



Great things are happening here!

Streetscape Enhancements

Projects on TIP

Easy access to Wheeling, WV

Access to Washington County Airport

Many state routes

Easy access to Pittsburgh

Railroads

Five exits off of the Interstates

Access to Interstates 70 & 79

County Transit

Future TOD

Sidewalk network

Beau Street Gateway

National Road - US 40

Main Street

Crossroads Garage

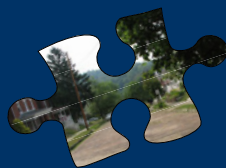
Access to Park-N-Rides

Free Parking in CBD

Washington City Transit

Future trail connections

This page is intentionally left blank



A vital component of the land use planning is an efficient transportation network that can provide access to places of employment, retail commercial, neighborhoods, and industrial centers. The transportation network within the City of Washington and East Washington Borough therefore plays a pivotal role in the quality of life of its residents.

A fully functional transportation network not only includes roadways, but public transportation and pedestrian access (known as complete streets). A multi-modal transportation network is vital to the future of the region. Transportation requires coordination between pertinent parties to achieve the overall transportation goals of the City, Borough, and surrounding region.

Transportation Questions to Consider:

- How can traffic flow be improved?
- How can congestion be minimized?
- What are the transit opportunities?
- How can the pedestrian network be improved? Expanded?

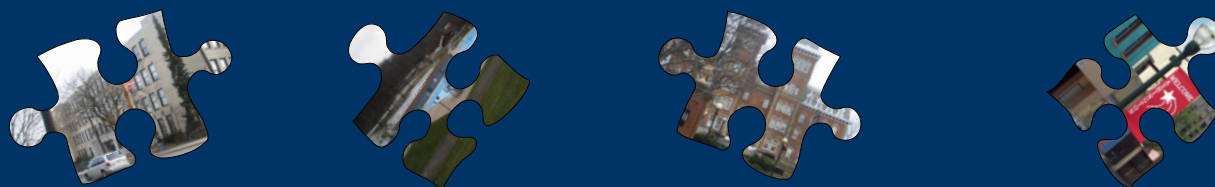
COMMUNITY SNAPSHOT

Road Network

The road network for the City and Borough is displayed on [Map 3.1: Road Network](#). The City of Washington and East Washington Borough are located in PennDOT District 12, which includes municipalities in Fayette, Greene, Washington, and Westmoreland Counties. District 12 is responsible for 3,628 miles of highway, 103 miles of interstate, and 2,361 state bridges. [Table 5-1: Traffic Levels](#), lists the amount of annual average daily travel for each of the major roadways in the project area.

Interstate System

The Interstate System is the highest classification of arterial roads and streets. Interstates provide for the highest level of mobility, at the highest speed for long uninterrupted distances. These major highways consist of a multilane design to serve a large volume of traffic and provide limited



access transportation facilities.

Table 5-1: Traffic Levels		
Roadway	Location	AADT
I-70	City of Washington	44,000
SR 18	Ward 7	13,000
	North of I-70 Interchange	24,000
	South of I-70 interchange	14,000
	Before traveling into North Franklin Township	8,500
SR 18 / 40	Ward 1	12,000
SR 19	Near the Washington Hospital	13,000
	Near College Street	2,400
SR 19 / 40	Ward 5	6,800
SR 40	Ward 8	12,000
SR 136	East Washington Borough	9,900
	City of Washington	6,400
Main Street	From South Strabane Township	9,400
	Before intersection with SR 136	2,600
	After intersection with SR 136	9,800
	Before entering North Franklin Township	8,400
North Avenue	East Washington Borough	8,400

Source: PennDOT, 2008
 *AADT: Annual Average Daily Travel

One of the major roadways within the Project Area is Interstate 70 (I-70). The I-70 Corridor is one of the most important roadways in Southwestern Pennsylvania and offers excellent access to the City of Washington and East Washington Borough. I-70 connects the City and Borough to Wheeling, West Virginia to the west and the PA Turnpike via New Stanton to the east. I-70 offers five (5) exits for Washington, PA (<http://www.pahighways.com/exits/I70exits.html>):

- ◆ Exit 15: US 40/Chestnut Street-Located in North Franklin Township, this exit provides access from the southwest and is the first exit for Washington eastbound



- ◆ Exit 16: Jessop Place-Located in Canton Township, this exit provides access from the west
- ◆ Exit 17: PA 18/Jefferson Avenue-Located in the City of Washington, this exit provides access directly to PA 18
- ◆ Exit 19: US 19/Murtland Avenue-Located in South Strabane Township, exit 19A provides access to US 19 North and Trinity Point, while 19B provides access to US 19 South, the City, Washington Hospital and Washington Mall
- ◆ Exit 20: PA 136/Beau Street-Located also in South Strabane Township, this exit provides access to East Washington Borough, Washington and Jefferson College, and the Washington Business District



