turn lane on Entrance Dr. (See Project No. N-14.)

3. Assuming that mitigation measures needed to address 2026 base and pass-through traffic are implemented, the following mitigation measures will be required to accommodate traffic generated by new development:
- Five intersections operating below LOS E during one or both peak traffic hours will warrant traffic signalization;
 - Eleven intersections will require left turn lanes;
 - Six intersections will require right turn lanes; and
 - One intersection will need restrictions on left turns.

The table below lists intersections, potential mitigation measures and resulting levels of service. (See Transportation Projects Location Map on p. 5-8 to locate intersections by the map numbers listed in the table below.)

2026 NEW DEVELOPMENT CONDITIONS POTENTIAL MITIGATION AND RESULTING LEVELS OF SERVICE (LOS)

MAP NO.	PROJECT NO.	INTERSECTION	MITIGATION	MITIGATED PEAK HOUR LOS		CONSTRUCTION YEAR	ESTIMATED COST
				A.M.	P.M.		
2	S-20	S.R. 0380 and O'Block Rd.	Construct a westbound left turn lane on S.R. 0380 and install a traffic signal.	B	A	2015	930,797
6	S-21	S.R. 0380 and Davidson Rd.	Construct a northbound right turn lane on Davidson Rd.	D	E	2027	Inc. in project S-9
		S.R. 0380 and Pierson Run Rd.	NO ADDITIONAL MITIGATION POSSIBLE DUE TO GEOMETRIC DESIGN LIMITATIONS	F	F		
10	S-22	S.R. 0380 and Center New Texas Rd.	Construct an eastbound left turn lane on S.R. 0380 and install a traffic signal.	E	C	2012	704,507
13	S-23	Old Frankstown Rd. and Davidson Rd.	Construct a southbound right turn lane on Davidson Rd.	E	C	2016	Inc. in Project No. S-10
14	S-24	Old Frankstown Rd. and Pierson Run Rd.	Construct an eastbound left turn lane on Old Frankstown Rd. and install a traffic signal.	B	B	2018	1,334,065
16	S-25	New Texas Rd and Sagamore Hill Rd./ Frankstown Rd.	Construct a northbound right turn lane on Old Frankstown Rd.	D	D	2011	Inc. in Project No. S-16
19	S-26	New Texas Rd. and Lindsey Lane	Install traffic signal	B	C	2009	198,450
20	S-27	New Texas Rd. and Center New Texas Rd.	Construct a northbound left turn lane on Center-New Texas Rd.	D	D	2017	Inc. in Project No. S-4
21	S-28	New Texas Rd. and Renton Rd.	Construct an eastbound left turn lane on New Texas Rd. and install a traffic signal.	D	C	2018	1,239,654
24A	S-29	New Texas Rd. and Old Leechburg Rd. (eastern intersection)	Construct an eastbound right turn lane on New Texas Rd.	E	D	2025	Inc. in Project No. S-5
24B	S-30	New Texas Rd. and Old Leechburg Rd. (western intersection)	Construct a northbound right turn lane on Old Leechburg Rd.	E	D	2025	Inc. in Project No. S-19
26	S-31	Old Leechburg Rd. and Unity Trestle Rd.	Construct an eastbound left turn lane on Unity Trestle Rd.	C	E	2015	Inc. in Project No. S-7
28	N-9	Leechburg Rd. and Shearer Rd.	Construct a northbound left turn lane on Leechburg Rd.	E	D	2017	Inc. in Project No. N-4
29	N-10	Leechburg Rd. and Elicker Rd. (Near High School)	Construct an eastbound left turn lane on Elicker Rd.	D	B	2021	Inc. in Project No. N-5
33	N-11	Milltown Rd. and Shearer Rd. / Kerr Rd.	Construct a westbound left turn lane on Shearer Rd.	E	B	2016	Inc. in Project No. N-6
36	N-12	Coxcomb Hill Rd. and Repp Rd.	Construct a westbound left turn lane on Coxcomb Hill Rd. and restrict left turns out of Repp Rd.	B	D	2013	715,611
37	N-13	Coxcomb Hill Rd. and Kerr Rd.	Construct a northbound right turn lane on Kerr Rd.	E	E	2009	Inc. in Project No. N-1
39	N-14	Coxcomb Hill Rd. and Entrance Dr.	Construct westbound left turn lane on Entrance Dr.	E	D	2010	Inc. in Project No. N-8

Source: Analysis by Trans Associates.

