



Upper St. Clair Investing In Our Quality of Life

10-year Community Vision

2015-2025



Every community is different,
but it takes work and ingenuity to be as
unique as Upper St. Clair.

What makes it so?
The reasons are many and meaningful.
Upper St. Clair is a composition of:

Respectful Families of All Ages and Sizes
Dedicated Local Businesses
Quality Civic Spaces
Analytical, Responsive Leadership and Administration
Decision Makers
A Balance of Tradition and Innovation

Upper St. Clair is unique **because of you.**

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ACKNOWLEDGEMENTS

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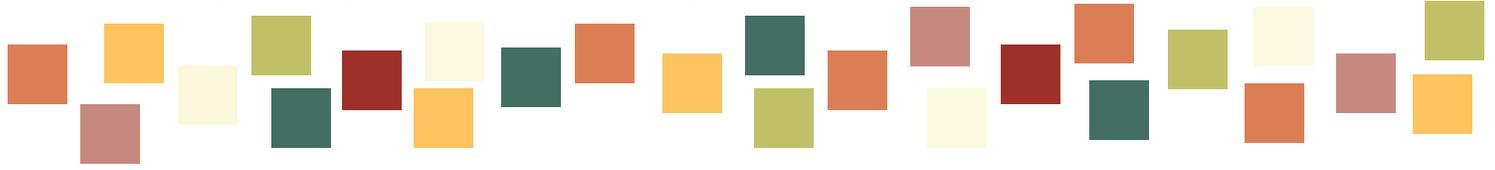
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The Thousands of Township Residents and Businesses Owners providing input throughout this planning effort

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Welcome



The Township of Upper St. Clair (Township) is a community brimming with both tradition and innovation. These two philosophies exist well together in the Township because of the realistic and methodical way in which the community has historically, and continues to evaluate, balance and pursue decisions for the benefit of the community as a whole.

continue its pursuits in the delivery of quality services. The past decade of the municipality's policies and decisions reinforce that benefits continue to emerge from the Township's strategies. The range of available housing types welcomes families of all ages, scales and sizes. Civic spaces, public safety and public works are delivered with accountability and reasonable costs.

The Township administration believes that solid, long-term returns for its greatest assets - **its people** - requires continued commitment. These commitments are geared toward garnering a greater sense of community ideas and responsibilities, understanding the fundamental needs of the community, continually enhancing the quality of civic space, the connectivity of the Township's assets, and the effectiveness of outreach and communication. The update of this plan will set the framework for the Township's vision, goals, objectives, and actions so that the community's decisions in the coming decade continue to enrich the quality of life for all who live, work, and play in Upper St. Clair.

/in'vest/

to devote one's time, effort, or energy to a particular undertaking with the expectation of a worthwhile result

Township leaders evaluate many choices about the characteristics and ways in which to invest in the community's quality of life. Investing in anything - a home, an education, a family, an idea, a municipality - takes logic, timing, trust and a sense of adventure. Making well thought decisions to deliver well thought services is one of the distinguishing ways in which the Township aims to excel.

For the Township, choices about how time, efforts and energies are spent are all ways in which both the necessities and amenities are offered for residents and businesses to enjoy. Thousands of residents and dozens of focus group members contributing to this comprehensive planning effort have expressed statements of support for the Township to



Commitment to Advancing



Upper St. Clair is a true residential community revered for its appeal and for the quality of services provided to its residents. Two common threads - dedication and respect - weave the Township's attractiveness to its quality of life. Dedication is demonstrated by Township leaders through the responsible delivery of quality services, and there is respect of the population for the place in which we live and share ideas to make the community the best it can be.

Year after year, Upper St. Clair is noted in publications across the Commonwealth and nationally highlighting the various accomplishments of residents and leadership. Two distinctly functioning entities within the Township are often related to these undertakings: the Township of Upper St. Clair's municipal government and the Upper St. Clair School District system.

As part of advancing successes in the community's planning initiatives, the Township municipal government updates the Comprehensive Plan (Plan) every 10 years. The Plan aims to identify the significant influences and goals associated with land use, infrastructure, connectivity and resources within the community.

Striking a balance between the tangibles is always needed in order to uphold the intangibles that one can realize living in Upper St. Clair.

This document, serving as an update to the community's 2005 Comprehensive Plan, establishes a refined framework of insights so that community leaders may work in the coming decade to set

forth and deliver realistic aspirations.

As part of the Plan update, residents and municipal leaders have shared many ideas about what makes Upper St. Clair a desirable place. People have also shared what possibilities could be attractive to the Township's continued evolution as a distinct

place to live, learn and work. In addition to *thousands of residents participating* in the community-wide survey, the Township conducted *a series of focus groups* illuminating many important aspects of how Upper St. Clair's assets - and the municipality's decisions about them - are interwoven. From the public's appreciation of community civic spaces, businesses, educational opportunities, municipal public services and the level and detailed attention to maintenance of public investments, the focus group members recognized how the Township is always conscious to the importance of making decisions with care and informed thought. Continued success can only be achieved in striking a balance between the tangibles (time and resources) and the intangibles that are realized as part of living in Upper St. Clair.

Foremost, in order to realize decisions that produce both positive and realistic results, the Township is committed to investing in and delivering community services with thought and responsibility. The Plan's community statement, goals, objectives and initiatives are formulated as the framework to promote continuous analysis and insight. Through thoughtful advancement, responsibility and understanding, Upper St. Clair will further the community's legacy of delivering high quality services, programs and facilities.

What is Community Visioning?

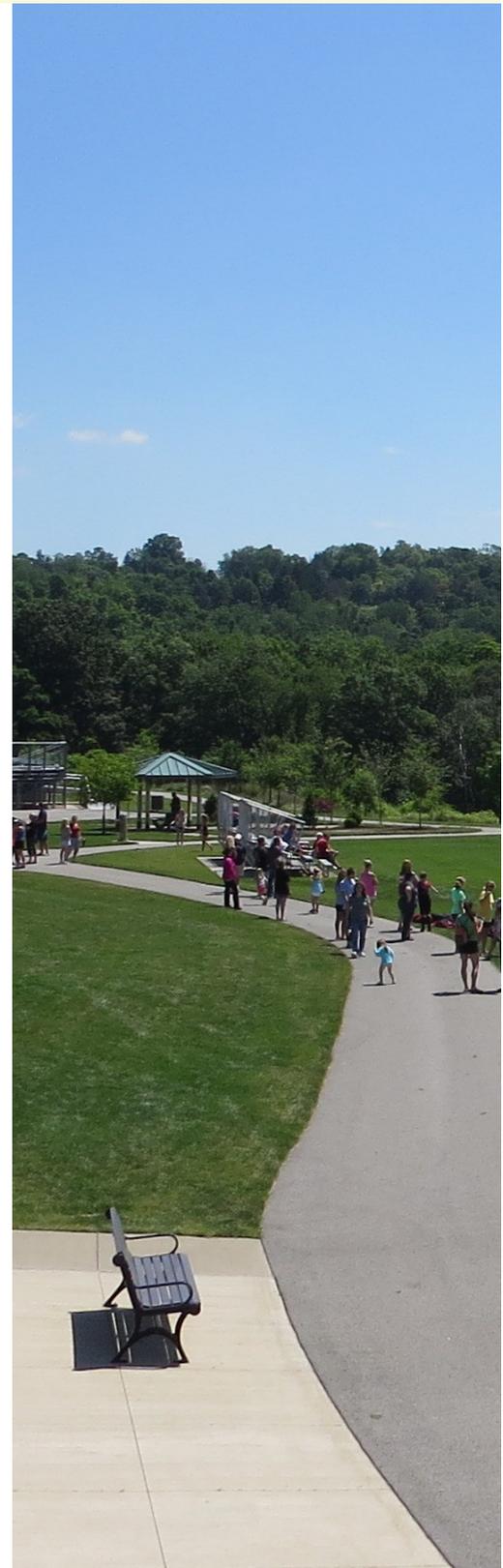
This effort is both a document and a process. It is a public policy guide for big picture thinking about what makes a place to live and work actually a community – its land use patterns, housing choices, transportation networks, utility systems, recreation and the coordination to keep ideas moving forward.

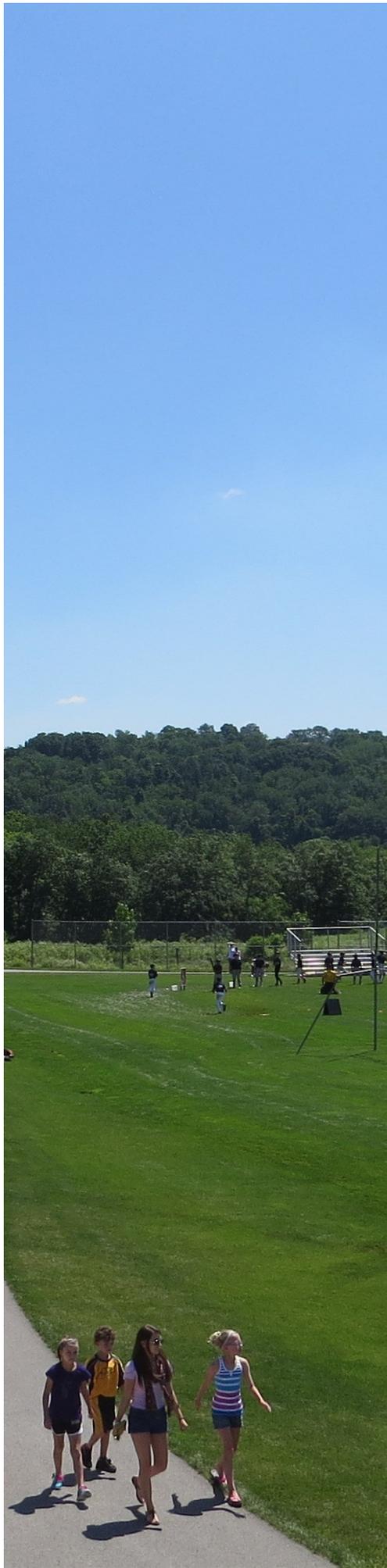
Effective planning is an on-going and dynamic process; the penning of Upper St. Clair's Community Vision captures both a reflection of past influences and the evolution of emerging ideas and aspirations. This 10-year plan outlines the Township's intentions and desires for the coming decade regarding its future physical character and all of the requirements to make that desire a reality.

This Community Vision includes, and goes well beyond, a wide range of elements of comprehensive planning required by the Pennsylvania Municipalities Planning Code. A

Satisfaction Guaranteed

More than 90% of respondents expressed they are satisfied or very satisfied with Upper St. Clair as a place to live. (3.5 % have dissatisfaction and 5% are neutral)





Community Vision contains a Community Statement, Goals, Objectives, Recommended Actions and analyses of various considerations. A Community Statement describes what the community aspires to be.

Goals

- Describe an idea or sought-after conclusion
- Are non-specific/general statements that may be modified as necessary
- Are the foundation to which policies should refer

Objectives

- Advance a goal's specific purpose, aim, ambition or element
- Suggest a course of action

Actions

- Describe how an objective will be carried out
- Describe methods or provide guidelines
- Are usually measurable and/or time sensitive
- May have an associated cost
- Identify lead agencies for implementation

Adopted by resolution, a Community Vision is not legally binding as is a zoning ordinance (adopted by ordinance). The community's ordinances are amended as appropriate in order to legally implement the

Community Vision. Building on a series of technical analyses, observations from fact finding and field work, along with feedback from the public, the Community Vision presents a range of concepts and recommended actions for the Township and its leaders or potential partners to pursue over the coming decade. Focusing on the community's future, the document presents potential aspirations that will each require consideration as part of annual Township prioritization. Supporting information is included throughout the Vision, with more extensive facts and detailed community responses incorporated within the final chapter of the Plan.

This portion of the Community Vision presents the big aspirations: its goals and its objectives. These statements lay out the overarching ideas to answer “**What are we, as a community, trying to achieve?**”

The community statement, goals and objectives outlined in this plan build upon the framework of Upper St. Clair's existing Comprehensive Plan. They aim to stay true to the community's established planning philosophy while responding to emerging realities. A summary of key planning influences follows these aspirations.



Goals and Objectives

Goals identify **what** the community wants to achieve in the coming decade. Objectives identify **how** the Township can achieve its Goals.

1. *Continue offering residents a great place to live, learn and play.*
 - a. Preserve the integrity of the established land use pattern.
 - b. Offer premier residential neighborhoods,

recreation and a high quality of life.

- c. Provide for a vibrant business community and mixed uses focused to the areas where they currently exist.
 - d. Support responsible reinvestment of cultural and educational institutions compatible with their surroundings.
2. *Maintain efforts to be a readily identifiable and distinctive suburban Pittsburgh community.*
 - a. Maintain the character of residential neighborhoods, particularly the growing diversity of homes.
 - b. Remain an aesthetically pleasing Township

- with well tended, abundant natural features and open spaces.
 - c. Ensure that site design requirements for signs, landscaping, lighting, parking, building design and materials result in high quality building and site development.
 - d. Retain the attractive vistas along the major corridors through the Township.
3. *Cultivate responsibility.*
- a. Provide leadership in effective delivery of public services and oversight of best industry practices.
 - b. Maintain the current high standards of road and infrastructure improvements.
 - c. Facilitate public awareness about local and regional-scale natural resource and infrastructure issues and actions that can minimize impacts.
 - d. Continue established cooperative efforts and investigate new opportunities for shared projects with public and private entities as well as surrounding communities.
 - e. Preserve and protect sensitive natural features and corridors.
4. *Offer everyone a safe, clean and friendly environment.*
- a. Provide a transparent, forward thinking and responsive government.
 - b. Maintain the current high standards of public safety and public works.
 - c. Upgrade transportation networks and intersections to encourage efficient and effective movement for vehicles and pedestrians.
5. *Lead by example among all Township Departments applying sound community planning values and communication.*

An Influential Decade

What shapes the vitality of Upper St. Clair? A number of things: its socio-economic conditions, trends in real estate, fiscal resources, development policies, development character/conditions and public input.

Upper St. Clair has a stable population and delivers an extensive offering of sophisticated and efficient municipal services. External influences of development, needed regional infrastructure upgrades and economic trends have triggered shifts in resident, business and municipal needs and decision-making. As part of this Visioning effort, some of the most significant discussions about present and future influences have focused on trends in population stability, connectivity and civic amenities.



Come; Stay A While

The three top reasons today's residents select Upper St. Clair include: schools, housing style available and location to employment.

Housing Draws and Diversity

Within the Township, the schools operated by the Upper St. Clair School District have historically been, and continue to be, the primary draw for community residents. The housing supply throughout the community is a significant part of how the Township and the School District continue to deliver quality services. As of 2014, the median assessed value of a property in the Township was \$218,800. For this median value, a landowner was responsible for paying a total of \$6,729 in property taxes. Of this total, \$4,856 (72%) to Upper St. Clair School District, \$1,035 (15.5%) is allocated to Allegheny County, \$838 (12.5%) to the Township of Upper St. Clair.

Over the course of the last decade, a significant amount of development has occurred with the community. Residential development has introduced a full range of single-family, detached homes, single-family attached homes (such as townhouses) and multi-family unit apartments. Among the Township's 2014 quality of life survey, residents identified that,

housing style availability and location to employment also influence decisions for coming to live within the Township. In addition to what current homeowners in the Township find appealing, the general dynamics of real estate and regional housing trends are significant influences to redevelopment patterns within the community. To retain a healthy, quality housing stock, it will be advantageous for the Township to continue discussions about the advantages of varying housing styles, densities and/or products for future generations of residents. The community desires to promote a range of housing products that fulfill young and aging families' needs. Land development policies, are one tool that the Township can use to shape characteristics of future development/redevelopment that will expand and/or complement current patterns.

Civic Amenities

The combination of historical, environmental and recreational amenities within Upper St. Clair is unparalleled throughout the tristate area. In proactively

funding and constructing attractive facilities over the past decade, the Township now offers services to many families well beyond the community's border. People are drawn to how experiences in Upper St. Clair enrich their daily lives as well as to supporting its responsive municipal and volunteer groups caring for these resources. Thus, during the past decade, the Township has become a benchmark for municipal recreation and library services and environmental infrastructure upgrades. The Township has raised the bar as to how an accountable, responsive government can foster a spirit of promoting and providing a healthy community.

Connectivity

The momentum for improved vehicular and pedestrian-oriented transportation networks continues to grow throughout Southwestern Pennsylvania. Upper St. Clair is central to accessing Pittsburgh and Washington employment opportunities in nearby business centers as well as recreation



destinations within and well beyond our region.

In moving into the next decade, the continued evolution of desired intersection improvements expands upon the Township's 2005 transportation planning efforts. Priorities for intersection improvements focus on improving:

- The existing peak hour flow at intersections;
- The forecasted change in Level of Service at intersections following ten (10) years of additional growth within the Township and in surrounding communities;
- Availability of existing right-of-way at intersections and the ability to acquire additional rights-of-way, when necessary;
- Quality of Life for the residents of the Township through reduced travel time, and improved traffic movements ;
- The benefit provided by the recommended improvements versus the cost of the improvement.



Further, the community's system of interconnected walkways and trails continues to evolve with implementation of its Sidewalk and Bicycle Plan. Nearly 15 years in the making, the next stage of

potential linkages can aim to safely connect community open spaces with neighborhoods. The Sidewalk and Bicycle Plan provides connections from residential areas to neighborhood parks, Boyce Mayview Park, schools, shopping and transit.

Other Notable Characteristics

19,000 plus: The Township's population has remained generally steady over the past 30 years

Steady population count

At the time of the 2010 census, Upper St. Clair's population count has remained steady over the past 3 decades. In 1980, the population totaled nearly 19,000 residents. Over the next decade, an increase of 3.5% brought the population to about 19,600 residents. During the next decade, an additional increase of slightly less than 2% brought the population to just over 20,000 people in the year 2000. By 2010, the population had returned to approximately 19,200 people.

Maturing Population

During the past decade, the median age of Township residents rose approximately 1 year in age. In comparison to surrounding municipalities and those throughout Southwestern Pennsylvania, the median age in Upper St. Clair, 44.3 years in

2010, is also generally higher than other communities. Upper St. Clair's median age is higher than Allegheny County's 41.3-year median and Washington County's median of 43.6 years. In most areas of Southwestern Pennsylvania, the number of seniors is increasing due to advancements in medical technology, employment shifts and demographic trends. A rise in Upper St. Clair's proportion of seniors could indicate that the provision of senior housing and other services for seniors will become more important in the future.



Decreasing Student-aged Population

The total number of school-aged children in Upper St. Clair declined slightly with the overall population between 2000 and 2010. There were 4,500 school age residents between the ages of 5 and 19 years in 2000 and just

over 4,300 of the same population group in 2010. Over the past decade, in comparing the school-aged groups, the percentage of elementary school children in Upper St. Clair has dropped from 43% to 41% of the overall school-aged population.

The overall percent of high school students increased by 3% of the overall population in this same time period. This trend is similar for almost all of the surrounding municipalities. As of 2012, children reside in approximately 37% of Upper St. Clair households compared to 49% of households state-wide. As fewer households in a maturing community have children, this trend may influence resident housing choices and, in turn, zoning and development policies.

Stable Household Income

At nearly twice the figures present for Pennsylvania residents and households, Upper St. Clair's median individual income is \$47,302 and median household income is \$108,373. Approximately 2% of the Township's population resides below the poverty line. Approximately 4% of the Township's workforce population is unemployed – a figure consistently lower than the region and across the Commonwealth. Over the next 5 years, there is an annual 3.4 %

projected growth in employment for professional, scientific, and technical services in the Pittsburgh metropolitan area. This industry also employs relatively high wage and salaried workers – a trend which could bode favorably for future generations living in Upper St. Clair.

Sewer Infrastructure Resources

Upper St. Clair aims to be a leader in responsive sewer infrastructure service and improvements. Based on review of the Township's year-end reporting, the community has allocated more than \$22 million to infrastructure through bond issues and the Sanitary Sewer Fund throughout the past 10 years. With regional mandates slated to impact households throughout Southwestern Pennsylvania, issues of timing and expense will be significant investments that regional entities (those beyond the Township's responsibilities) will continue coordinating and completing over the coming decade. With these upgrades, the Township recognizes these necessary efforts will aim to protect the maximum extent possible the public health, safety, natural resources, rights-of way and land impacted by this activity.

Municipal Fiscal Resources

The Township's ability to provide quality services and amenities as well as to attract and retain residents is largely dependent upon household income and property/housing values. The Township has established a track record of being fiscally prudent while delivering high quality services. The Township's bond rating continues at an AA+ level, and the community has been recognized for the 26th consecutive year with a Government Finance Officers Association's Certificate of Achievement for Excellence in Financial Reporting. With a focus of responsible delivery of services, the municipal administration continually prioritizes and balances projects and efforts to keep the average annual spending associated with Township services stable for many years.



Commitment to Responsibility



Overview

Throughout the coming decade, the Township's boards, commissions, staff, volunteers and residents will evaluate and invest time, energy and resources into advancing the community's quality of life. Realistic plans and desirable results in Upper St. Clair will require examining potential actions and determining how the everyday responsibilities to **administrate, activate, articulate and associate** elements of the community's needs best come together in order to spell long-term success. In doing so, the community will continue to responsibly achieve its goals and objectives.

Township planning influences, development patterns, Department roles and community input have been considered as part of developing each of the 4 elements to which the Township is **furthering its commitments** over the coming decade - its responsibility to **administrate, activate, articulate and associate**. Subsequent overarching areas of

focus for action are on the following pages. These elements' associated actions outlined below are recommended to serve as general guides in the context of the detailed Township Departments' everyday duties, the Board of Commissioners' annual prioritization of projects as well as in pursuing and securing funds to implement physical improvements and policies.

Administrate: Upper St. Clair delivers quality services responsibly

Coordinated Future Land Uses and Housing

The Township has the opportunity to expand the effectiveness of land use pursuits. The anticipated focus of future development activity is toward infill, redevelopment and/or replacement. The Township's Department of Community Development will continue to monitor these activities and update associated policies as appropriate.

Infill - development of vacant or remnant urban lands passed over by previous development.

Redevelopment and adaptive reuse - the act of improving by renewing and restoring; the act or process of rehabilitating or rejuvenating an area or accommodating new development within the context of existing streets and buildings.

Replacement - the act of remodeling or reusing an existing building or structure.

The main goal of accommodating infill, redevelopment or replacement is that they are respectful and complementary to existing Township development. As evidenced by the Township’s Future Land Use and Housing map, population and development stability in a balanced, sustainable manner are hallmarks of the Township’s long-standing land use planning strategies. The map includes encouraging the enhancement of the Township’s civic core, continuing to support mixed-use development, and welcoming targeted non-residential growth.

To complement the ongoing opportunities of infill, redevelopment and replacement, two specific focus areas of future land use coordination include the Boyce Corridor and the Painters Run Corridor. These areas are highly visible at Route 19 and McMillen Road, respectively, and are important areas to ensure that land use intensity, land use mix, intersection safety and natural resource sensitivities are coordinated as part of any future development.

As supported by residential feedback received during the planning process, to the greatest extent possible, non-residential, mixed-use development is encouraged at the Boyce Corridor intersection with Washington Road.

The Painters Run Corridor could also accommodate new or in-fill style non-residential development. To enhance the development function and experience along McLaughlin Road, the Township should consider adoption of an Overlay geared toward uniform standards for elements such as landscaping, bufferyards, lighting and signage. Lastly, based upon the evolution of development along the Washington Road Corridor, another prime area for future focus includes South Hills Village—where future development aims could encourage a residential and/or mixed use component. Considerations for parking as well as vehicular and pedestrian circulation safety should be fundamental aspects of site design.

Through the ongoing enhancement of the Township’s GIS capabilities, the Community Development Department can lead the way in the Township achieving a shareable, cross-Department mapping-based data exchange board. Within this online exchange, information about development, connectivity, civic spaces, capital improvement projects, public safety and more can be overlain and shared in real-time between Departments. As an example, the way in which community development can coordinate with public works on items residents raise can improve the effectiveness of daily communications but, moreover, the efficiency of service to Township residents.

Public Services, Public Safety and Municipal Department Excellence

To promote continued excellence in public services, public safety and municipal departments, Upper St. Clair public services, public safety and municipal departments:

- Engage employees through excellence in leadership.
- Offer an adaptive environment for innovation to ensure fiscal and service sustainability.
- Ensure a safe, inclusive, appealing and sustainable Township.
- Ensure accountability, transparency and engagement.

As with all services, the community desires for actions to be economically viable, resilient, diverse and attractive.

Stormwater Management

The Township’s stormwater management effort is a long-term plan for the safe and effective management of stormwater runoff while improving the ecosystem health and ecological sustainability of the Township’s landscape. Stormwater management integrates aspects of flood control, groundwater and surface water quality, natural environment and system drainage issues. The Township continues to update engineering methods used as part of public spaces and facility



improvements in order to ensure positive impacts of stormwater management. From comparing rain garden construction and maintenance costs to those of pervious or impervious paving, the Township also strives to educate its residents about the ways in which desirable, effective stormwater management solutions are realized. As a result, the Township can share information about the long-term value of local actions in a regionally significant effort addressing:

Water Quality

- Improve sediment, surface water and groundwater quality.
- Minimize pollutant loadings to groundwater and surface water.
- Improve aesthetics of creeks and water bodies through the elimination of garbage/litter, algae growth, turbidity, and odors.

Water Quantity

- Preserve and re-establish the natural hydrologic process to protect, restore and replenish surface water and groundwater resources.
- Reduce the impacts of erosion on aquatic and terrestrial habitats and property.
- Minimize the threats to life and property from flooding.

Natural Environment

- Protect, enhance and restore natural features and functions of riparian and ecological corridors.

Suburban Woodlands

Long established, the wooded hillsides of the Township's public spaces contribute to quality of life in the Township. Trees, plants and shrubs help clean the air, conserve energy, increase property values, and make the community more enjoyable. The Township aims to maximize the health and size of its suburban wooded areas . To succeed, the Township, residents, businesses and community partners must work together to increase the size and health of Upper St. Clair's public spaces.

In continuing to maintain a healthy tree canopy and understory landscape within the public realm, the Township can formulate, implement and monitor its actions that promote coordinated conservation of the Township's established landscape. Within public spaces and rights-of-ways, the Township can continue to proactively and adaptively manage woodland areas through best industry and ecological practices. With desire to continue moving forward in a practical and progressive manner, the Township seeks to foster the health and sustainability of the community by pursuing and promoting the

implementation of best practices for tree protection, tree establishment, and tree maintenance through example. These practices will provide a range of environmental, social and economic benefits for residents, and habitat for a diversity of plant and animal species.

Township Sustainability

Sustainability is an aspect of all Township decisions. The Township currently holds a Gold Certification ranking with the Sustainable Pittsburgh's Community Certification. The Township continues to explore ways in which it can work toward greater sustainability in all of its operations and delivery of services. Potential areas of focus could include:

- Waste and Recycling Management
- Water Conservation and Efficiency
- Energy Initiative



Activate: Upper St. Clair promotes well-being

Natural Heritage System

One of the Township's valuable assets is its natural heritage system. How the Township protects, maintains, enhances and restores this network will contribute to further enhancing the quality of life within the community. Activities and



applications that come to the Community Development Department will continue to require Public Works and Parks and Recreation Departments input to ensure development and conservation needs continue and priorities for retaining and enhancing existing sensitive natural resources are coordinated. This system protects a wide range of natural features and ecological services while also providing natural and open spaces for leisure activities and enjoyment opportunities for residents and visitors. The Township's Natural Heritage System is made up of a combination of natural heritage

features and areas, including:

- Significant Wetlands and Other Wetlands;
- Significant Woodlands and Cultural Woodlands;
- Significant Wildlife Habitats, including Ecological Linkages and Habitats for Significant Species;
- Significant Landform;
- Restoration Areas; and
- Wildlife crossings.

Together, these elements represent the Township's biological, hydrological and geological diversity, support ecological and hydrologic functions, provide connectivity, support populations of indigenous species, and sustain local biodiversity.

Library Programs and Services

The Library provides, on equal terms, free services revolving around life-long learning to all individuals and groups in the community. The library acquires professionally selected materials in a variety of formats to aid the individual in the pursuit of education, information, research,

and the creative use of leisure time. These materials are those of enduring value as well as timely materials on current issues. The library provides the most appropriate electronic technologies possible to enhance access to information. Anticipating the changing information needs of our community the Library will:

- Promote lifelong learning with programs and activities in collaboration with knowledgeable community members, the USCHS, and other educational institutions.
- Provide welcoming spaces for active learning, exploration and private study for all ages.
- Offer services which support literacy, from the pre-literacy skills important for young children to the digital literacy skills now necessary for everyone in the community.
- Increase collaboration with area libraries to provide more materials, resources and programs to the community, and to increase operational efficiency.
- Develop options for closing service gaps for specific community populations.
- Encourage the use of new technology by providing devices for use and providing training for all ages.
- Increase awareness of the value of library services by outreach via multiple venues.



Recreation, Parks and Culture

The community’s identified needs and priorities relate in part to recreation, parks and cultural services, programs, and facilities within Upper St. Clair. Strategic master planning for these facilities is a balance between the needs and desires of the public and the realities of implementation – the end result being a Plan that meets the highest priority needs of Upper St. Clair’s present and future populations. The Township’s Comprehensive Plan’s companion piece focusing specifically on recreation is entitled *Unparalleled Recreation*. This document details analysis and specific recommendations about the Township’s parks, recreation and open space-related operations,

management, programming, facilities and fiscal strategies. To integrate consistency with other municipal projects and priorities, it is essential that common strategies and coordinated implementation plans be established. In the coming decade, the Township is encouraged to focus parks, recreation and cultural efforts on improving safe connections between developed areas and recreation areas, enhancing emergency access to the Boyce Mayview Park area and enhancing the walkability of the community’s neighborhood parks.

In the past decade, the Township has taken on pivotal role in the region as a champion for inclusive play. The



Township is encouraged to continue coordinating with the Miracle League of the South Hills, Upper St. Clair School District and the YMCA to further enhance how programming and services are available to persons with disabilities. Always on the look-out for opportunities, the Township is a destination for recreation participants of all abilities. The Township’s parks, trails and open space system is designed to optimize its contribution to the overall beauty and health of the community. As time continues on, the community can continue to discuss any emerging needs and determine the future resources needed to deliver on the parks

strategies and initiatives. Other recommended efforts include:

- Develop an overall Township GIS-based Greening Strategy between Parks/Recreation and Public Works that sets the work of all departments involved in parks planning, development, design, operations, and programming into context, creates an overall vision and sets focused priorities for each department. The strategy should be updated every two years in context of overall Township priorities.

- Strengthen community cohesion and pride through the notion of “Living Rooms” within the overall Park system. This may be achieved through the expansion of programming or improved “animation” of parks to maximize their use. Activities might include (but not be limited to) walking clubs, family pick-up games and activities, neighborhood picnics and talent nights.
- Give high priority to the continued implementation of the Sidewalk and Bicycle Plan, in concert with other municipal planning initiatives.
- Pursue master planning of additional off-site trail connections where possible and outline supporting passive recreation improvements to Gilfillan Park’s current amenities; implement enhancements that support long-term, fiscally responsible, community-wide solutions.
- Ensure all objectives relating to trails are coordinated with Township initiatives related to transportation to ensure a cohesive action plan.

Transit Support Strategy

The Township supports ridership growth plans for transit services in cooperation with the Port Authority and other regional service providers. Creation of Upper St. Clair’s Transit Support Growth Strategy can promote how transit and elder service options can evolve into excellent transportation choices for employee, regional entertainment, and elder access travel to/from Upper St. Clair.



Articulate: Upper St. Clair communicates effectively

Communications

Upper St. Clair seeks to build on best practices and other strategies to set a gold standard for municipal communications. Efforts will shape how the Township communicates with residents, employees, and other stakeholders. Upper St. Clair is an aware and involved community; engaged, responsive employees are capable of listening, sharing ideas openly and working collaboratively to shape the Township’s future. The Township desires to improve two-way communications capacity, improve stakeholder relationships, and deliver effective communications programs that help achieve community goals. A detailed listing of ideas for action is outlined within the Township’s Commitment to Outreach.

Information/Technology

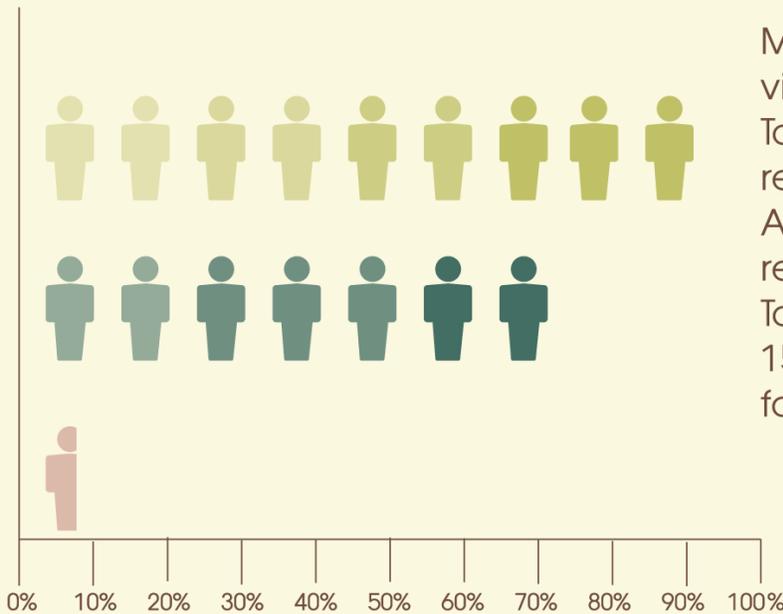
The Township has implemented many major technology system upgrades in the last decade. The Information Technology Department is a key component of ensuring that internal communications and the interface with residents occurs with fluidity and with success.

