

TRANSPORTATION STUDY

It is important that roads and pedestrian facilities provide essential functions such as movement of vehicles and people in a safe manner. It is also important that development and improvement to roads and walkways be coordinated with land use plans, community plans, facilities plans, housing plans, and economic plans. The transportation system is the vantage points from which potential residents, businesses, industries and tourists view the County. The following presents an overview of the numerous transportation facilities and services that make up the transportation system in Cambria County.

Existing Highway Network

The highway system serving Cambria County consists of an intricate network of state and federal-aid highways and municipal roads. This system becomes a part of a larger regional network providing transportation access to all parts of Pennsylvania and the United States. The system comprises principal arterials and expressways (NHS roadways), minor arterials, major and minor collectors (federal-aid urban and rural routes), and local roads (non-federal aid) providing a network of transportation facilities serving the needs of the entire County. There are no interstate highways serving Cambria County.

Highway statistics provided by PennDOT in 2009 note that there are a total of 1,726.29 linear miles of highways in Cambria County, ranking it 33rd out of 67 Counties in the Commonwealth in terms of total mileage. This is an increase of approximately 8 miles over the total linear miles reported by PennDOT in 2001. This total mileage includes 694.24 miles in state and federal maintained highways and 1,032.05 miles in municipal, local roads. The 8-miles increase can be attributed to an increase in municipal/local roads. PennDOT estimates 470.6 miles in state and local owned roadways are eligible for federal-aid highway funding. This is an increase of approximately 40 miles over what was reported in 2001.

Major highways in the County include United States Route 219, 22 and 422 and Pennsylvania Routes 36, 53, 56, 160, 164, 240, 253, 271, 403, 553, 756, 865 and 869. A large number of State Routes also cross the County. Overall, there are more miles of local roads in the County than State Routes.

The highway mileage is generally categorized as follows:

TYPE	MILEAGE	% OF TOTAL
□ <u>State and Federal Highways</u>	<u>694.24 miles</u>	<u>40.22%</u>
○ PennDOT mileage	672.73 miles	38.97%
○ Other State/Federal	21.51 miles	1.25%
□ <u>Turnpike/ Toll Bridges</u>	<u>0.0 miles</u>	<u>0.0%</u>
□ <u>Municipal/Local Roads</u> -	<u>1,032.05 miles</u>	<u>59.78%</u>
Total	1,726.29 MILES	100.0%

Source: PennDOT 2009 - Mileage – Jurisdiction table.

System Summary and Federal Classification

The Federal Aid System is determined by the Federal Functional Classification which categorizes roadways depending on the nature of the community they serve. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. In other words highways are classified in hierarchy according to the function they perform. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network. Furthermore, urban and rural areas have fundamentally different characteristics as to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which all these elements are related in the definitions of highway function. Consequently, there are provisions made for a separate classification of urban and rural functional systems, with instances of both *Rural and Urban* systems within the County.

The following provides a brief description of the Functional Highway Classifications and identifies the major highway transportation system by functional classification in Cambria County. The major traffic routes comprise the majority of 470.6 miles in federal-aid roadways in the County. Arterials and collectors within the Urbanized areas are further classified with the Urban designation and Arterials and Collectors outside of these areas are then classified with the Rural designation.

Interstate System: The Interstate System is the highest classification of arterial roads and streets and provides the highest level of mobility at the highest speed for a long uninterrupted distance. There are no instances of the Interstate System in Cambria County.

Expressways and Principle Arterials: Expressways and Principal Arterials are the highest order of classified highways serving Cambria County. These highways comprise the County's network of NHS highways and consist of limited-access freeways, multi-lane arterials, and other important roadways providing direct linkages to the County's urbanized area and commercial and industrial centers. Principal Arterials and Expressways include:

- ❑ PA Route 56 (Johnstown) Expressway: The only section of PA Rt 56 that is four-lane, limited-access is the expressway between Johnstown and the US 219 interchange in Richland Township.
- ❑ US Route 219: This is the major regional north-south highway in Cambria County connecting Cambria County with the Pennsylvania Turnpike to the south and Interstate 80 to the north. Within the County US Route 219 provides access to US Rts 22 and 422 as well as the Greater Johnstown area to the south. The highway is four-lane, limited-

access between the Carrolltown Borough area in northern Cambria County and the Pennsylvania Turnpike in Somerset County. Between the Carrolltown area and the Indiana County Line US Route 219 is reduced to two lanes.

- ❑ U.S. Route 22: The County's major east-west highway, connects Cambria County west to the Pittsburgh Metropolitan Area and east to the City of Harrisburg and beyond. In Cambria County, the only section of U.S. Rt 22 that is four lane limited access is from Ebensburg Borough east to U.S. Rt 220 in Blair County. The section of U.S. Rt 22 from Ebensburg Borough west to the Mundys Corner Interchange is a four-lane highway, but not limited access.
- ❑ US Route 422: U.S. Rt 422 connects into Ebensburg and provides a western route to Interstates 79 and 80 and eventually to Youngstown, Ohio. In Cambria County, the highway is predominately a two-lane facility with a short section of four lane highway at its interchange with U.S. Rt 219.
- ❑ PA Route 56: Connects the City of Johnstown in southwestern Cambria County and communities within the Johnstown urbanized area with US Rts 219 and 22.
- ❑ PA Route 271: Portion from Southmont Borough through to the intersection with SR 3039 (Benshoff Hill Rd) in Jackson Township - connects northwestern and southwestern Cambria County passing through the Johnstown urbanized area.
- ❑ PA Route 403: Portion from near the Somerset County Line through Ferndale Borough and into to the City of Johnstown.
- ❑ SR 3016 (Bedford Street): From the City of Johnstown to its merge into PA Rt 56 in Richland Township.

Minor Arterials - The state system of minor arterials (major intramunicipal) in Cambria County consists of those highways servicing smaller communities and connecting to the higher order principal arterials and expressways. These highways include:

- ❑ PA Route 36: is an important arterial for communities in the County's northeast sector, as well as a connector to PA Rt 53.
- ❑ PA Route 53: This arterial traverses the County in a north-south direction and provides connection between US Rt 219 and the eastern Cambria County Mainline communities of Portage, Lilly and Cresson, as well as alternate access to US Rt 22 as well as connecting US Rt 219 to the Prince Gallitzin State Park in northern Cambria County.
- ❑ PA Route 160: The arterial portion of this Route provides a connection between Windber and northern and eastern Somerset County to PA Rt 756 in the Elton area of Adams Township.
- ❑ PA Route 271: portion from SR 3039 to US Rt 22 in Jackson Township and the portion from the Somerset County line through Upper Yoder Township – the entire length of PA Rt 271 connects northwestern and southwestern Cambria County passing through the Johnstown urbanized area and terminating in Northern Cambria.

- ❑ PA Route 403: this arterial parallels PA Rt 56 from the City of Johnstown through the Conemaugh Gap towards U.S. Rt 22 in Indiana County.
- ❑ PA Route 756: This arterial extends from PA Rt 160 into the City of Johnstown and is a major connector serving Johnstown and the regional shopping/employment centers in suburban Richland Township and Adams Township Richland Township.
- ❑ State Routes including, SR 3031 – (Airport Road), SR 3024 (Frankstown Road), SR 3039 (Truman Blvd), SR 3039 (Fulmer Road), SR 3007 (Goucher Street), SR 3037 William Penn Highway.
- ❑ Various streets within the City of Johnstown including Horner Street, Hickory Street, Franklin Street, Napoleon Street, Walnut Street, Market Street.

Major and Minor Collectors: These provide both land access service and traffic circulation with residential neighborhoods, commercial and industrial areas, and downtown commercial centers. Collectors connect local roads and streets with arterials and provide less mobility than arterials at lower speeds and for a shorter distance. This classification is further broken down into *major* and *minor* collectors. This classification is further broken down into *urban* and *rural* reflecting the area. Collectors in Cambria County include:

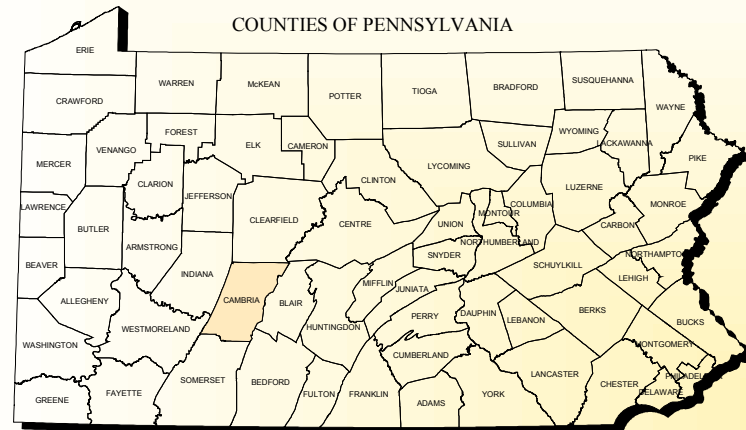
- ❑ PA Route 271: provides a connection between US Rt 22 north through Nanty Glo Borough to US Rt 422. Also is a key connector of the Northern Cambria through Nicktown to US Rt 422.
- ❑ PA Route 160: This collector road essentially parallels US Rt 219 and traverses from Ebensburg south through the central and southeastern portions of the County and provides connections between PA Route 756 in the Elton area of Adams Township through Salix, Sidman, Wilmore and Ebensburg.
- ❑ PA Route 164: provides an important connection from US Rt 22 in Munster Township to the Portage area and into Bedford County.
- ❑ PA Route 253: is located in the northeast corner of the County and connects Clearfield County to PA Rt 53 in Reade Township.
- ❑ PA Route 240: is located in the extreme northwest corner of the County and connects Indiana County to US Rt 219 just north of Northern Cambria Borough.
- ❑ PA Route 403: parallels PA Rt 56 and connects the Johnstown area through the Conemaugh Gap westerly to U.S. Rt 22 in Indiana County.
- ❑ PA Route 553: spurs off of US Rt 422 in Indiana County and provides a connection with US Rt 219 just south of Carrolltown.
- ❑ PA Route 869: This collector road provides connection among various villages within the Forest Hills area including Sidman, St Michael, Beaverdale and Lloydell; the Blue Knob State Park and Ski Areas to the east and connects US Rt 219 and ultimately with Interstate 99 to the east in Blair County.