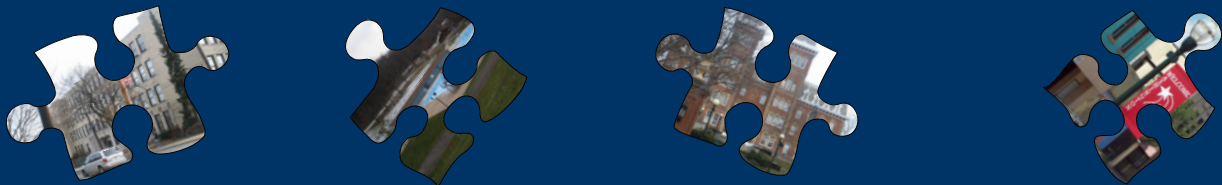
I-70 also connects to I-79 just north of the City at Exit 18. I-79, a major north/south interstate in Southwestern Pennsylvania, provides access to the Southpointe Bus Park, the City of Pittsburgh and Allegheny County to the north and Morgantown and West Virginia to the south.

Principal Arterial Roadway

Principal arterials provide statewide or interstate travel to urbanized areas. They provide integrated movements without stub connections. Design of the roadway usually consists of two (2) 12- foot lanes with 8-10 foot shoulders with speeds typically ranging from approximately 45-65 miles per hour. Within the project area, US Route 40, State Route 18, and State Route 19 are considered principal arterial highways.

Minor Arterial Roadway

Minor arterials link cities, larger towns and other traffic generators to provide integrated interstate and inter-county service. Minor arterials are mostly located in areas with greater population



density. Design of the roadway usually consists of two (2) 12- foot lanes with 8-10 foot shoulders and with speeds typically range from 35-45 miles per hour. State Route 136, State Route 844, Lincoln Street, Locust Avenue and Main Street are classified as minor arterials.

Urban Collector Roadway

South Main Street is considered an urban collector and provides access to and within residential neighborhoods, commercial and industrial areas.

Local Roadway

Worth Avenue and Euclid Avenue are classified as local roads and serve primarily to provide direct access to other roadways or land.

Transit

Public transportation is available within the City and Borough from Washington City Transit and Washington Rides.

Washington City Transit

GG & C Bus Company Inc. provides service for Washington City Transit. Washington City Transit offers the fixed route bus service within Washington, including two local service bus routes, a Saturday route, and service to Pittsburgh. [Map 3.2: Transit System](#) depicts the bus routes as well as stops.

- ◆ Local Schedule A, Schedule B, Saturday
 - * Trinity Point, Strabane Square, and Washington Mall
 - * Washington Hospital, Maple Terrace, and Jefferson Avenue
 - * Century Plaza and Washington Crown Center
- ◆ Pittsburgh Schedule
 - * Monday through Friday service
 - * Departs from Wolfdale
 - * Stops include the Jessop Place Park-n-Ride, Washington at Chestnut Street, Trinity Point , Trinity Point Park-n-Ride, Washington Mall (JC Penney), Meadowlands, Chartiers Township Building, Canonsburg



Park-n-Ride, Southpointe Park-n-Ride, Morganza, Donaldson Crossroads, Thompsonville (Route 19), South Hills Transit Station, Pittsburgh at Smithfield Street, Gateway Center, 7th and Liberty

- * Arrives at the Pittsburgh Federal Building in downtown Pittsburgh
- ◆ Express to Pittsburgh Schedule
 - * Monday through Friday Service
 - * Departs from the Jessop Place Park-n-Ride
 - * Stops include Washington at Chestnut Street, Trinity Point Park-n-Ride, Canonsburg Park-n-Ride, South Point Park-n-Ride, Gateway Center, 7th and Liberty
 - * Arrives at the Pittsburgh Federal Building in downtown Pittsburgh

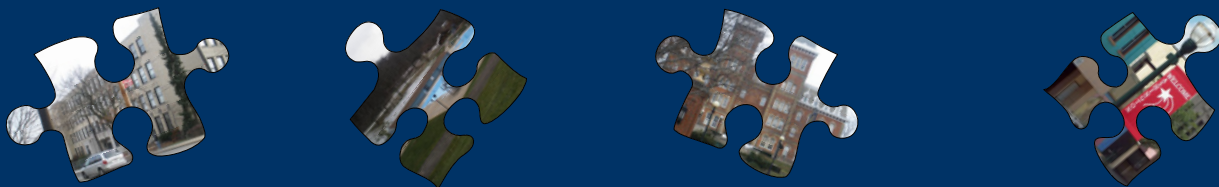
Bus service is available from 8:00 am to 4:30 pm, Monday through Friday and all day Saturday. Fare is \$1.10 for local service; persons with disabilities ride for half price and senior citizens ride for free. Additional rates and schedules are available online at <http://www.ggcbusride.com/>.



Washington County Transportation Authority

The Washington County Transportation Authority (Washington Rides) provides transportation service to residents of Washington County via private transportation companies (Tri-County Access, White Line Taxi, and First Transit). The following services are available through Washington Rides; advance reservations are required (<http://www.washingtonrides.org/>).