As with any organization or business, technological capabilities can always be enhanced. The Township’s commitment to quality service is realized in the manner in which the Information Technology Department is a facet of each and every other Township department’s daily communication needs and avenue for public outreach.

Stemming from Township Department input and its understanding of current media tools, the Information Technology Department continually evaluates and updates the way in which Township business can be communicated with efficiency and ease; this thoughtful assessment process enables greater opportunity for citizen engagement. In years to come, technology will continue to be one of the community’s foundation for delivering quality public services and programs.

Tell Me the News

Most residents identified viewing Upper St. Clair Today and the Almanac to receive community news. About 50% of respondents receive news from the Township's web site and 15% view Cable Channel 7 for such news.

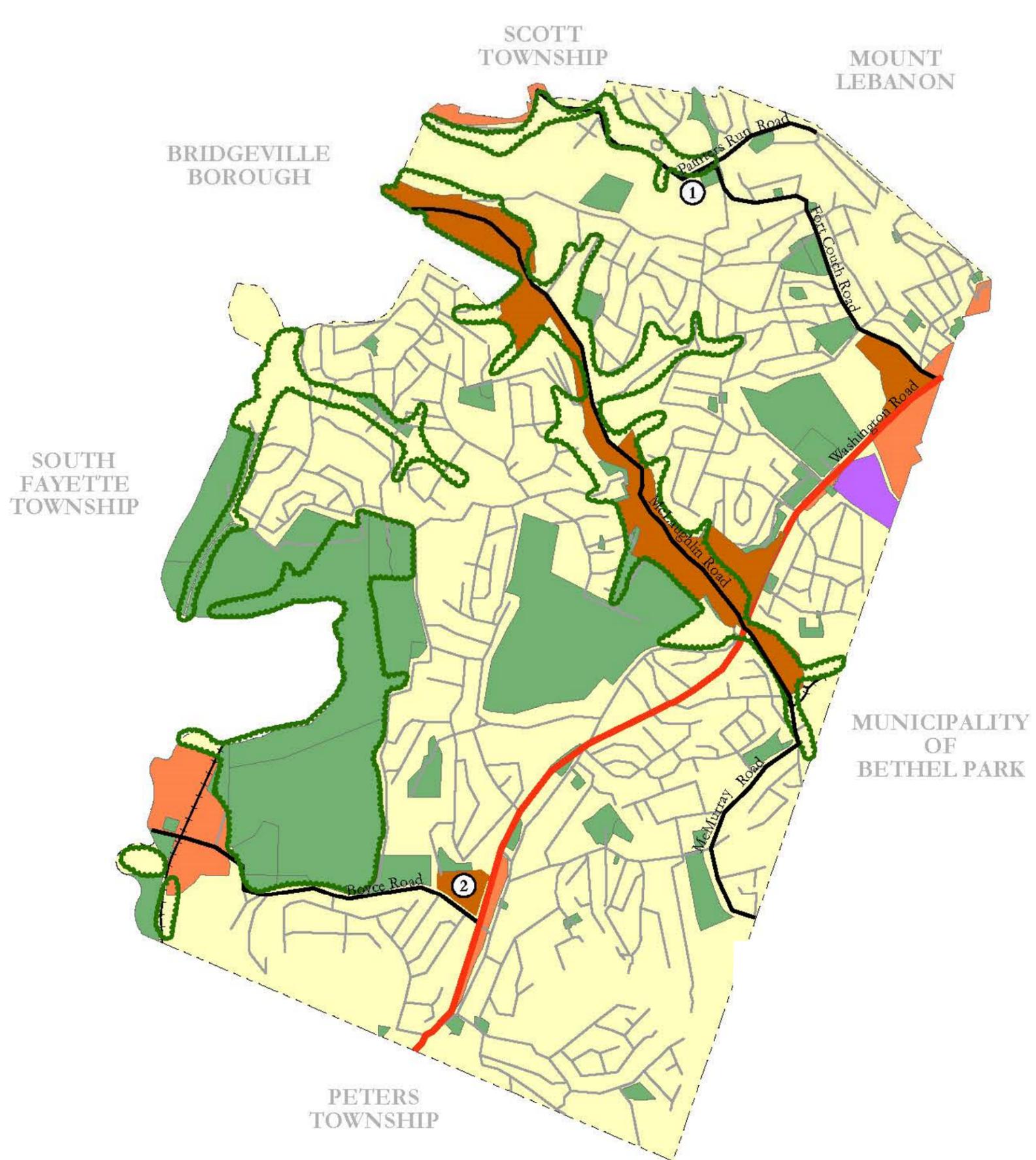


-  Digital
-  Print
-  Meeting

Associate: Upper St. Clair forges opportunities for cooperation

The Township works with and supports many local organizations in the community to improve the wellbeing of Upper St. Clair residents. The Township works to provide support and partnerships with a number of organizations to achieve a variety of community and social goals. The Township has an excellent working relationship with many community organizations such as the Upper St. Clair, Historical Society, Citizens for Land Stewardship, Casey's Clubhouse and Miracle League of the South Hills to name a few. Exploring the preparation of a Community Investment Strategy project can provide the Township with a clear strategy for furthering the partnership capacities for future Township planning efforts. This strategy will outline new, effective investment programs and tools and will outline the basic parameters for successful efforts are Township decision-makers along with the community as a whole. The aim of the strategy is to advance the way in which the

Township works with local organizations and stakeholders, making the approach most responsive to local needs, consistent and clear. Over time, it will be important for the Township to determine its role with respect to collaborations, and to clarify and communicate that function broadly.



LEGEND

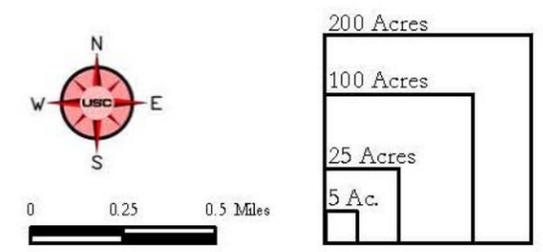
- [---] Township Boundary
- Rt. 19
- Arterial/Collector Roads
- Local Roads
- +++ Railroads
- Wooded/Steep Slope Areas

POTENTIAL FUTURE LAND USES

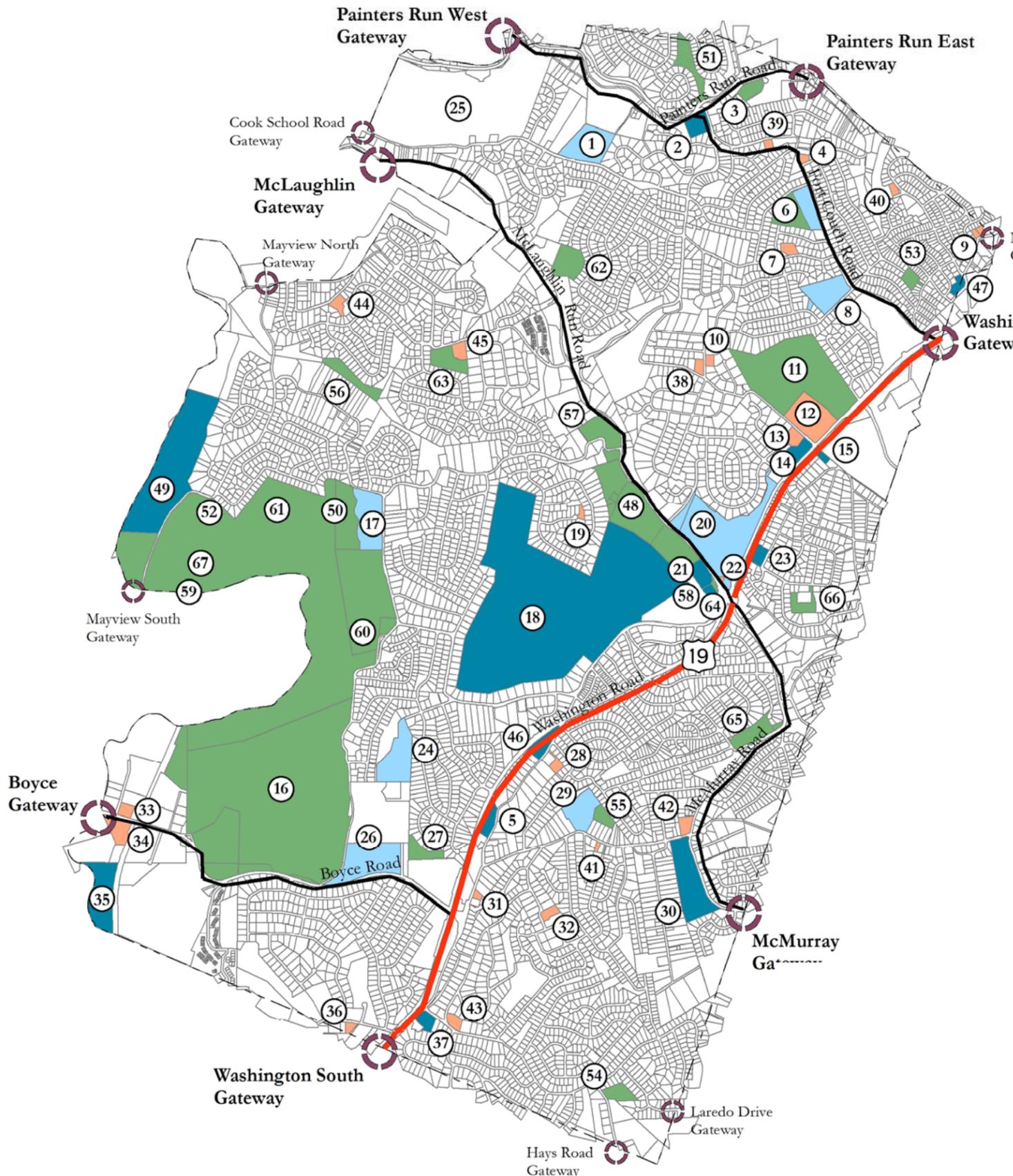
- Residential
- Commercial/Service
- Industrial
- Mixed Use
- Civic Space

RECOMMENDED LAND DEVELOPEMENT ENHANCEMENTS

1. Painters Run Corridor
2. Boyce Corridor



FUTURE LAND USE AND HOUSING PLAN
USC



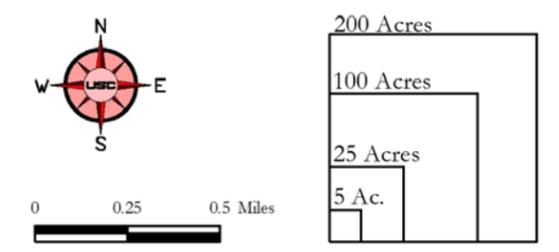
LEGEND

- [---] Township Boundary
- Rt. 19
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- Local Roads
- +++ Railroads
- Wooded/Steep Slope Areas

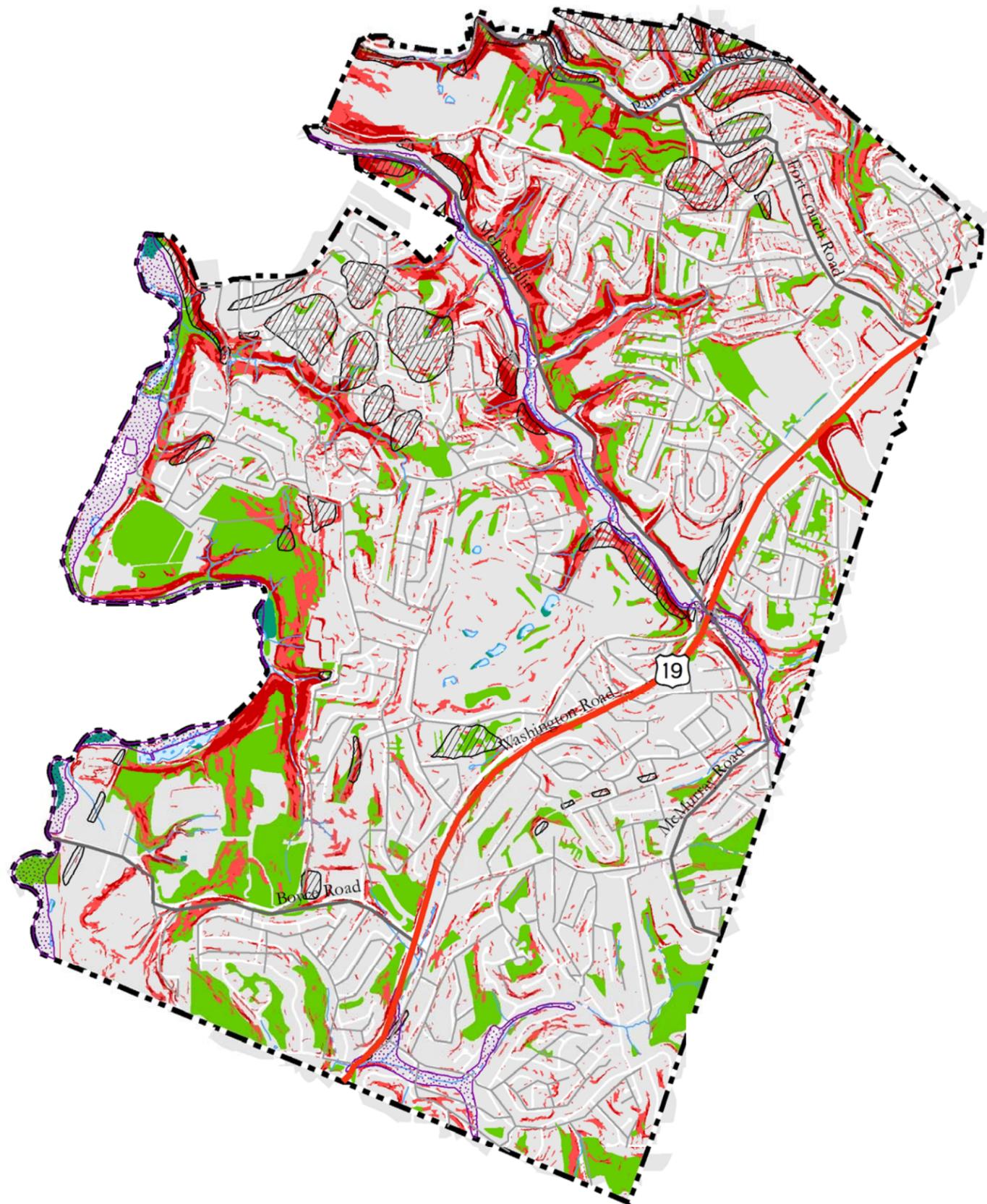
CIVIC RESOURCE SITE

- Historic
- School
- Parks
- Other
- Major Gateway
- Minor Gateway

Civic Resource		Civic Resource	
1	USC School District Playing Fields	35	Frosty Valley Golf Course
2	St. John Capistran Church	36	McGrann House
3	USC Beadling Soccer Field	37	South Hills Reformed Presbyterian Church
4	Quigg House	38	Bobby Orr House
5	Christian and Missionary Alliance Church	39	Hoffman House
6	Foot Couch School	40	McEwan House
7	Phillips/Seegar House	41	Johnston House
8	Eisenhower School	42	Baldesberger House
9	Williams House	43	DeMuth/Hartman House
10	Orr Homestead	44	Lesnett House
11	Gilfillan Park	45	Lesnett House/Barn (Tustin Fam)
12	John Gilfillan House and Fam	46	South Hills Community Baptist Church
13	Alexander Gilfillan House	47	Faith Lutheran Church
14	Westminster Presbyterian Church	48	USC Township Park Complex
15	USC VFD Main Fire Station	49	Allegheny Land Trust Properties
16	Boyce Mayview Park	50	Baker Park
17	Baker School	51	Bymwick park
18	St. Clair Country Club	52	Community & Recreation Center
19	Alexander Gilfillan House	53	Clair Park
20	USC High School	54	Hays Park
21	USC Township Municipal Building	55	Johnston Park
22	Log House	56	Ravine Park
23	St. Gregory Church	57	Marmion Field
24	Streams School	58	Memorial Garden
25	Borland House (Now Bedner Fam)	59	The Miracle League Field
26	Boyce School	60	Morton Field Complex
27	Boyce Park	61	The Outdoor Classroom
28	Will T. Fife House	62	Trotwood Park
29	Wesley Institute	63	Tustin Park
30	St. Louise D. Marillac R.C. Church and School	64	Veterans Monument Park
31	Caldwell School	65	Wiltshire Park
32	James Fife House	66	Brookside Park
33	Harry Boyce House	67	The Clubhouse
34	Boyce Station		



CIVIC AMENITIES PLAN
USC



LEGEND

- [- - -] Township Boundary
- Rt. 19
- Arterial/Collector Roads
- Local Roads
- +++ Railroads

NATURAL RESOURCES

- [Hatched] Landslide Prone Areas (370 Ac.)
- [Green] Woodlands (1,355 Ac.)

FLOODPLAIN

- [Dotted] 100 Year Floodplain (204 Ac.)

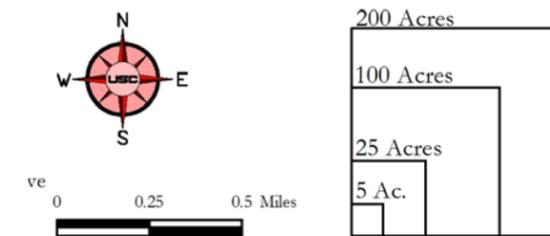
STEEP SLOPES

- [Light Red] > 25% - 40% (641 Ac.)
- [Dark Red] > 40% (402 Ac.)

OPEN WATER

- [Blue] Streams (22 Ac.)
- [Light Blue] Lakes/Ponds (44 Ac.)
- [Dark Green] Wetlands (44 Ac.)

Source: The Floodplains are based on GIS data from the Federal Emergency Management Agency (FEMA). Wetlands are based on GIS data provided by the U.S. Fish and Wildlife Service through the National Wetlands inventory Program. Landslide Prone Areas are based on GIS data provided by Allegheny County. The Steep Slopes are based on 5' LiDAR contours provided by the PAMAP Program, PA Department of Conservation and Natural Resources, Bureau of Topographic and Geologic Survey. Other base data provided by Allegheny County (2006 - 2012).



NATURAL RESOURCES MAP
USC

What if. . . .

Based on the assessment of the past decade of trends and public feedback, key influences impacting community vitality include the community’s housing draws and diversity, civic amenities, advancement and desires for increased connectivity, continued responsible management of municipal resources, maturing population, stable household incomes and regional

infrastructure requirements and innovation. Moving forward, there are a number of ways in which the impact of actions could be measured. In considering “what if . . .” scenarios, a number of possible community investments were considered in response to the question “If the Township were to allocate \$100,000 (2015 dollars) to enhancements, what could those dollars fund?” Some example comparisons include:



Annual medical insurance costs for the staff associated with the Township’s Information Technology, Cable Television and Finance Office departments.



Service to collect about 10% of the rubbish and recycling generated in the Township.



80% of the Animal Control annual contractual costs.



Enough supplies to combat snow and ice on about 1/4 of public streets and public parking areas in the Township.



The production of 40 webinars regarding Township amenities, services, department responsibilities, etc. (airing 1 new webinar about every 10 days for a year)



55% of the Public Works’ overall electricity expense OR 65% of the electricity consumed by Township traffic signals OR 100% of the electricity consumed at Township Buildings.



Annual construction equipment, maintenance, plant supplies, and mechanical supplies for the Township’s parks.



2 small outfitted pavilions or 99% of the golf course maintenance expenses.



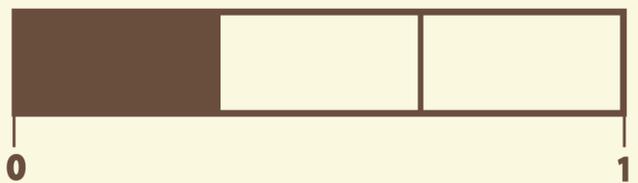
almost all of the Fire Protection’s water and sewage costs.



7,500 hard-copy or digital library resources (@ \$13.25 each)



One fenced dog park outfitted with utilities (assuming nearby utility connection)



1,700± linear feet (1/3 mile) of sidewalks in public right of way (@ \$60/lf)

An Action Plan for Moving Forward

pursuing and securing funds to implement physical improvements and policies.

The following pursuits outlined for the coming decade serve as a general guide in the context of the detailed Township Departments' everyday duties, the Board of Commissioners' annual prioritization of projects and in

Key Recommendations	Time Frame	Potential Lead	Potential Partners	Prob. Costs	Possible Funding
Land Use, Housing and Development					
Aim 1: Align infill opportunities and population needs within context of the Township's Development Priorities Plan					
A. Assess the fiscal, physical, social and environmental impacts of infill development prior to executing infill development strategies	M	PC	PC, PD	\$	Grants, General Fund, Staff Time
B. Assess zoning ordinance provisions to identify the feasibility and opportunities for locations, standards and development incentives associated with potential additional neighborhood cafes, up-scale restaurants, neighborhood-scale office and medical services development within the Township.	S	PD	BC, PC	\$	Staff Time
C. Update the Township's development strategies as necessary to reflect long-term impacts resulting from shifts in real estate dynamics and/or housing product trends.	L	PD	BC, PC	\$\$-\$	Grants, County Partnership, Volunteer, Staff Time, General Fund
D. Continue partnering with real estate and other regional entities to advertise and promote available housing programs that attract young adults to begin investing in housing within the Township.	S-M	PD	PC, NM, AC	\$	Grants, County Partnership, Volunteers, Staff Time, Local Business Partnerships
E. Align policies and encourage quality, coordinated development for priority development/redevelopment parcels along the Boyce and Painters Run Corridors.	S-M	PD	PC	\$	Staff Time
F. Continue to monitor the patterns of resident moves within and from the Township, especially as tied to population age, to determine the applicability of any land use policies tied to permissible housing types, intensities, parking, vehicular access, pedestrian connectivity and natural resource sensitivities.	O	PD	PC	\$	Staff Time

Potential Partners

BC	Board of Commissioners
PC	Planning Commission
PD	Community Development Department
USCD	Upper St. Clair School District
NM	Neighboring Municipalities
IT	Technology Department
PR	Parks and Recreation Advisory Board
RD	Recreation Department
INF	Infrastructure Stakeholder
PW	Public Works
AC	Allegheny County

Timeframes

S	Short Term (1-3 years)
M	Medium Term (4-7 years)
L	Long Term (7+ years)
O	Ongoing

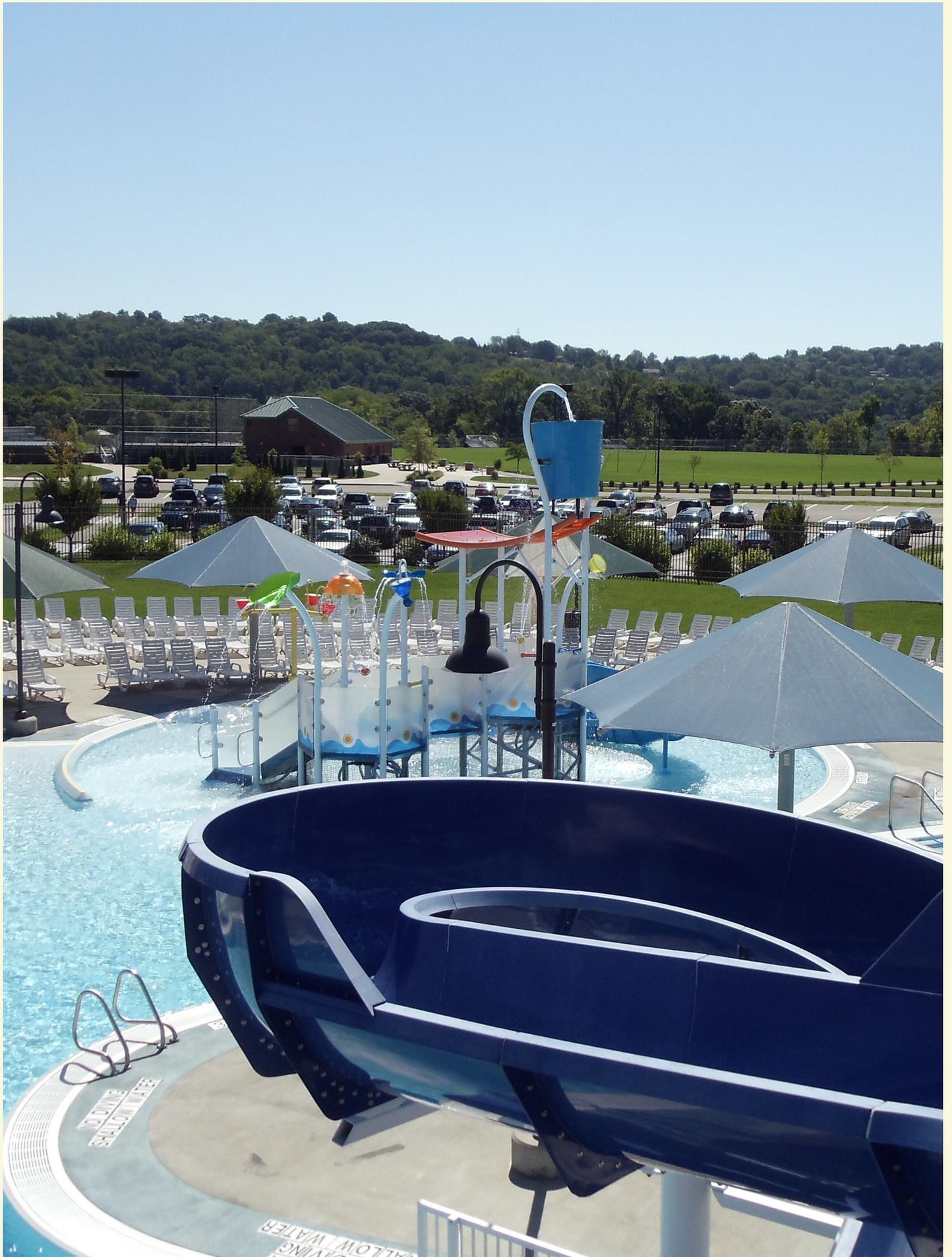
Cost

\$	\$0 to \$5,000 (organizing events, staff sessions to prioritize recommendations, etc.)
\$\$	\$5,000 to \$20,000 (community outreach, etc.)
\$\$\$	\$20,000 to \$100,000 (rewriting ordinances, etc.- may require consultants)
\$\$\$\$	\$100,000+ (construction projects, property acquisition, development pursuits, etc.)

	Time Frame	Potential Lead	Potential Partners	Prob. Costs	Possible Funding
Key Recommendations					
Aim 2: Strategically reinforce the community's high quality of development standards.					
A. Complete strategic ordinance updates to align sidewalks, bikeway, lighting, signage and stormwater management improvements with priority areas for development and connectivity.	M	PC	BC, PD	\$\$-\$\$\$	Grants, General Fund, Staff Time
B. Evaluate the applicability and feasibility of design guidelines for non-residential development such as stormwater management, lighting and landscape.	S-O	PD	PC	\$\$-\$	Staff Time
Aim 3: Utilize existing zoning and subdivision ordinances in order to encourage greater development synergies, understanding and compliance.					
A. Create an online system for development application submission and Township Commission access/review.	S	PD	Township Departments	\$\$\$	General Fund
B. Continue to support zoning provisions as applicable that concentrate commercial and residential development in the areas where they already exist and in those areas where the land meets these specific uses.	O	PD	PC	\$	Staff Time
C. Consider adopting innovative construction requirements or incentives (based on sustainable sites, best management practices or other related standards) for major new/redeveloped buildings to promote practical, responsible resource management and consumption.	M	PD	BC, PC	\$\$-\$\$\$	Grants, Local Business Partnerships, General Fund, Staff Time
D. Focus on compatibility and public spaces in residential areas and emphasize the importance of transitions between existing and redeveloping areas.	S-O	PC	RB, PD, RD	\$\$	Staff Time, Developer Partnerships
	Time Frame	Potential Lead	Potential Partners	Prob. Costs	Possible Funding
Key Recommendations					
Infrastructure and Transportation					
Aim 4: Develop a long-term plan for the safe and effective management of stormwater runoff while improving the ecosystem health and ecological sustainability of the Township's landscape					
A. Develop webinars/portable "anytime" sessions as related to regional stormwater; distribute links to Township residents. Schedule in-person public outreach as applicable to promote discussion and understanding.	S-O	BC	IT, PW	\$\$-\$	Grants, Township Funds
B. Prepare re-occurring on-line and USC Today highlights regarding completed public and private stormwater management infrastructure improvements within the community along with tally of associated benefits/cost savings.	S-O	PW	IT, PC, PD	\$	Staff Time, Volunteers
C. Periodically share the Township's results and lessons learned of sustainable practices/efficiencies resulting from municipal innovations and investments in public facilities; distribute information to residents and collaborate with other vested communities as applicable.	S-O	BC	PW	\$\$	Grants, Township Funds

	Time Frame	Potential Lead	Potential Partners	Prob. Costs	Possible Funding
Key Recommendations					
Aim 5: Enhance the transportation infrastructure to promote improved vehicular connectivity within the community as well as safety for non-vehicular traffic/pedestrians.					
A. Continue to prioritize and allocate associated dollars with recommended roadway and key intersection improvements in the context of regional transportation efforts and PennDOT's Twelve Year Program.	S-O	BC	PennDOT, NM	\$-\$\$\$\$	Grants, Township Funds, Developer Partnerships
B. Continue to pursue sidewalk and bikeway improvements with priority toward extension of existing constructed segments as well as to connections that link neighborhoods to civic amenities; update the Township's online GIS mapping files to illustrate current and completed construction/planning progress.	S-O	PD	IT, PC	\$	Staff Time, Volunteers
C. Promote pedestrian and bicycle safety within the Township	S-O	BC	Police, RD, IT	\$	Volunteers, Staff Time
D. Coordinate with community and regional organizations as applicable regarding the extent of service and pursuit of potential funding avenues for identified multi-modal improvements.	O	BC	Township Departments, NM, AC	\$\$-\$\$\$\$	Grants, Local Business Partnerships General Fund
Civic Space					
Aim 6: Prioritize and pursue public amenity enhancements.					
A. Work with community groups and other applicable private entities to address Township-prioritized improvements for public spaces, pedestrian linkages and the community's natural heritage system.	O	BC	PD, RD, PC, RB, PW	\$-\$\$\$\$	Grants, General Fund
B. Empower our community to learn and create by providing library spaces, programs and services which are relevant for people of all ages and backgrounds, and by anticipating the changing needs of our community and adapting to provide the best service possible.	S-M	Library	IT, RD, USCD	\$\$-\$	Staff Time
C. Maintain a healthy tree canopy and understory landscape within the public realm. Formulate, implement and monitor actions to promote coordinated conservation of the Township's established landscape.	S-M	PW	PD, INF	\$\$-\$\$\$	Staff Time
D. Continue to implement updated stormwater management and floodplain management initiatives to protect public safety, public health, local streams and water quality.	O	PW	PD	\$\$\$\$	Staff Time, General Fund
E. Continue to evaluate the feasibility of and prioritize identified facility update needs for public space, department space and maintenance space improvements including the Township's Municipal Building Office and Meeting Space, Public Safety Building, McLaughlin Run Recreation Center Renovation, Tennis Administration Building, Public Works Building and C & RC expansion	O	PW	All Departments	\$\$ (feasibility) \$\$\$\$ (construction)	Staff Time, General Fund,
F. Consider opportunities of land acquisition in "core areas" of the Twp. to expand recreational and public spaces.	O	BC	PW, PD, RD	\$ (feasibility)	Grants, General Fund

	Time Frame	Potential Lead	Potential Partners	Prob. Costs	Possible Funding
Key Recommendations					
Local Government and Services					
Aim 7: Further the effectiveness of municipal communications					
A. Develop a framework for tracking Township service excellence inclusive of a vision, mission, strategic focus areas and strategic directions.	S	BC	Township Departments	\$\$	Staff Time, General Fund
B. Outline and implement a coordinated communications strategy that convenes and publishes up-to-date opportunities for involvement in public and quasi-public groups' activities; provide Township Staff the opportunity to develop and maintain a variety of purpose-specific electronic and print media sources that raise resident awareness of programs and policies. Determine the media type (e.g. Facebook, Township blog, enhanced website, magazine) based on Township Staff capacity and realistic goals for ongoing maintenance and production.	S-O	BC	IT, Township Departments	\$	Staff Time, General Fund, Volunteers
C. Organize and expand opportunities for collaboration with Upper St. Clair School District to energize the community's youth in becoming and staying involved in municipally sponsored/offered activities.	O	BC	USCD, RD, RB	\$	Staff Time, General Fund, Volunteers
D. Conduct on-line and/or in-person get-togethers with representatives in real estate, Upper St. Clair School District, and entrepreneurs to discuss factors and amenities that contribute to the affordability and current offerings of community life.	O	BC	IT, Township Departments	\$	Staff Time
E. Create a biannual Progress Report to self-evaluate implementation progress and recommended action steps.	M	PD	BC, PC	\$	Volunteers
Aim 8: Continue to establish priorities and sequencing to ensure resource spending is balanced with the benefit of servicing the Township's overall population					
A. Evaluate each Township Department's annual needs and identify short and long-term budgeting.	O	BC	Township Departments	\$	Staff Time
B. Continue to align technological needs with services as needed to promote excellence among internal Township communication and as part of Township-wide communication to residents/businesses.	O	BC	IT, Township Departments	\$\$	Staff Time



Commitment to Civic Space



While data collection, inquiry and analyses are important steps in the process of preparing a plan, the main component is the outlook for the future. The following ideas look toward the community's civic spaces and provide a "blueprint" with which the Township can further enhance its network of amenities.