- ❑ PA Route 865: is located in the northeast corner of the County and provides a connection through Read Township to Clearfield County and Interstate 99 near Altoona.
- ❑ Minor Collectors: There are numerous Minor Collectors in the County consisting of State Roads including the following:

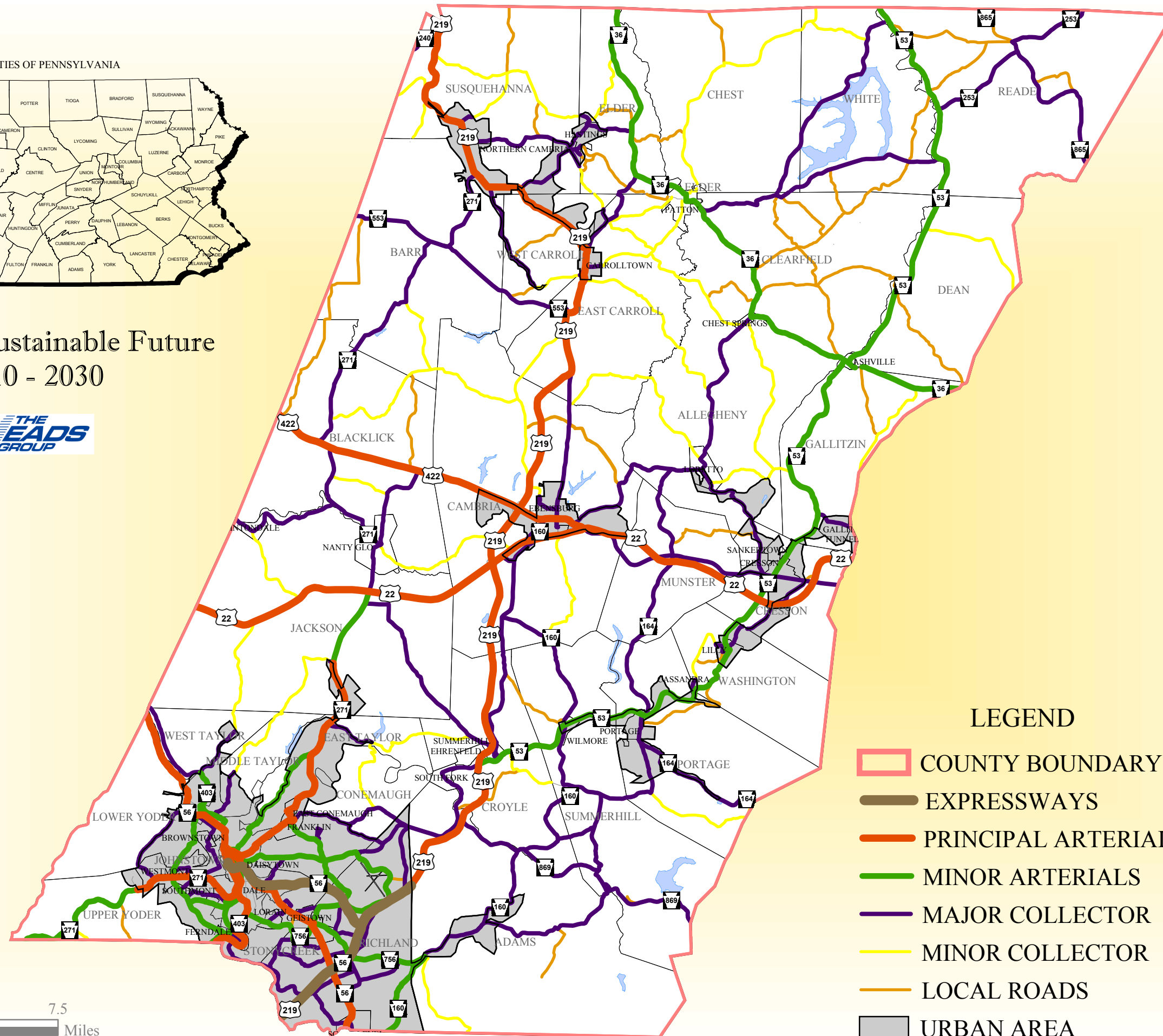
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|-----------------------------|-----------------------------|-------------------------------|
| • SR 1006 SYBERTON RD | • SR 2015 FIRST ST | • SR 4006 ROSS AVE |
| • SR 1007 BRICK RD | • SR 2015 CEMETERY ST | • SR 4007 WOLFE RD |
| • SR 1007 LEMON DROP RD | • SR 3001 LIGONIER PK | • SR 4014 MURPHY SPRING RD |
| • SR 1008 ECKENRODE MILL RD | • SR 3030 MINERAL POINT RD | • SR 4015 MELLON AVE |
| • SR 1009 DUTCH RD | • SR 3034 SECOND ST | • SR 4017 HIGHLAND AVE |
| • SR 1011 LINCOLN RD | • SR 3034 BEULAH RD | • SR 4017 ST LAWRENCE RD |
| • SR 1011 JEFFERSON ST | • SR 3035 BEECH HILL RD | • SR 4018 GREENWICH RD |
| • SR 1015 FOREST ST | • SR 3036 EXPEDITE RD | • SR 4019 OTT RD |
| • SR 1015 CHESTNUT ST | • SR 3039 BENSHOFF HILL RD | • SR 4019 TOWER RD |
| • SR 1016 WOPSY RD | • SR 3041 DISHONG MT RD | • SR 4023 MILLER ST |
| • SR 1020 ST LAWRENCE RD | • SR 3045 CHICKAREE HILL RD | • SR 4025 RIDGE RD |
| • SR 1020 CHURCH HILL RD | • SR 4002 SNAKE RD | • SR 4025 PLATTSVILLE HILL RD |
| • SR 1031 ST LAWRENCE RD | • SR 4002 TRIPOLI RD | • SR 4027 DOUBLE DAM RD |
| • SR 2001 CENTENNIAL RD | • SR 4004 NUMBER SIX RD | • SR 4027 MAIN ST |
| • SR 2006 FRANKSTOWN RD | • SR 4004 DEVEAUX ST | • SR 4029 MOSS CREEK RD |
| • SR 2010 FRANKSTOWN RD | • SR 4005 COLVER RD | |
| • SR 2013 WILMORE RD | • SR 4006 MAGEE RD | |

Local Roads: To complement the existing system of federal-aid highways mentioned above, a number of statewide local connector roads provide linkage to the higher order systems. These roads provide a high level of access to abutting land but limited traffic mobility, and are likely comprised by township/borough routes as well as several State Routes.

The Highway Classification Map on the following page graphically depicts the functional classification of major roadways in the County and provides the location of the urbanized areas of the County.



Toward a Sustainable Future
2010 - 2030



LEGEND

- COUNTY BOUNDARY
- EXPRESSWAYS
- PRINCIPAL ARTERIALS
- MINOR ARTERIALS
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROADS
- URBAN AREA



CAMBRIA COUNTY
PLANNING
COMMISSION

401 CANDLELIGHT DR.
EBENSBURG, PA 15931

CAMBRIA COUNTY COMPREHENSIVE PLAN HIGHWAY CLASSIFICATION MAP



JULY 2011

Traffic Volume Overview

The following summarizes the Annual Average Daily Traffic volumes on the key highways in the County. The traffic volumes are graphically depicted on the Traffic Volume Map on the following page

- ❑ US Rt 22 - approximately 5,000 vehicles a day enter Cambria County from Indiana County with that volume increasing to just over 8,000 closer to US Rt 219. Of these vehicles, approximately 20% are comprised of truck traffic. Approximately 8,500 vehicles enter the Cambria County from Blair County. Of these vehicles, approximately 19% are comprised of truck traffic. The highest volumes are experienced near Ebensburg in the segments between US Rt 219 and S. Center Street. Volumes range from 13,000 to 9,000 from US Rt 219 towards S Center Street and from 14,500 to 9,000 from S Center Street towards US Rt 219. Truck Traffic in these sections are approximately 10-14%.
- ❑ US Route 219 - carries some of the highest volumes of traffic in the County on the segments between the PA Rt 56 Expressway and the PA Rt 56 Scalp Ave exit. In these sections volumes range from approximately 12,000 to 15,000 travelling northward and approximately 10,000 to 15,000 vehicles heading southward in that section. It is no surprise that this section along with the section of US Rt 22 between US Rt 219 and S. Center Street are two areas showing continued commercial development. Volumes at the end of the four land section are approximately 9,000 and drop to approximately 1,800 closer to the Indiana County line.
- ❑ US Route 422 - approximately 6,600 vehicles (17% truck) enter Cambria County from Indiana County with that volume increasing to just over 9,000 (13% truck) closer to Revloc.
- ❑ PA 56 - can be summarized into three sections – Indiana County to Johnstown, through Johnstown, Johnstown and US Rt 219 and US Rt 219 to Somerset County. Between Indiana County and Johnstown volumes are just over 5,500 combined (2% truck). Volumes increase through Johnstown as volumes for both the east and west travel lanes range from 8,000 to 11,000. Between Johnstown (Walnut Street) and US Rt 219 volumes again generally range from 8,000 to 11,000 on both east and west travel lanes. Volumes on Scalp Ave heading east to Somerset County range from 14,000 to 8,500 closer to the County line. Volumes heading from Somerset County to US Rt 219 range from 8,000 to 12,000.
- ❑ PA 403 - volumes between PA Rt 985 and Eisenhower Blvd are just over 8,000. Volumes from Eisenhower Blvd through Ferndale decrease to approximately 5,300. Beyond Ferndale and into Johnstown along Central Ave volumes increase and range from 7,000 to 8,700. Volumes on the segment from near the Conemaugh Hospital Campus through Kernville are over 11,000.
- ❑ SR 3016 - Bedford Street – Some of the highest volumes in the County are experienced on portions of this Principal Arterial. In fact, the commercial strip on Scalp Ave between Luray Ave US Rt 219 experiences volumes ranging from approximately 16,000 to 18,000. Significant volumes (14,000) are also experienced on the segment in Johnstown near the PA Rt 56 expressway on ramp.

- ❑ PA 271 - The Principal Arterial portion of PA Rt 271 handles volumes approximately 5,000 between St. Clair Rd and Goucher St in Southmont Borough and between Johnstown to Benshoff Hill Rd in Jackson Township. Volumes are higher and range between 8,000 to 11,000 in between Goucher St and through Johnstown to Main St. Volumes on PA Rt 271 between US Rt 22 and US Rt 422 fall dramatically from approximately 7,300 south of Nanty Glo to approximately 1,700 closer to US Rt 422. Volumes range between 603 to 1,200 between US Rt 422 and PA Rt 553. Volume do increase to approximately 3,300 closer to Northern Cambria Borough
- ❑ PA Route 53 carries significant volumes in the 5,000 to 6,000 range on portions just to the north and south of US Rt 22 and through Summerhill Borough near US Rt 219. With the exception of these portions, volumes to the north of US Route 22 generally range between 3,000 and 5,000 between US Rt 22 and PA Rt 36 and between 1,700 and 2,700 between PA 36 and Clearfield County. To the South of US Rt 22, volumes generally range between 3,000 and 5,000.
- ❑ Volumes on Rt 756 vary as well with volumes between 13,800 and 14,800 closer to US Rt 219 but down to approximately 4,000 closer to Elton at PA Rt 160. Closer to Johnstown, volumes are approximately 9,000 to 10,000.
- ❑ Volumes on Rt 164 vary as well with volumes nearing 11,500 though Main Street in Portage but down to approximately 2,300 between Portage Borough and US Rt 22. Volumes in Portage Township, between Portage Borough and Bedford County are approximately 2,200.
- ❑ On PA Rt 553, with the exception of the increased volumes (3,590) experienced on the short section where PA Rt 553 and PA Rt 271 are together, volumes from Indiana County to south of Carrolltown range between 2,200 and 2,700.
- ❑ On PA Rt 253, volumes approach 1,200 between PA Rt 53 and PA Rt 865. Between PA Rt 865 and Clearfield County volumes are just over 1,000.
- ❑ On PA Rt 865, the volume of traffic between Clearfield County and PA Rt 253 is only approximately 300 while to the south of PA Rt 253 volumes increase significantly to approximately 1,500 and then up to approximately 3,000 closer towards Altoona in neighboring Blair County.
- ❑ The volume trend seen on PA Rt 865 is also seen on PA Rt 36, as volumes generally increase on the segments closer to Altoona in neighboring Blair County. Closer to Clearfield County volumes are 1,700 and at the Blair County line they are just under 5,000. The exception is through Patton where volumes balloon to just under 5,500.
- ❑ Volumes along Rt 160 vary considerably with relatively higher volumes nearer to Ebensburg and in and approximately the villages of Elton and Sidman.
- ❑ Volumes on Rt 869 vary considerably with nearly 8,000 vehicles between US Rt 219 and Sidman but rather light volumes elsewhere except for a moderate volume of 2,000 vehicles within the village of Beaverdale.