- ◆ Senior Shared-Ride
 - * Funded by PennDOT, residents aged 65 and over can ride to a senior center or adult day care at no cost, medical appointments for a minimal fare, and social/recreational/work for a slightly higher charge. This program is subsidized by the Southwestern



Pennsylvania Area Agency on Aging.

- ◆ Rural Transportation Program for Persons with Disabilities (PwD Program)
 - * PennDOT offers fared service to persons with disabilities
- ◆ Medical Assistance Transportation Program (MATP)
 - * Provided to eligible persons in need of service to medical providers; funded through the Pennsylvania Department of Public Welfare (DPW).
- ◆ Welfare-to-Work Transportation Program
 - * Sponsored by PennDOT, qualified individuals can receive temporary transportation service related to work and childcare.
- ◆ Veterans Transportation Program
 - * Service to VA Medical Centers in Pittsburgh
- ◆ General Public Service
 - * General public may use Washington Rides' service at full fare

Beginning in 2011, Washington Rides began offering fixed route bus service called "The Freedom Line" and will operate it for a three year demonstration period. The bus will run from McDonald to Washington, Monday through Friday between 7 am to 7 pm. Regular fare is \$1.50; children eight and under ride for free when accompanied by an adult; persons age 65 and older ride free; and persons with disabilities ride for half price.

The Freedom Line provides service from the Chestnut Street Parking Garage in Washington to major regional shopping centers, the Meadowlands Racetrack and Gaming Facility, Canonsburg, and McDonald (<http://www.washingtonrides.org/FreedomLine.htm>).

Washington County Transit Vision Plan

In 2010, Washington City Transit began an effort to develop a plan for the short term and long term of providing public transit to Washington County residents. The goals of the plan are to:

- ◆ Develop a public transportation system and services to be highly efficient, coordinated, and partnership focused.
- ◆ Secure more funding from public, private, and local sources.
- ◆ Ensure that transit is at the forefront of development planning, and promote the use of Transit Oriented Design (TOD).



- ◆ Improve access to Pittsburgh and Washington County employment, education, healthcare centers, and social activities.
- ◆ Expand public transportation marketing with an emphasis on innovation and culture change.

The plan is not yet finished; however, the priority short term actions were identified:

1. Establish a formal coordination committee
2. Identify and compile data and conduct research
3. Undertake joint information, education and marketing campaigns
4. Establish partnerships

As part of the effort, Washington City Transit conducted a public survey to gauge users' needs.

Park-n-Rides

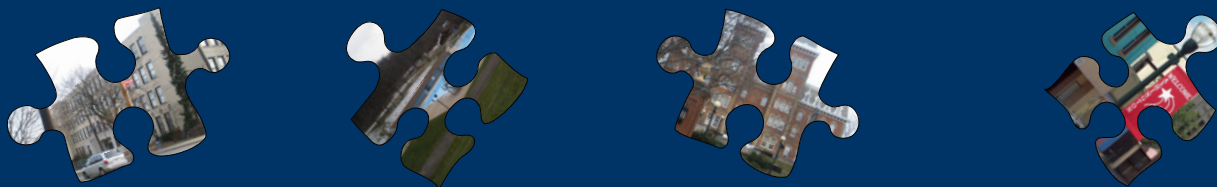
While there are no park-n-ride lots located within the project area, there are two lots just outside of the City that serve the area. One lot is located in South Strabane Township off I-70 at Exit 20/ Beau Street and a second lot is located off I-70 at Exit 16/Jessop Place in Canton Township. Both park-n-rides are shown on [Map 3.2: Transit System](#).



Construction on the new Washington City Transit Intermodal Center, which will replace the Chestnut Street Garage, is scheduled to be complete by early 2013. The new Center will feature a park-n-ride.

Railroads

The City of Washington is served by a shortline railroad, the Allegheny Valley Railroad (AVR), which is operated by Carload Express, Inc. AVR



operates 70 miles of railroad track in the greater Pittsburgh area; connecting Washington to CSX Transportation (CSXT) (<http://www.carloadexpress.com/index.cfm>).

Sidewalks



The City and Borough have an extensive sidewalk system. Within the downtown, the sidewalks have been upgraded through the Main Street improvement program while PennDOT has replaced the sidewalks along US 40/Chestnut Street during the rehabilitation project.

Trails

There are currently no bike trails in the City or Borough. In 2004, the Commonwealth of Pennsylvania implemented a series of Pedestrian – Bicycle Checklists for highway projects advancing through the programming, design, and implementation phases of project development. The inclusion of these projects on the Transportation Improvement Program (TIP), discussed further on page 5-11, ensures that PennDOT will review the bicycle utilization of these roadways in the design and implementation of future projects.

Transportation Planning

Southwestern Pennsylvania Commission

The Southwestern Pennsylvania Commission (SPC) is the federally-designated Metropolitan Planning Organization (MPO) for a ten-county region in Southwestern Pennsylvania; Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland Counties, as well as the City of Pittsburgh. SPC is responsible for planning and prioritizing all state and federal transportation funds located to the



region. In the City of Washington and East Washington Borough, SPC, in cooperation with PennDOT and Washington County, are responsible for transportation planning within the two municipalities. Transportation projects are funded through the SPC Transportation Improvement Program (TIP).