- Safe;
- Accessible;
- Culturally based;
- Family-oriented;
- Well maintained and/or protected;
- Economically responsible; and
- Strategically located amenities.

The commitment to civic space is composed of the Outlook and the Tenets; these two components form the foundation of the Township's park, recreation, open space and greenway planning efforts.

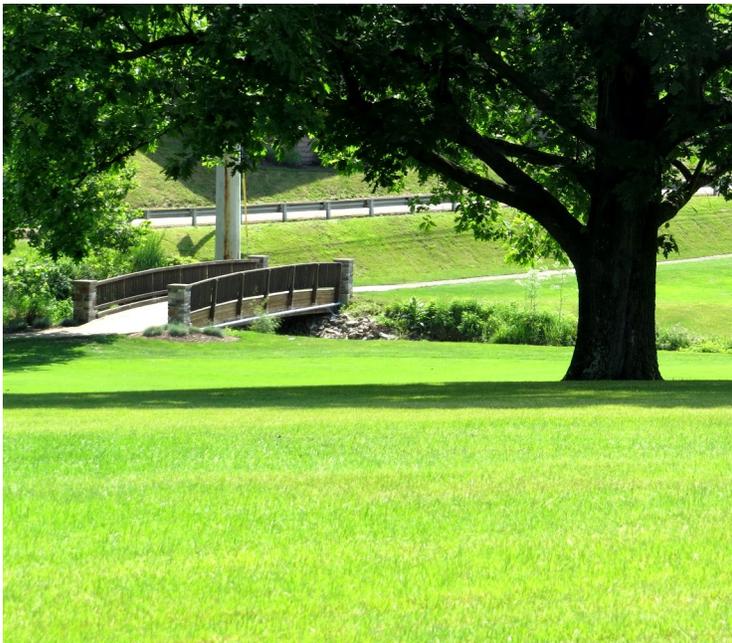
The Tenets

Tenets are established fundamental beliefs. They establish a position with which to evaluate individual actions and accomplishments. Eight tenets were established based on the planning process.

The Outlook

The outlook defines the aim to which all future efforts are directed. Civic Space is based on planning analysis and open discussions regarding long-term visions for the Township. The Outlook of the Township's Civic Space effort is to enhance and assure the quality of life of Township residents by providing a diversity of:

- Civic spaces are worth promoting awareness and appreciation of the natural, cultural and recreational resources of the Township.
- Adequate facilities and programs will meet the needs of current and future Township residents.
- Diverse and comprehensive park and open spaces can improve accessibility to community activities.



- Managing lands of significant recreational, cultural and/or ecological value are of value to the Township’s well-being.
- Fiscal, physical, cultural and ecological resources need continual examination when providing park and recreation opportunities.
- Administrative and operational procedures need to be structured to implement planning effectively and efficiently.
- Forging public-private partnerships between government agencies, community organizations and individuals can expand diversity and

quality of civic amenities.

- Economic development can be stimulated and complimented through the provision and promotion of civic space.

Strategic Focus Areas

The Plan’s strategic foci are manifestations of the Outlook and the Tenets. In the years ahead, fiscal, physical, cultural and ecological resources need continual examination when providing park and recreation opportunities.

Administrative and operational procedures will continue to be structured to implement planning effectively and efficiently.

Forging public-private partnerships between government agencies, community organizations and individuals can expand diversity and quality of civic amenities.

Economic development can be stimulated and complimented through the provision and promotion of civic space.

Each of the following focus areas are ways to measure progress and achievements. Each area is considered in its relationship to the existing improvements and community interests of parks, trails and open space, programs, role management and promotion.

Civic Space Strategic Focus 1

Programming defines the Township's role in providing programs. The Township can provide benchmarks to guide its commitment and identify specific opportunity areas for additional and/or enhanced programming. Moreover, programs provide an overview of the human and fiscal resources necessary to reach desired benchmarks.

The Township's expansive programming offerings are geared to encouraging healthy, active

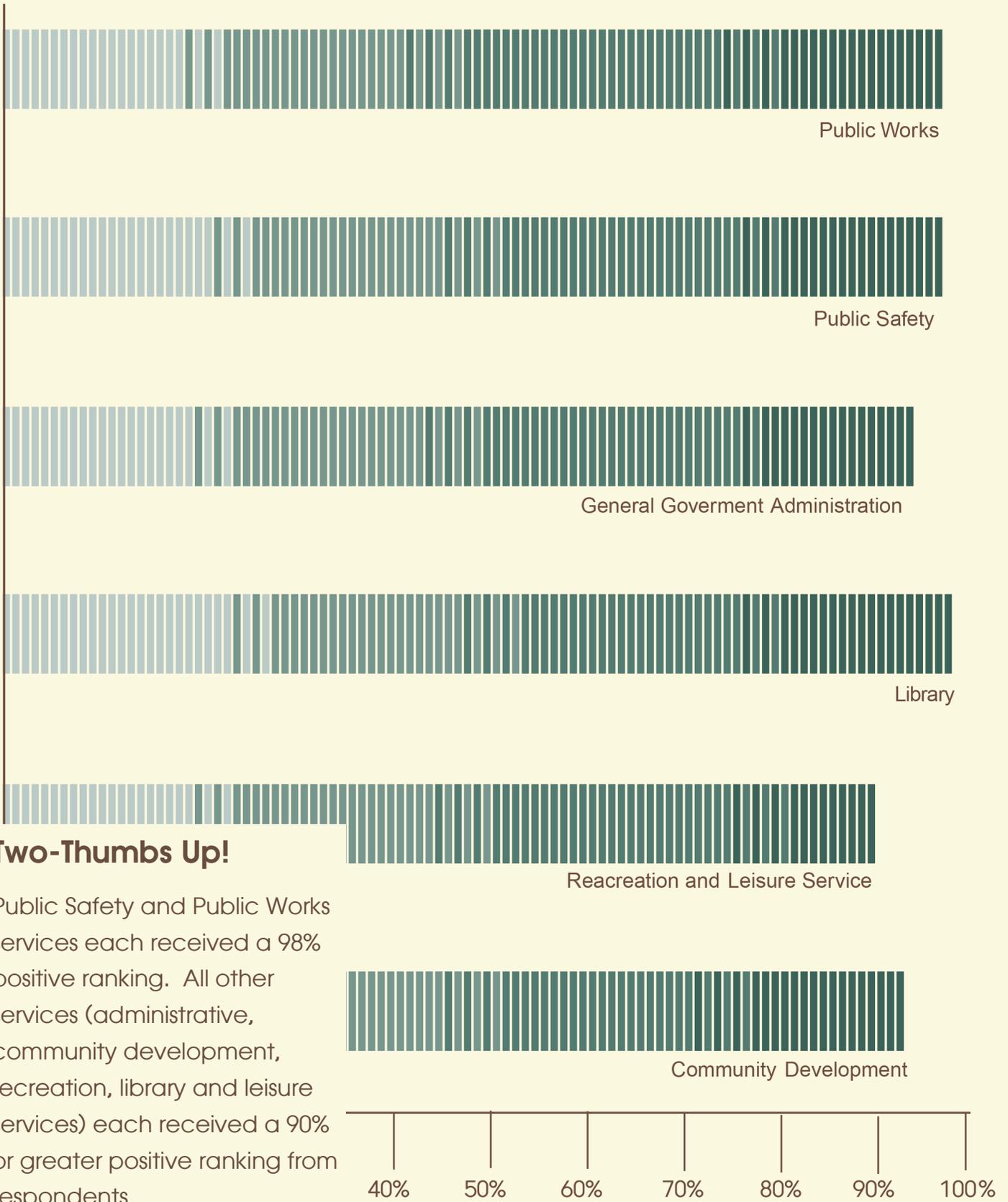
living for adults, teens and children. Township program offerings to complement those in the private sector as well as to expand upon opportunities other communities provide.

Civic Space Strategic Focus 2

Community Awareness addresses the way in which civic spaces can be marketed and simultaneously strengthen public awareness and support. Upper St. Clair is a "go to" community for healthy, active living. The Township aims to educate residents about the quality and breadth of available recreation programs and facilities. The aim of this message is to reach residents and visitors of the Township alike. Opportunities abound to leverage connections and networks where programs and services are recognized as valuable community assets.

Civic Space Strategic Focus 3

Strategic Alliances defines the principal responsibilities for the Township's departments and partners. Opportunities for inter-governmental cooperation and public-private partnerships can be established furthered to strengthen future planning activities.



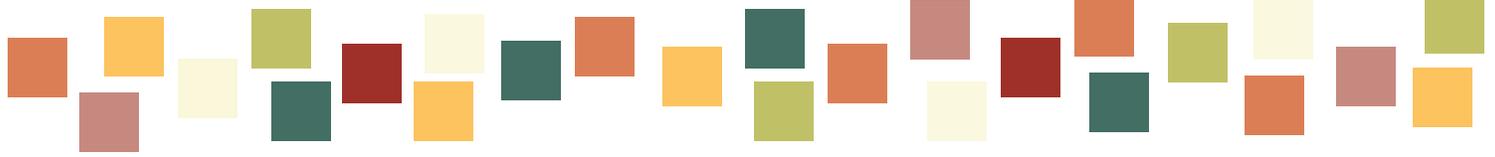
Two-Thumbs Up!

Public Safety and Public Works services each received a 98% positive ranking. All other services (administrative, community development, recreation, library and leisure services) each received a 90% or greater positive ranking from respondents

Favorable Ratings out of 100%

Commitment to Connectivity -

Enhanced vehicular and pedestrian-oriented connectivity is key to the Township's continued success.



The Township's commitment to connectivity has two equally important and complex parts: improvements for its vehicular road network and expansion of its pedestrian system.

Vehicular Road Network

Upper St. Clair's intricate system of roads includes State, County, local and private thoroughfares. The Township of Upper St. Clair has been actively pursuing roadway improvements over the past 10 years. Some of these key projects include:

- An ARLE grant to upgrade the traffic signals at Bethel Church Road and McMurray Road.
- Decade of Investments (DOI) Program is funding intersection widening/right-of-way improvements to the McMillan Road/Lesnett Road/McLaughlin Run Road Intersection.
- Intersection improvements for installing a signal and a left turn lane are being designed for Boyce Road and Boyce Plaza road.

- A right turn lane will be added to Ft. Couch Road with the development of Siena at St. Clair.

In this time, many aspects of the community's roadway "health" have also been further evaluated. The potential for traffic calming techniques, "complete streets" projects, access management and congestion management programs are all part of the Township's ongoing assessments to improve the safety and well-being of its residents and visitors. As part of the complete streets' dialogue, the many benefits of street connectivity continue to be explored. As many other communities have noted, major benefits of street connectivity include: 1) it attempts to redistribute traffic across an entire street network. If local streets are poorly connected, local trips are forced to use the arterial system, which is designed to handle longer trips. The combination of short and long trips using the same streets creates congestion problems.

2) Connected local streets can help keep local trips off arterial streets and reduce the need for the widening and construction of improvements on collector or arterial streets. The balance of desired land uses must be considered when discussing street connectivity. 3) Increased connectivity promotes transportation choices for a resident of a subdivision. It provides for different modes of travel in addition to the automobile. 4) Street connectivity offers the potential to increase trips by walking or bicycling because shorter travel distances can be created by linking sidewalks or streets to destinations. 5) A connected street system encourages slow, cautious driving since drivers encounter cross traffic and intersections at more frequent intervals. (Lehigh Valley Planning Commission, *Street Connectivity*, 2011)

Thus, in response to comments received as part of the Plan's Quality of Life Survey as well as pertinent recommendations outlined in the Township's 2005 Comprehensive Plan, the Township worked in conjunction with Trans Associates to document patterns and evaluate the needs for traffic improvements at a series of intersections. As in previous comprehensive planning efforts, it is recommended that continued evaluation and prioritization of these traffic improvements occur to

ensure the on-going safety and efficiency of movement in the Township. The complete traffic study for the 2015 Comprehensive Plan is bound as part of this document's supplemental background information. A summary of the report's conclusion and recommendations, in priority order, include the following road intersections and segments. A Selection of Corresponding preliminary site plan are also included in this document for reference in future project exploration and pursuit .

Washington Road with Fort Couch Road

This project will provide additional capacity at the most highly-traveled intersection within the Township's primary commercial district

Washington Road with Boyce Road

This project will provide additional capacity at another highly-traveled intersection which is part of a primary route from the Township to both Interstate 79 to the west and towards the City of Pittsburgh to the north

Bethel Church Road with Drake Road

This project will provide a signalized intersection in order to facilitate movements into and out from Drake Road at Bethel Church Road and provide additional capacity at the intersection

Painters Run Road with McMillan Road and Painters Run Road with Robb Hollow Road

This project will realign McMillan Road, which currently intersects Painters Run Road at a severe angle, opposite Robb Hollow Road to create one four-way intersection along the highly traveled Painters Run Road corridor

McMurray Road with Bethel Church Road

This project will correct existing deficiencies at the intersection by extending the storage area of existing auxiliary turn lanes and thereby improve the flow of vehicles traveling through the intersection

Washington Road with Circle Drive

This project will realign Old Washington Road opposite Circle Drive to create one four-way intersection along Washington Road and provide a signalized intersection along Washington Road for both roadways

This order of priority was developed considering:

- The existing peak hour Levels of Service (efficiency of flow) at the intersection;
- The forecasted change in Level of Service at each intersection following ten (10) years of additional growth within the Township and in surrounding communities;

- Availability of existing right-of-way at each intersection and the ability to acquire additional right-of-way, when necessary;
- Quality of life for the residents of the Township; and
- The benefit provided by the recommended improvements versus the cost of the improvement.

see increased transit within Upper St. Clair, transit improvements are less important to Township residents than other transportation issues. Through coordination between the Township and the Port Authority, opportunities for potential re-establishment/extension of transit within the community could be explored.

the bus stop. Residential streets adjacent to the bus stop have posted parking restrictions, which could indicate that additional residents may ride the bus if parking were available. Therefore, to increase transit ridership, to provide parking options, and to improve transit access to Upper St. Clair residents, consideration could be given to extending Route 36 along Mayview Road and terminating the route at the Upper St. Clair Township Community and Recreation Center. A portion of the existing parking spaces within the Community and Recreation Center parking lot could be dedicated to create a park and ride lot for the Township.

The extension of Route 36 could provide several benefits to the residents of Upper St. Clair. Providing a park and ride lot in a convenient location within the Township could encourage Transit usage. If the township's parking ratio for the Community and Recreation Center would permit in its space available, a park and ride lot could be provided at the Community and Recreation Center; the use of the park and ride could also encourage additional use of the Center's facilities, as Township residents would no longer need to make a separate trip to the center. Strategies such as implementing pay parking or permit parking could be used at the park and ride lot to ensure adequate parking remains for residents using the

Traffic Flow Improvements

Intersection Safety Improvements

Roadway & Bridge Maintenance

Improve Sanitation & Stormwater Sewers

Park and Recreation Facilities



Capital Priority

Of 5 areas of potential capital improvements, residents ranked 3 transportation-related improvements as the highest priority improvements followed by improvements to sanitary and stormwater facilities and, lastly, park and recreation facility improvements.

The Township of Upper St. Clair will continue to pursue these projects at a Local, County and State level, acquiring the right-of-way necessary to complete the projects, when available, and pursuing opportunities available to fund the construction of the projects.

Many Modes of Transportation Transit Recommendations

The Upper St. Clair Community Quality of Life Survey shows that, while some residents would like to

Route 36 Banksville Extension and Community and Recreation Center Park and Ride

In January of 2011, Route 36A Banksville-Cedar Boulevard was truncated at the Upper St. Clair Township boundary (Lesnett Road). With an average daily ridership of 38, this stop has the highest ridership of any bus stop without a park and ride. This suggests that pedestrians are walking longer distances to the bus stop and/or riders are dropped off at

center. However, a parking study of current daytime usage of the Community and Recreation Center would be required in order to determine the number of available parking spaces that could be dedicated for the creation of a park and ride lot.

South Hills Village Station Circulator

The largest transit generator within the South Hills communities is the South Hills Village Light Rail Station. The area surrounding the transit station consists of a variety of land uses, including residential, offices, and shopping. There are currently no transit connections from the South Hills Village Station to Upper St. Clair Township, and the South Hills Village parking lots and Washington Road (S.R. 0019) serve as pedestrian barriers to the Light Rail Station.

One strategy that could improve transit use and the use of the Light Rail system would be establishing an on-demand shuttle bus service. This service could be used to link the South Hills Village station to the adjacent residential, office, and shopping destinations. A similar program is run by the Airport Corridor Transportation Association (ACTA). ACTA is a non-profit Transportation Management Association providing commuters with on-demand ride sharing shuttles from the Port Authority's bus stop near IKEA (IKEA Route)

and the Port Authority's Carnegie Station along the West Busway (Penn Center West Route). The IKEA Route operates as an on-demand system. Riders enter the shuttle from the bus stop and indicate to the driver where they need to go within a 1.5 mile radius. The rider can either request a pickup time from the driver or call a dispatcher. The Penn Center West route operates like a traditional bus route, with half hour frequencies between the Carnegie Station and the Penn Center West office park. Through cooperation with the Port Authority and the Municipality of Bethel Park and feedback from public meetings with residents of Upper St. Clair Township, either an on-demand system or a fixed route system could be implemented. The system could be used to encourage transit use by shuttling people from their residences to the Light Rail Station and by shuttling workers from the Light Rail Station to their workplaces or shopping destinations. Consideration could be given to having the Township partner with local businesses that would benefit from this service. Experience in many suburban employment locations is such that the availability of workers is often limited by accessibility to public transit. Although the Port Authority Light Rail system provides regional access to South Hills Village, immediate adjacent retail and office destinations could also be enhanced by this service.

Pedestrian and Bicycle

Based on the results of the Quality of Life Survey, residents desire additional pedestrian connections and new bicycle connections to be constructed within the Township. While some residents would like to see an increase in the availability of transit within Upper St. Clair, the Quality of Life Survey reveals that transit improvements are less important to Township residents than its support for advancing pedestrian and bicycle facilities.

These facilities can be constructed as separate facilities or can be combined to accommodate both modes of transportation. However, facilities that combine both modes of transportation are typically larger than separately constructed facilities and, therefore, this plan recommends separate facilities for each mode.

Sidewalks can generally be constructed within the existing public right of way, but topographical constraints, compliance with the Americans with Disabilities Act (ADA), the need for sidewalks on either one or both sides of a roadway and the location of roadway crossings at intersections that must be established to connect sidewalks at safe locations will be critical to the final layout of each sidewalk.

The intention of the sidewalk plan, including uncompleted portions of sidewalk included in the 2001 and 2005 Township Sidewalk and Bike



plans, is to provide sidewalks along most arterial roadways within Upper St. Clair Township. This comprehensive sidewalk network would serve to promote safe pedestrian circulation throughout the Township, providing much needed connections from residential areas to neighborhood parks, Boyce Mayview Park, schools, shopping, and transit.

Bikeways can either be constructed as separate bike lanes along the roadways or can be designated as a lane to be shared with vehicles. Separate bike lanes usually require widening of the roadway or paving of the shoulder area to accommodate the additional lane. However, if a lane is to be shared, wider travel lanes may also be required.

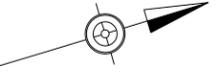
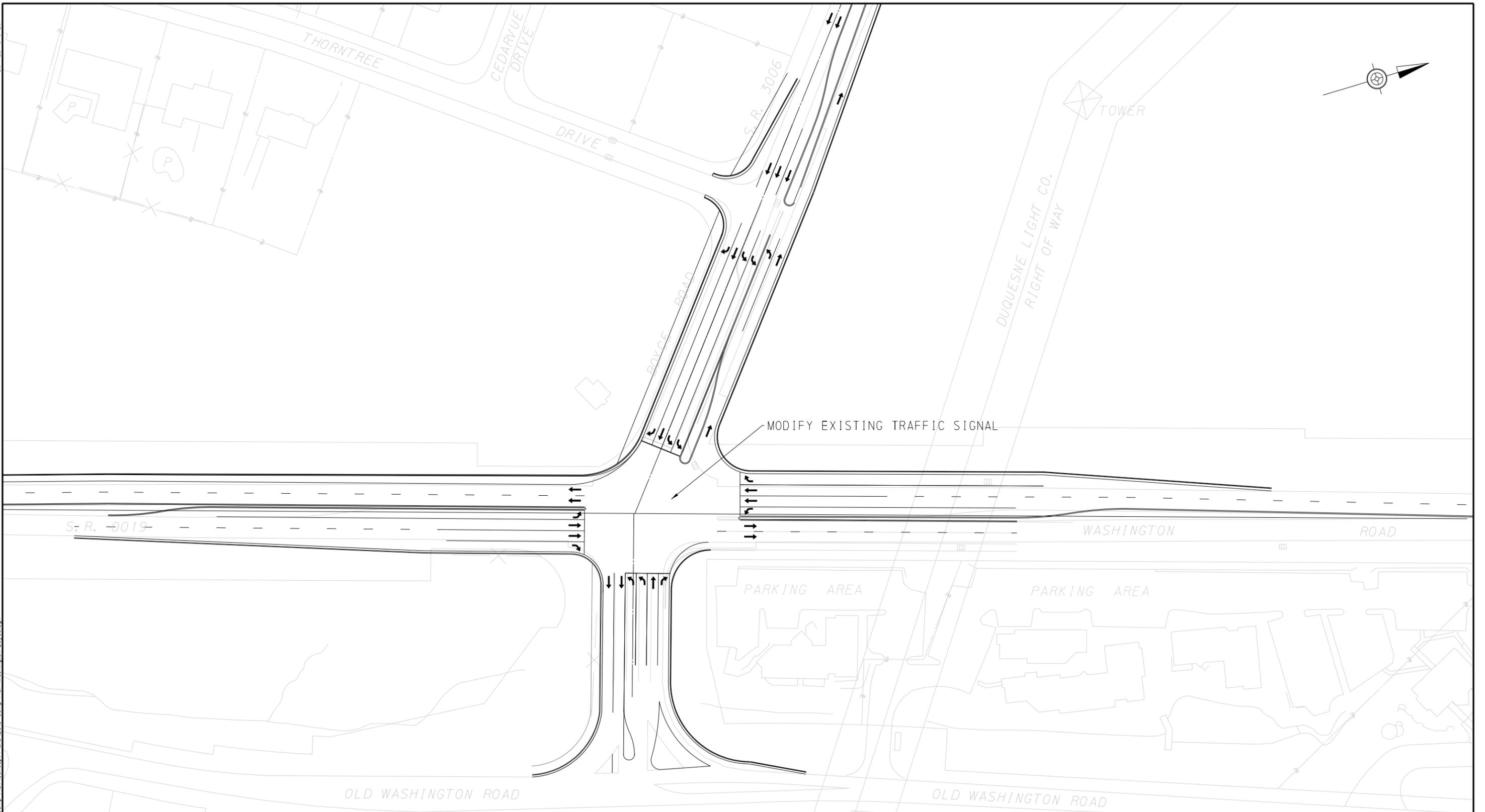
Popular destinations within the Township of Upper St. Clair that

may be reachable by bicycle include larger parks with recreational facilities, such as Boyce Mayview Park and the Municipal Park. Other potential bicycle destinations include the South Hills Village shopping area, the South Hills Village Light Rail Station, the business district along Washington Road and the Upper St. Clair High School. The Montour Trail, which travels through the Municipality of Bethel Park to the east and Peters Township to the south, is a popular bicycling destination.

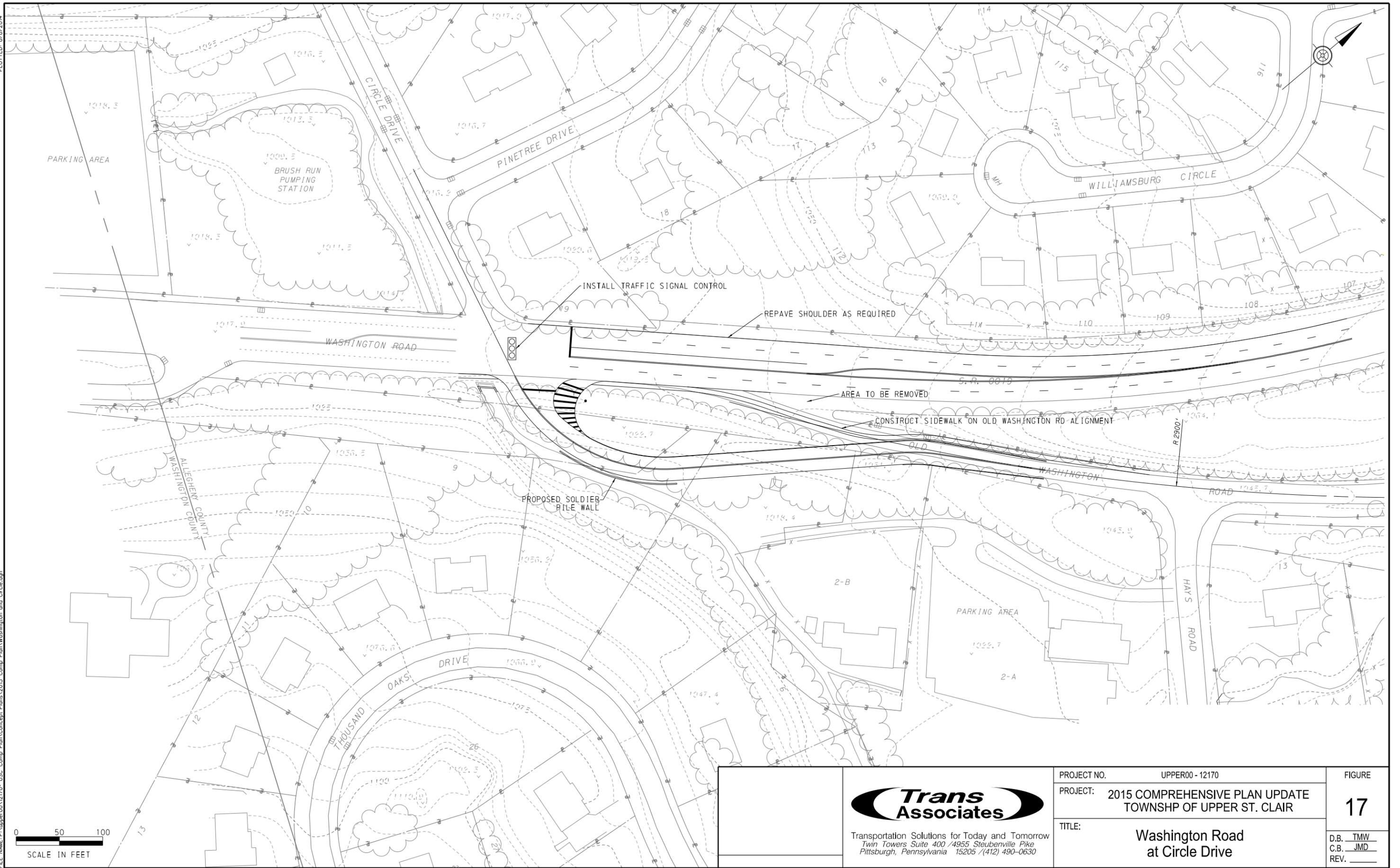
To fully realize the pedestrian network, the Township will need to continue prioritizing and incorporating segment-specific sidewalk and bikeway capital improvement costs into the Township's 5-year Capital Improvement Program. Coordination with the Montour Trail Council, the Municipality of

Bethel Park, South Fayette Township, the Pittsburgh Industrial Railroad, Pennsylvania Department of Conservation and Natural Resources, the Southwestern Pennsylvania Commission and the foundation community can make connections feasible to two regional trail systems adjacent to Upper St. Clair's eastern and western boundaries.

The Township's transportation network is described in the following group of maps. The Township's transportation plan, bound as part of this document's supplemental background information, details specific vehicular and pedestrian improvements that the Township could complete to realize their desired transportation system.

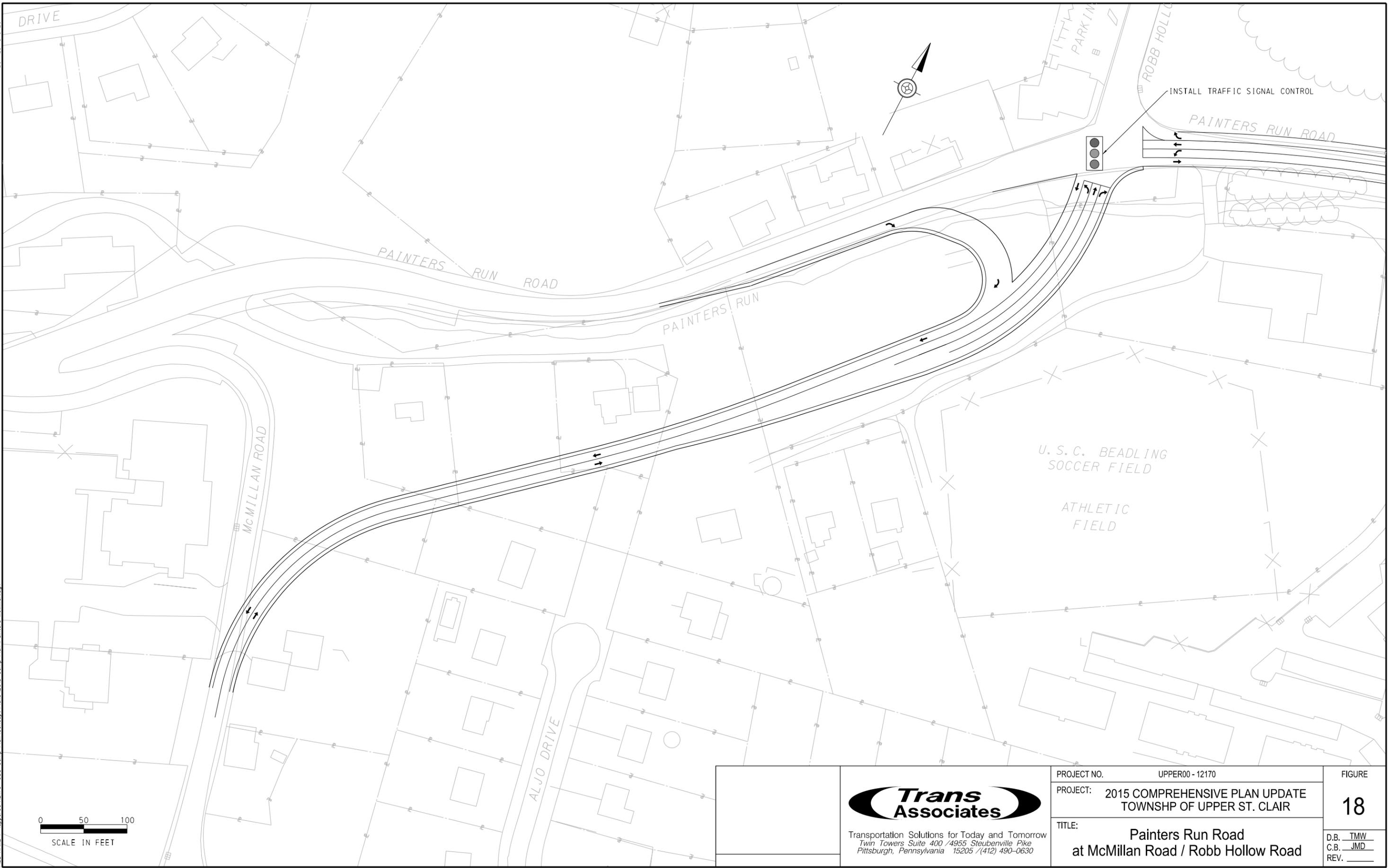


 Transportation Solutions for Today and Tomorrow Twin Towers Suite 400 / 4955 Steubenville Pike Pittsburgh, Pennsylvania 15205 / (412) 490-0630	PROJECT NO. UPPER00 - 12170	FIGURE
	PROJECT: 2015 COMPREHENSIVE PLAN UPDATE TOWNSHIP OF UPPER ST. CLAIR	16
	TITLE: Washington Road at Boyce Road	D.B. <u>TMW</u> C.B. <u>JMD</u> REV. _____

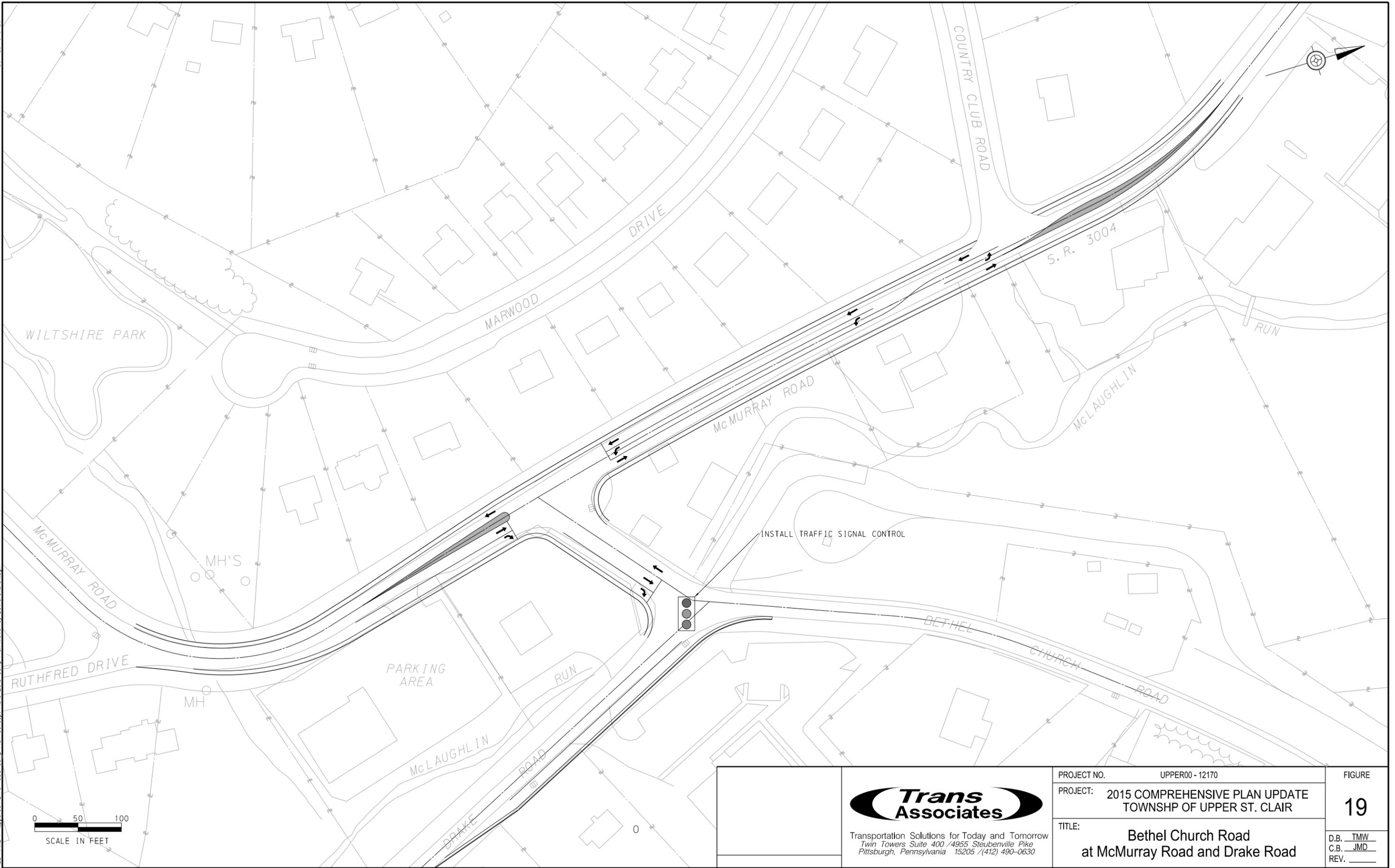


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Twin Towers Suite 400 /4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO.	UPPER00 - 12170	FIGURE	17
PROJECT:	2015 COMPREHENSIVE PLAN UPDATE TOWNSHIP OF UPPER ST. CLAIR	D.B.	TMW
TITLE:	Washington Road at Circle Drive	C.B.	JMD
		REV.	