CAMBRIA COUNTY
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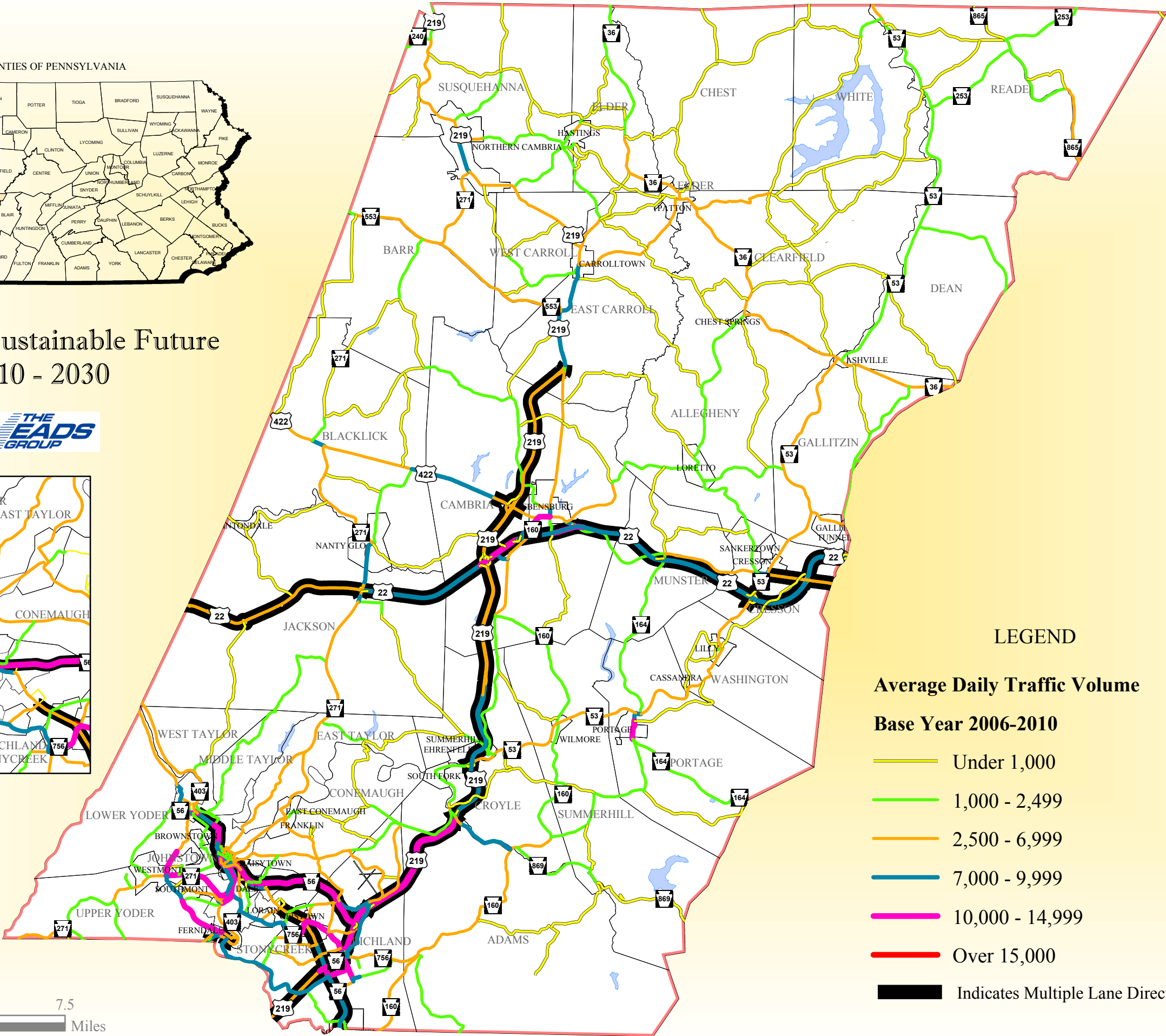
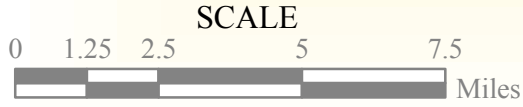
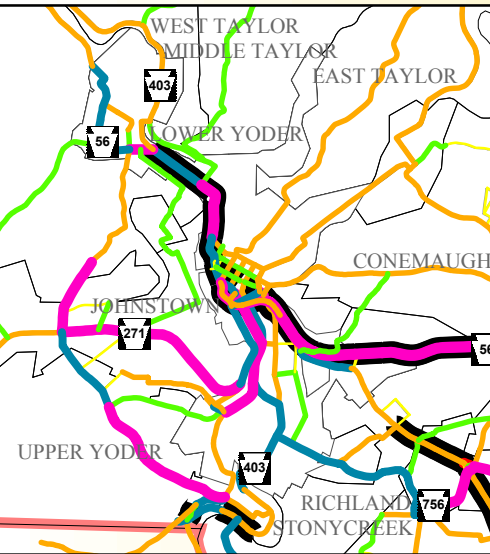
CAMBRIA COUNTY
COMPREHENSIVE PLAN
TRAFFIC VOLUMES



JULY 2011



Toward a Sustainable Future
2010 - 2030



- LEGEND
- Average Daily Traffic Volume
- Base Year 2006-2010
- Under 1,000
 - 1,000 - 2,499
 - 2,500 - 6,999
 - 7,000 - 9,999
 - 10,000 - 14,999
 - Over 15,000
- Indicates Multiple Lane Directions

The following Table provides detailed traffic volumes data including traffic volumes by segment (combined when applicable), truck traffic volume and classification for the Principal Arterials in the County.

TABLE T-1
Principal Arterial Traffic Volume Characteristics: Base Year 2006-2010
Cambria County

Highway	Location/Segment	Daily Volume	Truck Traffic		Classification
			#	%	
US Rt. 22	Indiana County – US Rt 219	East - 5,075 - 8,251	1,006 – 1,483	18% - 21%	Principal Arterial
		West - 5,006 - 7,828	1,333 – 1,051	17% - 21%	
	US Rt 219 - Center St	East - 9,316 - 13,004	1,300 – 1,304	10% - 14%	
		West - 9,361 – 14,591	1,311 – 1,605	11% – 14%	
	Center St - PA Rt 164	East - 9,266 - 10,271	1,112 - 1,438	12% - 14%	
		West - 8,882 – 11,118	1,556 - 1,066	12% - 14%	
	PA Rt 164 – Blair County	East - 9,282 – 9,261	1,207 – 1,482	13% – 16%	
		West - 8,436 – 8,890	1,603 – 1,245	14% - 19%	

Highway	Location/Segment	Daily Volume	Truck Traffic		Classification
			#	%	
US Rt. 219	Somerset County - PA 56 (Scalp Ave)	North - 6,830	442	6%	Expressway Urban Principal Arterial
		South - 6,703	429	6%	
	From PA 56 - Scalp Ave - PA 56 Johnstown Expressway	North 12,205 – 15,064	1,953 – 1,054	16% – 7%	
		South 14,933 – 10,719	1,045-1,179	7% – 11%	
	PA 56 Johnstown Expressway - US Rt 22	North 10,031 - 6,569	785 – 723	8% – 11%	Principal Arterial (Portions Expressway) (Portions Urban)
		South 6,069 – 10,158	607 - 907	10% - 9%	Principal Arterial
	US Rt 22 – end of Four lane	North 5,538 – 2,666	513 - 400	9% – 15%	
		South 2,506 – 4,567	376 - 525	15% - 11%	Principal Arterial (Portions Urban)
	End of four lane - Carrolltown	9,310 - 3,785	596 - 304	6% – 8%	
	Carrolltown - Northern Cambria	3,532	275	8%	Urban Principal Arterial
	Northern Cambria to just beyond PA Rt 271	4,489 – 8,063	359- 564	8% – 7%	
	Philadelphia St - Indiana County	6,492 – 1,877	454 - 94	7 – 5%	Principal Arterial (Portions Urban)

PRINCIPAL ARTERIAL CHARACTERISTICS (cont.)

Highway	Location/Segment	Daily Volume	Truck Traffic		Classification
			#	%	
US Rt. 422	Indiana County - Revloc	6,624 – 9,145	1,126 – 1,144	17% – 13%	Principal Arterial
	Revloc - Rt 219	4,578 – 4,485	687 - 359	15% – 8%	Urban Principal Arterial
	US Rt 219 - Ebensburg	4,345 – 4,567	304 - 457	7% – 10%	

Highway	Location/Segment	Daily Volume	Truck Traffic		Classification
			#	%	
PA Rt. 56	Indiana County - City of Johnstown	5,591	112	2%	Principal Arterial
	City of Johnstown - Broad St	8,053 – 10,597	647 - 424	8% – 4%	Urban Principal Arterial
	Broad St between PA Rt 403 & SR Rt 3039 (4 th Ave)	9,666	773	8%	
	From 4 th Ave (Broad St) east to Walnut Street	East 11,078 - 8,052	665 - 644	6% - 8%	
		West 7,735 – 10,119	696 - 911	9%	
	From Walnut Street east to Widman St exit	East 8,778 – 11,047	526-663	6%	Expressway
		West 11,097 – 9,512	1,221 - 856	11% – 9%	
	From Widman St exit east to US Rt 219	East 11,488 – 10,643	919-532	8% – 5%	
		West 10,514 – 10,468	946 - 628	9%-6%	
	Scalp Ave east to Somerset County	East 13,927 – 8,581	1,114 - 515	8% – 6%	Urban Principal Arterial
		West 8,062 – 12,606	564 – 1,008	7% – 8%	

Highway	Location/Segment	Daily Volume	Truck Traffic		Classification
			#	%	
PA Rt. 403	Between City of Johnstown (Kernville) & SR 3011 (Franklin St) near Hospital	11,283	451	4%	Urban Principal Arterial
	Between SR 3011 (Franklin St) & into Ferndale Borough	8,733 – 7,076	349 - 280	4%	
	Between in Ferndale Borough & Eisenhower Blvd	5,392 – 5,324	162 - 187	7%	
	Between Eisenhower Blvd & PA 985 (Tire Hill Rd)	8,115	649	8%	
	Between PA 985 (Tire Hill Rd) & Somerset County	6,693	158	2%	