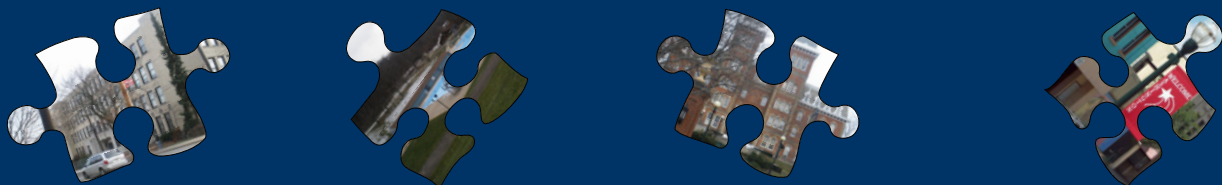
Regional economic development priorities are also a responsibility of SPC as they have been designated as a Local Development District (LDD) and Economic Development District by the U.S. Appalachian Regional Commission and the U.S. Department of Commerce.

Transportation Improvement Program (TIP)

The TIP is a four-year budgeting tool that directs federal state highway funding based on priority projects. The TIP is fiscally constrained and usually does not include roadways under local municipal ownership and maintenance control. The TIP is updated bi-annually and a project must be listed before it can receive any money. The most recent TIP is the 2011-2014

Table 5-2: Transportation Improvement Program (TIP), Washington County (2011-2014)

Name/Location	Description	Municipality	Cost/Funding Cycle
Washington and Jefferson College	College Street will be widened and designated TR 19 adding two-way with turning lanes. Lincoln St will be narrowed to one lane with a stop controlled pedestrian crossing. Main St/ Highland Ave will be widened and signed as Business Route 19 (Signals Upgraded)	Washington City	\$7,801,000 / 2011
PA 18 Signal Upgrades	Replacement of three traffic signals (SR 18/SR 4022, SR 18/SR 844, and Wylie Avenue/ Allison Road); two new signals	Washington City	\$5,819,498 / 2013-2014
SR 4030 Bridge over I-70	Structure rehabilitation	Washington City	\$4,931,949 / 2012



TIP that was effective as of October 1, 2010. There are three (3) projects within the City of Washington as shown on [Table 5-2: TIP](#).


Liquid Fuels Tax

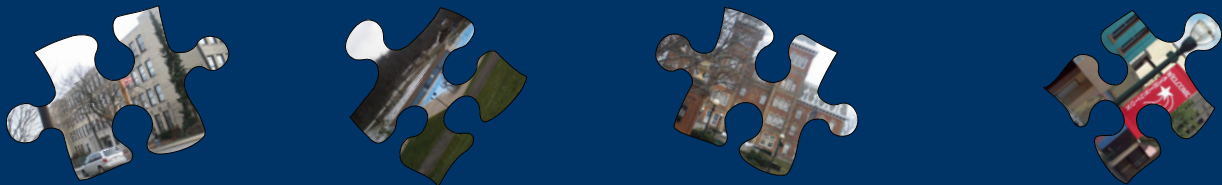
The Liquid Fuels Tax Act 655 provides all municipalities in compliance with Department guidelines allocations on April 1 of each year from the State's Motor License Fund. The funds can be used for road and bridge construction, reconstruction and maintenance projects. Mileage and population of the municipality to the state totals are used to determine the amount received. In 2010, the City of Washington received \$289,857.33 and East Washington Borough received \$36,914.71 in Liquid Fuel Allocations.

B. NEEDS ASSESSMENT

Through the public involvement process, several transportation concerns were identified. These areas of concern are shown on [Map 3.3: Transportation Concerns](#) and described in the following tables. Mackin's Traffic Engineers completed field views of each to document the existing conditions and develop recommendations.



 Interchange Concerns	
① Jefferson Avenue/I-70 Interchange	
Transportation Concern:	Dangerous interchange; needs turning arrows and synchronization.
Observation:	The intersections of E Wylie Avenue / Jefferson Avenue (SR 0018) and E Wylie Avenue / Allison Avenue do not have left turn phasing although they appear to warrant it. Additionally, the signal heads do not appear to line up properly on Jefferson Avenue. The intersections are tight, causing turning trucks to run over the curb.
Transportation Concern:	No signing for SR 0844; trucks are getting lost on the local streets.
Observation:	Westbound traffic exiting I-70 and destined for SR 0844 do have the appropriate route marker at the end of the off-ramp telling them to make a left. After this however, no route markers exist. There is no route marker for SR 0844 at the intersection of Jefferson Avenue / E Wylie Avenue telling vehicles to make a right. There is no route marker for SR 0844 at the intersection of Jefferson Avenue / Henderson Avenue telling vehicles to make a left. Eastbound traffic exiting I-70 and destined for SR 0844 has no route marker signing at the intersection of the off-ramp and Jefferson Avenue (SR 0018).
② Signing on I-70	
Transportation Concern:	There is no signing for Washington & Jefferson College on Interstate 70 eastbound until you get to Exit 20 Beau Street.
Observation:	The fieldview confirmed this.
Transportation Concern:	Exit 33 on Interstate 79 North is signed as “Laboratory” not “Washington”
Observation:	This exit is signed for US 40 and Laboratory, not Washington. There are five exits off of Interstate 70 that are signed as Washington exits. For vehicles traveling north on I-79, the first signed Washington exit is actually on I-70, Beau Street. US 40 between the I-79 exit and Washington is a winding road that goes through residential districts. Although the design of the road is not known, it is assumed that this section of road was not signed for Washington because US 40 was not designed to handle the additional traffic and heavy vehicles that would use it. Additionally, the road is steep in places, and travels through residential neighborhoods.
Transportation Concern:	There is a lack of signing directing motorists into the business district, as well as to other major attractions like Washington Park, Pony Field, and Washington & Jefferson College.
Observation:	Other than the destination signing on I-70, there was no wayfinding sign system throughout the study area.