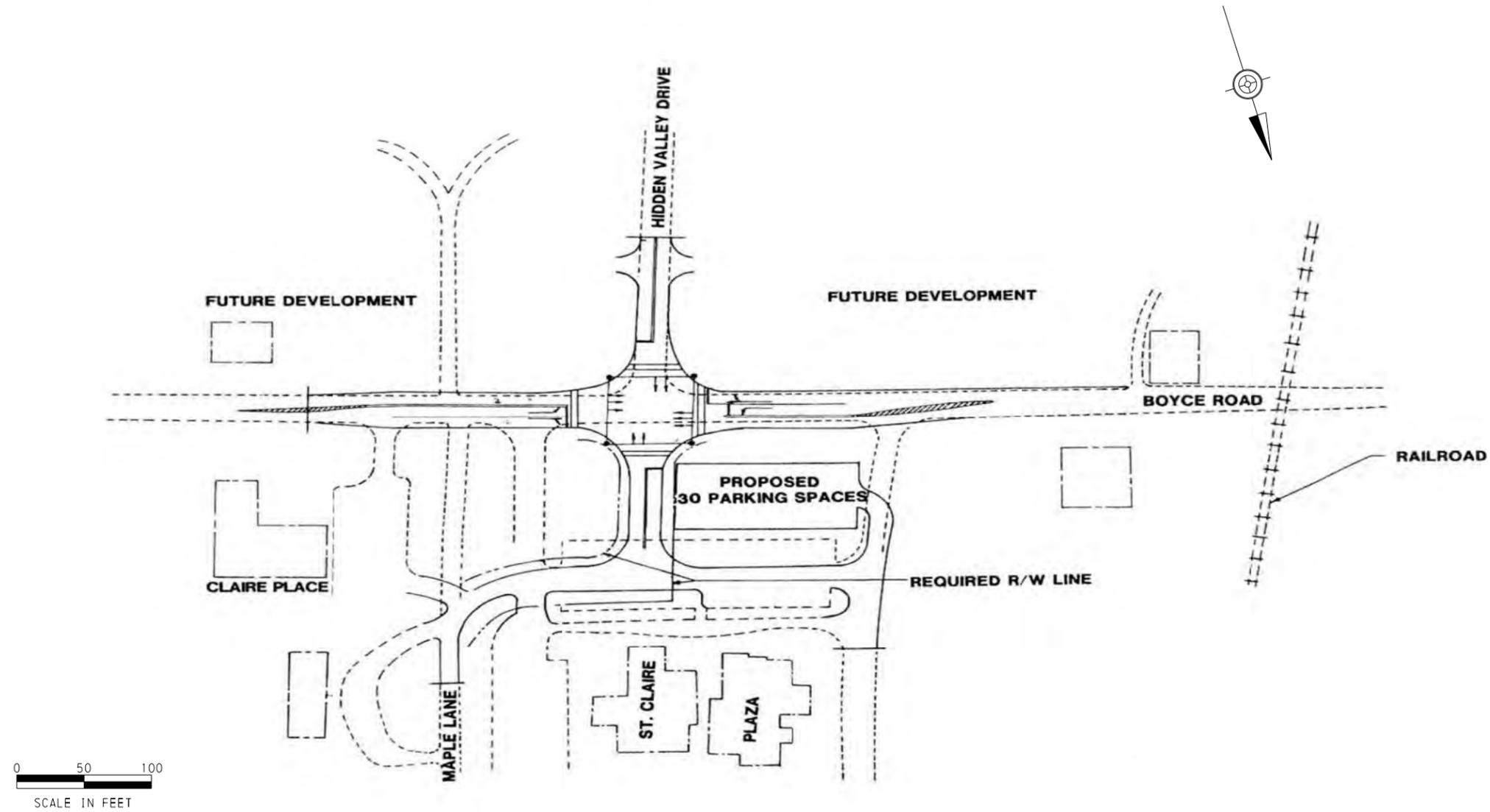
 Transportation Solutions for Today and Tomorrow Twin Towers Suite 400 / 4955 Steubenville Pike Pittsburgh, Pennsylvania 15205 / (412) 490-0630	PROJECT NO. UPPER00 - 12170	FIGURE
	PROJECT: 2015 COMPREHENSIVE PLAN UPDATE TOWNSHIP OF UPPER ST. CLAIR	18
	TITLE: Painters Run Road at McMillan Road / Robb Hollow Road	D.B. <u>TMW</u> C.B. <u>JMD</u> REV. _____



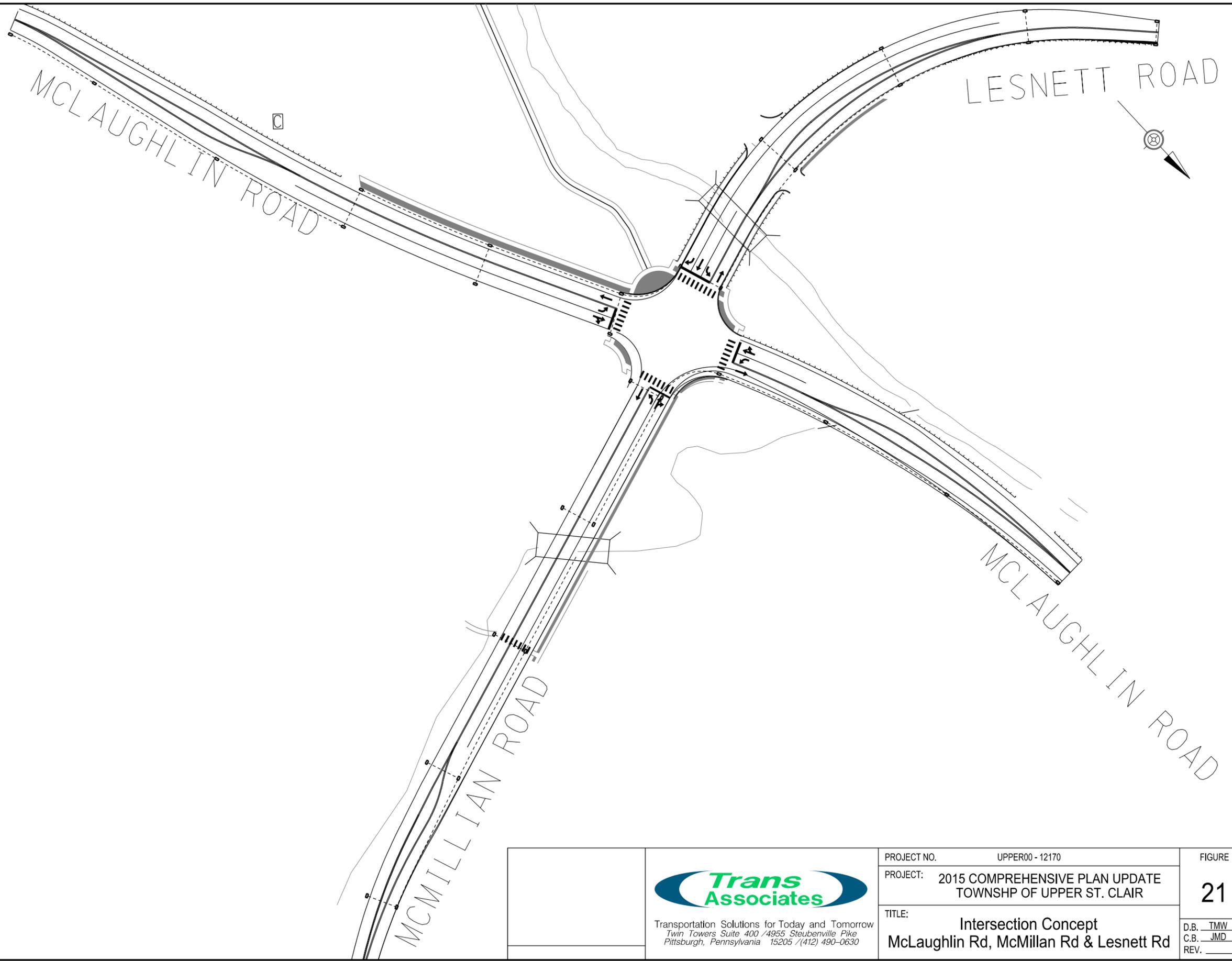
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PROJECT NO.	UPPER00 - 12170
PROJECT:	2015 COMPREHENSIVE PLAN UPDATE TOWNSHIP OF UPPER ST. CLAIR
TITLE:	Bethel Church Road at McMurray Road and Drake Road

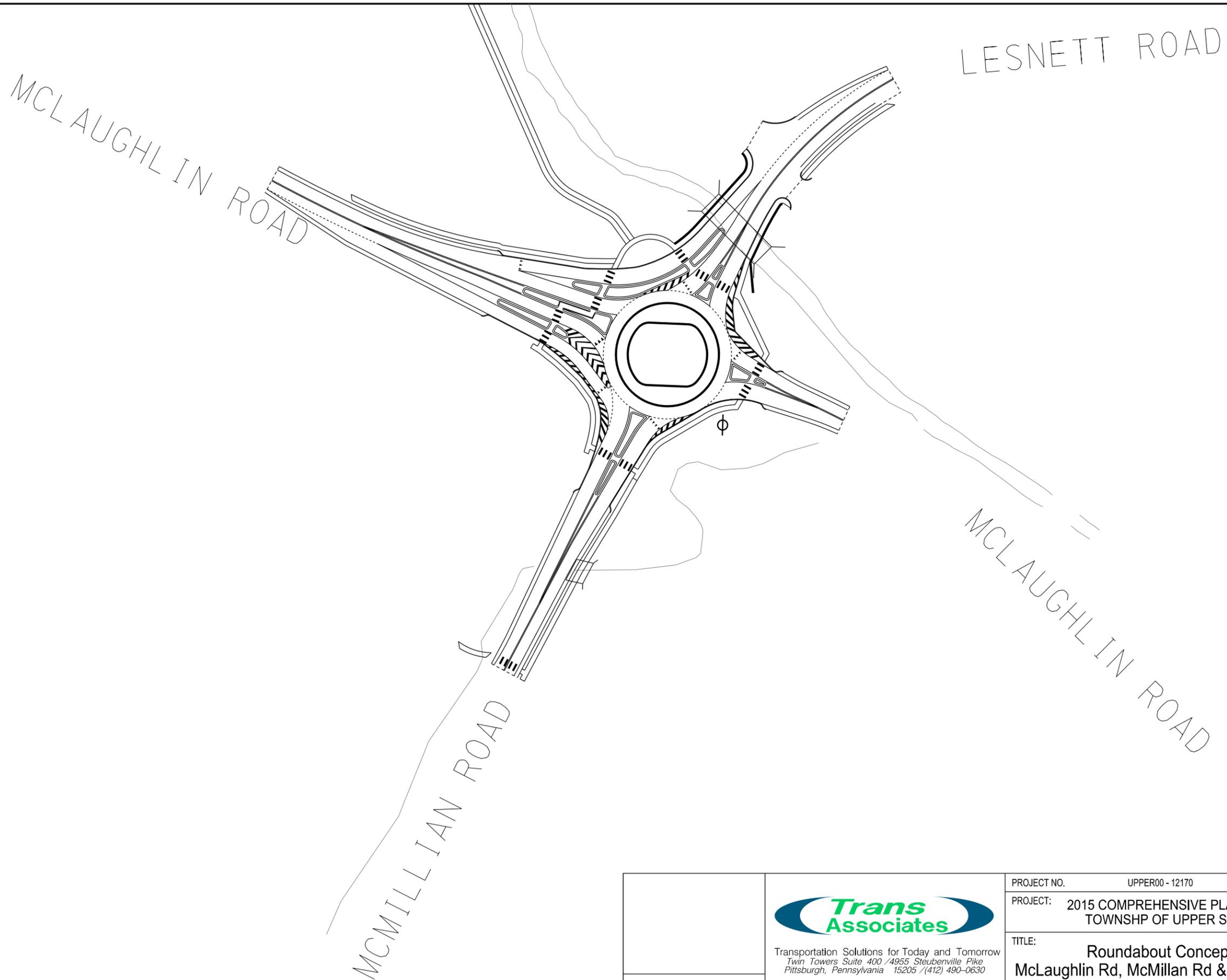
FIGURE	19
D.B.	TMW
C.B.	JMD
REV.	



 Transportation Solutions for Today and Tomorrow Twin Towers Suite 400 / 4955 Steubenville Pike Pittsburgh, Pennsylvania 15205 / (412) 490-0630	PROJECT NO. UPPER00 - 12170	FIGURE
	PROJECT: 2015 COMPREHENSIVE PLAN UPDATE TOWNSHIP OF UPPER ST. CLAIR	20
	TITLE: Boyce Road at Hidden Valley Road	D.B. <u>TMW</u> C.B. <u>JMD</u> REV. _____



 Transportation Solutions for Today and Tomorrow Twin Towers Suite 400 / 4955 Steubenville Pike Pittsburgh, Pennsylvania 15205 / (412) 490-0630	PROJECT NO. UPPER00 - 12170	FIGURE
	PROJECT: 2015 COMPREHENSIVE PLAN UPDATE TOWNSHIP OF UPPER ST. CLAIR	21
	TITLE: Intersection Concept McLaughlin Rd, McMillan Rd & Lesnett Rd	D.B. <u>TMW</u> C.B. <u>JMD</u> REV. _____

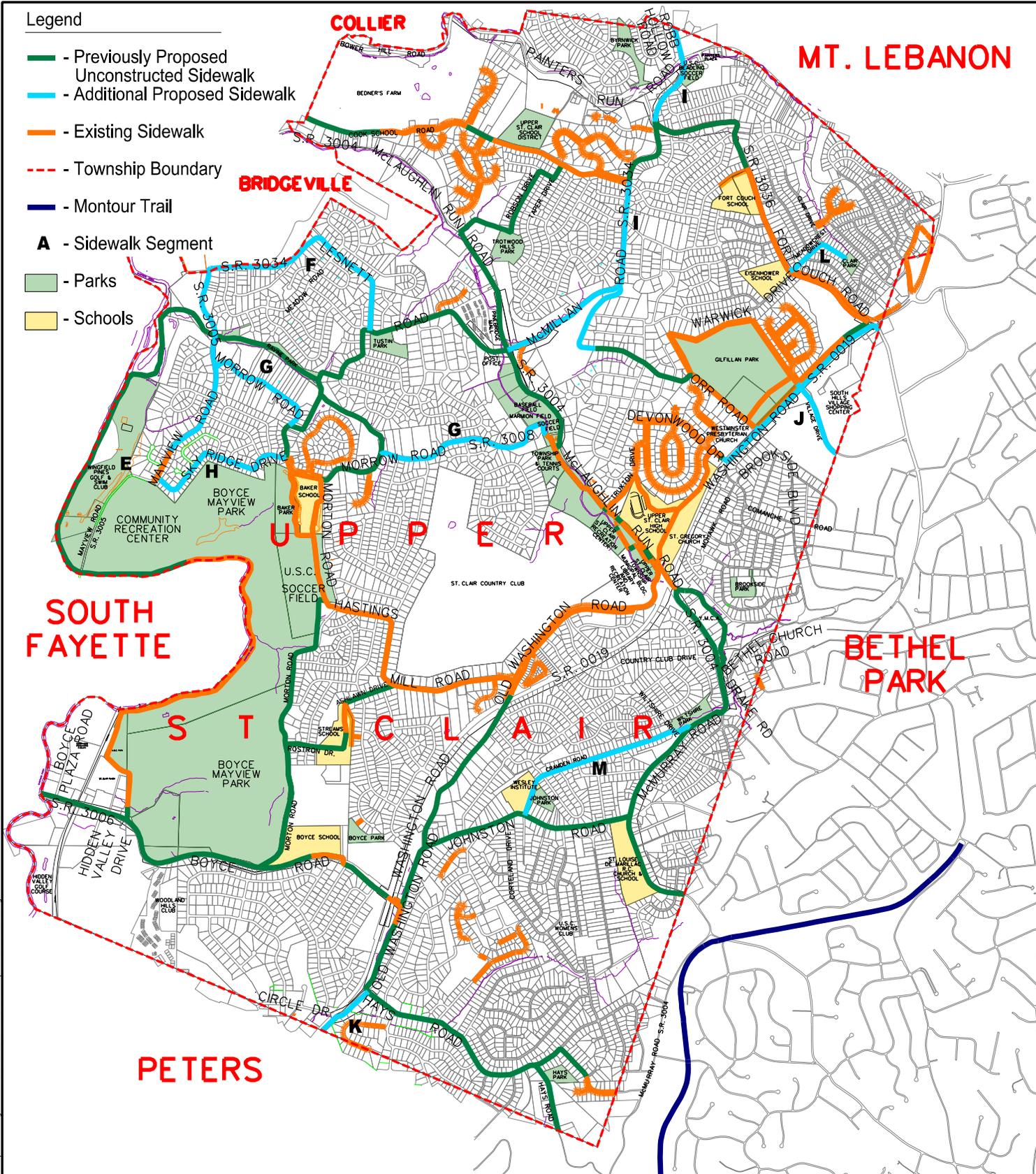


0 50 100 FEET

 Transportation Solutions for Today and Tomorrow Twin Towers Suite 400 / 4955 Steubenville Pike Pittsburgh, Pennsylvania 15205 / (412) 490-0630	PROJECT NO. UPPER00 - 12170	FIGURE
	PROJECT: 2015 COMPREHENSIVE PLAN UPDATE TOWNSHIP OF UPPER ST. CLAIR	22
	TITLE: Roundabout Concept McLaughlin Rd, McMillan Rd & Lesnett Rd	D.B. <u>TMW</u> C.B. <u>JMD</u> REV. _____

Legend

- - Previously Proposed Unconstructed Sidewalk
- - Additional Proposed Sidewalk
- - Existing Sidewalk
- - Township Boundary
- - Montour Trail
- A** - Sidewalk Segment
- Parks
- Schools



SCALE: N.T.S.

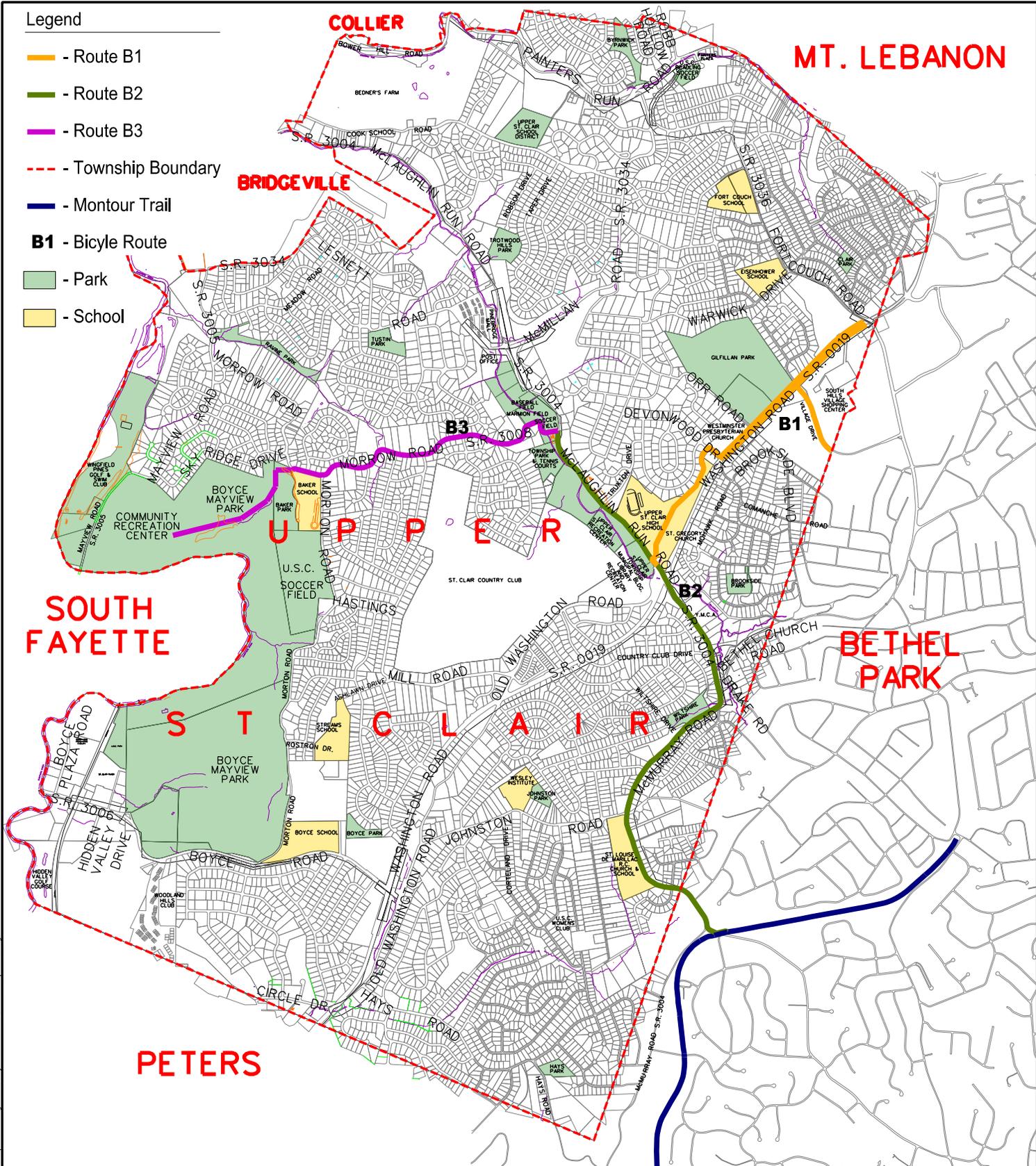


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PROJECT NO.	UPPER00 - 12170	FIGURE	
PROJECT:	Upper St. Clair Township Comprehensive Plan Update	7	
TITLE:	Recommended Pedestrian Facilities 2015 Comprehensive Plan		D.B. <u> TMW </u> C.B. <u> MJM </u> REV. <u> </u>

Legend

-  - Route B1
-  - Route B2
-  - Route B3
-  - Township Boundary
-  - Montour Trail
- B1** - Bicycle Route
-  - Park
-  - School



SCALE: N.T.S.



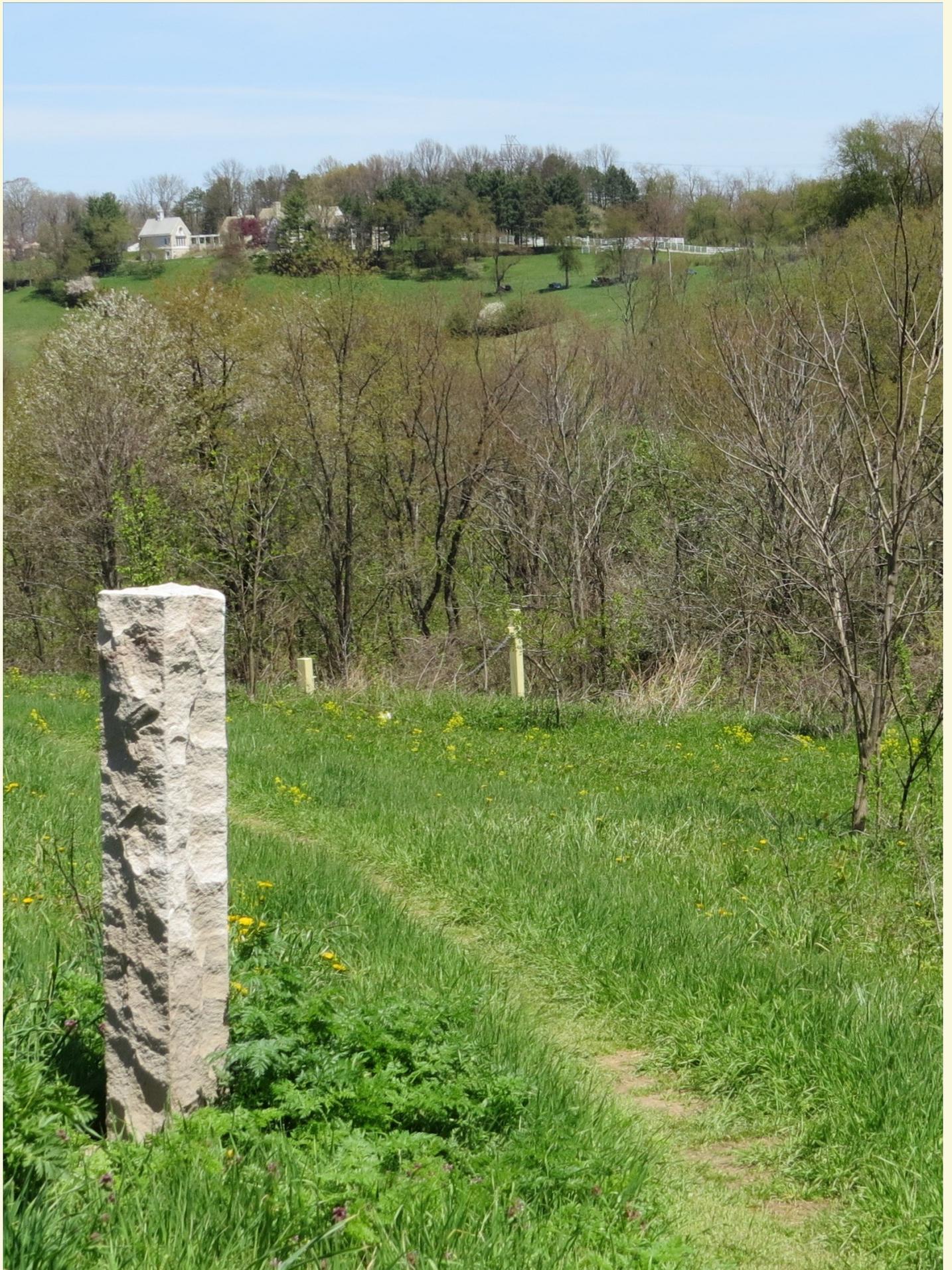
Transportation Solutions for Today and Tomorrow
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 Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO.	UPPER00 - 12170
PROJECT:	Upper St. Clair Township Comprehensive Plan Update
TITLE:	Recommended Bicycle Routes 2015 Comprehensive Plan

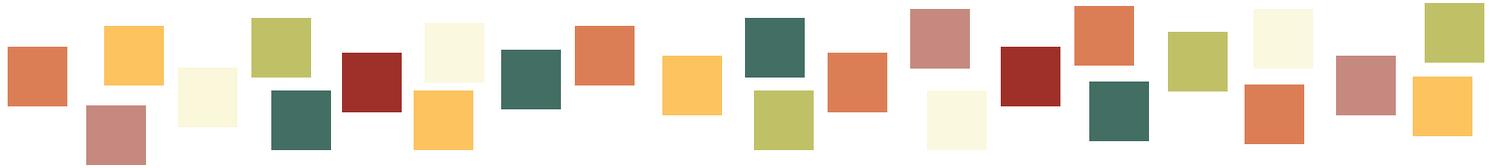
FIGURE

8

D.B. TMW
 C.B. MJM
 REV. _____



Commitment to Outreach



The Township's Commitment to Outreach stems from its strategy to provide its residents with superior communications services. The plan serves as a shared framework and provides overall guidance for how the Township can communicate with residents, employees, and other stakeholders.

To provide a framework to enhance the Township's two-way communications capacity, improve stakeholder relationships, and deliver effective communications programs that help achieve organizational goals, the Township seeks to:

- Provide information that is timely, accurate, clear, accessible and responsive.
- Consider the wide range of communication tools available and use those most appropriately to address the needs associated with each circumstance.
- Work collaboratively across administration and staff to

ensure that information is thorough, factual and timely.

- Respect the access to information and privacy rights of citizens and employees.
- Support opportunities for engagement to inform public policy.
- Strive to achieve a culture of two-way communication and communications excellence practices.

Over a ten-year period, proposed implementation is subject to change so that staff are able to respond to organizational demands and opportunities. The Communication strategies can be framed with the following intended goals:

- Goal 1: To enhance the quality of internal communications.
- Goal 2: To proactively identify issues and respond to them in a timely manner, reducing the likelihood of escalation.
- Goal 3: To support and encourage an engaged

community that is aware of and participates in the public involvement process, and recognizes its role in addressing issues and contributing to municipal policy and solutions.

- Goal 4: To establish and build on mutually beneficial, trustworthy relationships with stakeholders.

The Township's approach to continually evaluate the manner in which it delivers cost-effective solutions to its residents is one of the greatest ways in which the Township continues to seek making a difference in resident lives. Cornerstone to this are integrity, excellence and wellness.

In transforming opportunities for enhanced outreach, the Township aims to ensure a well designed, safe, inclusive, appealing and sustainable system of communication that conveys the municipality's commitment to being economically viable, resilient, diverse and attractive for residents and supporting businesses as well as to further elevate the system by which engagement and communications are coordinated and conveyed.

By focusing on these areas, the Township will continue its best management practices for responding to community expectations and needs.



Spread the Word

About ¼ of Upper St. Clair households responding to the survey receive e-news from the Library and/or the Community Recreation Center.



Tell Me, Tell Me!!

Approximately 2/3 of respondents favor the Township establishing some form of social media outreach.