Highway	Location/Segment	Daily Volume	Truck Traffic		Classification
			#	%	
PA Rt. 271	Between the Westmoreland County side of Southmont Borough & Goucher St	4,918 – 5,860	197 - 184	4% – 3%	Urban Principal Arterial
	Between Goucher St & Barnet St	11,451 – 10,047	248 - 301	2% - 3%	
	Johnstown - between Barnet St, across Haynes St to Bedford St	7,947 – 8,498	556 - 595	7%	
	Johnstown – Bedford St between Haynes and Main St	6,269	439	7%	
	Between Main St & Franklin Borough	4,051	259	6%	
	Between East Conemaugh & the merge with William Penn Highway	6,059 – 4,320	545 - 209	9% – 5%	
	Between William Penn Highway & Benshoff Hill Rd (SR 3039)	5,981 – 5,936	189 - 314	3% – 5%	

Highway	Location/Segment	Daily Volume	Truck Traffic		Classification
			#	%	
Bedford St (SR 3016)	Johnstown - Between Haynes St and the PA 56 Expressway On Ramp	14,162	566	4%	Urban Principal Arterial
	Between the PA 56 Expressway On Ramp & Solomon Run On Ramp	4,042 – 7,075	202 - 142	5% – 2%	
	Between Solomon Run On Ramp & Geistown Clover Leaf	6,859 – 10,342	201 - 697	3% - 7%	
	Between Geistown Clover Leaf & Luray Ave.	8,791	306	3.5%	
	Commercial Strip between Luray Ave and US Rt 219	15,747 – 17,926	552 - 359	3.5% - 2%	

Source: PennDOT; annual average daily traffic and truck counts. Base Year 2006-2010

Airports and Air Transportation Facilities

While the movement of vehicles is important, other modes of transportation are critical as well. Air transportation in Cambria County is provided by one commercial passenger airport, one general aviation facility and emergency Air-Medical facilities. In addition, there exist a number of smaller personal-use private strips and heliport pads. These private facilities are generally unimproved landing strips restricted to smaller aircraft use.

John Murtha Johnstown-Cambria County Airport

The John Murtha Johnstown-Cambria County Airport is the principal commercial air transportation facility in the County. The airport, located five miles east of the City of Johnstown in Richland Township is situated on a plateau at an elevation of 2,284 feet above sea level and encompasses approximately 6,000 acres. As of the writing of this Plan, three weekday flights depart to Washington-Dulles International Airport (IAD) daily at 6:40 am, 2:32 pm and 6:50 pm and three weekday flights arrive from Washington-Dulles at 2:15 pm, 6:32 pm and 11:05 pm. On Saturdays, two flights are scheduled to depart to Washington-Dulles at 6:40 am and 2:32 pm and one flight is scheduled to arrive at 2:15 pm. On Sundays, one flight departs to Washington-Dulles at 2:32 pm and two flights are scheduled to arrive at 2:15 pm and 6:32 pm.

The airport has two main runways, an instrument landing system, an air traffic control tower, five non-precision approaches, an FBO, a restaurant, major infrastructure, good highway access and several auxiliary businesses that operate at the airport. The airport is home to 68-based aircraft, several military helicopter units, C-12 Support Airlift aircraft, a Joint Military Control Tower and Low Altitude Radar Surveillance facility (operational in 2010).

The airport serves as one of a network of sixteen (16) scheduled Commercial Air Service Airports within the state of Pennsylvania that provide regional access. The Airport serves the scheduled commercial airline and general aviation needs of a multi-county market area and is the hub for over 45,000 air operations a year for the military, scheduled commercial airline service, and corporate aircraft serving a multi-county market area. Military and corporate, followed by commercial and private users, constitute the majority of the air traffic at the airport. The airport is critical to the local economy and economic development initiatives. A variety of locally based companies use the airport to extend the reach of their businesses outside the region. It has also aided in drawing installations from a number of national and international companies into the region, bringing much-needed jobs to an economically disadvantaged region.

In addition to the commercial services, over 1,000 National Guard and Reservists are based around the airport and use the facility on a daily basis. The main runway concrete reinforcement project, at the request of the military, was a long-term military initiative. During the early 1990's, the Airport Authority embarked on a 2,000' runway extension project, which provided a 7,003' runway reinforced other major capital improvement projects. A National Guard Joint Use Aviation Center was constructed for the US Army

Reserve and National Guard, including a 113,000 square foot hangar and houses 24-30 helicopters and fixed wing aircraft. The facility is used for pilot training and helicopter maintenance. This project included a National Guard Reserve Training Center which provides military training for 500-600 reservists on weekends. A Distance Learning Center, which is located in the building, provides training and support services to the military. Since 1997, under the Airport Improvement Program, the Airport Authority has constructed a new passenger terminal, access road and parking lots, new taxiway, and several related airport improvements that help to enhance the transportation facility. These developments attracted several National Guard, US Marine and Reserve Units to locate to the airport in recent years.

Ebensburg Airport

The Ebensburg Airport is a non-commercial general aviation facility located one mile west of Ebensburg immediately off the US Rt 219 and US Rt 22 interchange. General services are available as are major and minor airframe and power plant repairs, flight training, and charter flights. The use of this airport is confined to small engine propeller-type aircraft.

Med Star Air Medical Program

MedStar is an air medical program with more than 10 years of service throughout southwestern and central Pennsylvania. As a partner with the Conemaugh Health System, Air Methods Corporation operates the Medstar program as a Community Based Hybrid service. MedStar's medical team includes registered nurses and certified paramedics experienced in critical care, and all forms of advanced life support. During flight, they are in constant contact with the Regional Resource Trauma Center, allowing for up-to-the-second care. A neonatologist, a physician specializing in the care of ill or injured newborns, and neonatology nurses accompany the MedStar team when newborns are transported to Memorial Medical Center. The MedStar program is exclusive to Conemaugh Health System.

Operated through a joint program of Conemaugh Health System and Air Methods Corporation, based in Colorado, MedSTAR aero-medical service became operational at Memorial Medical Center in Johnstown on October 27, 1989. The program had two helicopters and were based in Somerset and Northern Cambria-Hastings area and could transport patients from anywhere within an 11-county region. In January of 2009, service of the MedSTAR 2 in Hasting was suspended. Medstar 1 still operates 24 hours a day, 7 days a week, from the remote base in Somerset PA.

Rail/Freight Service

Passenger Rail Service

Amtrak passenger rail service is available at the Walnut Street Train Station in Johnstown, where service is available via *The Pennsylvanian* that connects Pittsburgh, Philadelphia and New York and numerous points between. Service consists of one eastbound (8:54 AM Monday-Saturday and 2:54 PM Sunday) and one westbound (6:00 PM Daily) train. Westbound passengers can make connections in Pittsburgh for Chicago and other points west, while eastbound passengers can make connections in Philadelphia and New York City for numerous other rail served areas north and south.

Freight Rail Service

Norfolk Southern Railroad (NS) has a distinct presence in the County. The NS Philadelphia-Harrisburg-Pittsburgh-Ohio line parallels PA Route 56, bisects Summerhill Borough, traverses the southern/southeastern sections of Wilmore and cuts through the northern part of South Fork. This is the former Pennsylvania Railroad, Penn Central and Conrail Main Line. According to the *Comprehensive Rail Freight Study and State Rail Plan* (PennDOT: 2003), the NS line is actually comprised of the Harrisburg Line (Philadelphia-Harrisburg), Pittsburgh Line (Harrisburg-Pittsburgh) and the Fort Wayne Line (Pittsburgh-Ohio border). It remains as one of the most highly trafficked rail lines in the country, connecting major ports, manufacturing and metropolitan areas of the northeast and carrying over 120 million gross tons of freight annually. The roar of NS trains is a commonplace sound in the portion of the County between South Fork and Wilmore, and makes this area one of the regional destinations for rail fans.



In addition to the major line noted, the County has service of the NS South Fork Secondary, which splits off the Philadelphia-Harrisburg-Pittsburgh-Ohio line at a wye in South Fork and extends into northern Somerset County. This line primarily carries coal from mining operations. The *Comprehensive Rail Freight Study and State Rail Plan* notes that this branch is 31 miles in length, traverses 41 bridges and carries approximately 4.5 million gross tons annually. The *Plan* notes that lines with volumes of under 5 million gross tons are considered *somewhat at risk* while lines carrying less than 1 million gross

tons are *at risk*. These relatively low volume lines owned by Class I railroads such as NS are noted as being often subject to sale or lease so that the Class I railroads may improve operating ratios (revenues over costs). While the South Fork Secondary is in less than 5 million gross ton category, it carries higher tonnage than a number of NS branches including the Cove Secondary (Blair County), the New Holland Secondary (Lancaster County), the Franklin Secondary (Crawford and Venango counties) and the Meadville Line (Crawford County), as well as a number of others in eastern Pennsylvania.

Shortline Railroad

R.J. Corman operates two rail line clusters in Pennsylvania. The “Pennsylvania Lines,” (RJCP) consists of some 300 miles operated between Keating (Clinton County) on the east and Dixonville (Indiana County) on the west, McGees Mills (Clearfield County) on the north and Cresson (Cambria County) on the south. Interchanges with Norfolk Southern are located at Cresson and Keating. The line operates in the coal fields east between Cresson in the south and Keating in the north. Coal is the primary freight, though trains also move brick, lumber and rock salt. The Pennsylvania Lines connect in the north and south with Norfolk Southern Railroad.

CSX owns and operates a rail extending from the Hornerstown neighborhood in Johnstown southward to Rockwood in Somerset County. Other short line rail facilities are located in the City of Johnstown are. Rail facilities are located through the City itself These lines are still in active use although they do not see the level of use that they once did.

Trucking and Motor Freight Facilities

Truck transportation in Cambria County serves all types of commercial and manufacturing activity. The majority of heavy freight hauling activities revolves around transporting raw materials and finished products for a number of Johnstown-based steel producing and fabricating industries. Also, there exist numerous other local and interstate trucking firms and individual haulers whose primary activity is the transport of processed coal and other bulky goods to industrial manufacturing firms, steel producing industries, and electrical power generating stations. Packaged products and other types of freight are also transported daily by local and national carriers to businesses and residential homes. Truck traffic traversing through Cambria County utilizes the County's NHS highways (US Routes 22, 219, and 422 and PA Route 56) as the major regional truck carrying routes. Other primary and secondary highways in addition to the local municipal road system are also utilized daily as part of the overall truck transportation network.

Public Transportation

CamTran

The primary provider of public transportation in the County is the Cambria County Transit Authority (CamTran). CamTran provides fixed-route, Reserve-a-Ride, and other specialized services including complementary Paratransit Service, the Persons with Disabilities Program (PwD), Rack and Ride, Park and Ride through its Urban and Rural (Cam Tran+) Divisions. All CamTran urban division buses are equipped with bike racks on the front of the bus. Bike racks are also available at the top of the Inclined Plane. Several bike trails are accessible using the Inclined Plane and CamTran service.