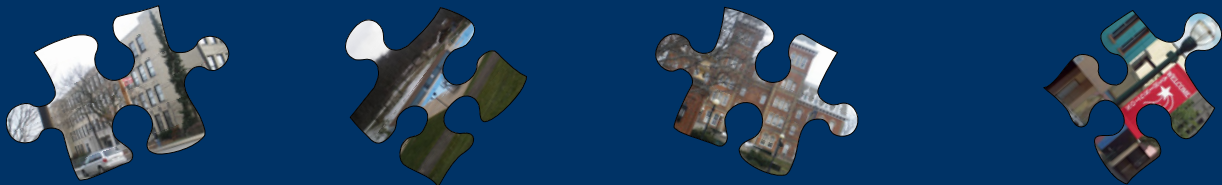


Intersections of Concern

3 E Beau St/North Ave	
Transportation Concern:	During peak travel times, it is difficult to exit North Avenue at its intersection with E Beau Street.
Observation:	Due to its location off of the Murtland Avenue and Beau Street Interchanges, this intersection experiences a lot of traffic, and may warrant a traffic signal. There were no street name signs posted at the intersection.
4 Main St/W. Beau St	
Transportation Concern:	Congestion at peak times, there is a lack of turning lanes, and the sight distance is questionable.
Observation:	There are turning lanes on Main Street; however, none exist on Beau Street. Due to on-street parking, turning lanes on Beau Street are not possible. The sight distance from Beau Street westbound is limited due to a crest vertical curve. This intersection is located in the center of town, next to the Courthouse, and thus has numerous pedestrians that require "No Turn On Red" on all approaches, and parking which takes away from travel lanes, thus adding to congestion.
5 N College St/E Chestnut St	
Transportation Concern:	The traffic signal at the intersection of N. College Street and E. Chestnut Street does not seem to be functioning properly.
Observation:	The traffic signal is old and in bad condition. It appears that a detector loop is broken, or there is a lack of detection. There are no pedestrian crossing signals or push button detectors.
6 Jefferson Ave/McAdam Ave	
Transportation Concern:	The intersection of Jefferson Avenue (SR 0844) & McAdam Avenue has a traffic signal that does not appear to be warranted.
Observation:	The intersection does not appear to warrant a traffic signal due to a lack of side street (McAdam Avenue) traffic volume. The signal was installed, however, to assist pedestrians crossing Jefferson Avenue from the parking lot to the Bronson House.
7 E Wheeling St/Dunn Ave	
Transportation Concern:	The intersection of E Wheeling Street and Dunn Avenue experiences congestion during the morning and afternoon school times.
Observation:	The Washington Middle School is located on E Wheeling Street to the west. The intersection is controlled by a stop sign on all approaches. No congestion was seen during the mid-day fieldview.



Intersections of Concern	
8 Locust Ave/N College St/Highland Ave/N Lincoln St	
Transportation Concern:	The intersection of Locust Avenue / N. College Street / Highland Avenue / N. Lincoln Street needs to be analyzed.
Observation:	This intersection is confusing as it is actually three separate 'T' intersections that operate under one traffic signal controller.
9 E Maiden St/Dunn Ave – entrance to Washington Park	
Transportation Concern:	Improve the intersection of E. Maiden Street (US 40) / Dunn Avenue
Observation:	There is a lack of signing for Washington Park and Pony Fields. The signing that does exist is small and in the wrong location. The intersection is somewhat confusing with the traffic island and lack of pavement markings.
10 Park Ave/S Main/South St	
Transportation Concern:	Intersection of Park Avenue / South Main / South Streets gets congested
Observation:	Project underway; includes realignment to a "+" intersection and signaling the intersection through a Safe Routes to School grant
11 Jefferson Avenue (SR 0018) / W. Chestnut Street (US 40)	
Transportation Concern:	The intersection of Jefferson Avenue (SR 0018) / W. Chestnut Street (US 40) is one of the busiest in the City. Turns into Walgreens are an issue.
Observation:	The intersection does have left turn lanes on all 4 approaches. Jefferson Avenue has protected/prohibited phasing while W Chestnut Street has no left turn signalization. It appears that traffic on W Chestnut Street eastbound may queue up in front of the Walgreens driveway during peak travel periods.