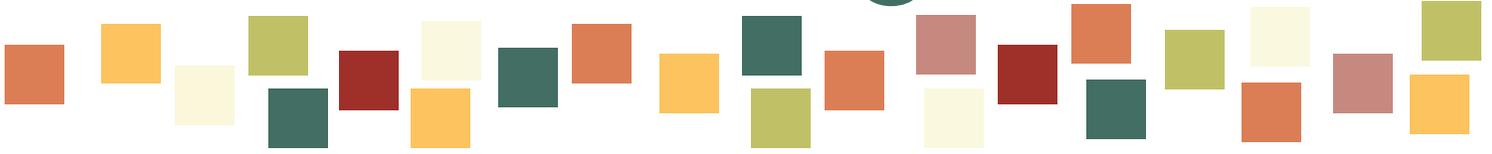
Yes



No



Commitment to Understanding



Overview

Rounding out the Comprehensive Plan, this section illuminates additional feedback, data and information compiled as part of the comprehensive planning process. This information has helped shape strategies and actions for the Township's pursuits. *Demographic information* was examined in context of *public comment* received through meeting discussions, focus group roundtables and the community survey. *Transportation analyses* were further investigated to build on successes of the past decade.

Demographics

To understand what types of residential characteristics have changed over the years and which have remained consistent, an overview was completed that identified and evaluated Upper St. Clair's demographic composition and trends. Data has been generally compiled from 1990, 2000 and 2010 US Census information. Characteristics included within the following summary highlight population, age, households, housing units, income, education, occupation and transportation.

Population

At the time of the 2010 Census' recording, Upper St. Clair experienced a declining population for the first time in 30 years. The population had grown for the 20 previous years, however, the rate of growth had been slowing. In 1980, the population totaled nearly 19,000 residents. Over the next decade, an increase of 3.5% brought the population to about 19,600 residents.

During the next decade, an additional increase of slightly less than 2% has brought the population to just over 20,000 people in the year 2000. By 2010, the population had decreased by over 4% to 19,200 people. Upper St. Clair's loss of 4% of its population between 2000 and 2010 is slightly greater than the population loss of Bethel Park and Bridgeville. Mt. Lebanon's population effectively stayed the same. However, South Fayette and Peters both experienced an increase of about 20% of their population in the same period.

Table 1: Population (1980-2010)

Community	1980	1990	% Change (1980-1990)	2000	% Change (1990-2000)	2010	% Change (2000-2010)
Municipality of Bethel Park	34,755	33,823	(-2.7%)	33,556	(-0.8%)	32,313	-3.7%
Bridgeville Borough	6,154	5,445	(-11.5%)	5,341	(-1.9%)	5,148	-3.6%
Municipality of Mt. Lebanon	34,414	33,362	(-3.1%)	33,017	(-1.0%)	33,137	0.4%
Peters Township	13,104	14,467	10.4%	17,566	21.4%	21,213	20.8%
South Fayette Township	9,707	10,329	6.4%	12,271	18.8%	14,416	17.5%
Upper St. Clair Township	19,023	19,692	3.5%	20,053	1.8%	19,229	-4.1%

Table 2: Race

Over the previous decade, the racial diversity has increased in Upper St. Clair and in all surrounding communities.

Community	1990		2000		2010	
	% Caucasian	% Non-Caucasian	% Caucasian	% Non-Caucasian	% Caucasian	% Non-Caucasian
Municipality of Bethel Park	98%	2%	97%	3%	96%	4%
Bridgeville Borough	96%	4%	94%	6%	92%	8%
Municipality of Mt. Lebanon	98%	2%	96%	4%	94%	6%
Peters Township	99%	1%	98%	2%	96%	4%
South Fayette Township	92%	8%	94%	6%	92%	8%
Upper St. Clair Township	96%	4%	95%	5%	92%	8%

Age Distribution

In comparison to most surrounding municipalities (except for Bethel Park and Bridgeville) and many throughout Southwestern Pennsylvania, Upper St. Clair has a higher median age. Upper St. Clair's median age of 44.3 in the year 2010 is higher than Allegheny County's 41.3-year median and Washington County's median of 43.6 years.

Community	2000	2010
	Median Age (years)	Median Age (years)
Municipality of Bethel Park	42.1	46.1
Bridgeville Borough	43.8	45.4
Municipality of Mt. Lebanon	41.8	43.8
Peters Township	40.6	43.0
South Fayette Township	39.3	41.0
Upper St. Clair Township	42.0	44.3

School Aged Children

The total number of school-aged children in Upper St. Clair declined with the overall population between 2000 and 2010. There were 4,500 school age residents between the ages of 5 and 19 years in 2000 and just over 4,300 of the same population group in 2010. Over the past decade, in comparing the three school-aged groups, the percentage of elementary school children in Upper St. Clair has dropped from 43% of the overall school-aged population to 41% of the overall school-aged population. The overall percent of high school students increased by 3% of the overall population in this same time period. This trend is similar for almost all of the surrounding municipalities

Table 4: School-aged Children (% of Total School Age Children)

		% of School Age Children			Total Students
		Elementary (5-11 years)	Middle School (12-14 years)	High School (15-18 years)	
1990	Municipality of Bethel Park	42%	31%	27%	5,247
	Bridgeville Borough	36%	30%	34%	659
	Municipality of Mt. Lebanon	42%	30%	28%	5,035
	Peters Township	42%	31%	28%	2,756
	South Fayette Township	42%	31%	27%	1,553
	Upper St. Clair Township	39%	32%	29%	4,052
2000	Municipality of Bethel Park	43%	32%	26%	6,369
	Bridgeville Borough	45%	30%	26%	733
	Municipality of Mt. Lebanon	45%	31%	24%	6,260
	Peters Township	45%	31%	24%	4,061
	South Fayette Township	47%	29%	24%	1,966
	Upper St. Clair Township	43%	32%	25%	4,568
2010	Municipality of Bethel Park	41%	31%	29%	5,396
	Bridgeville Borough	43%	31%	27%	753
	Municipality of Mt. Lebanon	44%	30%	26%	6,064
	Peters Township	44%	32%	24%	5,057
	South Fayette Township	48%	29%	22%	2,704
	Upper St. Clair Township	41%	31%	28%	4,384

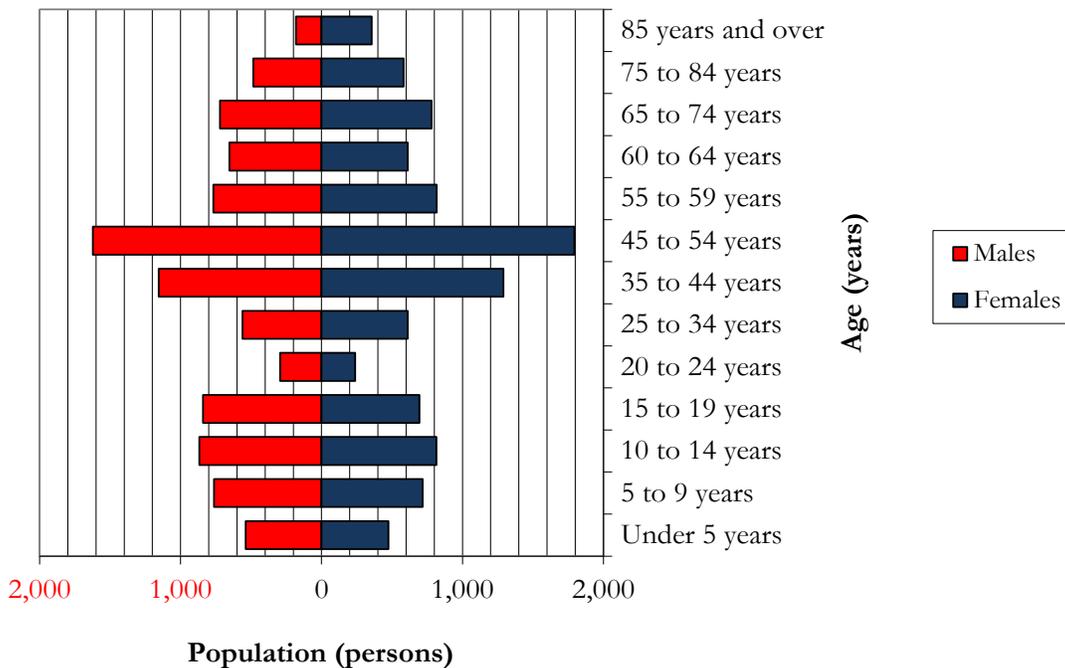
In Upper St. Clair, the number of residents aged 65+ years rose almost four-fold in the last forty years. However, there was a slight decline between 2000 and 2010. In most areas of Southwestern Pennsylvania, the number of seniors is increasing due to advancements in medical technology, employment shifts and

demographic trends. A rise in Upper St. Clair's proportion of seniors could indicate that the provision of senior housing and other services for seniors will become more important in future years.

Table 5: Age Distribution: Upper St. Clair (1970-2010)

Age Range (years)	1970	1980	1990	2000	2010
Total Population	15,411	19,023	19,692	20,053	19,229
Under 5 years	6.9%	5.6%	8.4%	6.0%	5.3%
5-19 years	n/a	30.7%	22.1%	24.2%	24.4%
20-34 years	n/a	15.8%	14.2%	9.1%	8.9%
35-54 years	n/a	32.3%	33.2%	33.9%	30.5%
55-64 years	8.9%	10.5%	11.7%	10.4%	14.8%
65-74 years	3.6%	3.5%	6.6%	8.0%	7.8%
75 years and over	1.6%	1.7%	3.9%	8.4%	8.3%
Median Age (years)	30.0	33.7	38.0	42.0	44.3

Chart 2: Upper St. Clair Population Cohorts (2010)



Household Comparison

A household, according to the U.S. Census, includes all the people who occupy a housing unit as their usual place of residence. While Upper St. Clair's population decreased approximately 4% between 2000 and 2010, the number of households decreased only slightly. This trend is consistent with the decrease in the number of people per household in Upper St. Clair and with regional and national patterns. In 2000 and 2010, the average household size in Upper St. Clair was 2.81

people; in 1990, the Township’s average household size was 2.96 persons. These averages are equal to or above the median household sizes measured in all of Upper St. Clair’s surrounding communities during the same years. According to the U.S. Census, household occupants can be classified as either “family” or “non-family”. Family households include a householder and one or more other household members who are related to the householder by birth, marriage or adoption. Non-family households include householders living alone and groups of unrelated people living in a single household. A householder is simply the member, or one of the members, of a household in whose name the home is owned, being bought, or rented. Compared to its neighboring communities, and to Allegheny County as a whole, Upper St. Clair has a similar portion of non-family households. Non-family households characterized 16% of Upper St. Clair households in 2010.

Household Income

In comparison to its neighbors, Upper St. Clair possesses the highest percentage of households with an income of \$150,000 or more. The median household income was \$113,838 in 2010 (up from \$87,500 in 2000). In comparison, the Allegheny County median household income in 2010 was just under \$47,000 while the Pennsylvania median was over \$50,000 and the national median was nearly \$52,000.

The median household income in Upper St. Clair increased by 30% between 2000 and 2010. As a percentage, the Upper St. Clair increase was greater than that measured in Allegheny County as a whole; most of Upper St. Clair’s neighbors had similar increases. This increase was slightly above the Consumer Price Index cumulative inflation of 28% during the same period.

Table 6: Household Income, 2010

Housing Units

The U.S. Census defines a housing unit as a house, apartment, mobile home or trailer group of rooms, or a single room that is occupied as a separate living quarter, or, if vacant is intended for occupancy as a separate living quarter. Between 2000 and 2010 the total number

of housing units in Upper St. Clair increased 3% while the population decreased by 4%. In each of the communities surrounding Upper St. Clair, more than 93% of the housing units were occupied. Upper St. Clair, at a 96% housing occupancy rate and Peters Township with a 97% occupancy rate, have the lowest vacancy rates of all surrounding communities in 2010.

Table 6: Average Household Income

2010 Community	Income			
	\$0 to \$24,999	\$25,000 to \$74,999	\$75,000 to \$149,999	\$150,000 or more
Municipality of Bethel Park	12%	47%	32%	10%
Bridgeville Borough	32%	49%	14%	5%
Municipality of Mt. Lebanon	17%	33%	29%	22%
Peters Township	7%	30%	36%	27%
South Fayette Township	14%	38%	34%	14%
Upper St. Clair Township	6%	26%	33%	34%

In comparison to the communities that surround it, Upper St. Clair also has a high percentage of owner-occupied housing units. In 1990, 93% of Upper St. Clair's occupied housing units were inhabited by owners; in 2000 and 2010, 92% of Upper St. Clair housing units were owner-occupied. In each of the surrounding communities in 2010, between 62-94% of their housing units were owner-occupied.

Table 7: Household Occupancy

Community	1990		2000		2010	
	Occupied	Vacant	Occupied	Vacant	Occupied	Vacant
Municipality of Bethel Park	98%	2%	96%	4%	95%	5%
Bridgeville Borough	95%	5%	96%	4%	93%	7%
Municipality of Mt. Lebanon	96%	4%	97%	3%	94%	6%
Peters Township	97%	3%	97%	3%	97%	3%
South Fayette Township	97%	3%	96%	4%	95%	5%
Upper St. Clair Township	97%	3%	98%	2%	96%	4%

Community	1990		2000		2010	
	Owner	Renter	Owner	Renter	Owner	Renter
Municipality of Bethel Park	81%	19%	79%	21%	79%	21%
Bridgeville Borough	68%	32%	63%	37%	62%	38%
Municipality of Mt. Lebanon	74%	26%	73%	27%	71%	29%
Peters Township	92%	8%	94%	6%	94%	6%
South Fayette Township	71%	29%	76%	24%	77%	23%
Upper St. Clair Township	93%	7%	92%	8%	92%	8%

**Table 8: Tenure
Housing Characteristics**

Single-family detached homes are the predominant type of housing in Upper St. Clair. In 2010, 90% of housing units were detached 1-unit structures and an additional 3% were attached 1 or 2-unit structures. Upper St. Clair’s residential neighborhoods also are comprised of primarily single-family homes; in 2010, detached single-family dwellings made up 58-90% of the housing units in each of the surrounding communities.

In comparison, Bridgeville Borough has the greatest proportion of multi-unit dwellings. In 2010, over 25% of Bridgeville’s total dwelling units were in structures with 3 or more units. Mt. Lebanon, South Fayette and Bethel Park also offer a significant number of multi-unit structures.

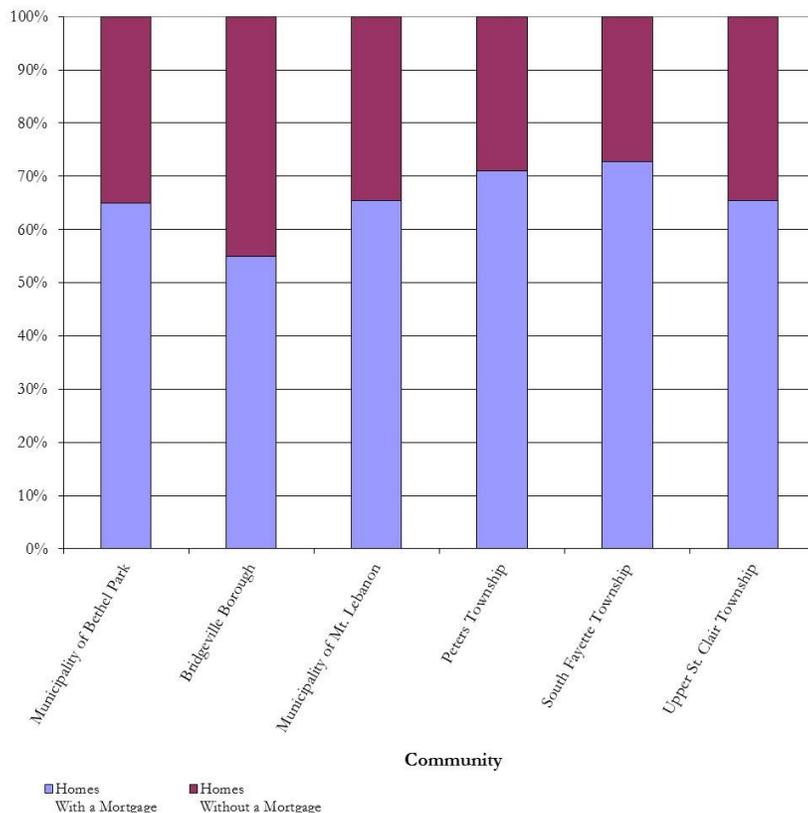


Table 9: Housing Type (Number of Units)

Community	Total Housing Units	1-Unit, Detached	1-unit, Attached or 2 Units	3 to 9 Units	10 or More Units
Municipality of Bethel Park	13,523	76%	6%	2%	15%
Bridgeville Borough	2,654	67%	9%	11%	14%
Municipality of Mt. Lebanon	14,447	68%	9%	6%	17%
Peters Township	7,322	90%	7%	2%	0%
South Fayette Township	5,876	58%	21%	9%	11%
Upper St. Clair Township	7,098	90%	3%	1%	5%

Additional Housing Characteristics

Nearly 50% of housing structures in Upper St. Clair were built between 1960 and 1979. In contrast, a majority of homes in Peters and South Fayette have been constructed after 1980. Mt. Lebanon and Bridgeville have the oldest housing stock of all communities analyzed.

Between 1990 and 2010, the median housing value in Upper St. Clair increased by 86%, from about \$138,700 to \$152,700. Between 2000 and 2010, the median housing value increased by 38%. During this same time period, the Consumer Price Index (CPI) increased by about 28%. Most housing values within Pennsylvania and the United States appreciated more rapidly than those in Upper St. Clair from 2000 to 2010. While this could be a one-decade instance, it is possible that Upper St. Clair's rate of housing value increase could be beginning to steadily slow or level off as seen in other surrounding communities that are approaching development build-out. Upper St. Clair's increase in housing values outpaced its neighboring communities except for South Fayette and Peters Township, which each had increases of approximately 50%.

The majority of homeowners in Upper St. Clair pay a monthly mortgage of \$2000 or more. Upper St. Clair and Peters Township have the highest average mortgage payment of the six communities with 95% of the mortgage payments in Upper St. Clair over \$1000 per month.

Table 10: Year Housing Structure Built

Community	Year Housing Structure Built (%)				
	2005 of later	1980 to 2004	1960 to 1979	1940 to 1959	1939 or earlier
Municipality of Bethel Park	2%	20%	37%	34%	8%
Bridgeville Borough	0%	6%	33%	38%	23%
Municipality of Mt. Lebanon	1%	11%	18%	37%	35%
Peters Township	7%	40%	29%	21%	4%
South Fayette Township	7%	49%	24%	9%	12%
Upper St. Clair Township	1%	21%	49%	25%	4%

Table 11: Housing Value (2000)

Geography	Percent of Total Units					Median (dollars)
	Specified owner-occupied units; Value; Less than \$50,000; Percent	Specified owner-occupied units; Value; \$50,000 to \$99,999; Percent	Specified owner-occupied units; Value; \$100,000 to \$149,999; Percent	Specified owner-occupied units; Value; \$150,000 to \$199,999; Percent	Specified owner-occupied units; Value; \$1,000,000 or more; Percent	
Municipality of Bethel Park	2%	33%	44%	16%	0%	\$116,000
Bridgeville Borough	14%	66%	17%	3%	0%	\$78,900
Municipality of Mt. Lebanon	1%	16%	37%	21%	0%	\$145,000
Peters Township	1%	10%	20%	24%	0%	\$189,100
South Fayette Township	5%	36%	23%	19%	0%	\$118,000
Upper St. Clair Township	1%	8%	26%	29%	0%	\$174,900

Table 12: Change in Median Housing Value

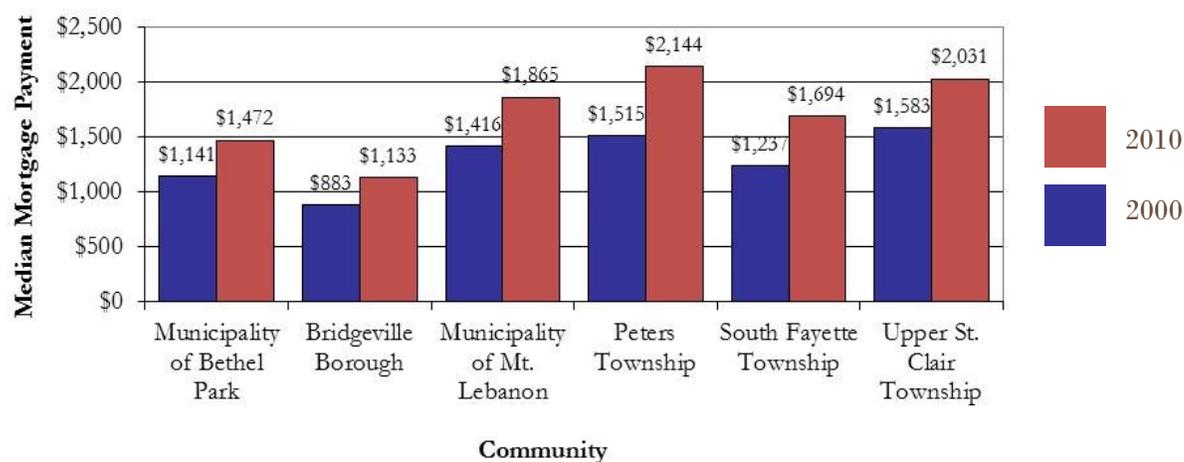
Community	2010 Median (Dollars)	2000 Median (Dollars)	1990 Median (Dollars)	Change in Median Value (1990-2010)	Change in Median Value (2000-2010)
Municipality of Bethel Park	\$152,700	\$116,000	\$82,200	86%	32%
Bridgeville Borough	\$104,100	\$78,900	\$57,000	83%	32%
Municipality of Mt. Lebanon	\$195,100	\$145,000	\$103,600	88%	35%
Peters Township	\$284,800	\$189,100	\$124,500	129%	51%
South Fayette Township	\$176,600	\$118,000	\$64,400	174%	50%
Upper St. Clair Township	\$241,000	\$174,900	\$138,700	74%	38%

* Based upon specified owner-occupied units

Table 13: Mortgage Comparison

Community	Mortgage Payment				Homes With a Mortgage	Homes Without a Mortgage
	Less than \$499	\$500 to \$999	\$1,000 to \$1,999	\$2,000 or More		
Municipality of Bethel Park	1%	14%	67%	18%	65%	35%
Bridgeville Borough	2%	27%	55%	6%	55%	45%
Municipality of Mt. Lebanon	1%	8%	49%	43%	65%	35%
Peters Township	0%	7%	37%	56%	71%	29%
South Fayette Township	0%	18%	48%	34%	73%	27%
Upper St. Clair Township	0%	5%	44%	51%	66%	35%

Chart 3: Mortgage (2010)



Educational Attainment

98% of Upper St. Clair residents have at least a high school diploma. Nearly 55% have a bachelor’s degree or some college classes. This educational attainment level is high in comparison to Allegheny County, State and national rates.

Upper St. Clair and Mt. Lebanon have the highest educational attainment levels among the communities analyzed.

Table 14: Educational Attainment

Community	(Persons 25 years and older)			
	Less than High School Education	High School Graduate (or Equivalency)	Some College, Associate or Bachelor's Degree	Graduate or Professional Degree
Municipality of Bethel Park	5%	28%	54%	14%
Bridgeville Borough	10%	39%	45%	5%
Municipality of Mt. Lebanon	2%	15%	54%	28%
Peters Township	4%	17%	55%	24%
South Fayette Township	6%	28%	48%	19%
Upper St. Clair Township	2%	13%	55%	30%

Occupation

In the U.S. Census, information on occupation describes the kind of work a person does on the job. Information on industry, also compiled as part of the U.S. Census, relates to the kind of business conducted by a person’s employing organization. In 2010, the majority of Upper St. Clair residents were employed by businesses engaged in the professional/business/ education industries.

Chart 4: The Township of Upper St. Clair Occupation Distribution (2010)



Table 15: Occupation

	Municipality of Bethel Park	Bridgeville Borough	Municipality of Mt. Lebanon	Peters Township	South Fayette Township	Upper St. Clair Township
Agriculture, Forestry, Fishing and Hunting, and Mining	0%	0%	0%	1%	1%	1%
Construction	6%	4%	3%	5%	5%	4%
Manufacturing	6%	9%	8%	10%	10%	13%
Wholesale Trade	4%	2%	4%	3%	4%	2%
Retail Trade	12%	16%	10%	13%	12%	9%
Transportation and Warehousing, and Utilities	6%	4%	3%	4%	6%	4%
Information	3%	2%	3%	2%	4%	2%
Finance, Insurance, Real Estate, and Rental and Leasing	11%	10%	12%	11%	7%	13%
Professional, Scientific, Management, Administrative, and Waste Management Services	14%	11%	17%	12%	10%	17%
Educational, Health and Social Services	26%	29%	26%	23%	28%	25%
Arts, Entertainment, Recreation, Accommodation and Food Services	7%	8%	8%	6%	7%	5%
Other Services (except public administration)	4%	4%	4%	7%	5%	4%
Public Administration	2%	1%	3%	3%	4%	3%

Transportation

In comparison to all surrounding communities, Upper St. Clair has average commuting statistics as related to those who drive alone, carpool, take public transportation and work at home.

Commute times in Upper St. Clair have generally increased over the last decade after a decrease in the preceding decade. In comparison, commute times in the other communities have decreased. The residents of Upper St. Clair spend about the same amount of time commuting as residents of the surrounding communities except for Bridgeville.

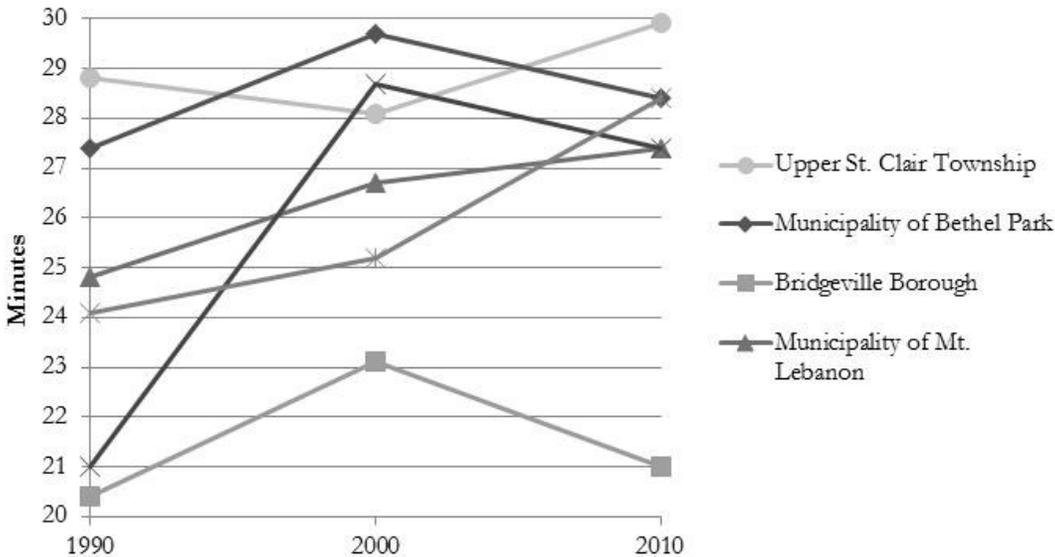
Table 16: Transportation To and From Work

Community	Drove Alone	Carpooled	Used Public Transportation (including taxicab)	Walked or Other Means	Worked at Home
Municipality of Bethel Park	78%	7%	10%	2%	3%
Bridgeville Borough	77%	12%	4%	5%	2%
Municipality of Mt. Lebanon	69%	9%	14%	3%	5%
Peters Township	83%	5%	3%	2%	7%
South Fayette Township	87%	7%	3%	1%	2%
Upper St. Clair Township	81%	6%	7%	1%	5%

Table 17: Average Travel Time to Work

Community	Average Travel Time to Work (minutes)		
	1990	2000	2010
Municipality of Bethel Park	27.4	29.7	28.4
Bridgeville Borough	20.4	23.1	21
Municipality of Mt. Lebanon	24.8	26.7	27.4
Peters Township	21	28.7	27.4
South Fayette Township	24.1	25.2	28.4
Upper St. Clair Township	28.8	28.1	29.9

Chart 5:



Public Comment

In line with previous planning efforts, the Township received feedback from nearly one quarter of all households in the community. This type of support for community planning aids in providing realistic recommendations and strategies for Township action. A full copy of survey responses and detailed comments, as distributed online in 2013 and 2014 as well as mailed to all Township households in 2014, are bound as part of the Plan's supplemental information. Furthermore, public outreach and meetings were held in 2013, 2014 and 2015 with the Township Planning Commission, visits to seasonal community-wide events (e.g. The Bounty) and with the Board of Commissioners.

Community Survey

Key findings from the thousands of survey submissions include:

- 70% of survey respondents have resided in the Township for more than a decade.
- The two age groups most represented in the survey are those between 45-54 and 5-14 years of age. The least represented age groups are Under 5 and 20-24 years of age.
- Most residents identified viewing Upper St. Clair Today and the Almanac to receive community news. About 1/2 respondents receive news from the Township's web site and 15% view Cable Channel 7 for such news.
- Approximately 2/3 of respondents favor the Township establishing some form of social media outreach.
- About ¼ of Upper St. Clair households responding to the survey receive e-news from the Library and/or the Community Recreation Center.
- The three top reasons today's residents select Upper St. Clair include: school, housing style available and location to employment.
- More than 90% of respondents expressed they are satisfied or very satisfied with Upper St. Clair as a place to live. (3.5 % have dissatisfaction and 5% are neutral)
- Public Safety and Public Works services each received a 98% positive ranking (including 4% neutral opinion). All other services (administration, community development, recreation and leisure services, library) each received a 90% or greater positive ranking from respondents.
- Of 5 areas of potential capital improvements, residents ranked 3 transportation-related improvements as the highest priority improvements followed by improvements to sanitary and stormwater facilities and, lastly, park and recreation facility improvements.
- Nearly 40% of households utilize sidewalks and/or trails in the Township weekly; the most important pedestrian-accessible destinations are neighborhood parks and closely followed by schools. Residents expressed their most desired improvements within the Township's park and recreation system is walking facilities within the parks.
- Of the residents desiring improvements to the Township's neighborhood park and recreation facilities, requested highest priority items are trail/walking facilities followed by swimming pools, picnic shelters and dog park facilities.
- About 60% of those responding to the survey answered the question related to recommendations for Community Recreation Center capital improvements. A wide variety—both small and large-scale—of improvements were suggested.
- Nearly all survey respondents can be found at the library on a weekly (15%) or monthly (26%) basis; a majority of people visit to borrow materials (85%)
- Neighborhood delis/cafés and up-scale restaurants are businesses residents would like to see more of in the Township and or surrounding area.
- Slightly more than 1/3 of households believe the housing the current variety and affordability of housing in Upper St. Clair will meet household needs at retirement.