CamTran's Urban Division fixed-route buses extensively cover the Greater Johnstown service area. The map on the following page highlights this Urban coverage area. CamTran's Rural Division service operates in the Central and Northern portions of Cambria County. It offers fixed route, Reserve-A-Ride (shared ride), Persons with Disabilities Program, and ADA services. Current fixed routes include:

Weekday Service:

- ❑ Route 30 - Ebensburg to Johnstown
- ❑ Route 31 - Patton to Ebensburg
- ❑ Route 32 - Northern Cambria Loop
- ❑ Route 33 - Ebensburg/Cresson/Portage Route
- ❑ Route 36A - Ebensburg to Altoona

Saturday Service:

- ❑ Route 30 - Ebensburg to Johnstown
- ❑ Route 35 - Patton/Ebensburg Saturday Shopper
- ❑ Route 34 - Mainline Shopper

Although Camtran's Rural Division does provide fixed-route service in several sections of central and northern Cambria County, gaps do exist. As an example, there is no fixed route service presently available in southeastern portion of the County.

Cam Tran's Reserve-a-Ride program is available Monday-Friday between 8:00 AM and 4:30 PM, providing door-to-door service by appointment for medical, personal and shopping trips. Persons with Disabilities (PwD) provides service to people ages 18 to 64 years old. Fares are offered at a discounted flat rate of \$3.00. Service is provided anywhere in Cambria County that the current Reserve-A-Ride service goes. Park & Ride service is located at the former State Police Barracks across from the Cottage Inn on Route 22 in Ebensburg. The Park & Ride operates Monday through Friday at 7:17 a.m., 7:57 a.m., 2:17 p.m., 3:17 p.m., and 4:25 p.m. This service compliments the Ebensburg/Johnstown and Johnstown/Ebensburg routes.

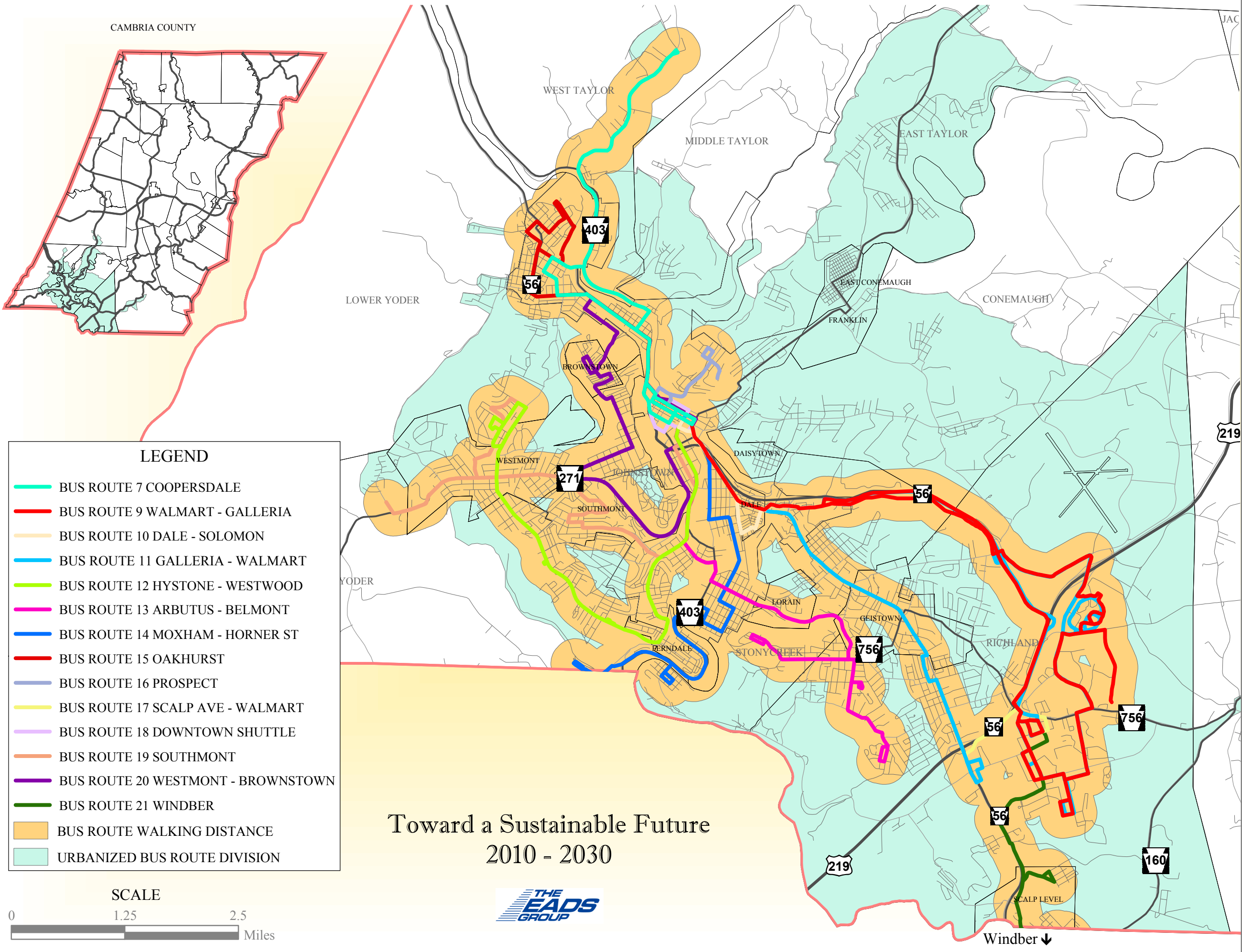
CAMBRIA COUNTY PLANNING COMMISSION

401 CANDLELIGHT DR.
EBENSBURG, PA 15931

CAMBRIA COUNTY COMPREHENSIVE PLAN CAMTRAN URBAN SYSTEM ROUTES



NOVEMBER 2011



The Johnstown Inclined Plane

CamTran also owns and operates the Johnstown Inclined Plane. The Johnstown Inclined Plane was built in 1891 and was used extensively to transport people and supplies in the aftermath of the Great Johnstown Flood of 1889. It is noted for being the World's steepest vehicular inclined plane and is listed on the National Historic Register. The Inclined Plane has become the foremost visitor site in the Southern Alleghenies Region and is the number one Tourist destination in Cambria County, averaging 120,000 visitors annually over the past several years. Used by local commuters, it carries passengers and automobiles up and down a 71.9% graded hillside overlooking the City of Johnstown. It is located at 711 Edgehill Drive in the Borough of Westmont. At the top of the Inclined Plane is a small gift shop, which is the main site for purchasing ride tickets and souvenirs. In addition, CamTran leases space for a restaurant and pub and an ice-cream shop. The Inclined Plane operates every 15 minutes and the ride lasts approximately 2 ½ minutes.

Cambria County Area Agency on Aging Rural "shared-ride" services

The Cambria County Area Agency on Aging also provides "shared-ride" services to rural areas where public transportation is not available. Older adults age 60 and over can request transportation to appointments, shopping, or other recreational or social activities by calling the local senior activities center.

Long Distance Bus Service

Long-distance scheduled fixed-route bus service is available to the region by Greyhound Lines, Inc., the largest provider of intercity bus transportation serving more than 2,300 destinations with 13,000 daily departures across North America. Two stations, Johnstown (Downtown) and Ebensburg (West High Street), provide eastbound (morning/afternoon) and westbound (afternoon/evening) daily routes.

Several charter bus lines also operate in the general vicinity, including Lodestar Bus Lines and McIlwain Charter (Johnstown), Happy Time Travel (Northern Cambria) and Mlaker Transportation (Davidsville).

Taxi Service

Taxi services are available from DC Cab Company and Yellow Cab of Greater Johnstown, both operating out of the same location in suburban Johnstown.

On Road Motorized Tours

Cambria County is home to three designated Motorized routes that connect users to key resources in the County. These tours include:

TABLE T-2
County and Regional On Road Motorized Tours
Cambria County

Trail Name	Length (miles)	Local Connection	Regional Connections
Path of Progress Driving Route	500	Follows PA 160, PA 869, PA 53 & SR 3024 and connects to various industrial and cultural heritage sites within the County.	Cambria Bedford, Blair, Centre, Clearfield, Fayette, Huntingdon, Indiana and Somerset
Floods, Mines & Inclines Motorcycle Tour	120	Connects Johnstown, Seward, Armaugh, Yellow Creek Lake, Carrolltown, Patton, Glendale Lake, Ashville, Cresson, Lilly, Portage, Wilmore, St. Michael-Sidman & South Fork to feature sites related to the areas floods, mines and inclines in Cambria County.	Cambria, Indiana and Blair Counties
Allegheny Mountains Motorcycle Tour	155	Connects Johnstown, South Fork, St. Michael-Sidman, Wilmore, Portage, Cresson to various Heritage Sites including the Allegheny Portage Railroad National Historic Site, Johnstown 1889 Flood Memorial National Historic Site, Johnstown Heritage Discovery Center, Wagner-Ritter House, Johnstown Flood Museum & the Johnstown Incline Plane	Cambria, Somerset, Bedford and Blair Counties

Source: www.thealleghenies.com

Pedestrian and Other Non-Motorized Components

There are several pedestrian and other non-motorized components of the County transportation system.

Pedestrian

Included are eight (8) recognized county wide and regional trails that help connect pedestrians to local and regional points of interest. The following Table highlight's these recognized resources:

TABLE T-3
County and Regional Pedestrian Trails
Cambria County




Trail Name	Length (miles)	Local Connection	Regional Connections
Laurel Highlands Hiking Trail	58.6	Connects the Laurel Ridge and Ohiopyle State Park to Rt. 56, between Seward and Johnstown.	Cambria, Westmoreland, Somerset & Fayette Counties
Ghost Town Trail	36.4	Connects the scenic Blacklick Creek watershed and Ebensburg Borough, Cambria Township, Blacklick Township, Nanty Glo Borough, Jackson Township and Vintondale	Cambria & Indiana Counties
Prince Gallitzin State Park Trails	31.9	Connects portions of Prince Gallitzin State Park in White Township -	Cambria County
Lost Turkey Trail	23.4	Connects portions of Gallitzin state forest in Adams Township to State Game Lands and Blue Knob State Park and forest areas west of the Allegheny Front	Cambria, Bedford & Somerset Counties
Bells Gap Rail Trail	6.3	Connects areas within Read Township	Cambria & Blair Counties
Path of the Flood Trail	4.1	Connects Ehrenfeld Borough, South Fork Borough, Conemaugh Township, Franklin Borough, Johnstown & the Staple Bend Tunnel	Cambria County
Allegheny Portage Railroad & Incline Trail	3.9	Cresson Township - This trail passes historic structures including Engine House 6 and the Lemon House (once a home and a tavern for the railroad).	Blair, Cambria Counties
Jim Mayer Riverwalk	1.3	Connects the City of Johnstown to Stonycreek Township	Cambria County