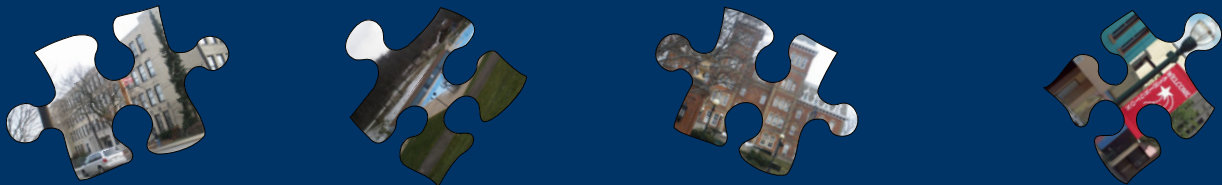


Corridor Improvements

Transportation Concern:	US 19/Murtland Avenue is the “Gateway to Washington” but is in need of improvement.
Observation:	This project is on the TIP.
Transportation Concern:	Intersection improvements on Chestnut Street (US 40), west of Jefferson Avenue are needed, including the turning radiuses.
Observation:	It appears as though Chestnut Street was recently reconstructed and widened between I-70 and Canton Avenue as part of the 2010 TIP Project. The construction includes turning radiuses, sidewalk, and ADA ramps. Additional construction was taking place during the May 2011 field view in which widening and reconstruction of US 40 between Canton Street and Jefferson Avenue will occur.
Transportation Concern:	There are some older traffic signal heads throughout the study area, many with old, faded incandescent lights and lenses.
Observation:	Although it is difficult to determine this in the field, it likely that many of Washington’s traffic signal heads still have incandescent lights in their traffic signal heads, instead of the modern technologically advanced light-emitting diode (LED) lenses. It is important to note that Washington County is in the process of replacing all traffic signals within the City with LED lights. This process should be complete by the end of 2011.
Transportation Concern:	Traffic congestion along major roadways, including Beau Street and Maiden Street.
Observation:	Traffic signals need to be synchronized throughout the City. Unable to verify in field; contacted SPC for signal timing.
Transportation Concern:	There is a lack of pavement markings in certain locations within the City, leading to driver confusion.
Observation:	The pavement markings on Jefferson Avenue (SR 0018) within the City were faded so badly that they were almost unreadable in the daytime. There are no pavement markings on W Chestnut Street and Beau Street between Jefferson Avenue and Franklin Street.



Transit	
Transportation Concern:	Lack of public transportation available in the evenings and on weekends
Observation:	Washington City Transit stops service at 4:30pm and does not offer Sunday service. It is difficult for residents without vehicles, children, and persons with disabilities to access events, programs, and jobs without public transit.
Transportation Concern:	Need better service to Pittsburgh.
Observation:	Washington City Transit offers weekday service to Pittsburgh via normal routes as well as express routes. However, there is not service available in the evenings or weekends.
Transportation Concern:	Washington City Transit has limited funding, which is an obstacle to providing additional service such as evening/weekend routes.
Observation:	Washington County does not have a countywide transit operator; rather, the County is served by several transit authorities including Washington City Transit and Mid Mon Valley Transit. A more comprehensive and coordinated effort is needed.
Pedestrian	
Transportation Concern:	Not all of the City/Borough is pedestrian-friendly or ADA accessible.
Observation:	There are intersections in the downtown that do not meet current ADA standards (College Avenue, East Wheeling Street, etc.). There are also some areas where sidewalks have been removed (portions of North Avenue) or are poorly maintained.
Transportation Concern:	There is a need for alternative transportation (i.e. pedestrian/bicycle trails) within the City and Borough.
Observation:	There are informal pedestrian paths between the Borough and Park School/ Washington Park and an abandoned railroad in the City that could become a rail-to-trail.



C. ACTION PLAN

Goal = Provide a safe and reliable transportation network within our community and connect to the larger metropolitan

Objective = Improve the safety of the Jefferson Avenue/I-70 Interchange

- ☑ Lobby for the coordination of the traffic signals along Jefferson Avenue (SR 0018) to be placed on the Transportation Improvement Program

The intersection of Jefferson Avenue / SR 0844 as well as the intersections of East Wylie Avenue / Jefferson Avenue (SR 0018) and East Wylie Avenue / Allison Avenue are currently on the Transportation Improvement Program (TIP) for 2013-2014, and are to be replaced with new traffic signals. Additionally, two new traffic signals in this area will be installed. This TIP project should help to improve the safety of this interchange. In addition, the TIP project should consider coordinating the traffic signals along Jefferson Avenue (SR 0018).