Implementation of mitigation measures in the proposed construction years listed in the above tables is contingent upon the availability of funding from private sector and public sector sources. Costs are inflation-adjusted to the year of proposed construction. The total cost of all mitigation measures is approximately \$43.2 million, including \$9.9 million from impact fees for mitigation measures attributable to new development.

Bicycle and Pedestrian Trails

With the exception of the trails in Boyce Park, there are no bicycle or pedestrian trails in Plum Borough. One of the transportation improvements proposed in this comprehensive plan is the creation of pedestrian and bicycle linkages within and between existing and planned developments and community facilities/features. (See Goal 2, Objective A on page 5-18.) Also, the borough's forthcoming parks, recreation and open space plan will address the possibility and location of bicycle and pedestrian trails.

Allegheny River

The Allegheny River forms Plum Borough's northwestern border and provides opportunities for both recreational and commercial uses. Although there are a number of private marinas along Plum's river frontage, no businesses in the borough are using the river for commercial transportation.

The only river transportation facility in the borough is the U. S. Army Corps of Engineers' CW Bill Young Lock and Dam No. 3. Built in 1934, the lock and dam are located in the northwestern corner of the borough. The Corps of Engineers does not plan any major rehabilitation of this facility in the next five to 10 years, but scheduled maintenance on the lock and dam will occur in June 2011.