Source: www.explorepatrails.com

On-Road Bicycle Tours

There are also three (3) non-motorized on-road bicycle tours that are part of the County transportation system. These tours that help connect bicyclists to County points of interest. The following Table highlight's these recognized resources:

TABLE T-4
On-Road Bicycle Tours
Cambria County

Tour Name	Length (miles)	Local Connection
Bituminous Blast 	19.9	Connects Hastings, Northern Cambria, Watkins, Bakerton & Carrolltown along with the Gallitzin Tunnels and the Seldom Seen Tourist Mine
Castle Tower 	20.6	Connects Cresson, Loretto, Chest Springs, St. Augustine & Patton along with a scenic view of the Castle Tower located in Loretto
Marina Mania 	18.7	Connects area near Fallen Timber to points in and around Prince Gallitzin State Park

Source: www.theallegHENIES.com

Greenways/Open Space Plans and Segments

There have been two county/region wide Greenways/Open Space Plans completed within the last five years that include areas within the County region:

- ❑ *Pittsburgh-to-Harrisburg Mainline Canal Greenway Plan™*: The Pittsburgh-to-Harrisburg Mainline Canal Greenway™ is a 320-mile corridor that follows the historic path of the Main Line Canal System connecting Pittsburgh and Harrisburg, and points between. The Allegheny Ridge portion of this Greenway extends one (1) mile to either side of the Little Conemaugh River through South Fork, Ehrenfeld, Summerhill and Wilmore Boroughs and extends into portions of Adams, Croyle and Summerhill Townships surrounding the Boroughs.
- ❑ *The Southern Alleghenies Greenways and Open Space Network Plan (2007)*: This Plan outlines a series of policies and projects for linking existing natural and man-made resources within the Southern Alleghenies Region (Blair, Bedford, Cambria, Fulton, Huntingdon and Somerset Counties). By connecting these assets into a comprehensive greenway network, the region's natural resources are leveraged to promote and strengthen their value to the region for a range of purposes. In addition to delineating the elements that make up the greenway network, the Plan identifies a strategic framework for implementation and management.

The following highlights trail/greenway opportunities referenced in the above noted Plans as well as other recently completed planning efforts in the County that, if completed, would connect recreation and transportation uses with the natural resource base:

- ❑ Mainline Trail - The trail would provide a physical connection between Ehrenfeld, Summerhill and Wilmore Boroughs and would cross through Croyle and Summerhill Townships. The trail would continue through the Portage area, Lilly and onto Cresson. The trail would have a southern terminus in Ehrenfeld where it would connect with the Path of the Flood Trail.
- ❑ Rock Run Connector - This recreational corridor extends from the Clearfield Creek Wildlife Corridor west to the Rock Run Recreation Area. The entire corridor is situated within previously secured lands including State Gameland #108, Prince Gallitzin State Park and the Rock Run Recreational Area.
- ❑ Rock Run Connector Alternative - This alternate route bypasses State Gameland #108 and most of Prince Gallitzin State Park.
- ❑ Nanty Glo North Trail – Would connect Nanty Glo and the Ghost Town Trail Connector to the Vintondale - Susquehanna Trail. The improved/maintained dirt trail also intersects the Colver Connector.
- ❑ Duman Dam Connector - This recreational corridor is intended to link the Colver Connector Greenway to Duman Lake.
- ❑ Colver Connector - This trail would link Colver to the Nanty Glo North Trail..
- ❑ Susquehanna Trail – Would connect the northwestern corner of the County to an intersection with the Ghost Town Trail.
- ❑ Johnstown – Portage Trail – Would connect Johnstown to an intersection with the Main Line Canal Greenway™.

- ❑ Vintondale – Susquehanna Trail – Would connect Vintondale to the proposed Susquehanna Trail and would also connect State with the proposed the Nanty Glo North Trail.
- ❑ Portage South Trail – Would connect southeast from Portage to State Gameland #26.
- ❑ Carrolltown Trail - Would connect the Susquehanna Trail to Carrolltown.
- ❑ Gameland to Gameland Trail - Would connect State Gamelands #108 and #158
- ❑ Williams Run Trail – Would connect the Ghost Town Trail Connector near Nanty Glo to an intersection with the Blacklick Creek Wildlife Corridor.
- ❑ Wildwood Springs Trail – Would connect the Clearfield Creek Wildlife Corridor, the Little Conemaugh Trail and State Gameland #279.
- ❑ Laurel Run Trail – Would connect Vintondale to an intersection with the Main Line Canal Greenway™ north of Johnstown.
- ❑ Little Conemaugh Trail – Would connect the Wildwood Springs Trail to the Main Line Canal Greenway™ and State Gameland #279.
- ❑ Scalp Level Loop - The Scalp Level Loop extends north from Scalp Level 2.5 miles. This trail is intended to include a maintained dirt trail.
- ❑ Proposed Path of the Flood Trail Extensions - The proposed extensions would literally follow the path of the floodwaters between the South Fork Fishing and Hunting Club (SFF&HC) to South Fork, connecting with the existing segments of the Path of the Flood Trail. It connects the communities of Ehrenfeld and South Fork with the Johnstown Flood National Memorial (JFNM) at the abutments of the remains of the Dam as well as the remaining structures of the SFF&HC that comprise a National Register Historic District in the village of St. Michael in Adams Township. The proposed extensions include:
 - Existing Trail to Dam Site
 - Dam Site to South Fork Hunting and Fishing Club/ SFF&HC Historic District
 - South Fork Hunting and Fishing Club/ SFF&HC Historic District to Johnstown Flood Memorial Visitor Center - Forest Hills Trails
- ❑ Forest Hills Trails - Recent planning efforts in the Forest Hills Region have identified proposed trail segments that would spur off of the proposed Path of the Flood extensions. These trails are envisioned to connect the St. Michael area with Sidman and to the Beaverdam Run Reservoir along the Rt 869 corridor and Sidman to Gallitzin State Forest Land.
- ❑ Johnstown Regional Trail and Park Network - The goal is to develop the Path of the Flood Trail and the Conemaugh Gap Trail as parts of the Pennsylvania Mainline Canal Greenway through Downtown Johnstown, and add spurs to Whitewater Park along the Stonycreek and to Conemaugh Memorial Hospital as a "Wellness Trail." Water Trails also are being developed, including enhancements to Whitewater Park in Conemaugh Township, Somerset County, and access in the City of Johnstown.

Access Management

Access management is the way a community controls driveways and other vehicular access points along roadways. Access management is a tool to improve vehicular flow and safety for motorists, pedestrians and bicycles through improved control of the location, spacing, design and operation of driveways along a roadway. Presently there is no systematic manner of approving access points in the County other than the PennDOT Highway Occupancy Permit (HOP) that regulates the location, design, construction, maintenance and drainage of access driveways, local roads, and other property on or adjacent to State highway right-of-way. No driveway, local road, drainage facility or structure may be constructed or altered within State highway right-of-way, and no Department drainage facility may be altered or connected onto without first obtaining a HOP from PennDOT.

Through the planning process for this Comprehensive Plan Update and previous transportation planning completed by the Cambria County Planning Commission, targeted Growth Areas have been identified on existing major highways and/or in and around existing built-up areas accessible to/from existing highways. The following State Roads are located within these Growth Areas and therefore, may be impacted by future development. Access reviews and issues will be addressed via the PennDOT HOP process.

TABLE T-5
State Highways in Growth Areas
Cambria County

Johnstown CBD Growth Area PA 56 PA 403 PA 271 SR 3016 – Vine St SR 3022 – Incline Plane Rd SR 3023 – Johns St SR 3025 – Union St SR 3037 – William Penn Hwy SR 3044 – Washington St SR 3055 – Franklin St SR 3055 – Menoher Blvd	Richland – PA 56/Scalp Avenue Growth Area US 219 PA 56 PA 756 SR 3016 - Bedford St SR 3016 - Scalp Ave SR 3006 - Eisenhower Blvd SR 3008 - Hostetler Rd SR 3010 - Luther Rd SR 3012 - Luray Ave SR E019 - Leventry Rd SR 3102 - Oakridge Dr SR E016 - Walters Ave	Prince Gallitzin/Rock Run Growth Area PA 53 PA 253 SR 1020 – Church Hill Rd SR 1021 – Beaver Valley Rd SR 1023 – Fiske Rd SR 1026 – Marina Rd SR 4017 – St. Lawerance Rd SR 4024 - Thomas Rd	Munster Growth Area US 22 PA 164 SR 2014 - SR 1003 – Munster Rd
			Cresson Growth Area US 22 PA 53 SR 2014 SR 1005 -
Johnstown West End Growth Area PA 56 PA 403 PA 271 SR 3005 – Fairfield Ave SR 3007 – D St SR 3090 -	Richland – Galleria Drive/Airport Growth Area US 219 PA 56 SR 3029 – Fulmer Rd SR 3031 – Airport Rd SR 3031 - Galleria Dr Ext SR 3020 – Birtle Rd SR 3024 - SR 3026 SR 3028 SR 3104 - Mt. Airy Dr SR E013 - Walters Ave	St. Michael Growth Area US 219 PA 160 PA 869 SR 2006 – Frankstown Rd SR 3024 – Ragers Hill Rd SR 3048 – Locust St	Mundys Corner/Nanty Glo Growth Area US 22 PA 271 SR 3043 – Pike Rd SR 3043 – Swigle Mt Rd
			Belsano Growth Area US 422 PA 271 SR 3036 – Expedite Rd SR 4002 – Snake Rd
Johnstown South Side Growth Area PA 403 PA 756 PA 271 SR 3011 – Franklin St SR 3016 -	Richland – PA 756/Industrial Park Growth Area US 219 PA 756 SR E011 - Theatre Drive SR E008 - Eisenhower Blvd SR E006 - Schoolhouse Rd	Carrolltown Growth Area US 219 PA 553 SR 4031 – Plank Rd SR 1007 – Lemon Drop Rd SR 1002 – Friend-Lea Rd SR 1002 – Winterset Rd	New Germany Growth Area US 219 SR 2009 – New Germany Rd SR 2011 – Gates Hill Rd SR 3106 - Tower Rd
Northern Cambria/Hastings Growth Area US 219 PA 271 SR 4021 – Bridge St SR 4016 – Municipal Rd SR 4019 – Tower Rd SR 4009 – Fourteenth St SR 4009 – Oil Tank Hill Rd	Ebensburg Growth Area US 219 US 22 US 422 PA 160 SR 4031 – Center St SR 4031 - High St SR 1036 – Rowena Dr SR 2013 – Wilmore Rd SR 3032 – Mini Mall Rd SR 1001 – Manor Dr	South Fork Growth Area US 219 PA 53 SR 2009 – New Germany Rd SR 2009 – Main Street SR 3024 – Ragers Hill Rd SR 3024 – Railroad St SR 3024 – Lake St SR 3043 - Jackson St	Portage Growth Area PA 53 PA 164 SR 2016 - Dulancey Dr SR 2006 – Springhill Rd
			Gallitzin Growth Area PA 53 US 22 SR 1015 – West Chestnut St

Source: the EADS Group, 2011

Access management along local roadways is somewhat spotty and less systematic. Simply stated, individual driveway permits by their nature do not deal with the cumulative impacts of numerous individual driveways over a period of time on local or ultimately receiving State roadways, and SALDO requirements are triggered only for subdivisions or land developments as defined by the Pennsylvania Municipalities Planning Code.