Objective = Develop a comprehensive wayfinding signage program

- ☑ Install route markers at the following intersections to direct traffic exiting I-70 at the Jefferson Avenue Interchange and destined for SR 0844 .
 - ◆ Install a route marker for SR 0844 at the intersection of Jefferson Avenue / E Wylie Avenue directing traffic to turn right onto Jefferson Avenue.
 - ◆ Install a route marker for SR 0844 at the intersection of Jefferson Avenue / Henderson Avenue directing traffic to turn left onto SR 0844.
 - ◆ Install a route marker for SR 0844 at the intersection of Eastbound I-70 Off-Ramp / Jefferson Avenue (SR 0018) directing traffic to turn right onto Jefferson Avenue to get to SR 0844.



- ✓ Install a supplemental advance guide sign on I-70 eastbound in advance of Exit 15 Chestnut Street that says “Washington & Jefferson College, Use Exit 15”

There is currently no signing for Washington and Jefferson College (W&J) on Interstate 70 eastbound until you reach Exit 20 Beau Street. An advanced warning sign on I-70 would help to direct traffic destined for W&J.

- ✓ Install temporary signs for Pony League World Series

To help direct people to Lew Hays field during the Pony League World Series, temporary signs should be installed along major routes to the field.

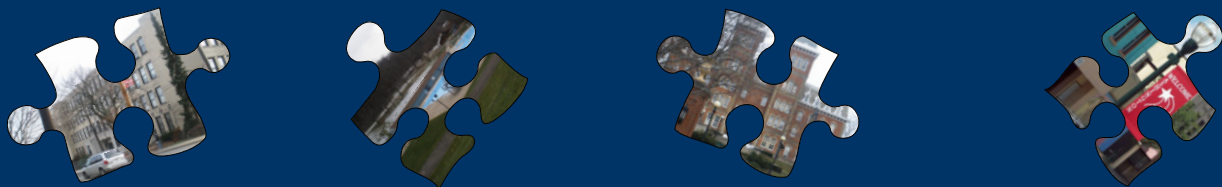
- ✓ Establish a wayfinding system and install signs to direct motorists from Interstate I-79 and Interstate I-70 to major attractions.

Other than the destination signing on I-70, there is no wayfinding sign system throughout the City and Borough especially once vehicles exit the Interstates. A wayfinding system along major routes and at major intersections will help to direct vehicles and pedestrians around the City and Borough and also help to relieve congestion if people know where they are going.

The signage that is part of the wayfinding system should be standardized and incorporate the historic theme of the City and Borough. The signage should direct people to major attractions such as the Washington Business District, Washington and Jefferson College and Washington Park / Pony League (Lew Hays) Field.

- ✓ Street name signs should be installed at all intersections

There are intersections throughout the City and Borough that do not have easy to read street signs. The City and Borough should identify these areas and implement a plan to upgrade or install signs especially in areas such as East Beau Street and North Avenue.



Objective = Improve traffic flow and relieve congestion

- ☑ Investigate the need for a traffic signal at the intersection of East Beau Street/North Avenue

Due to its location off of the Murtland Avenue and Beau Street Interchanges, this intersection experiences a lot of traffic. However, due to the fact that Beau Street is a state road, East Washington Borough would need to work with PennDOT to determine if a signal is warranted.

- ☑ The N. College Street and E. Chestnut Street intersection is included in the Washington & Jefferson College Area Phase 2 Project on the TIP, scheduled for 2011-2012.

Improvements include radii improvements, ADA ramp reconstruction, and signal upgrades. It is anticipated that these traffic signal problems will be addressed with this project.

- ☑ Improve the conditions at East Wheeling Street and Dunn Avenue

Due to the fact that this is a residential area and the Washington Park School is located on East Wheeling Street, congestion occurs at this intersection during certain time in the morning and afternoon. There are two options that can be utilized to help improve traffic flow.

- ◆ Option One: Remove the stop sign on the East Wheeling Street approach and install the appropriate signing on the other approaches stating that traffic does not stop on that approach. For example, "Traffic From Left Does Not Stop".
- ◆ Option Two: Due to the fact that this problem only exists for short periods of time in the morning and afternoon, a police officer could be stationed at the intersection to control traffic during these congested time periods.



- ✓ Install pavement markings at key locations

The pavement markings on Jefferson Avenue (SR 0018) are severely faded and there are no markings on West Chestnut Street and West Beau Street between Jefferson Avenue and Franklin Street. To help reduce driver confusion, markings should be installed at these locations.

- ✓ Improve the entrance to Washington Park

Larger signing for Washington Park and Pony Field on the right side of the Maiden Avenue and center line pavement markings from the traffic island up Dunn Avenue to the north should be installed to help eliminate driver confusion.