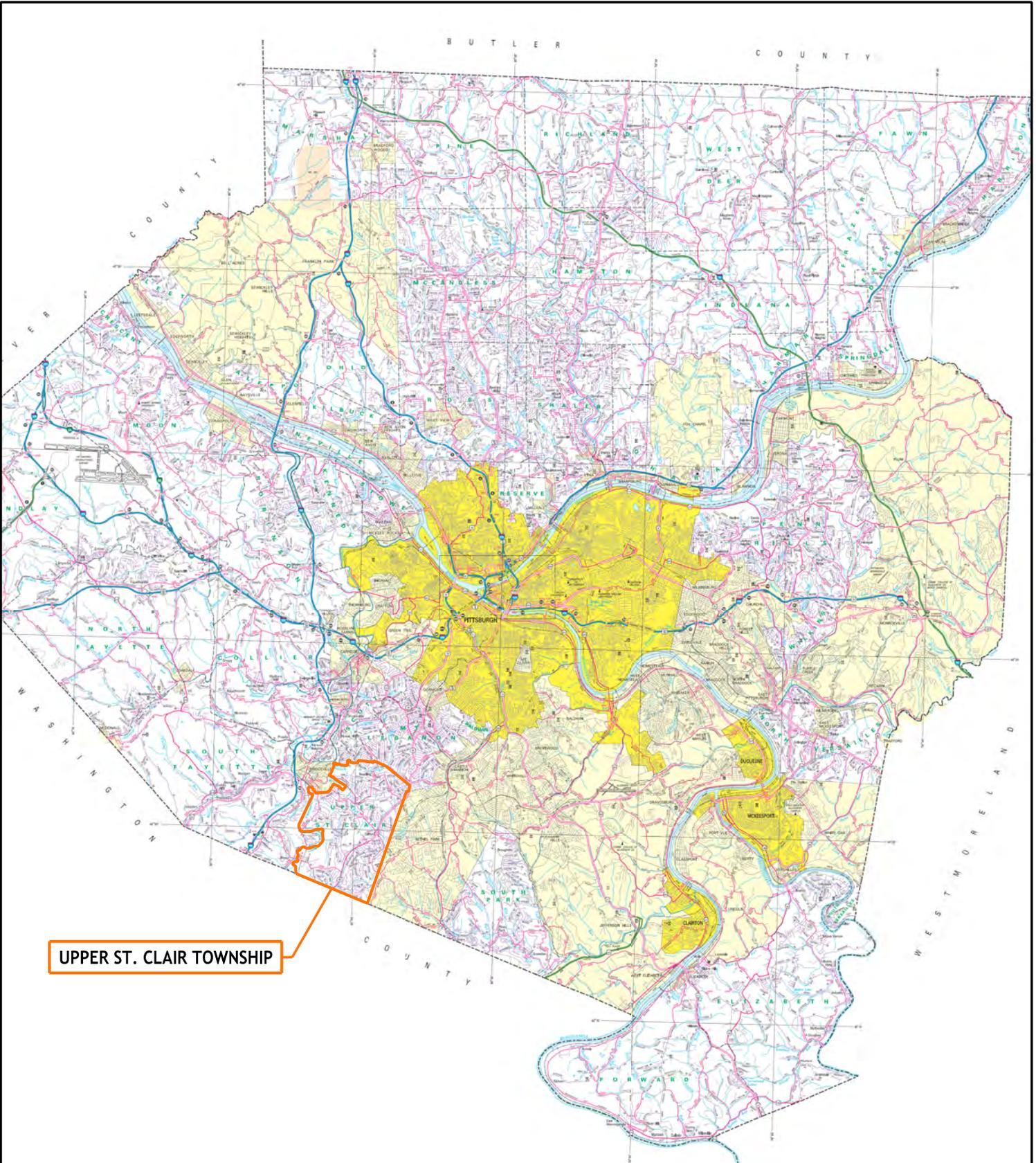
Focus Group Feedback

The Township engaged a number of Focus Groups in November 2013 within the Comprehensive planning process. Topics that Focus group members addressed and emphasized include:

- The enthusiasm and passion that exists for the Township as a community is one of its hallmarks. People come together to get things accomplished. The volunteer base to complement Township services continues to exceed expectations.
- Upper St. Clair has vitality; from a business perspective more business has the opportunity to come.
- The Township's location with accessibility between Route 19 and I-79 is one key to our success and has created a loyal marketplace.
- The transformation of the Mall has been significant.
- When people think of the Township they think of high standards and education. The community is perceived as a sought-after market place. There is a significant amount of home (square footage) that can be purchased for a reasonable price. Crime and (municipal) cost of living is extremely low; graduation rates, household income, amenities are plentiful.
- Neighborhoods are identifying elements of the community.
- Resource spending is thoughtful and judicious. Balancing resources with desires, dollars and available time are on-going opportunities that exist for Township Administration. The School District and the Township are two separate entities as are their spending resources but that is not always understood by residents. Cooperation between the two entities is important.
- Stormwater management and public sewer upgrades are very high price items that will impact resident costs of living. The impact of these projects is sourced from entities outside of the Township but the issues are perceived as municipal expenses. Ways in which the Township can aid in educating residents about this regional issue may be beneficial.
- Staff support, preparation and respect of the community is evident in all departments and actions.
- There are activities for all ages and abilities here that are unmatched to other places in the region.
- Dealing with technology and future municipal facilities is anticipated to be at the forefront of upcoming capital improvement efforts.
- Communication is one area of Township services that has room for enhancement. Strategies to optimize the methods, timing, costs and coordination could be pursued to take 100% advantage of what exists now as well as what it would take to reach the next level of service.
- Library services are continuing to increase in circulation and impact.
- Sidewalks and pedestrian connectivity are amenities that should continue to be expanded and tie together in logical places. Opportunity exists to connect major destinations together
- Parks are a destination for many.
- Sustainability is something the Township is addressing proactively and continuing to excel in performance.

Additional Supporting Information/Reference





UPPER ST. CLAIR TOWNSHIP



SCALE: N.T.S.



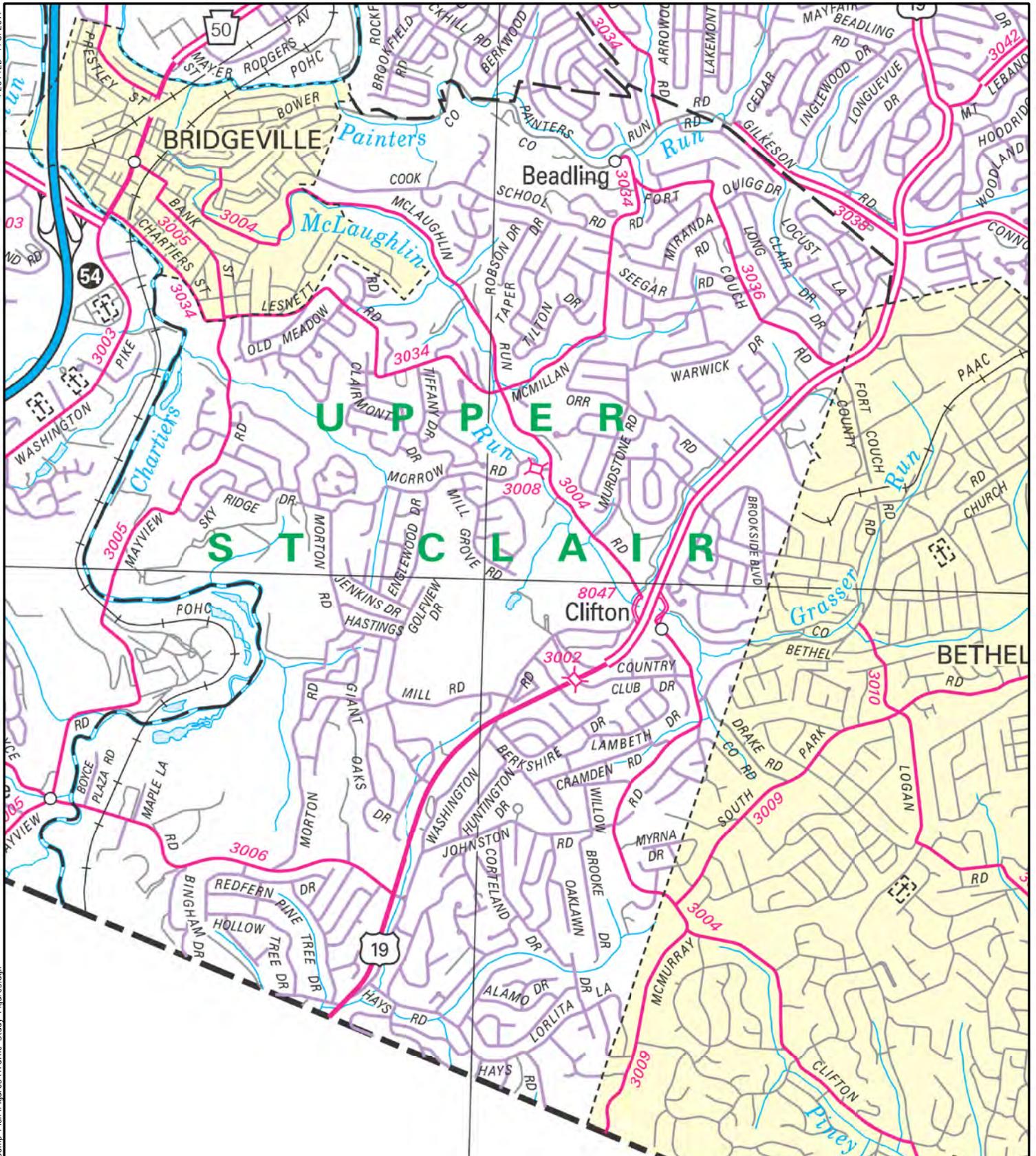
Transportation Solutions for Today and Tomorrow
 Twin Towers Suite 400 / 4955 Steubenville Pike
 Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO. UPPER00 - 12170
 PROJECT: Upper St. Clair Township
 Comprehensive Plan Update
 TITLE: Regional Map

FIGURE

1

D.B. TMW
 C.B. CTZ
 REV. _____



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PROJECT: Upper St. Clair Township Comprehensive Plan Update

TITLE: Township Map

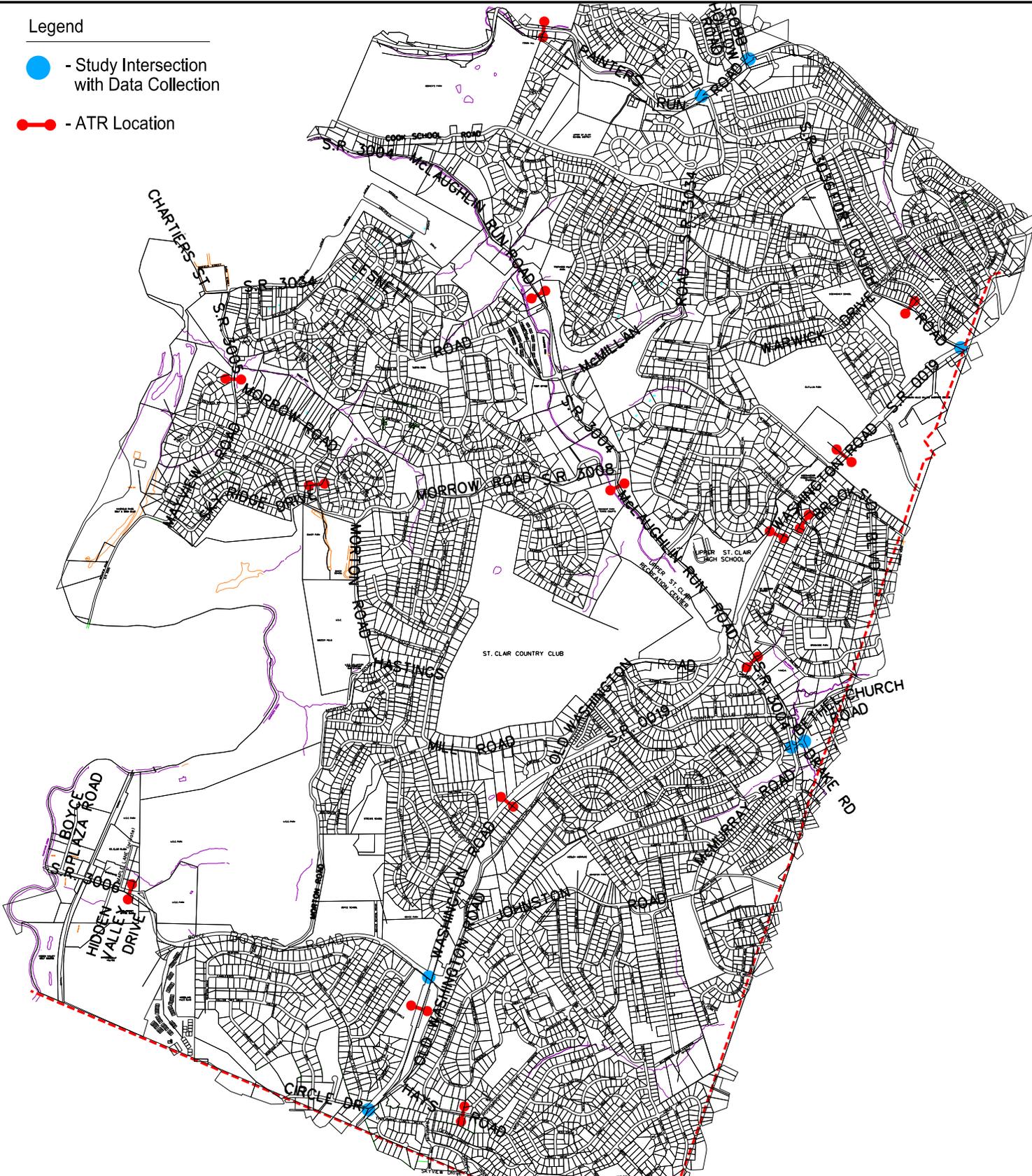
FIGURE

2

D.B. TMW
 C.B. CTZ
 REV. _____

Legend

-  - Study Intersection with Data Collection
-  - ATR Location



SCALE: N.T.S.



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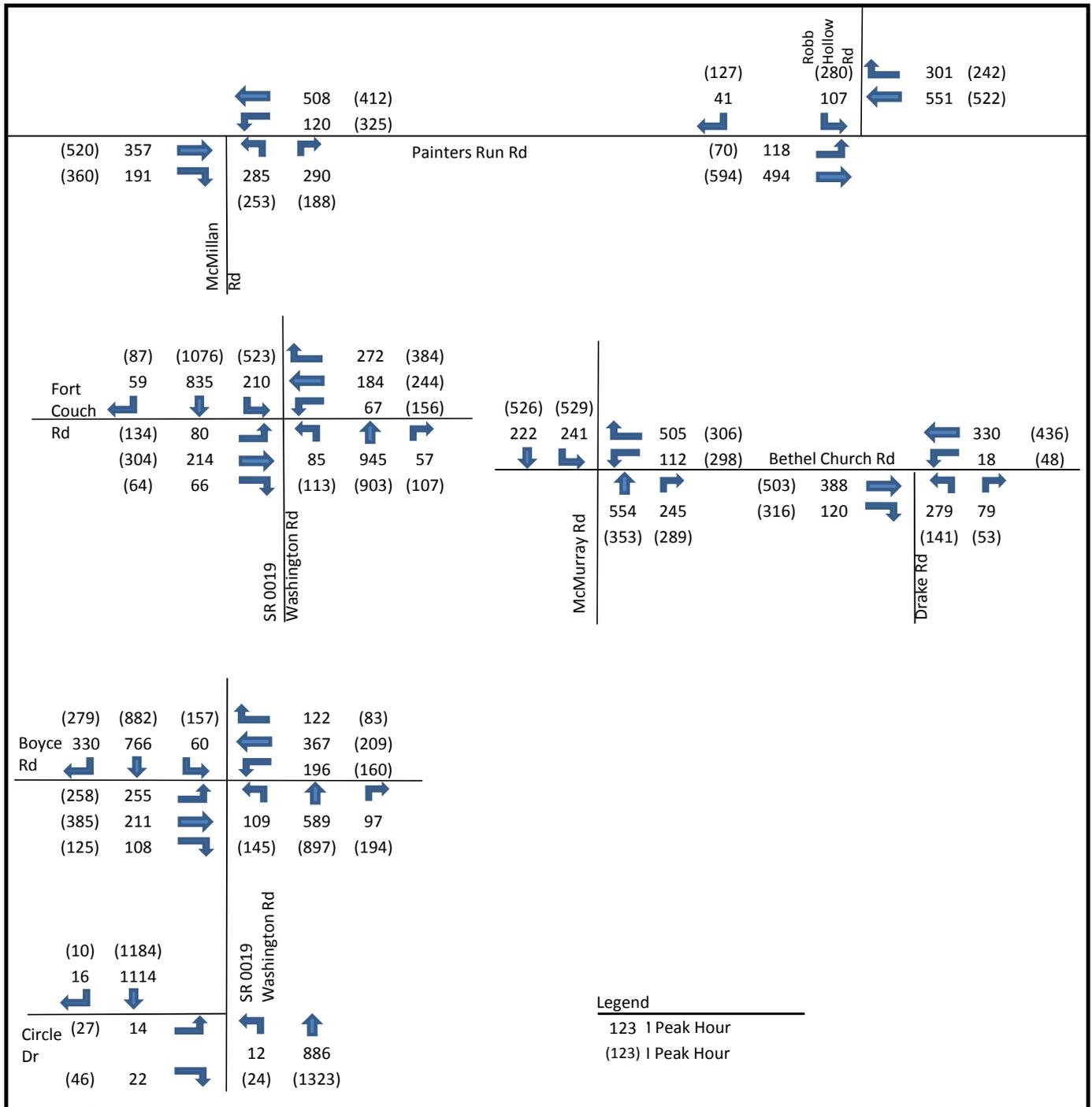
PROJECT: Upper St. Clair Township
Comprehensive Plan Update

TITLE: Data Collection Locations

FIGURE

3

D.B. TMW
 C.B. MJM
 REV. _____



SCALE: N.T.S.



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PROJECT NO: upper00-12170

PROJECT:
 Upper St. Clair
 Comprehensive Plan Update

TITLE:
 2014 Existing
 Peak Hour Traffic Volumes

FIGURE

4

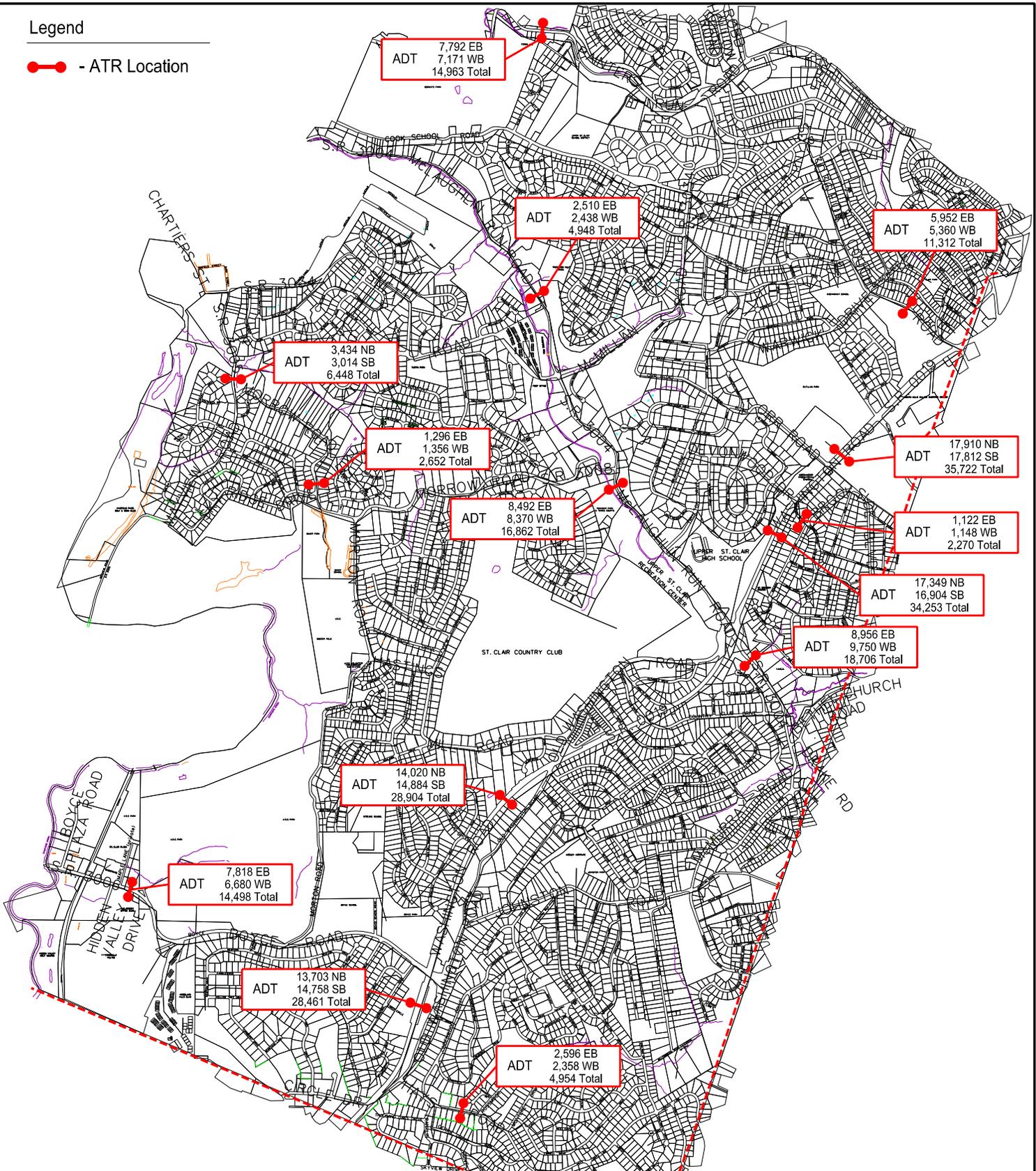
D.B. TMW

C.B. MJM

REV.

Legend

● - ATR Location



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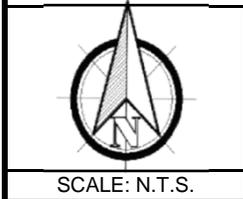
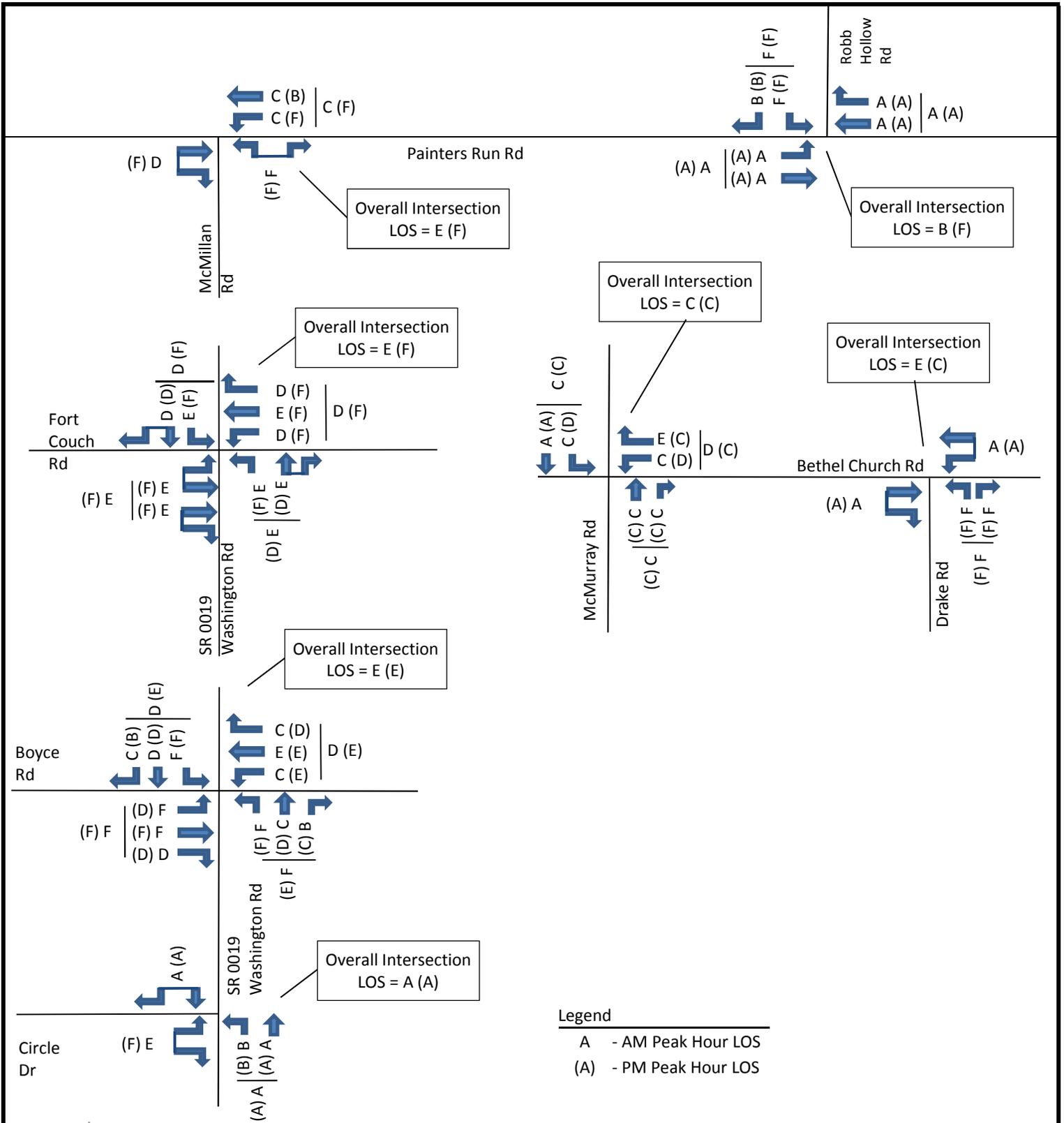
PROJECT: Upper St. Clair Township
Comprehensive Plan Update

TITLE: Average Daily Traffic (ADT)
Volumes

FIGURE

5

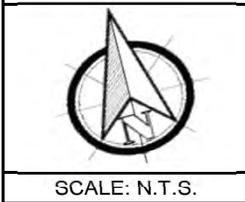
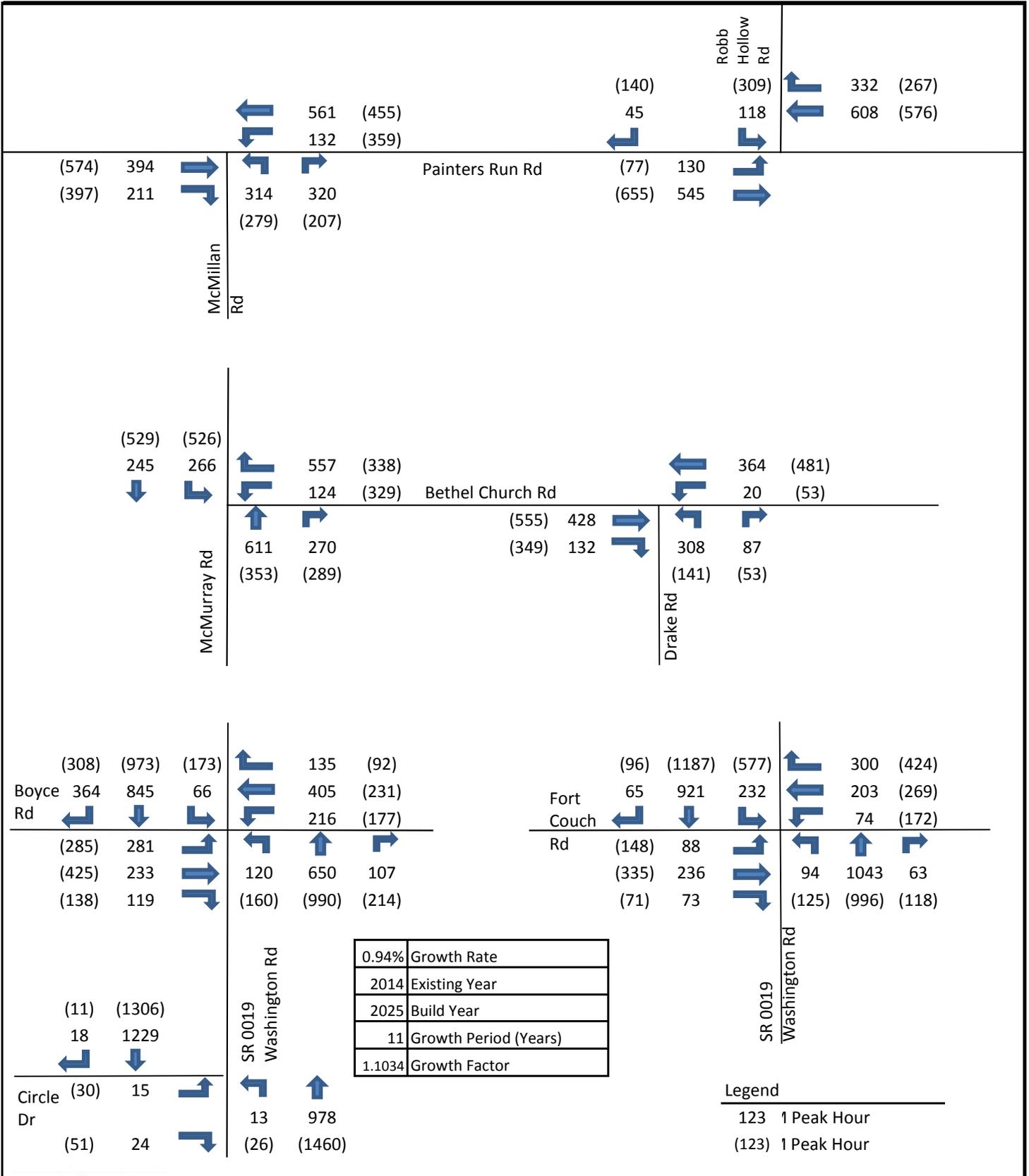
D.B. TMW
C.B. MJM
REV. _____




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PROJECT NO: upper00-12170
 PROJECT: Upper St. Clair
 Comprehensive Plan Update
 TITLE: 2014 Existing
 Peak Hour Levels of Service

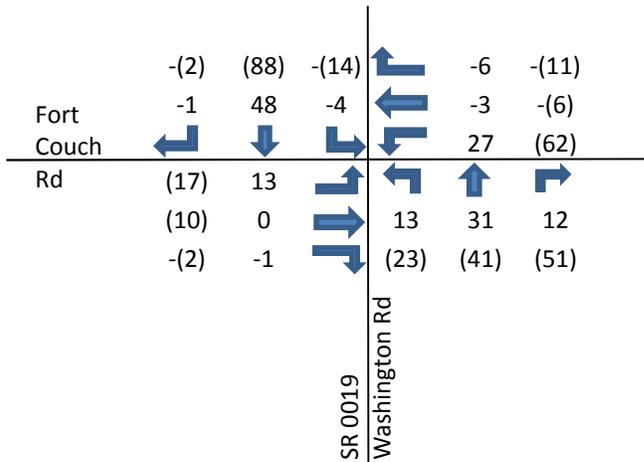
FIGURE
6
 D.B. TMW
 C.B. MJM
 REV.




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PROJECT NO: upper00-12170
 PROJECT: Upper St. Clair
 Comprehensive Plan Update
 TITLE: Forecasted 2025 Background Peak
 Hour Traffic Volumes

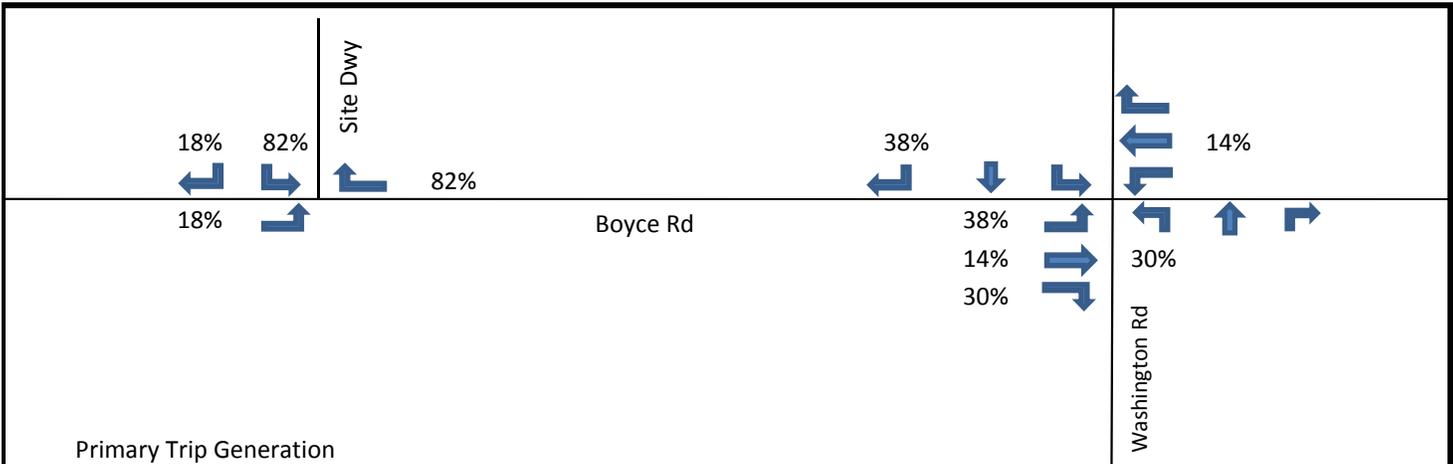
FIGURE
7
 D.B. TMW
 C.B. MJM
 REV.



Legend

- 123 - AM Peak Hour
- (123) - PM Peak Hour

 SCALE: N.T.S.	 Transportation Solutions for Today and Tomorrow 4955 Steubenville Pike / Suite 400 Pittsburgh, Pennsylvania / 412 - 490 - 0630	PROJECT NO: upper00-12170	FIGURE
		PROJECT: Upper St. Clair Comprehensive Plan Update	8
		TITLE: Proposed Consol Site Redevelopment Volumes	D.B. TMW
			C.B. MJM
			REV.

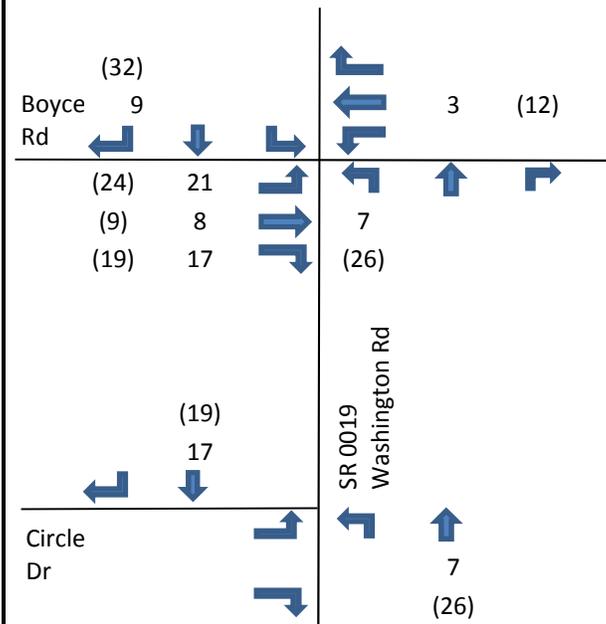


Primary Trip Generation

	In	Out
AM	24	56
PM	85	63

Notes:

- Mixed use development consists of: 23,100 SF of retail, 17,500 SF of office and 120 apartment units.
- Distribution from the Washington Road & Boyce Road Rezoning Study.
- Separate pass-by distribution not assumed since pass-by trips for retail were not included in the Washington Road & Boyce Road Rezoning Study.