Typically the local regulations, when in place, are somewhat vague and provide little in the way of standards. Conversely, “Tier 1” Access Management practices as noted in *Access Management Model Ordinances for Pennsylvania Municipalities* (PennDOT/USDOT; 2006) suggest addressing number of driveways and future development access covenants, corner clearance/spacing, sight distance, channelization (for higher volumes driveways), joint driveway/cross access, internal access to commercial outparcels (to be developed later), design standards for throat length/width (varying by planned volume) and driveway radii (varying by planned volume) and slope.

Properly designed and constructed local roads/streets in Subdivision and Land Development Ordinances (SALDOs) serve traffic safety and access management purposes. The following Township and Local Roads are located in immediate proximity to an area proposed for future residential, commercial or industrial growth and is therefore anticipated to be impacted by that future growth. These roads are anticipated to experience added volumes due to future developmental pressures, including the following:

TABLE T-6
Township and Local Roads in Areas of Anticipated Residential, Commercial or Industrial Growth
Cambria County

Portage Growth Area <ul style="list-style-type: none"> • T 388 • T 696 • T 711 • T 681 • T 589 • T 676 • T 668 • T 357 • T 671 • Other Local Roads 	Richland – Growth Area <ul style="list-style-type: none"> • T 842 • T 302 • T 452 • T 329 • T 302 • T 803 • T 319 • T 837 • T 829 • T 513 • T 760 • T 512 • Other Local Roads 	Belsano Growth Area <ul style="list-style-type: none"> • T 754 • T 460 • T 759 • T 758 • Other Local Roads
Ebensburg Growth Area <ul style="list-style-type: none"> • T 757 • T 756 • T797 • T 608 • Other Local Roads 	Carrolltown Growth Area <ul style="list-style-type: none"> • T 501 • T 607 • T 601 • Other Local Roads 	Northern Cambria/Hastings Growth Area <ul style="list-style-type: none"> • T 551 • T 607 • T 617 • T 543 • Other Local Roads
Prince Gallitzin/Rock Run Growth Area <ul style="list-style-type: none"> • T 569 • Other Local Roads 	Cresson Growth Area <ul style="list-style-type: none"> • T 437 • T 702 • Other Local Roads 	

Source: the EADS Group, 2011

Developmental Issues and Local Streets and Roads

Municipalities often note the need for new development to be responsible for on- and off-site roadway improvements triggered by the new development. In Pennsylvania this is not always easy to provide. The Pennsylvania Municipalities Planning Code (MPC) enables communities to review and establish standards for roads and streets within the geographic boundaries of a subdivision or land development (i.e. on-site) that will likely become municipal roads and streets at some point in time.

The MPC establishes a rather detailed and even unwieldy system for off-site transportation system improvements due to development. MPC Article V-A – Municipal Capital Improvement enables the enactment of *impact fees* by municipalities after development of a transportation capital improvements plan must be prepared and adopted by the governing body. MPC outlines the composition of this plan which includes:

- ❑ A requirement that “qualified professionals” assist in preparing the plan and in calculating impact fees;
- ❑ The creation of an impact fee advisory committee created by resolution assists in preparing the plan;
- ❑ The transportation capital improvements plan shall include a land use assumptions report (i.e. existing/future land uses, changes in land use, etc.) and a roadway sufficiency analysis (i.e. localized traffic volumes, levels of service, existing deficiencies, required improvements, anticipated volumes, etc.) and detailed proposed transportation capital improvement projects (i.e. improvements plan, costs, timetables, funding sources, etc.).

The advisory committee shall consist of 7-15 members, either residents or business people in the municipality, appointed by the governing body, with at least 40% must be from real estate, residential and commercial development, and building industries. The municipal planning commission may be designated as the impact fee advisory committee, but if it lacks the 40% membership as specified above, the governing body shall appoint ad hoc members from the aforementioned industries who may vote when the commission acts as the impact fee advisory committee.

Impact fees are to be based on the total costs of road improvements included in the adopted capital improvements plan attributable to new development divided by the number of anticipated peak hour trips generated by all new development consistent with the adopted land use assumptions. The municipality may require preparation of a study to determine traffic generation for new non-residential development, or a municipality or developer may voluntarily prepare one. Impact fees are payable when a building permit is issued. Finally, an additional impact fee may be imposed on new developments that generate 1,000+ new peak-hour trips.

Critical Intersections

Congestion management continues to be an important topic in transportation planning. Of key concern on a county level are the major highways in the Johnstown and Ebensburg

Urbanized Areas including PA Rts 56, 403, 271, and 756 and U.S. Rt 219 and US Rt 22 in Ebensburg Borough and Cambria Township. Additional key intersections/interchanges in the County include the US Rt 219 interchange near New Germany, the PA Rt 160/869 intersection in Sidman and the intersections of Elton Road (PA Rt. 756), Old Bedford Pike and Forest Hill Drive (PA Rt. 160) and Forest Hills Drive and Mt. Airy Drive, both within the village of Elton.

Routes 160 and 869 merit special mention in that they are critical collectors carrying relatively high traffic volumes, including local traffic and regional traffic connecting the south eastern portion of the County with US Rt 219 and the Richland area. Given this, the intersections of Routes 756/160 in Elton and Routes 160/869 in Sidman are important points for traffic planning, and at some times, bottlenecks.

Current Transportation Planning

The Cambria County “Pathway to Progress” Master Plan, the 2007-2035 Long Range Transportation Plan and the Cambria County Comprehensive Plan serve as the County’s primary land use and transportation planning documents.

“Pathway to Progress” Master Plan

The “Pathway to Progress” Master Plan (2000) is a road map for where the County should go and how all citizens can work together to get there. An update of the Master Plan was completed in 2006. Public input received in development of the Master Plan identified Transportation as Cambria County’s most important goal. The Transportation Action Plan developed in the Master Plan identified the following recommendations:

- Promote an interconnected highway system
- Improve all major highways
- Improve the local street and road network
- Replace deteriorated and obsolete county owned bridges
- Improve minor roads in the County
- Retain/enhance rail service for passengers and freight
- Preserve rail right-of-way for recreation and for rail banking
- Provide improved access to mass transit and convenient and safe air transportation at the county’s airports
- Improve traffic flow

Land Use was also identified as a top goal in the Master Plan. Land use issues and concerns focused on the need for regional and local comprehensive plans and municipal land use controls. The Land Use Action Plan developed in the Master Plan identified the following recommendations:

- Provide for planned, coordinated and regionalized growth
- Promote and facilitate the development of zoning and subdivision/land development ordinances
- Support municipal planning and land use controls
- Educate the general public on the basics of municipal planning
- Educate elected officials on zoning and subdivision regulations
- Create county incentives (funding) for land use controls

Cambria County 2007-2035 Long-Range Transportation Plan

The Cambria County Planning Commission is a standing member of the Metropolitan Planning Organization (MPO) acts as its official secretary. The MPO is primarily responsible for preparing and updating a county-wide transportation plan consistent with the requirements of both the Federal and State governments.

The County's Long Range Transportation Plan 2007-2035 (CamPlan) is the Johnstown MPO's official transportation planning document. The Cambria County Planning Commission is updating their Long-Range Transportation Plan (LRTP) in June 2011. To ensure consistency among County level transportation planning efforts, the Planning Commission took the public input and findings from the Master Plan and previous Comprehensive planning efforts and incorporated them into the Long Range Transportation Plan consistent. The Long Range Transportation Plan makes a real effort to adhere to PennDOT's Smart Transportation Principles by focusing on the connections between land use and transportation planning. The County's Long Range Transportation plan is composed of the following major sections:

- SAFETEA-LU Compliance Plan
- Existing and Future Conditions
- Surface Transportation Plan
- Public Participation Plan

The linkage between transportation and land use has not historically been appreciated in comprehensive planning efforts. However, due in large part to the forethought and commitments of the Cambria County Planning Commission, Transportation and Land Use connections have been reflected in the "Pathways to Progress" Master Plan and the Long Range Transportation Plan. The Planning Commission has been able to integrate the documented public input and findings from the Master Plan into the Long Range Transportation Plan thus making the Long Range Plan consistent with both the County's Master Plan and Comprehensive Plan. It is a purpose of this Comprehensive Plan update to acknowledge these efforts and to keep them to the forefront.

Other Land Use/Transportation Planning Studies

The Cambria County Planning Commission organizes and studies the connections between Transportation and Land Use on a Corridor basis. The Planning Commission has identified seven Transportation Corridors. The Planning Commission has completed the following Corridor planning studies to reflect changes in conditions and in evolving transportation/land use planning approaches:

- ❑ Corridor 1 - Corridor "N" – US Route 219 Continental 1
- ❑ Corridor 2 - US Route 22 William Penn Highway Corridor
- ❑ Corridor 3 - US Route 422 Ben Franklin Corridor
- ❑ Corridor 4 - PA Routes 56/403 Conemaugh Gap Corridor
- ❑ Corridor 5 - PA 56 Johnstown -Windber Corridor
- ❑ Corridor 6 - US Route 53 Mainline Corridor
- ❑ Corridor 7 - PA 271 Laurel Ridge Corridor

2011-2022 Twelve Year Transportation Program

In addition to development of a Long Range Transportation Plan, the Planning Commission works to prepare the County's Twelve Year Transportation Program. This program lists all the major highway, bridge, mass transit, and airport improvement projects to be undertaken within Cambria County.

Transportation is an intergovernmental process in the form of the *Pennsylvania Transportation Program* that occurs every two years, developed locally and coordinated through Cambria County Planning Commission, the Metropolitan Planning Organization recognized for the Pennsylvania Transportation Program.

Project listings were requested from local municipalities and various transportation agencies, authorities, and economic development organizations within the County. Additional projects were drawn from the public outreach and visioning process of the County's "Pathways to Progress" Master Plan.

The Twelve Year Program for Cambria County is separated into three four-year periods and contains the listing of priority highway and bridge projects, mass transit, bicycle and pedestrian facilities and rail safety improvements programmed for implementation over the twelve-year period.

The priorities and periods include:

- First priority projects (2011-2014)
- Second priority (2015-2018)
- Third priority (2019-2022)

Projects contained in the first four-year period are considered the higher priority improvements and are implemented first through the federally-required Transportation Improvement Program (TIP).

The following Tables show higher priority projects on the current Transportation Improvement Program for highway projects, bridge projects, public mass transit projects/improvements and airport development projects.