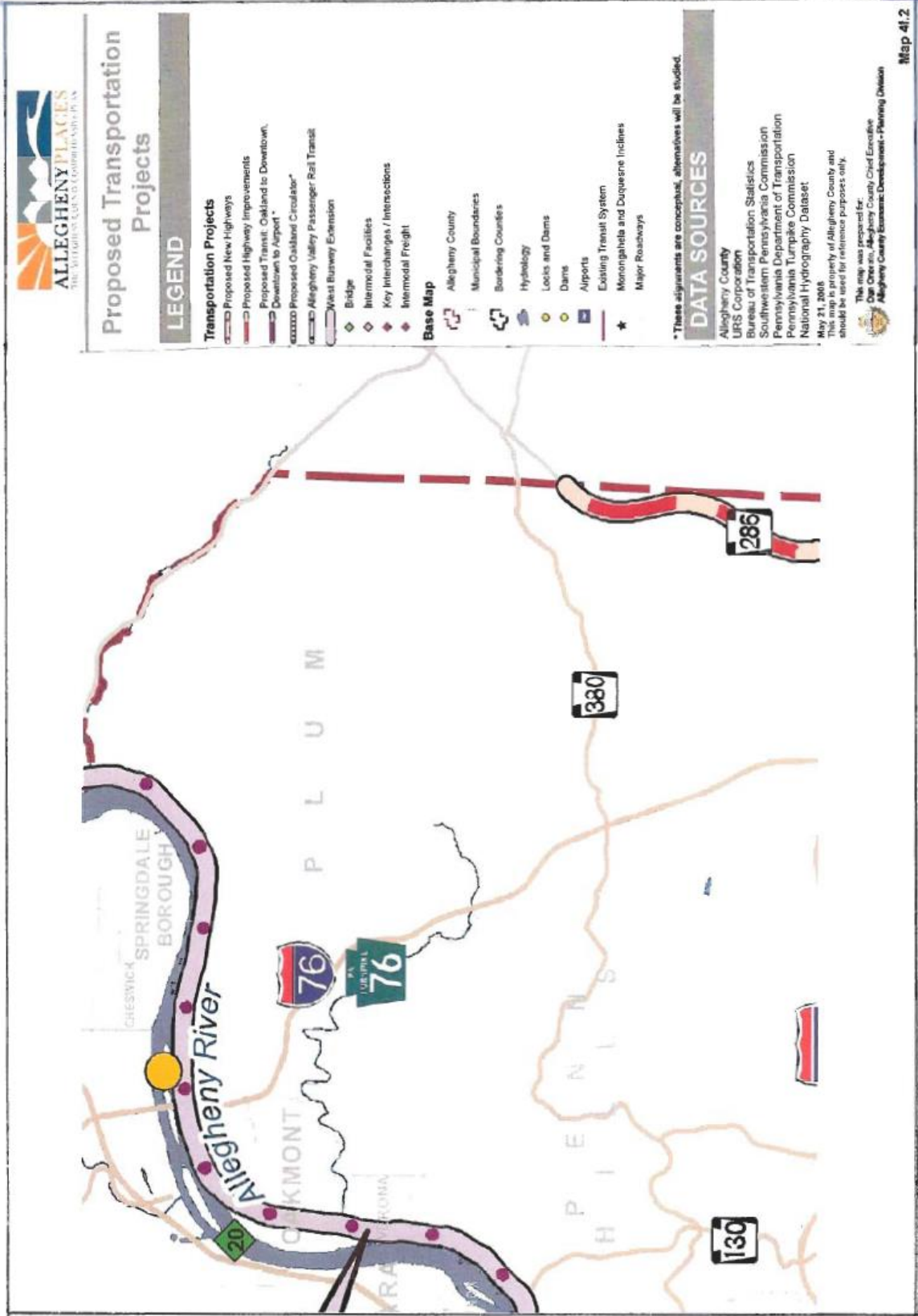
Railroads

There are two railway corridors in Plum Borough. The Allegheny Valley Railroad has tracks along the Allegheny River and runs one freight trip daily between the City of Arnold in Westmoreland County and the Strip District in the City of Pittsburgh. The Bessemer and Lake Erie Railroad has a line that parallels the northern portion of the PA Turnpike as it traverses the borough. This spur terminates in a railyard in Penn Hills Township to the west of Plum Borough.

Currently, there is no passenger rail service in or through Plum Borough. However, in 2008, the Westmoreland County Transit Authority undertook a preliminary study to investigate the feasibility of establishing commuter rail service on the Allegheny Valley Railroad line between Pittsburgh and the City of Arnold in Westmoreland County. The alternatives recommended in this study did not include a stop in Plum Borough, but the study called for additional, more detailed analysis of the proposed commuter rail service. This proposed commuter rail service is one of only two transportation projects proposed for Plum Borough that is included in Allegheny County's Comprehensive Plan. (See Proposed Transportation Projects Map on page 5-14.)



Allegheny Valley Railroad tracks along the Allegheny River Trail in Barking.
Source: Remington, Vernick & Beach Engineers



Airports

There are no airports in Plum Borough. The closest airport to the borough is Pittsburgh-Monroeville Airport, which is a general aviation airport less than one mile south of the southwestern corner of the borough.

The region's major airport, Greater Pittsburgh International Airport, is about 30 miles west of the borough and is accessed via I-376, I-279 and US Route 60. Allegheny County Airport, a business service airport, is 15 miles southwest of the borough and is accessed via a combination of state and county roads.



Park and Ride lot at the intersection of Coxcomb Hill Rd. and River Rd.
Source: Remington, Vernick & Beach Engineers

Public Transit

Transportation networks include both private and public transit modes. Most Plum Borough residents use private automobiles for their daily transportation needs, but the Port Authority of Allegheny County (PAT) provides public transit via three bus routes that serve the southwestern and southeastern corners of the borough. PAT has a 110-space Park and Ride lot on Rt. 286 in the Holiday Park (southeastern) section of the borough and a 25-space Park and Ride lot at the intersection of Coxcomb Hill Road and River Road.

PennDOT Transportation Improvement Plan

PennDOT's 12-Year Transportation Improvement Plan (TIP) contains two projects in Plum Borough---the rehabilitation of the Plum Street Bridge and the remediation of the landslide area on Leechburg Road between New Texas Road and Elicker Road. Both of these projects are to be completed by September 2012.

PennDOT has proposed to widen Route 286 from Route 22 in Monroeville, through Plum Borough to the Westmoreland County line. Phase 1 of this widening project (the segment of Route 286 in Monroeville) is currently in the design stage and is included in PennDOT's 12 Year TIP. Phase 2 of the project involves the segment of Route 286 from the Monroeville-Plum border to Presque Isle Drive in Plum Borough, and Phase 3 covers the segment from Presque Isle Drive to the Westmoreland County line. Some preliminary design/concept work has been completed for Phases 2 and 3, but a lack of funding has halted all further engineering work on these phases and their construction is unlikely in the near future.

Transportation Plan

Virtually all of the existing and projected deficiencies identified in Plum Borough's 2007 roadway sufficiency analysis are located on state-owned and county-owned roads. The borough cannot correct these deficiencies without both the cooperation and resources of the Commonwealth of Pennsylvania, Allegheny County and the private sector. In like manner, the borough must collaborate with state, county and regional partners to address major transportation needs and issues, e.g., the widening of Rt. 286, public transit routes and facilities, and commuter rail service.

However, there are some unilateral actions Plum Borough can take to improve the borough's transportation network and help achieve other transportation goals. Some of these actions include:

- Adopting a pavement management system to provide well-maintained streets.
- Amending land use regulations and other borough ordinances to require sidewalks and/or walking and biking trails in new developments, thereby promoting alternate transportation modes.
- Promoting dense mixed use development that reduces the need for automobiles for daily activities.
- Promoting alternative modes of transportation and healthier lifestyles by installing bicycle racks at public buildings and facilities.