Legend

- 123 - AM Peak Hour
- (123) - PM Peak Hour

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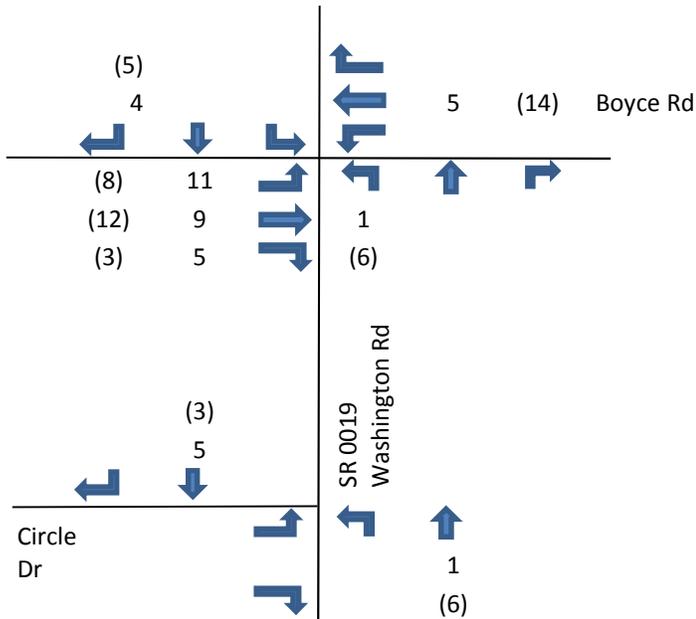
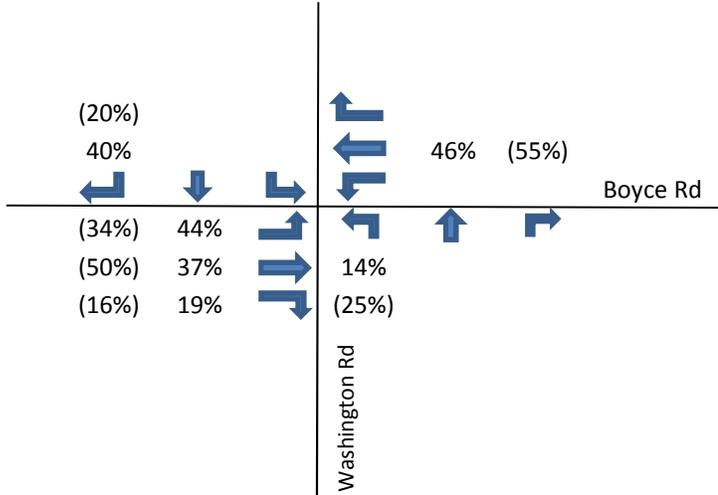
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 PROJECT: Upper St. Clair Comprehensive Plan Update
 TITLE: Proposed Washington and Boyce Mixed Use Development Volumes

FIGURE 9
 D.B. TMW
 C.B. MJM
 REV.

Trip Generation

	In	Out
AM	10	25
PM	25	23



Legend

- 123 - AM Peak Hour
- (123) - PM Peak Hour



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PROJECT NO: upper00-12170

PROJECT:
 Upper St. Clair
 Comprehensive Plan Update

TITLE:
 Proposed Boyce Road Development
 Volumes

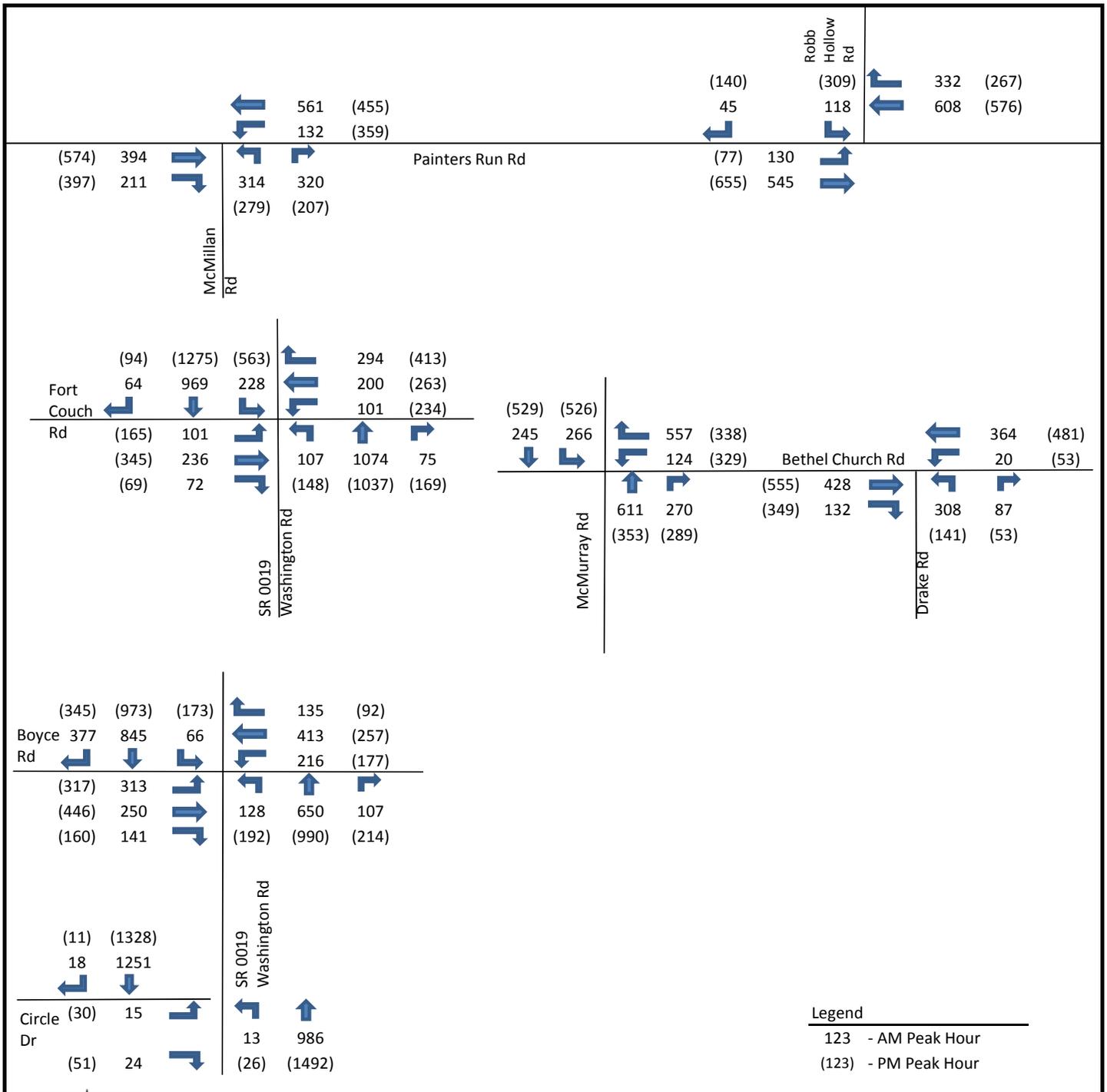
FIGURE

10

D.B. TMW

C.B. MJM

REV.



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PROJECT NO: upper00-12170

PROJECT: Upper St. Clair
 Comprehensive Plan Update

TITLE: Forecasted 2025 Peak Hour Traffic
 Volumes with Development

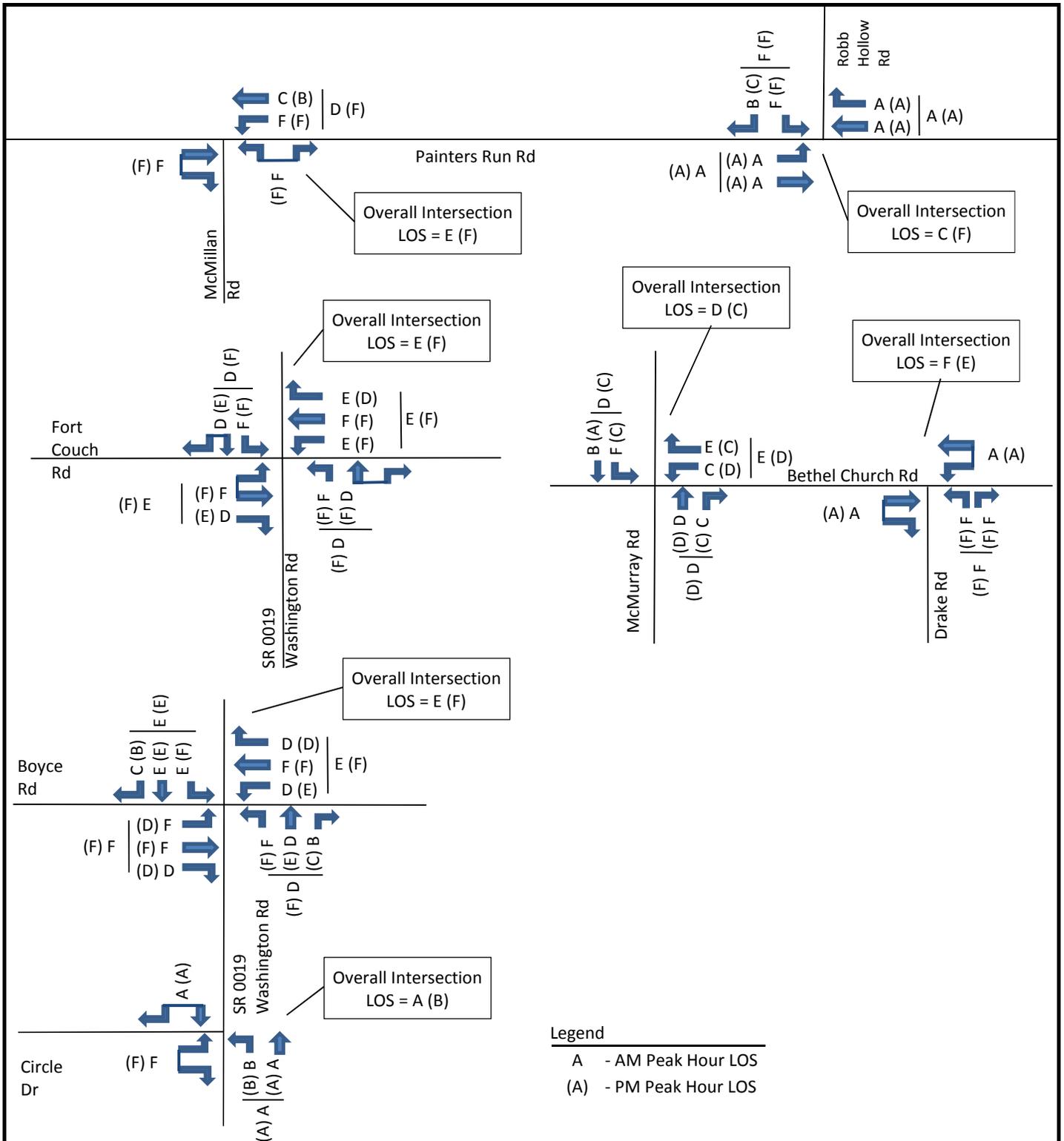
FIGURE

11

D.B. TMW

C.B. MJM

REV.



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PROJECT NO: upper00-12170
 PROJECT: Upper St. Clair Comprehensive Plan Update
 TITLE: Forecasted 2025 Peak Hour Levels of Service

FIGURE 12
 D.B. TMW
 C.B. MJM
 REV.

Table 1
AVERAGE DAILY TRAFFIC COMPARISON
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Roadway Segment	Average Daily Traffic (ADT)			Percent Change (2004 – 2014)	Percent Traffic Growth Per Year (2004 – 2014)
	1994 ⁽¹⁾	2004 ⁽²⁾	2014 ⁽³⁾		
Washington Road (S.R. 0019) – two-way – north of Orr Road	35,000	17,600*	35,700	--	--
Washington Road (S.R. 0019) – two-way – south of Brookside Boulevard/Devonwood Drive	29,800	16,800*	34,300	--	--
Washington Road (S.R. 0019) – two-way – between Old Washington Road and Chapelwood Drive	28,500	29,300	28,900	-1.4	-0.14
Washington Road (S.R. 0019) – two-way – south of Boyce Road (S.R. 3006)	29,100	28,600	28,500	-0.3	-0.03
Fort Couch Road (S.R. 3036) – two-way – between Phillips Drive and Warwick Drive	12,400	11,900	11,300	-5.0	-0.50
McMurray Road (S.R. 3004) – two-way – east of the ramp to northbound Washington Road (S.R. 0019)	18,000	18,100	18,700	+3.3	+0.33
Hays Road – two-way – between Franklin Drive and Rossmoor Drive	4,200	3,600	5,000	+38.9	+3.89
McLaughlin Run Road (S.R. 3004) – two-way – east of Morrow Road (S.R. 3008)	20,200	17,300	16,900	-2.3	-0.23
McLaughlin Run Road (S.R. 3004) – two-way – west of Lesnett Road (S.R. 3034)	6,800	5,100	4,900	-3.9	-0.39
Morrow Road (S.R. 3008) – two-way – north of Sky Ridge Drive	2,800	2,200	2,700	+22.7	+2.27
Mayview Road (S.R. 3005) – two-way – north of Morrow Road (S.R. 3008)	2,300	6,000	6,400	+6.7	+0.67
Painters Run Road – east of Bower Hill Road	19,200	16,400	15,000	-8.5	-0.85
Boyce Road (S.R. 3006) – two-way – east of Maple Lane	15,100	12,800	14,500	+13.3	+1.33
Brookside Boulevard – two way – east of Washington Road (S.R. 0019)	--	--	2,300	--	--

- (1) 1994 Average Daily Traffic (ADT) traffic volumes taken from “1995 Upper St. Clair Comprehensive Transportation Plan” performed by Trans Associates dated September 13, 1995, and rounded to the nearest 100 vehicles per day.
- (2) Traffic counts performed by Trans Associates in October, 2004, rounded to the nearest 100 vehicles per day.
- (3) Traffic counts performed by Trans Associates in May and June, 2014, rounded to the nearest 100 vehicles per day.

* - Average Daily Traffic (ADT) traffic volumes listed represent one-way traffic.

Source: Analysis by Trans Associates.

Table 2
LEVEL OF SERVICE – A.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽¹⁾		
		2014 Existing	2025 Without Improvements	2025 With Improvements
PAINTERS RUN ROAD & McMILLAN ROAD				
PAINTERS RUN ROAD Eastbound	Approach	D (47.3)	F (96.6)	N/A
	Left Turn	C (29.2)	F (126.4)	N/A
PAINTERS RUN ROAD Westbound	Through	C (24.3)	C (33.4)	N/A
	Approach	C (25.2)	D (50.9)	N/A
McMILLAN ROAD				
Northbound	Approach	F (121.7)	F (86.0)	N/A
	OVERALL	E (63.9)	E (76.9)	N/A
PAINTERS RUN ROAD, ROBB HOLLOW ROAD & McMILLAN ROAD (PROPOSED)				
PAINTERS RUN ROAD				
Eastbound	Left Turn	A (9.1)	A (9.4)	B (16.3)
	Through	A (0.0)	A (0.0)	C (22.2)
	Right Turn	N/A	N/A	B (17.4)
	Approach	A (1.9)	A (2.0)	B (19.8)
PAINTERS RUN ROAD				
Westbound	Left Turn	N/A	N/A	B (15.0)
	Through	A (0.0)	A (0.0)	C (31.0)
	Right Turn	A (0.0)	A (0.0)	B (18.0)
	Approach	A (0.0)	A (0.0)	C (24.3)
McMILLAN ROAD				
Northbound	Left Turn	N/A	N/A	C (30.0)
	Through	N/A	N/A	C (25.3)
	Right Turn	N/A	N/A	C (25.3)
	Approach	N/A	N/A	C (27.6)
ROBB HOLLOW ROAD				
Southbound	Left Turn	F (119.9)	F (251.1)	C (28.2)
	Through / Right Turn	N/A	N/A	C (29.7)
	Right Turn	B (12.8)	B (13.6)	N/A
	Approach	F (86.4)	F (176.9)	C (28.6)
OVERALL	B (10.1)	C (20.0)	C (24.3)	

(1) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2000*, by the Transportation Research Board, 2000.

N/A = Not applicable

Table 2 (Cont'd)
LEVEL OF SERVICE – A.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽¹⁾		
		2014 Existing	2025 Without Improvements	2025 With Improvements
WASHINGTON ROAD & FORT COUCH ROAD				
FORT COUCH ROAD				
Eastbound	Left Turn	N/A	N/A	E (79.9)
	Left Turn / Through	E (69.3)	F (84.7)	N/A
	Through	N/A	F (84.7)	E (58.2)
	Through / Right Turn	E (69.3)	N/A	N/A
	Right Turn	N/A	D (54.6)	D (51.1)
	Approach	E (69.3)	E (79.6)	E (63.7)
FORT COUCH ROAD				
Westbound	Left Turn	D (52.4)	E (57.8)	D (50.6)
	Through	E (61.0)	F (80.5)	E (66.7)
	Right Turn	D (42.2)	E (56.3)	D (45.0)
	Approach	D (49.7)	E (64.3)	D (59.2)
WASHINGTON ROAD				
Northbound	Left Turn	E (72.8)	F (87.1)	F (80.6)
	Through	N/A	N/A	D (40.1)
	Through / Right Turn	E (59.8)	D (46.0)	N/A
	Right Turn	N/A	N/A	B (12.9)
	Approach	E (61.0)	D (50.1)	D (41.7)
WASHINGTON ROAD				
Southbound	Left Turn	E (64.9)	F (97.6)	E (73.3)
	Through	N/A	N/A	D (36.9)
	Through / Right Turn	D (44.5)	D (41.2)	N/A
	Right Turn	N/A	N/A	B (15.9)
	Approach	D (48.9)	D (52.6)	D (43.6)
	OVERALL	E (55.9)	E (57.2)	D (47.0)

(1) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2010*, by the Transportation Research Board, 2010.

N/A = Not applicable

Table 2 (Cont'd)
LEVEL OF SERVICE – A.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽¹⁾	
		2014 Existing	2025 Without Improvements
McMURRAY ROAD & BETHEL CHURCH ROAD			
BETHEL CHURCH ROAD			
Westbound	Left Turn	C (25.4)	C (25.8)
	Right Turn	E (58.4)	E (76.3)
	Approach	D (51.2)	E (65.3)
McMURRAY ROAD			
Northbound	Through	C (34.0)	D (41.6)
	Right Turn	C (20.8)	C (21.9)
	Approach	C (30.0)	D (35.6)
McMURRAY ROAD			
Southbound	Left Turn	C (25.4)	F (99.1)
	Through	A (9.9)	B (11.4)
	Approach	B (17.4)	D (53.6)
OVERALL		C (33.9)	D (49.8)
DRAKE ROAD & BETHEL CHURCH ROAD			
BETHEL CHURCH ROAD			
Eastbound	Through	N/A	N/A
	Through / Right Turn	A (0.0)	A (0.0)
	Right Turn	N/A	N/A
Approach	A (0.0)	A (0.0)	A (1.8)
BETHEL CHURCH ROAD			
Westbound	Approach	A (0.8)	A (0.8)
DRAKE ROAD			
Northbound	Left Turn	F (144.6)	F (300.2)
	Right Turn	F (144.6)	F (300.2)
	Approach	F (144.6)	F (300.2)
OVERALL		E (46.3)	F (95.8)

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N/A = Not applicable

Table 2 (Cont'd)
LEVEL OF SERVICE – A.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽¹⁾		
		2014 Existing	2025 Without Improvements	2025 With Improvements
WASHINGTON ROAD & BOYCE ROAD				
BOYCE ROAD				
Eastbound	Left Turn	F (138.2)	F (111.0)	E (74.1)
	Through	F (140.7)	F (110.5)	F (86.5)
	Right Turn	D (41.7)	D (49.7)	D (38.9)
	Approach	F (118.8)	F (97.0)	E (65.1)
BOYCE ROAD				
Westbound	Left Turn	C (32.4)	D (43.8)	D (43.7)
	Through	E (57.6)	F (106.2)	F (84.9)
	Right Turn	C (31.1)	D (41.5)	D (38.0)
	Approach	D (45.6)	E (77.2)	E (64.7)
WASHINGTON ROAD				
Northbound	Left Turn	F (447.4)	F (141.4)	F (92.1)
	Through	C (31.4)	D (42.3)	C (31.0)
	Right Turn	B (11.0)	B (14.9)	B (11.8)
	Approach	F (91.1)	D (54.5)	D (43.3)
WASHINGTON ROAD				
Southbound	Left Turn	F (135.1)	E (79.6)	E (64.9)
	Through	D (36.8)	E (73.1)	D (53.3)
	Right Turn	C (23.9)	C (32.0)	D (37.3)
	Approach	D (37.9)	E (59.7)	D (48.6)
	OVERALL	E (67.5)	E (69.1)	D (52.9)

(1) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2000*, by the Transportation Research Board, 2000.

N/A = Not applicable

Table 2 (Cont'd)
LEVEL OF SERVICE – A.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽¹⁾		
		2014 Existing	2025 Without Improvements	2025 With Improvements
CIRCLE DRIVE				
Eastbound	Approach	E (45.4)	F (75.8)	C (34.6)
OLD WASHINGTON ROAD				
Westbound	Approach	N/A	N/A	D (49.8)
WASHINGTON ROAD				
Northbound	Left Turn	B (12.2)	B (13.4)	B (10.6)
	Through	A (0.0)	A (0.0)	N/A
	Through / Right Turn	N/A	N/A	B (15.1)
	Approach	A (0.3)	A (0.3)	B (15.0)
WASHINGTON ROAD				
Southbound	Left Turn	N/A	N/A	A (8.1)
	Through / Right Turn	A (0.0)	A (0.0)	B (13.9)
	Approach	A (0.0)	A (0.0)	B (13.6)
	OVERALL	A (1.3)	A (2.0)	B (17.2)

(1) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2000*, by the Transportation Research Board, 2000.

N/A = Not applicable

Table 3
LEVEL OF SERVICE – P.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽²⁾		
		2014 Existing	2025 Without Improvements	2025 With Improvements
PAINTERS RUN ROAD & McMILLAN ROAD				
PAINTERS RUN ROAD Eastbound	Approach	F (149.8)	F (182.2)	N/A
	Left Turn	F (198.3)	F (240.6)	N/A
PAINTERS RUN ROAD Westbound	Through	B (16.4)	B (13.1)	N/A
	Approach	F (97.6)	F (114.6)	N/A
McMILLAN ROAD				
Northbound	Approach	F (129.8)	F (203.5)	N/A
	OVERALL	F (127.0)	F (163.3)	N/A
PAINTERS RUN ROAD, ROBB HOLLOW ROAD & McMILLAN ROAD (PROPOSED)				
PAINTERS RUN ROAD				
Eastbound	Left Turn	A (8.9)	A (9.1)	B (16.0)
	Through	A (0.0)	A (0.0)	D (39.1)
	Right Turn	N/A	N/A	C (20.8)
	Approach	A (1.0)	A (1.0)	C (30.2)
PAINTERS RUN ROAD				
Westbound	Left Turn	N/A	N/A	C (33.0)
	Through	A (0.0)	A (0.0)	B (16.5)
	Right Turn	A (0.0)	A (0.0)	B (15.0)
	Approach	A (0.0)	A (0.0)	C (21.8)
McMILLAN ROAD				
Northbound	Left Turn	N/A	N/A	E (78.2)
	Through	N/A	N/A	D (37.2)
	Right Turn ⁽³⁾	N/A	N/A	D (37.4)
	Approach	N/A	N/A	E (60.8)
ROBB HOLLOW ROAD				
Southbound	Left Turn	F (524.1)	F (852.9)	E (76.2)
	Through / Right Turn	N/A	N/A	D (41.3)
	Right Turn	B (14.4)	C (15.9)	N/A
	Approach	F (366.3)	F (593.9)	E (65.3)
OVERALL	F (83.0)	F (134.4)	D (38.8)	

(1) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2000*, by the Transportation Research Board, 2000.

N/A = Not applicable

Table 3 (Cont'd)
LEVEL OF SERVICE – P.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽²⁾		
		2014 Existing	2025 Without Improvements	2025 With Improvements
WASHINGTON ROAD & FORT COUCH ROAD				
FORT COUCH ROAD				
Eastbound	Left Turn	N/A	N/A	F (128.5)
	Left Turn / Through	F (124.1)	F (163.5)	N/A
	Through	N/A	F (163.5)	F (108.9)
	Through / Right Turn	F (124.1)	N/A	N/A
	Right Turn	N/A	E (66.5)	D (52.2)
	Approach	F (124.1)	F (151.0)	F (107.1)
FORT COUCH ROAD				
Westbound	Left Turn	F (88.2)	F (158.9)	F (115.5)
	Through	F (126.0)	F (134.8)	F (94.5)
	Right Turn	F (84.5)	D (52.6)	C (33.0)
	Approach	F (98.6)	F (107.6)	E (75.0)
WASHINGTON ROAD				
Northbound	Left Turn	F (90.5)	F (128.8)	F (103.5)
	Through	N/A	N/A	E (66.6)
	Through / Right Turn	D (43.0)	F (99.4)	N/A
	Right Turn	N/A	N/A	B (18.2)
	Approach	D (47.8)	F (102.6)	E (63.4)
WASHINGTON ROAD				
Southbound	Left Turn	F (571.5)	F (125.6)	F (80.1)
	Through	N/A	N/A	D (48.1)
	Through / Right Turn	D (49.7)	E (61.1)	N/A
	Right Turn	N/A	N/A	B (16.9)
	Approach	F (213.9)	F (80.2)	E (55.7)
	OVERALL	F (133.4)	F (100.9)	E (68.1)

(1) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2010*, by the Transportation Research Board, 2010.

N/A = Not applicable

Table 3 (Cont'd)
LEVEL OF SERVICE – P.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽¹⁾	
		2014 Existing	2025 Without Improvements
McMURRAY ROAD & BETHEL CHURCH ROAD			
BETHEL CHURCH ROAD			
Westbound	Left Turn	D (37.4)	D (44.4)
	Right Turn	C (28.2)	C (30.3)
	Approach	C (32.8)	D (37.3)
McMURRAY ROAD			
Northbound	Through	C (22.3)	D (35.0)
	Right Turn	C (20.5)	C (29.3)
	Approach	C (21.5)	D (32.6)
McMURRAY ROAD			
Southbound	Left Turn	D (42.1)	C (32.1)
	Through	A (9.5)	A (9.6)
	Approach	C (25.6)	C (20.6)
OVERALL		C (26.3)	C (28.5)
DRAKE ROAD & BETHEL CHURCH ROAD			
BETHEL CHURCH ROAD			
Eastbound	Through	N/A	N/A
	Through / Right Turn	A (0.0)	A (0.0)
	Right Turn	N/A	N/A
Approach	A (0.0)	A (0.0)	A (1.3)
BETHEL CHURCH ROAD			
Westbound	Approach	A (1.9)	A (2.3)
DRAKE ROAD			
Northbound	Left Turn	F (115.6)	F (243.3)
	Right Turn	F (115.6)	F (243.3)
	Approach	F (115.6)	F (243.3)
OVERALL		C (18.4)	E (35.1)

(2) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2000*, by the Transportation Research Board, 2000.

N/A = Not applicable

Table 3 (Cont'd)
LEVEL OF SERVICE – P.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽¹⁾		
		2014 Existing	2025 Without Improvements	2025 With Improvements
WASHINGTON ROAD & BOYCE ROAD				
BOYCE ROAD				
Eastbound	Left Turn	D (41.8)	D (47.1)	D (49.3)
	Through	F (118.4)	F (162.3)	F (90.2)
	Right Turn	D (36.8)	D (39.1)	C (32.6)
	Approach	F (83.4)	F (107.5)	E (58.6)
BOYCE ROAD				
Westbound	Left Turn	E (55.5)	E (79.4)	E (56.2)
	Through	E (73.5)	F (165.9)	F (105.7)
	Right Turn	D (45.9)	D (51.3)	D (41.7)
	Approach	E (61.9)	F (116.1)	E (76.9)
WASHINGTON ROAD				
Northbound	Left Turn	F (285.3)	F (189.0)	F (87.3)
	Through	D (46.7)	E (71.1)	D (37.3)
	Right Turn	C (20.1)	C (24.0)	B (19.7)
	Approach	E (73.1)	F (81.6)	D (43.8)
WASHINGTON ROAD				
Southbound	Left Turn	F (275.6)	F (170.6)	F (87.1)
	Through	D (44.9)	E (79.3)	E (63.0)
	Right Turn	B (14.9)	B (18.1)	C (22.3)
	Approach	E (65.3)	E (74.1)	E (55.3)
	OVERALL	E (71.2)	F (89.0)	D (54.2)

(1) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2000*, by the Transportation Research Board, 2000.

N/A = Not applicable

Table 3 (Cont'd)
LEVEL OF SERVICE – P.M. PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection / Approach	Lane Group	Level of Service (Delay in Seconds) ⁽¹⁾		
		2014 Existing	2025 Without Improvements	2025 With Improvements
CIRCLE DRIVE				
Eastbound	Approach	F (129.4)	F (341.2)	D (54.3)
OLD WASHINGTON ROAD				
Westbound	Approach	N/A	N/A	E (79.1)
WASHINGTON ROAD				
Northbound	Left Turn	B (11.7)	B (12.7)	A (9.8)
	Through	A (0.0)	A (0.0)	N/A
	Through / Right Turn	N/A	N/A	C (20.1)
	Approach	A (0.3)	A (0.3)	B (20.0)
WASHINGTON ROAD				
Southbound	Left Turn	N/A	N/A	E (57.6)
	Through / Right Turn	A (0.0)	A (0.0)	A (5.7)
	Approach	A (0.0)	A (0.0)	B (10.4)
	OVERALL	A (4.5)	B (11.6)	B (19.1)

(1) Level of service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2000*, by the Transportation Research Board, 2000.

N/A = Not applicable

Table 4
VEHICLE QUEUE SUMMARY – AM PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection	Approach	Lane Group	Available Storage in Feet Existing / (Proposed)	95 th Percentile Queue Length Per Lane in Feet (1)	Existing 2014	2025 Without Improvements	2025 With Improvements
PAINTERS RUN ROAD AND McMILLAN ROAD	EB PAINTERS RUN RD	T/R	> 1,000	672	864 (1,269)	N/A	N/A
	WB PAINTERS RUN RD	L	100	94	227 (143)	N/A	N/A
	NB McMILLAN RD	L/R	> 1,000	432	560	N/A	N/A
PAINTERS RUN ROAD AND ROBB HOLLOW ROAD	EB PAINTERS RUN RD	L	90	12	14	42	42
		T	> 1,000	0	0	228	228
		R	(400)	N/A	N/A	44	44
	WB PAINTERS RUN RD	L	(325)	N/A	N/A	63	63
		T	> 1,000	0	0	372	372
		R	> 1,000	0	0	53	53
	NB McMILLAN ROAD	L	(325)	N/A	N/A	250	250
		T	(> 1,000)	N/A	N/A	68	68
		R	(200)	N/A	N/A	65	65
	SB ROBB HOLLOW RD	L	345	N/A	162	242 (115)	92
T/R		> 1,000	N/A	N/A	36	36	
R		> 1,000	10	12	N/A	N/A	
WASHINGTON ROAD AND FORT COUCH ROAD	EB FORT COUCH RD	L	(250)	N/A	N/A	142	142
		L/T	190	260	277	N/A	N/A
		T	(250)	N/A	N/A	150	150
	WB FORT COUCH RD	T	> 1,000	N/A	N/A	277	150
		R/T	> 1,000	260	N/A	N/A	N/A
		R	175	N/A	N/A	0	0
	NB WASHINGTON RD	L	420	106	152	137	137
		L/T	725	292	380	334	334
		R	725	306	384	336	336
	SB WASHINGTON RD	L	560	137	171	157	157
T		560	773	694	561	561	
T		560	N/A	N/A	561	561	
WASHINGTON ROAD AND FORT COUCH ROAD	EB FORT COUCH RD	T/R	560	773	694	N/A	N/A
		R	(80)	N/A	N/A	7	7
		L	455	143	180	151	151
	WB FORT COUCH RD	L	700	143	180	151	151
		T	800	550	588	492	492
		T	800	N/A	N/A	492	492
SB WASHINGTON RD	T/R	800	550	588	N/A	N/A	
	R	(150)	N/A	N/A	12	12	

(1) Queues reported as 95th Percentile Queues from Synchro Traffic Signal Coordination Software, Version 8, as required by PennDOT Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits.
 2009. SimTraffic queues are reported (in parentheses) for movements in which the volume to capacity ratio is greater than 1.0.
 (2) N/A = Not applicable

Table 4 (Cont'd)
VEHICLE QUEUE SUMMARY – AM PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection	Approach	Lane Group	Available Storage in Feet Existing / (Proposed)	95 th Percentile Queue Length Per Lane in Feet ⁽¹⁾		
				Existing 2014	2025 Without Improvements	2025 With Improvements
BETHEL CHURCH ROAD AND McMURRAY ROAD	WB BETHEL CHURCH RD	L	90	102	109	79
		R	125	472	538 (126)	108
	NB McMURRAY RD	T	> 1,000	541	609	545
		R	80 / (210)	156	170	151
	SB McMURRAY RD	L	105 / (390)	162	300 (151)	199
		T	> 1,000	106	125	92
BETHEL CHURCH ROAD AND DRAKE ROAD	EB BETHEL CHURCH RD	T	125	N/A	N/A	27
		T/R	125	0	0	N/A
	WB BETHEL CHURCH RD	R	(125)	N/A	N/A	1
		T/R	> 1,000	2	2	156
	NB DRAKE ROAD	L	> 1,000	455 (627)	710 (529)	308
		R	220	455 (354)	710 (358)	31
WASHINGTON ROAD AND BOYCE ROAD	EB BOYCE RD	L	140	354 (192)	462 (192)	220
		L	(260)	N/A	N/A	220
		L/T	> 1,000	385 (769)	492 (678)	N/A
		T	> 1,000	N/A	N/A	294
	WB BOYCE RD	R	260	111	165	120
		L	(100)	N/A	N/A	70
		L	135	184	254	70
		L/T	220	433	662 (721)	N/A
	NB WASHINGTON RD	T	220	N/A	N/A	471
		R	135	118	163	138
		L	160 / (400)	217 (228)	231 (208)	300
		T	> 1,000	257	355	314
SB WASHINGTON RD	T	> 1,000	257	355	314	
	R	175	26	41	30	
	L	190 / (300)	122	119	107	
	T	> 1,000	347	548	510	
		T	> 1,000	347	548	510
		R	190 / (330)	213	303	330

(1) Queues reported as 95th Percentile Queues from Synchro Traffic Signal Coordination Software, Version 8, as required by PennDOT Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits, 2009. Sim Traffic queues are reported (in parentheses) for movements in which the volume to capacity ratio is greater than 1.0.
(2) N/A = Not applicable

Table 4 (Cont'd)
VEHICLE QUEUE SUMMARY – AM PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection	Approach	Lane Group	Available Storage in Feet Existing / (Proposed)	95 th Percentile Queue Length Per Lane in Feet ⁽¹⁾		
				Existing 2014	2025 Without Improvements	2025 With Improvements
WASHINGTON ROAD AND CIRCLE DRIVE	EB CIRCLE DRIVE	L/T/R	> 1,000	45	71	36
		L/T/R	(> 1,000)	N/A	N/A	178
	NB WASHINGTON RD	L	60	3	4	10
		T	> 1,000	0	0	343
		T/R	> 1,000	0	0	343
	SB WASHINGTON RD	L	(275)	N/A	N/A	37
		T	> 1,000	0	0	473
		T/R	> 1,000	0	0	473

(1) Queues reported as 95th Percentile Queues from Synchro Traffic Signal Coordination Software, Version 8, as required by PennDOT Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits, 2009. Sim Traffic queues are reported (in parentheses) for movements in which the volume to capacity ratio is greater than 1.0.