TABLE T-7
Highway Projects
Cambria County

Project	Type	Cost (approx.)	Transportation Improvement Program Programmed Amount			
			FFY 2011	FFY 2012	FFY 2013	FY 2014
PA 869 - Creslo Sidewalks	Construction	\$29,000	\$29,000			
69732 - Enhancement Line Item	Construction	\$1.2 million	\$268,000	\$300,000	\$312,000	\$325,000
69710 - Rail Line Item	Construction	\$199,000		\$64,000	\$66,000	\$69,000
22437 - Bridge & Highway Reserve	Construction	\$4.2 million	\$1.15 million	\$283,000	\$335,000	\$598,000
US 22 - Mundys Corner to Pensacol Improvements	Construction	\$9.8 million	\$6.4 million	\$3.4 million		
PA 36 - Cambria RR Signal Upgrade	Construction	\$63,000	\$63,000			
PA 56 - St Clair Run Culvert	Design	\$665,000		\$190,000		\$475,000
PA 56 - Strayer St Safety Improvements	Design	\$825,000		\$825,000		
	Construction	\$2.0 million				\$2.0 million
US 219 - North Cambria Borough Resurfacing	Construction	\$1.2 million				\$1.2 million
US 219 - Somerset- Galleria Interchange	Construction	\$1.8 million				\$1.8 million
PA 756 - Elton Road Safety Improvements	Design	\$13,000	\$13,000			
PA 869 - Beaver Run Curve	Design	\$540,000	\$290,000			\$250,000
SR 1021 - Preloh Hill Curve	Construction	\$1.8 million		\$657,000	\$683,000	\$460,000
SR 1021- Tributary to Glendale Lake Culvert	Design	\$10,000	\$10,000			
SR 3007- Goucher St Safety Improvements	Design	\$1.9 million	\$45,000	\$811,000	\$1.0 million	
	Construction	\$4.3 million			\$500,000	\$3.8 million
SR 3024 - Clapboard Run Culvert	Design	\$268,000	\$268,000			
	Construction	\$700,000		\$700,000		
SR 3024 - Frankstown Wall & Resurfacing	Design	\$590,000	\$425,000	\$165,000		
	Construction	\$6.4 million		\$1.6 million	\$4.8 million	

Source: 12-Year Highway Program (3/8/11)

TABLE T-8
Bridge Projects
Cambria County

Project	Type	Cost (approx.)	Transportation Improvement Program Programmed Amount			
			FFY 2011	FFY 2012	FFY 2013	FY 2014
Rt 53 - Bruebaker Run Bridge Replacement	Design	\$130,000				\$130,000
Rt 53 - Cresson High Level Br	Design	\$730,000	\$385,000		\$110,000	\$235,000
	Construction	\$4.5 million			\$1.0 million	\$3.5 million
Rt 53 - N Sybrtn Clearfield Creek Bridge	Design	\$322,000			\$260,000	\$62,000
Rt 53 - S Ashville Clearfield Creek Bridge	Design	\$322,000			\$260,000	\$62,000
Rt 53 - South Dysart Culvert DB	Design	\$20,000	\$20,000			
US 219 - Emeigh Run Bridge	Design	\$30,000	\$30,000			
	Construction	\$970,000	\$970,000			
US 219 - Garmantown North Bridge	Design	\$82,000	\$82,000			
	Construction	\$1.8 million		\$215,000	\$1.585 million	
US 219 - Garmantown South Bridge	Design	\$190,000	\$190,000			
	Construction	\$1.8 million		\$1.555 million	\$245,000	
US 219 - N Emeigh Culvert	Design	\$100,000	\$100,000			
	Construction	\$1.0 million			\$1.0 million	
US 219 - Porter Run Bridge	Design	\$50,000	\$50,000			
	Construction	\$1.3 million	\$1.265 million	\$35,000		
PA 271 - Strank Memorial Bridge	Construction	\$2.0 million	\$800,000	1.2 million		
PA 403 - Cherry Run Culvert	Design	\$788,000		\$250,000	\$535,000	
PA 403 - Silk Memorial Bridge	Design	\$50,000	\$50,000			
	Construction	\$7.0 million		\$470,000	\$1.3 million	\$5.23 million
SR 2001 - Eureka Trlb Paint CrEEKk Culv	Construction	\$335,000	\$335,000			
SR 2007 - Conemaugh Beaverdale Brdg	Construction	\$1.5 million	\$1.085 million	\$415,000		
SR 3002 - Cheny Run Culvert	Design	\$1.5 million		\$300,000	\$950,000	\$250,000
SR 3039 - 4th Avenue Bridge	Construction	\$5.7 million	\$3.0 million	\$1.4 million	\$1.3 million	
SR 3041 - West Taylor Twp Culverts	Design	\$320,000	\$320,000			
	Construction	\$2.6 million		\$1.15 million	\$750,000	\$700,000
SR 4009 - N Cambria Fox Run Bridge	Design	\$75,000		\$75,000		
SR 4031 - R J Corman RR Trail Brdg	Design	\$536,000	\$207,000	\$55,000		\$274,000
SR 7301 - Haynes St Bridge	Design	\$775,000	\$175,000	\$150,000	\$450,000	
SR 7301 - Hickory St Bridge Rehab	Design	\$725,000	\$175,000	\$150,000	\$400,000	
SR 7418 - Lilly Boro - Pine St Brdg	Design	\$310,000	\$310,000			
	Construction	\$930,000		\$400,000	\$530,000	
SR 7422 - Magee Avenue Bridge #1	Construction	\$621,000		\$621,000		

Source: 12-Year Highway Program (3/8/11)

TABLE T-9
First Priority Projects: Cambria County Transit Authority/Cart
Cambria County

Project	Cost (approx.)
Rural - Bus and Bus Facilities	\$459,000
Urban - Bus Facilities	\$356,000
Urban - Bus Replacement	\$1.8 million
Urban - Bus Replacement	\$6.7 million
Rural - Bus Replacement	\$425,000
Rural - Bus Replacement	\$158,000
Rural - Bus Replacement	\$340,000
Capital Assistance	\$927,000
Computer System	\$300,000
Facility Improvement - Incline	\$60,000
Rural - Facility Improvements	\$50,000
Rural - Facility Improvements	\$50,000
Rural - Facility Improvements	\$76,000
Rural - Facility Improvements	\$40,000
Urban - Facility Improvements	\$80,000
Urban - GFI Fare Collection	\$500,000
Human Services Coord.	\$239,000
Inclined Plane Crosswalk	\$200,000
Inclined Plane Rehab	\$168,000
Urban - New Facility	\$20.0 million
Urban - Office Equip	\$70,000
Operating Assistance	\$37.5 million
Rural - Phone System	\$20,000
Urban - Radio System	\$100,000
Radio System Upgrade	\$100,000
Urban - Replace Service Truck	\$55,000
Security Cam System	\$137,000

Source: 12-Year Highway Program (3/8/11)

TABLE T-10
First Priority Projects: Airport Projects
Cambria County

Project	Cost (approx.)
Ebensburg Airport - Improve RSA & RW OFA	\$10,000
Ebensburg Airport - Install AWOS	\$280,000
Ebensburg Airport - Obstruction Removal	\$275,000
Ebensburg Airport - Rehab Fuel Farm	\$75,000
Ebensburg Airport - Rehab Hangar TW	\$550,000
Ebensburg Airport - Update Navigational Aids	\$235,000
John Murtha-Cambria County Airport - Apply Airport Striping	\$75,000

Source: 12-Year Highway Program (3/8/11)

Public Comment: Transportation Issues

A Public Opinion Survey was completed by the Citizens of the County in 2010 as part of this Comprehensive Planning Process. Results of this survey indicate that an improved US Rt 219 North and improved access to I-99/PA Turnpike in Bedford County via Pa RT 56 are the two key transportation issues. Improvements to non-motorized forms of transportation including hiking and biking trails were also identified as a key transportation related issue.

At the initial Community Workshops held in each County Planning Region early in the planning process, residents voiced a number of transportation related comments and concerns as summarized below:

- ❑ Concern in the Southern Planning Region on the inconsistent Amtrak service and a decline from 2-a-day to 1-a-day Amtrak train service.
- ❑ Citizens also identified concerns with Mass Transit including the needs for high speed rail service and more funding & access to more service areas using different types of transit opportunities
- ❑ General feeling in the Southern Planning Region that the key transportation project focus in this part of the County is the condition and access of Rt. 56 towards I-99/Turnpike in Bedford County.
- ❑ Concern in the Central Planning Region on the lack of a complete North South Highway. Discussions focused on extending 219 North and South to connect with the established Interstate System.
- ❑ Concern in the Central Planning Region on the decreases in flight frequency compared to 10 years ago and timing of flight connections and costs at the John Murtha/Cambria County Airport.
- ❑ The need for county/local officials to develop and approve Land Use regulations to address transportation and land use issues was identified in the Central Planning Region.
- ❑ Also of concern in the Central Planning Region was the lack of funding/county support for transportation project upgrades in the northern communities.
- ❑ In the Northern Planning Region concerns were raised on the lack of a major transportation route that facilitate bringing industries to that portion of the County.
- ❑ In the southern portion of the County, residents identified on-going improvements to major roads ways in the county including Rts 219, 22 and other Main Corridors, improvements to passenger and rail service and access to hiking/biking trails are County wide opportunities.

- ❑ In the Central portion of the County residents identified improvements to Rt 22 and better public transportation service, in particular to points north as important transportation related improvements
- ❑ In the Central portion of the County residents identified improvements in the level of maintenance and better year round conditions to state secondary roads as positives. The citizens commented on the reason being a policy shift in maintaining existing and not just new construction.

Summary of Issues

The following synthesizes and summarizes significant matters associated with the transportation system in Cambria County.

- ❑ Cambria County is supported by a varied transportation infrastructure system consisting of highway, railroad, airport, mass transit, truck hauling and non motorized pedestrian facilities.
- ❑ The integrated system of transportation facilities promotes the transfer of people, materials, and products to and from places in Cambria County.
- ❑ Based on public comments, the key transportation project focus in the southern portion of the County is the condition and access of Rt. 56 towards I-99/Turnpike in Bedford County and in the northern region it is the lack of a completed US Rt 219 corridor.
- ❑ Outside of the Greater Johnstown area CamTran fixed Route service is available but is limited. The Forest Hills Region has no fixed route public transportation service comprising a notable service gap in Cam Tran's Urban and Rural Divisions.
- ❑ Amtrak passenger service has declined from 2-a-day to 1-a-day departures.
- ❑ The John Murtha/Cambria County Airport remains a key asset to the County's transportation network, however decreases in flight frequency and timing of flight connections and flight costs are concerns.
- ❑ Much new development has occurred on State roadways where access management is addressed via the PennDOT Highway Occupancy Permit (HOP) process. Development has and is expected to occur increasingly along local roadways where access management is only marginally addressed via local regulations, and the cumulative effects of numerous individual access points are not taken into consideration. Access management is a concept that is central to the linkage among land use, development and transportation.
- ❑ The NS Philadelphia-Harrisburg-Pittsburgh-Ohio line may be the most visible component of the railroad network in the County region and is a vitally important component of the NS network. However, from a local development perspective the NS South Fork Secondary segment is at least as important, especially as it serves potential development areas in and around South Fork, Sidman and other sections of the Forest Hills Region.
- ❑ A significant number of motor tours, bicycle tours and pedestrian trails are in the County that enhance the highway and commercial/public transportation facilitates.