



3000 Connecticut Ave., NW, Suite 208 • Washington, DC 20008 • 202.466.6706 • tripnet.org

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Report available at: www.tripnet.org

Contact: [Frank Moretti](#) (202) 262-0714 (cell)

[Carolyn Bonifas Kelly](#) (703) 801-9212 (cell)

[Ken Zapinski](#) (412) 352-4264 (cell)

CONGESTION COSTS PITTSBURGH COMMUTERS \$1 BILLION ANNUALLY IN LOST TIME AND FUEL. NEW REPORT IDENTIFIES AREA'S MOST EXPENSIVE COMMUTES AND CALCULATES YEARLY AND WEEKLY COST PER MOTORIST – AS MUCH AS \$2,900 PER DRIVER ANNUALLY

Eds.: TRIP has also produced companion reports that identify the worst commutes and calculate the cost of congestion in Harrisburg-York-Lancaster, Lehigh Valley-Reading, Philadelphia and Scranton/Wilkes-Barre.

Pittsburgh, PA – Driving on congested Pittsburgh roads costs area commuters a total of \$1 billion each year – as much as \$2,900 annually per driver depending on which route they travel. A new report released today by [TRIP](#) identifies the most expensive congested corridors in the Pittsburgh area in terms of lost time and wasted fuel and outlines a comprehensive set of strategies to help relieve traffic congestion and enhance transportation reliability in the region. The TRIP report also calculates the yearly and weekly costs per motorist of driving on each of the region's congested corridors that are most expensive to daily commuters. Increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion while improving road and bridge conditions, boosting safety, and supporting long-term economic growth in Pennsylvania. TRIP is a Washington, DC based national transportation organization.

According to the report, "[*The Region's Most Expensive Commutes: Congested Corridors in the Harrisburg-York-Lancaster Area and the Steps Needed to Relieve Traffic Congestion*](#)," local commuters experience the highest levels of congestion on the following corridors:

1. **West Liberty Avenue and Crosstown Boulevard, including the Liberty Bridge and Tunnel from Brookline Boulevard to the Hazlett Street Interchange at Interstate 279 in the South Hills area of Pittsburgh.** This congested corridor costs rush hour drivers 158 hours, 68 additional gallons of gas, and \$2,915 annually or \$56 weekly.
2. **I-376 Parkway West from the SR 22/30/60 Interchange to the Fort Pitt Bridge in Western Allegheny County in the Pittsburgh Area.** This congested corridor costs rush hour drivers 142 hours, 61 additional gallons of gas, and \$2,608 annually or \$50 weekly.
3. **Fifth Avenue West and Forbes Avenue East in downtown Pittsburgh from Bellefield Avenue to Sixth Avenue.** This congested corridor costs rush hour drivers 142 hours, 61 additional gallons of gas, and \$2,608 annually or \$50 weekly.
4. **State Route 228 from Lovi Road to State Route 8 in the Cranberry area of Pittsburgh.** This congested corridor costs rush hour drivers 133 hours, 57 additional gallons of gas, and \$2,455 annually or \$47 weekly.
5. **State Route 51 (Saw Mill Run Boulevard) from I-376 Interchange (Fort Pitt Tunnel) to Lewis Run Road in the South Hills area of Pittsburgh.** This congested corridor costs rush hour drivers 133 hours, 57 additional gallons of gas, and \$2,455 annually or \$47 weekly.

6. **I-376 Parkway East from I-76 to the Fort Pitt Bridge in Eastern Allegheny County in the Pittsburgh area.** This congested corridor costs rush hour drivers 117 hours, 50 additional gallons of gas, and \$2,148 annually or \$41 weekly.
7. **Banksville Road from Cochran Road to I-376 in the Banksville area.** This congested corridor costs rush hour drivers 100 hours, 43 additional gallons of gas, and \$1,841 annually or 35 hours weekly.
8. **Penn Avenue (S.R. 8) from I-376 to Negley Avenue in the Wilkinsburg/Pittsburgh East End area.** This congested corridor costs rush hour drivers 83 hours, 36 additional gallons of gas, and \$1,534 annually or \$30 weekly.
9. **S.R. 28 from S.R. 8 (Exit 5 – Etna) to I-279 in the Allegheny Valley area.** This congested corridor costs rush hour drivers 71 hours, 30 additional gallons of gas, and \$1,304 annually or \$25 weekly.

In total, traffic congestion in the Pittsburgh urban area results in the use of an additional 21 million gallons of fuel and the loss of 46 million hours annually. TRIP calculated each route's traffic congestion delay based on data provided by PennDOT on the average time it takes to travel each corridor during peak hours and during non-congested periods. To estimate the amount of time and fuel lost annually by commuters traveling on these segments, TRIP compared travel times during rush hour and non-congested periods.

"Increasing congestion is robbing commuters of time and money at a time when many can ill afford it. Without a significant investment in Pennsylvania's transportation system, drivers will continue to waste time and fuel, businesses will lose their competitive edge and quality of life will be diminished," said Jason Wagner, managing director of the Pennsylvania Highway Information Association (PHIA).

[The Pennsylvania Governor's Transportation Funding Advisory Commission](#) found that Pennsylvania currently needs to spend an additional \$552 million annually on projects to relieve traffic congestion. By 2030 the annual funding shortfall for needed congestion relief projects is expected to increase to approximately \$1.4 billion annually, based on current funding. These projects include improved traffic management, improved traffic signalization and providing additional road and highway capacity.

"Congested roadways limit opportunities for employment, economic growth, education, recreation and social opportunities. Relieving congestion will require increased transportation funding and a comprehensive approach that includes expanding the capacity of the state's transportation system, improving the efficiency of the existing system and offering alternatives for some peak-hour trips," said Will Wilkins, executive director of TRIP.