(2) N/A = Not applicable

Table 5
VEHICLE QUEUE SUMMARY – PM PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection	Approach	Lane Group	Available Storage in Feet Existing / (Proposed)	95 th Percentile Queue Length Per Lane in Feet ⁽¹⁾		
				Existing 2014	2025 Without Improvements	2025 With Improvements
PAINTERS RUN ROAD AND McMILLAN ROAD	EB PAINTERS RUN RD	T/R	> 1,000	1,715 (1,175)	1,577 (1,160)	N/A
	WB PAINTERS RUN RD	L	100	734 (128)	676 (126)	N/A
	NB McMILLAN RD	T	> 1,000	327	560	N/A
PAINTERS RUN ROAD AND ROBB HOLLOW ROAD	EB PAINTERS RUN RD	L	90	6	7	38
		T	> 1,000	0	0	545
	WB PAINTERS RUN RD	R	(400)	N/A	N/A	63
		L	(325)	N/A	N/A	275
	NB McMILLAN ROAD	T	> 1,000	0	0	200
		R	> 1,000	0	0	47
	SB ROBB HOLLOW RD	L	(325)	N/A	N/A	235
		T	(> 1,000)	N/A	N/A	37
	WB FORT COUCH RD	R	(200)	N/A	N/A	48
		L	345	608 (308)	782 (402)	345
WASHINGTON ROAD AND FORT COUCH ROAD	EB FORT COUCH RD	T/R	> 1,000	N/A	N/A	122
		R	> 1,000	27	34	N/A
	WB FORT COUCH RD	L	(250)	N/A	N/A	311 (212)
		L/T	190	497 (239)	531 (229)	N/A
	NB WASHINGTON RD	T	(250)	N/A	N/A	279 (214)
		T	> 1,000	N/A	531 (1,510)	279 (196)
	SB WASHINGTON RD	R/T	> 1,000	497 (705)	N/A	N/A
		R	175	N/A	0	0
	WB WASHINGTON RD	L	420	265	431 (509)	323 (395)
		L/T	725	568	630 (794)	471
SB WASHINGTON RD	R	725	656	572	405	
	L	560	213	338	268	
WB WASHINGTON RD	T	560	662	1,083 (803)	660	
	T	560	N/A	N/A	660	
SB WASHINGTON RD	T/R	560	662	1,083 (775)	N/A	
	R	(80)	N/A	N/A	27	
WB WASHINGTON RD	L	455	669 (505)	532 (536)	384	
	L	700	669 (788)	532 (713)	384	
SB WASHINGTON RD	T	800	820	983	696	
	T	800	N/A	N/A	696	
WB WASHINGTON RD	T/R	800	820	983	N/A	
	R	(150)	N/A	N/A	28	

(1) Queues reported as 95th Percentile Queues from Synchro Traffic Signal Coordination Software, Version 8, as required by PennDOT Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits.
2009. SimTraffic queues are reported (in parentheses) for movements in which the volume to capacity ratio is greater than 1.0.
(2) N/A = Not applicable

Table 5 (Cont'd)
VEHICLE QUEUE SUMMARY – PM PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection	Approach	Lane Group	Available Storage in Feet Existing / (Proposed)	95 th Percentile Queue Length Per Lane in Feet ⁽¹⁾		
				Existing 2014	2025 Without Improvements	2025 With Improvements
BETHEL CHURCH ROAD AND McMURRAY ROAD	WB BETHEL CHURCH RD	L	90	268	328	351
		R	125	170	197	58
	NB McMURRAY RD	T	> 1,000	279	338	313
		R	80 / (210)	185	209	205
	SB McMURRAY RD	L	105 / (390)	503	400	386
		T	> 1,000	294	242	233
BETHEL CHURCH ROAD AND DRAKE ROAD	EB BETHEL CHURCH RD	T	125	N/A	N/A	28
		T/R	125	0	0	N/A
	WB BETHEL CHURCH RD	R	(125)	N/A	N/A	0
		T/R	> 1,000	6	7	236
	NB DRAKE ROAD	L	> 1,000	273 (612)	366 (520)	123
		R	220	273 (278)	366 (264)	29
WASHINGTON ROAD AND BOYCE ROAD	EB BOYCE RD	L	140	308	369	197
		L	(260)	N/A	N/A	197
		L/T	> 1,000	656 (758)	748 (654)	N/A
		T	> 1,000	N/A	N/A	464
		R	260	121	154	180
		L	(100)	N/A	N/A	69
	WB BOYCE RD	L	135	211	266	69
		L/T	220	357	493 (754)	N/A
		T	220	N/A	N/A	364
		R	135	94	107	91
		L	160 / (400)	322 (216)	362 (216)	400
		T	> 1,000	465	623	485
NB WASHINGTON RD	T	> 1,000	465	623	485	
	R	175	80	100	98	
SB WASHINGTON RD	L	190 / (300)	350 (261)	341 (275)	292	
	T	> 1,000	453	625 (1,130)	613	
	T	> 1,000	453	625 (1,140)	613	
	R	190 / (330)	141	202	233	

(1) Queues reported as 95th Percentile Queues from Synchro Traffic Signal Coordination Software, Version 8, as required by PennDOT Polices and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits, 2009. Sim Traffic queues are reported (in parentheses) for movements in which the volume to capacity ratio is greater than 1.0.
(2) N/A = Not applicable

Table 5 (Cont'd)
VEHICLE QUEUE SUMMARY – PM PEAK HOUR
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection	Approach	Lane Group	Available Storage in Feet Existing / (Proposed)	95 th Percentile Queue Length Per Lane in Feet ⁽¹⁾		
				Existing 2014	2025 Without Improvements	2025 With Improvements
WASHINGTON ROAD AND CIRCLE DRIVE	EB CIRCLE DRIVE	L/T/R	> 1,000	131	213 (329)	84
		L/T/R	(> 1,000)	N/A	N/A	201
	NB WASHINGTON RD	L	60	5	6	16
		T	> 1,000	0	0	715
		T/R	> 1,000	0	0	715
	SB WASHINGTON RD	L	(275)	N/A	N/A	97
		T	> 1,000	0	0	150
		T/R	> 1,000	0	0	150

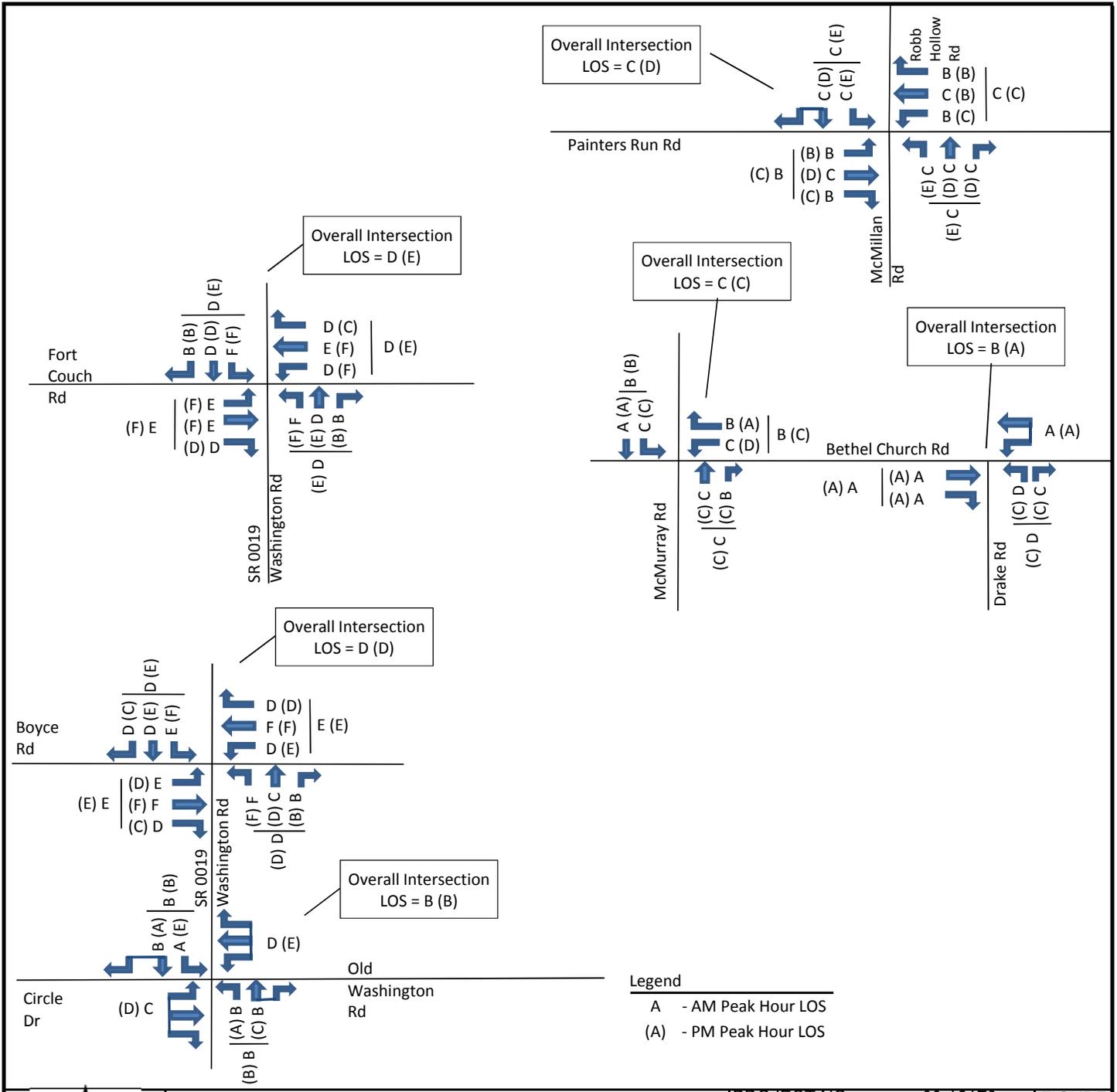
(1) Queues reported as 95th Percentile Queues from Synchro Traffic Signal Coordination Software, Version 8, as required by PennDOT Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits, 2009. Sim Traffic queues are reported (in parentheses) for movements in which the volume to capacity ratio is greater than 1.0.

(2) N/A = Not applicable

Table 6
OPINION OF PROBABLE COSTS ⁽¹⁾
Upper St. Clair Comprehensive Plan Update – Part 1 Transportation Study of Critical Intersections and Corridors
Upper St. Clair Township, Allegheny County, Pennsylvania

Intersection	Probable Cost
Washington Road and Fort Couch Road	\$916,000
Washington Road and Boyce Road	\$2,032,000
Washington Road and Old Washington Road / Circle Drive	\$1,627,000
Painters Run Road and McMillan Road / Robb Hollow Road	\$3,626,000
McMurray Road, Bethel Church Road and Drake Road	\$2,336,000

(1) Cost estimates do not include utility relocation and right-of-way acquisition.

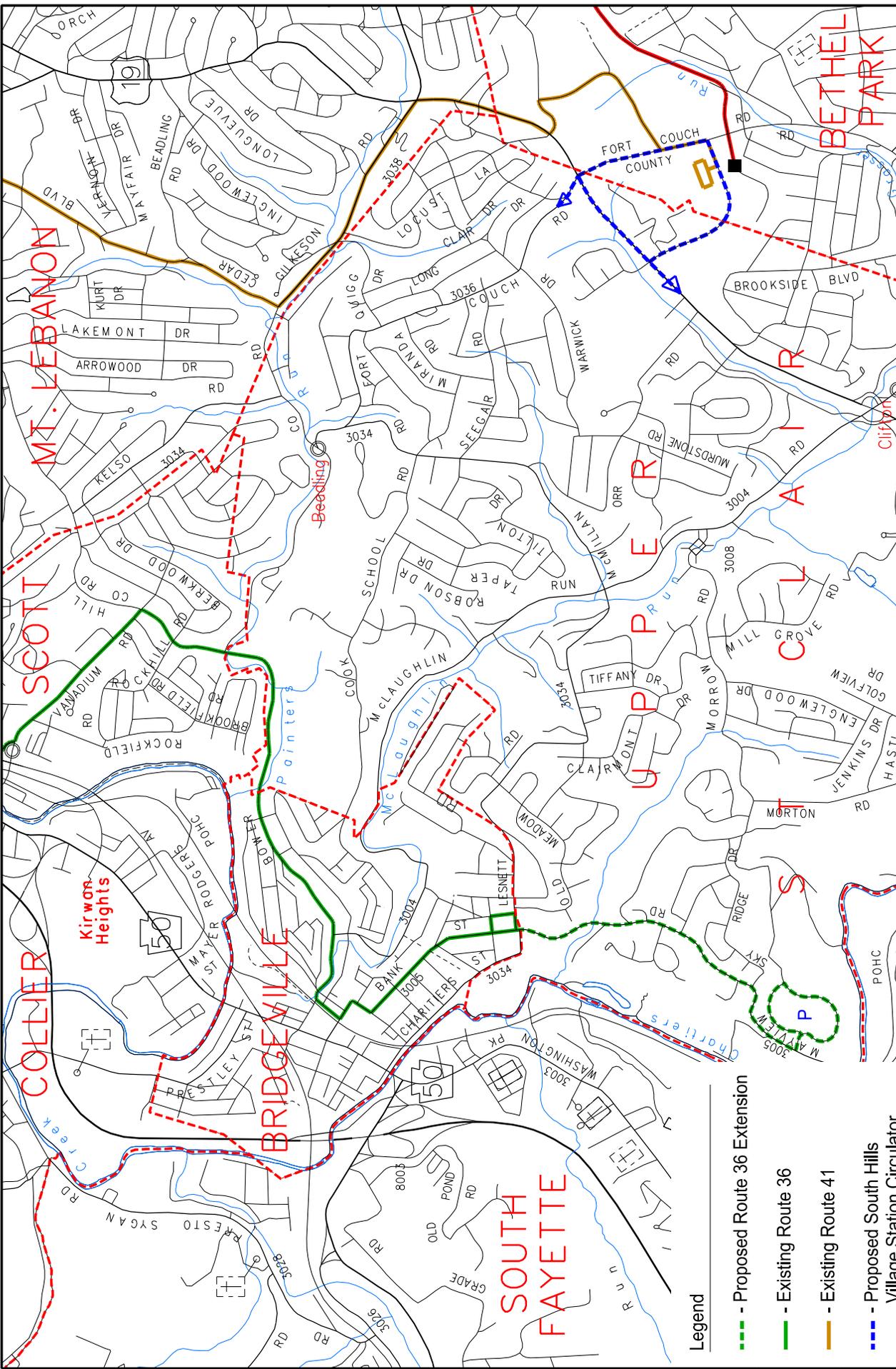


SCALE: N.T.S.



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PROJECT NO: upper00-12170	FIGURE
PROJECT: Upper St. Clair Comprehensive Plan Update	14
TITLE: Forecasted 2025 Peak Hour Levels of Service with Mitigation	D.B. TMW C.B. MJM REV.



PROJECT NO. UPPER00 - 12170

PROJECT: Upper St. Clair Township
Comprehensive Plan Update - Multi-Modal Plan

TITLE: Potential Future Transit Routes

FIGURE 3

D.B. _____
C.B. _____
REV. _____



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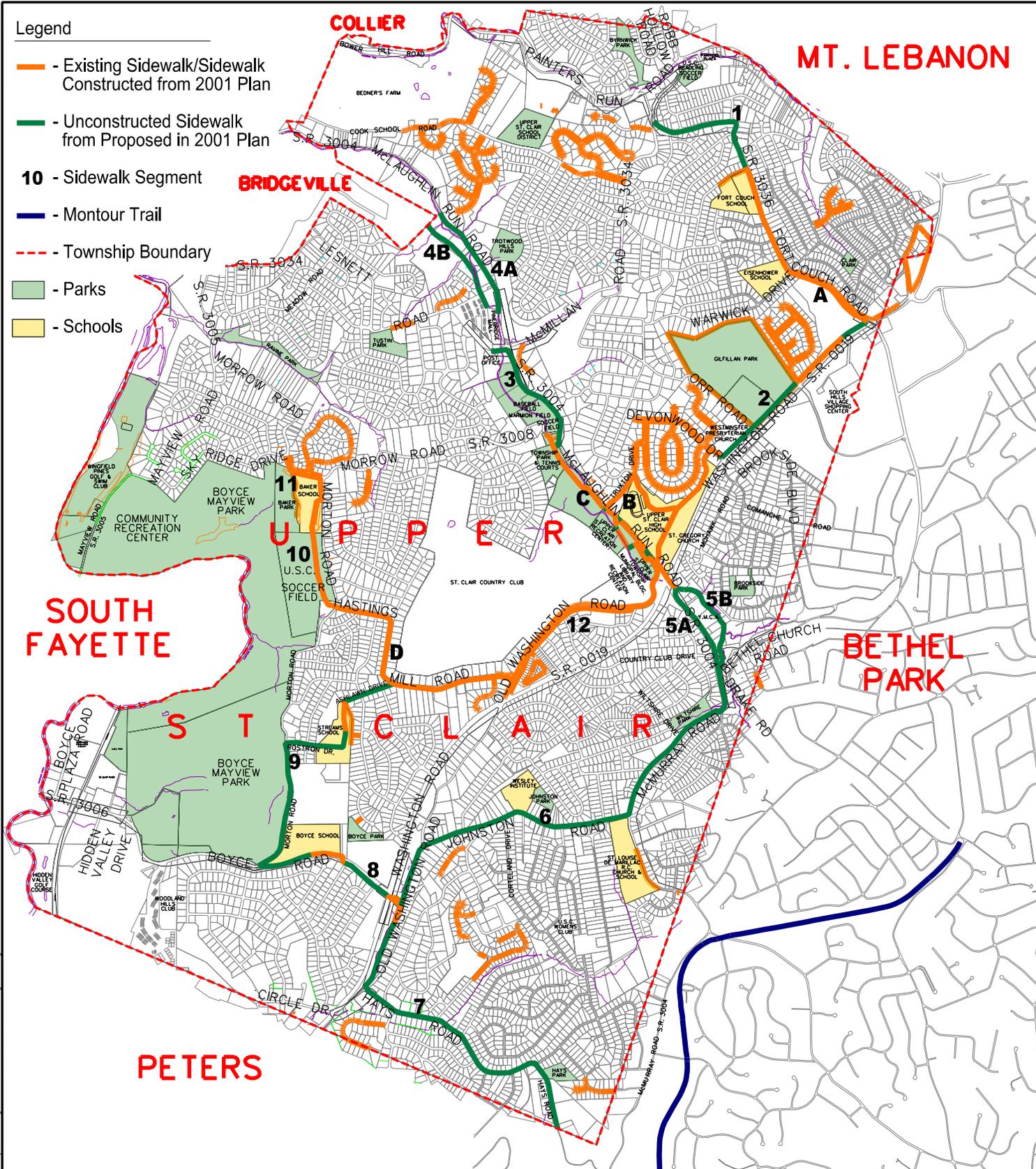


SCALE: N.T.S.

- Legend**
- - - Proposed Route 36 Extension
 - - - Existing Route 36
 - - - Existing Route 41
 - - - Proposed South Hills Village Station Circulator
 - - - Red Line / Blue Line LRT
 - P - Proposed Park and Ride Lot
 - - - Township Boundary

Legend

-  - Existing Sidewalk/Sidewalk Constructed from 2001 Plan
-  - Unconstructed Sidewalk from Proposed in 2001 Plan
- 10** - Sidewalk Segment
-  - Montour Trail
-  - Township Boundary
-  - Parks
-  - Schools



SCALE: N.T.S.



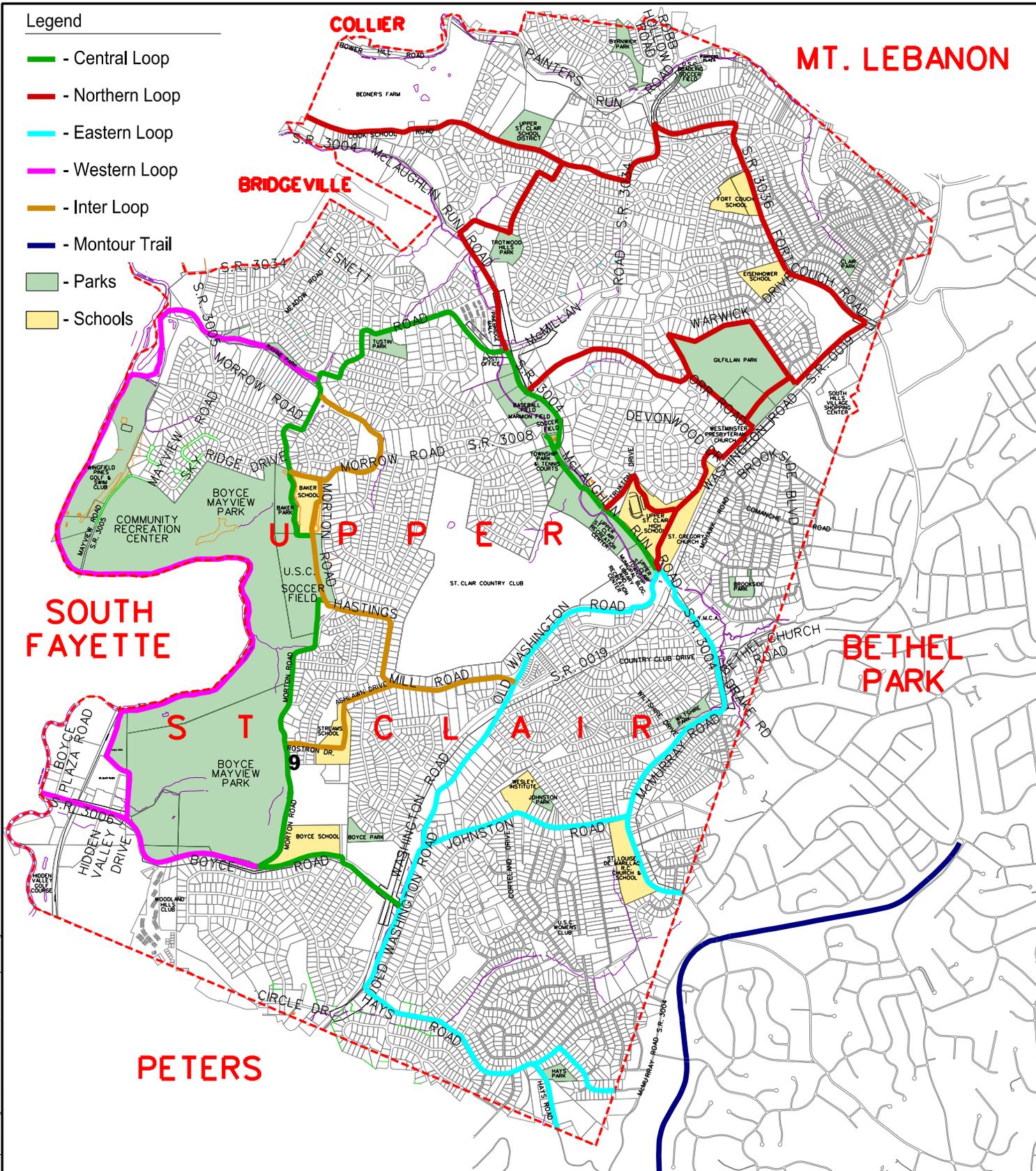
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PROJECT NO.	UPPER00 - 12170
PROJECT:	Upper St. Clair Township Comprehensive Plan Update
TITLE:	Implementation Status 2001 Sidewalks and Bikeways Plan

FIGURE	4
D.B.	TMW
C.B.	MJM
REV.	

Legend

- - Central Loop
- - Northern Loop
- - Eastern Loop
- - Western Loop
- - Inter Loop
- - Montour Trail
- Parks
- Schools



SCALE: N.T.S.

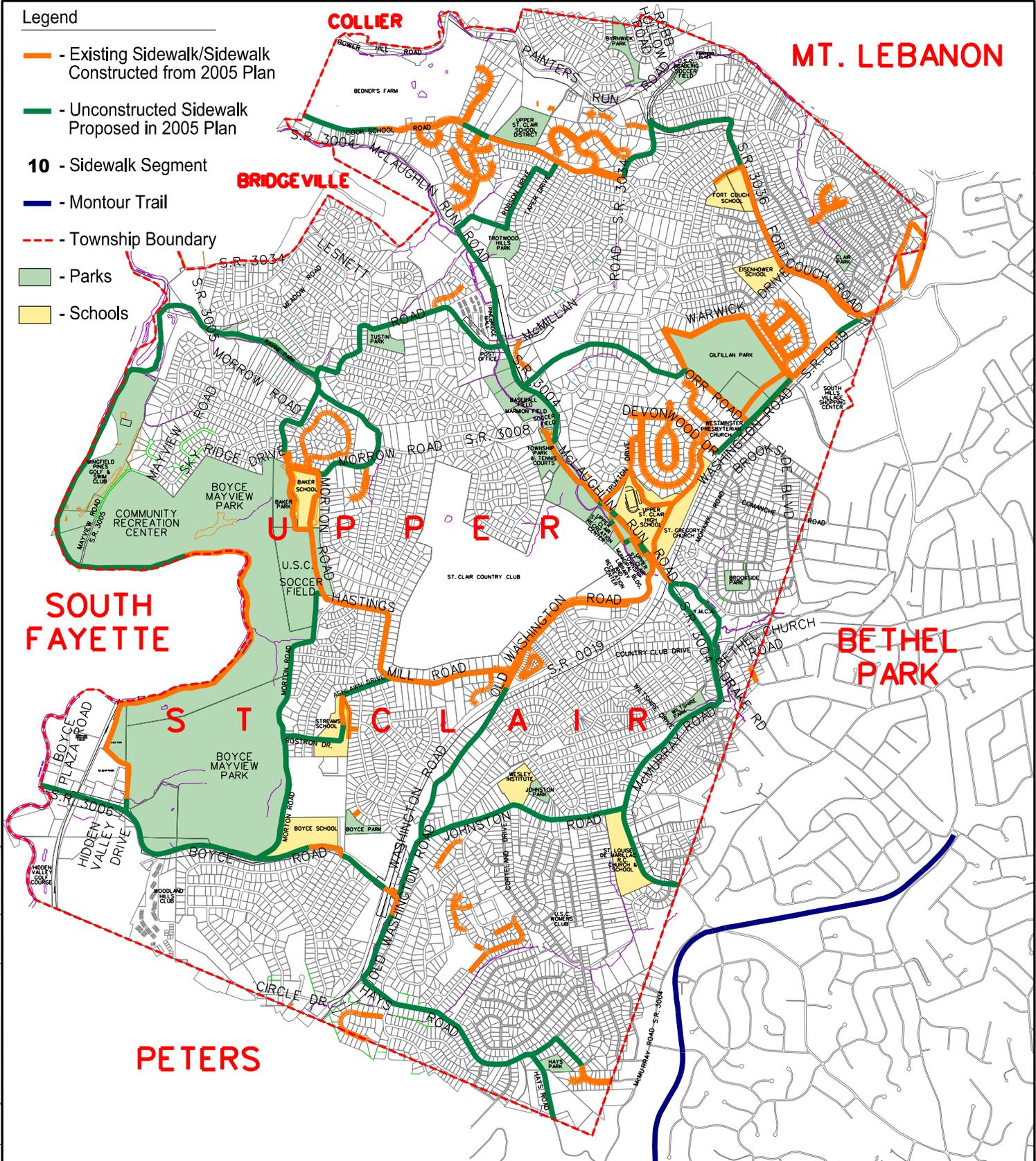


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PROJECT NO.	UPPER00 - 12170	FIGURE 5
PROJECT:	Upper St. Clair Township Comprehensive Plan Update	
TITLE:	Sidewalk Proposed in 2005 Comprehensive Plan	
		D.B. <u>TMW</u> C.B. <u>MJM</u> REV. _____

Legend

-  - Existing Sidewalk/Sidewalk Constructed from 2005 Plan
-  - Unconstructed Sidewalk Proposed in 2005 Plan
- 10** - Sidewalk Segment
-  - Montour Trail
-  - Township Boundary
-  - Parks
-  - Schools



SCALE: N.T.S.



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PROJECT NO.	UPPER00 - 12170	FIGURE	
PROJECT:	Upper St. Clair Township Comprehensive Plan Update	6	
TITLE:	Sidewalk Plan Status 2005 Comprehensive Plan		
		D.B. <u>TMW</u>	
		C.B. <u>MJM</u>	
		REV. _____	

TOWNSHIP OF UPPER ST. CLAIR

RESOLUTION NO. 1605

A RESOLUTION OF THE TOWNSHIP OF UPPER ST. CLAIR, A HOME RULE MUNICIPALITY, COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, ADOPTING THE 2015-2025 COMPREHENSIVE PLAN FOR THE TOWNSHIP OF UPPER ST. CLAIR.

WHEREAS, the Board of Commissioners of the Township of Upper St. Clair, County of Allegheny, Commonwealth of Pennsylvania, continues to recognize: 1) the value of long-range planning for the proper development of the Township; 2) the responsibility of the Township to its citizens and the citizens of the region of which the Township is a part; and 3) the dynamic nature of the Township; and

WHEREAS, the Board of Commissioners of the Township of Upper St. Clair recognizes the need to update the 2005 Comprehensive Plan; and

WHEREAS, in 2013, the Board of Commissioners directed the Township Manager and the Planning Commission to prepare an update to the 2005 Comprehensive Plan of the Township; and

WHEREAS, the Planning Commission prepared, with the assistance of the Township Staff and Environmental Planning and Design (EPD), a Draft of the 2015-2025 Comprehensive Plan and held a public meeting on August 20, 2015, at which time comments were taken and a Final Draft was forwarded to the Board of Commissioner with a recommendation dated August 20, 2015 recommending adoption; and

WHEREAS, comments from adjacent municipalities and counties have been received and considered; and

WHEREAS, as required by the Pennsylvania Municipalities Planning Code, the Board of Commissioners opened a duly advertised public hearing on October 5, 2015 at which time the public had the opportunity to appear and be heard, which hearing was continued to November 2, 2015.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Township of Upper St. Clair, and it is hereby resolved by the authority of the same:

THAT, the Board of Commissioners of the Township of Upper St. Clair hereby adopts, in accordance with the Pennsylvania Municipalities Planning Code, as a Comprehensive Plan for the Township, the 2015-2025 Comprehensive Plan, date stamp received October 2, 2015.

THAT, the Township Manager is hereby authorized to implement the components of the Comprehensive Plan.

THAT, the Township Manager is hereby authorized to prepare copies, which shall be available to the citizens of the Township and all interested parties, at a cost to be determined by the Township Manager.

ADOPTED THIS 2nd DAY OF NOVEMBER, 2015.

TOWNSHIP OF UPPER ST. CLAIR

ATTEST:

By 
President, Board of Commissioners


Assistant Township Manager