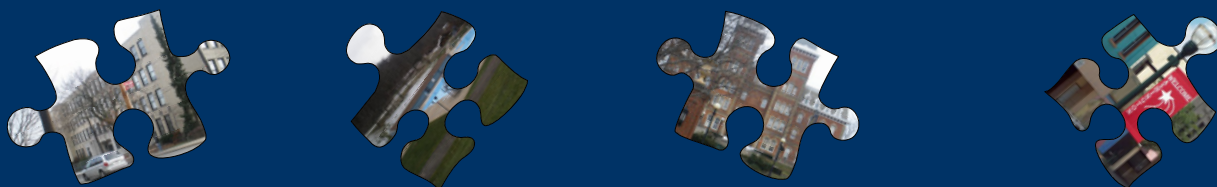
- ✓ Apply to SPC for their Regional Traffic Signal Program

SPC offers the SINC (Signals in Coordination) Project, which includes new timings and coordination plans for signals that are properly equipped and SINC-UP (Signals in Coordination with Equipment Upgrades) Project, which includes upgrades in traffic signal equipment as well. These projects would help provide the necessary funding, high quality training, technical assistance, and streamlined management to implement optimized traffic signal systems through traffic signal improvements. Ultimately, this would lead to a reduction in vehicular congestion within the study area.

Objective = Develop new and/or enhance existing pedestrian connections

- ✓ Conduct a feasibility study to develop a trail connection between East Washington Borough Park and Washington Park

Currently there are not a lot of formal connections between East Washington and Washington Park. A feasibility study should be conducted to determine ways that East Washington Borough Park and Washington Park could be connected through pedestrian pathways. A feasibility study would include:



- ◆ Documenting and contacting owners along any potential alignment
- ◆ Evaluating the demand and potential users of the trail
- ◆ Physically inventorying and assessing the alignment, including natural features, wildlife, intersections and potential access points, existing infrastructure (including structural challenges like bridges, tunnels, culverts, etc.) and utilities, and environmental hazards
- ◆ Preparing a concept plan
- ◆ Detailing potential operation and maintenance
- ◆ Appraising financial feasibility

Develop a sidewalk improvement / maintenance plan

The City and Borough have a very good sidewalk network, but there are many areas where there are missing sidewalks or existing sidewalks need to be repaired or do not meet ADA requirements. A sidewalk maintenance plan would allow the City and Borough to identify and catalogue problem areas that can then be ranked in terms of priority need. As funding becomes available, these areas can then be addressed.

Institute the WalkWorks Campaign

The City has been chosen as one of the WalkWorks communities. This is a program designed to increase walking opportunities in communities throughout several counties Pennsylvania and is sponsored by the University of Pittsburgh and the Pennsylvania Department of Health.

The Washington WalkWorks Trail is approximately one mile and includes historic sites such as the Washington County Courthouse, the David Bradford House, the LeMoyne House and the Railroad Station. The Washington Route is shown in [Figure 5-1](#).

The program is still in its beginning stages so the City should continue to



work with the WalkWorks campaign to advertise and promote the trail through the installation of interpretive signing along the trail route, the City's website, brochures, and other means.

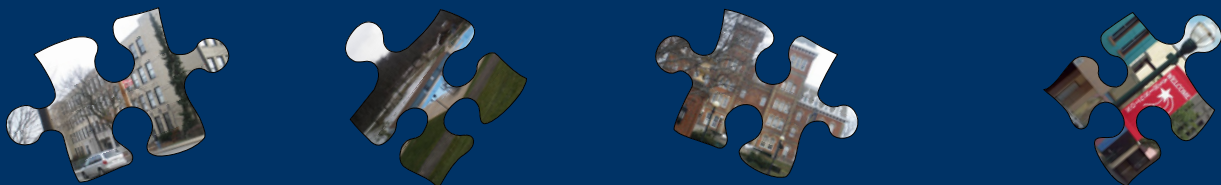
Figure 5-1: City of Washington WalkWorks Route



Objective = Provide a comprehensive public transit system

- Complete and implement Transit Study

The City Transit Authority is currently undertaking a transit study. This study includes obtaining recommendations on improvements, changes and/or cost saving measures to enhance their existing local fixed route bus system and complementary ADA paratransit service. This effort will also include recommended improvements to fare structure; fare schedules; system map; passenger amenities; & marketing the services. The Study is expected to be completed by the end of 2011. After holding public meetings and incorporating applicable comments into the final plan, recommendations will be presented to City



Council for approval.. It is the recommendation of this plan that this study be completed and implemented.

Develop a countywide transit system

Washington County is one of the few counties, if not the only one, that offers transit systems at a municipal or multi-municipal level. Most others are offered on a county or regional level. Due to shortages in funding, the City should contact other providers in Washington County to determine interest/feasibility in consolidating transit operators into one countywide system.

Expand night/weekend service

Currently there is a lack of service on weekends and weeknights from the Washington City Transit Authority. This makes it difficult for persons with disabilities or others that do not have cars to get to and from work. Students at Washington High School also expressed a need to be able to get to sporting events and other school events held off site or outside school hours.

Expanding service to include night and weekend routes would greatly help these people especially those that need to get to work. A shuttle service offered during these off hours could also be utilized by Washington and Jefferson students to help them get around the City and Borough.

Objective = Improve energy efficiency within the transportation system

Note: Washington County is replacing all signal heads with LED lights – this should be complete by the end of 2011.

Purchase fuel efficient buses and offer smaller shuttles

Fuel efficient buses and utilizing shuttles for less used routes will help