The following goals, objectives and strategies will help Plum Borough meet its transportation needs:

Goal 1: Provide an efficient transportation network for the circulation and movement of goods and people through the borough

Objective A: Maintain a safe and efficient road system.

Strategy:

- Adopt a pavement management system to insure a well-maintained road system.
- Work with PennDOT and Allegheny County to develop and implement safety improvements, including traffic-calming measures, for roads with high accident rates.
- Consider implementing traffic-calming measures where needed in existing residential areas that are impacted by new commercial development.
- Maintain liaisons with PennDOT and Allegheny County to identify and implement needed improvements and upgrades to state-owned and county-owned roads and bridges in the borough.
- Solicit the assistance of state and county legislators to secure the funding needed to implement improvements and upgrades to state-owned and county-owned roads in Plum, including the widening of Route 286 through the borough and addressing existing road network deficiencies that were identified in the borough's 2006 transportation capital improvements plan. The widening of Route 286 should incorporate lighting features and landscaping, i.e., the planting of trees along both sides of the road to beautify this commercial development area.
- Through zoning and land development regulations, promote clustered commercial development with limited curb cuts and connecting service roads.
- Solicit PennDOT to periodically re-time and coordinate traffic signals on state-owned roads to provide optimum traffic flow and to reduce traffic congestion, travel times and fuel consumption.
- Support improvements that reduce/minimize pedestrian/vehicular conflicts.
- Amend the borough's Unified Development Ordinance to:
 - Incorporate sidewalk construction design standards.

Objective B: Coordinate land development and transportation improvements as identified in the borough's 2006 transportation capital improvements plan.

Strategy:

- Solicit the cooperation and resources of PennDOT, Allegheny County and the private sector (via traffic impact fees) to implement the improvements

needed to address the existing and projected deficiencies identified in the 2007 roadway sufficiency analysis.

Objective C: Amend the borough's Unified Development Ordinance regulations concerning off street parking.

Strategy:

- Require interior landscaping in parking lots that have 50 or more parking spaces, with landscaped islands required at the end of parking rows and within parking rows that contain more than 20 spaces.
- Increase the minimum size of an off-street parking space to 9'x20'
- Where feasible, permit paving methods that are partially pervious to reduce the amount of impervious pavement in the borough.

Goal 2: Promote alternate methods of transportation and a multi-modal transportation network

Objective A: Create pedestrian and bicycle linkages within and between existing and planned developments and community facilities/features.

Strategy:

- Develop walking and bicycling trails by amending the Borough's unified development ordinance to require sidewalks, trails and paths in new residential developments and sidewalks in commercial developments.
- Evaluate the feasibility and potential location of walking and biking trails in the forthcoming borough parks, recreation and open space plan.
- Promote dense mixed-use development that reduces the need for automobiles for daily activities.
- Work with PennDOT and Allegheny County to identify roads that are suitable for bicycling and install appropriate signage, e.g., "Share the Road" signs.
- Work with PennDOT and Allegheny County to provide bicycle/pedestrian facilities (including sidewalks or paved berms with bicycle/pedestrian lane markings) as part of improvements to rights-of way, e.g., the widening of Route 286.
- Require bicycle racks in large scale commercial developments.
- Install bicycle racks at all public buildings and facilities.

Objective B: Encourage the use of public transportation.

Strategy:

- Solicit the Port Authority of Allegheny County to develop additional (or enlarge existing) Park 'n Ride lots in Plum.
- Request that the Port Authority of Allegheny County install bicycle racks at Park and Ride lots.

Objective C: Support efforts to establish commuter rail traffic through Plum Borough.

Strategy:

- Maintain liaison with the Westmoreland County Transit Authority and other parties that are studying the feasibility of establishing commuter rail service through Plum Borough.
- Seek support of local legislators to secure a stop in Plum if commuter rail service is established on the Allegheny Valley Railroad line.

Objective D: Work with Allegheny County and other regional trail-building organizations to implement the proposed segment of the Allegheny County Regional Trail System that runs along the borough's Allegheny River frontage.

Objective E: Improve access to the Allegheny River in conjunction with efforts to develop or redevelop the riverfront for commercial, mixed use or recreational uses.

Strategy:

- If warranted, widen and/or improve Barking Road
- Encourage private development (and consider public development) that provides riverwalks, off-street parking, fishing piers, boat launches, riverfront parks, etc.