

CONNECTIVITY ANALYSIS:

Gap Summary

#	GAP ID	DESTINATION CORRIDOR	CONNECTIVITY GAP TYPE	LENGTH IN MILES	% OF CORRIDOR	% OF GAPS
1	A1	Cleveland to Erie	IMPLEMENTATION ROADBLOCK	0.7	1%	1%
2	A2	Cleveland to Erie	EXPERIENTIAL SHIFT	13.3	14%	20%
3	A3	Cleveland to Erie	PLANNING DEFICIT	51.7	54%	79%
4	B1	Erie to Pittsburgh	IMPLEMENTATION ROADBLOCK	38.9	15%	26%
5	B2	Erie to Pittsburgh	IMPLEMENTATION ROADBLOCK	11.8	5%	8%
6	B3	Erie to Pittsburgh	IMPLEMENTATION ROADBLOCK	4.1	2%	3%
7	B4	Erie to Pittsburgh	IMPLEMENTATION ROADBLOCK	9.5	4%	6%
8	B5	Erie to Pittsburgh	EXPERIENTIAL SHIFT	8.9	4%	6%
9	B6	Erie to Pittsburgh	IMPLEMENTATION ROADBLOCK	14.4	6%	10%
10	B7	Erie to Pittsburgh	IMPLEMENTATION ROADBLOCK	4.8	2%	3%
11	B8	Erie to Pittsburgh	PLANNING DEFICIT	1.8	1%	1%
12	B9	Erie to Pittsburgh	IMPLEMENTATION ROADBLOCK	11.9	5%	8%
13	B10	Erie to Pittsburgh	IMPLEMENTATION ROADBLOCK	5.6	2%	4%
14	B11	Erie to Pittsburgh	EXPERIENTIAL SHIFT	35.9	14%	24%
15	C1	PA/WV/OH Connector	IMPLEMENTATION ROADBLOCK	8.1	3%	5%
16	C2	PA/WV/OH Connector	IMPLEMENTATION ROADBLOCK	22.0	8%	14%
17	C3	PA/WV/OH Connector	EXPERIENTIAL SHIFT	4.8	2%	3%
18	C4	PA/WV/OH Connector	IMPLEMENTATION ROADBLOCK	8.7	3%	6%
19	C5	PA/WV/OH Connector	IMPLEMENTATION ROADBLOCK	8.5	3%	5%
20	C6	PA/WV/OH Connector	EXPERIENTIAL SHIFT	6.0	2%	4%
21	C7	PA/WV/OH Connector	PLANNING DEFICIT	98.1	35%	63%
22	D1	PA Wild Wild West Route	IMPLEMENTATION ROADBLOCK	20.2	33%	100%
23	E1	PA Wilds Connector	EXPERIENTIAL SHIFT	1.2	1%	1%
24	E2	PA Wilds Connector	EXPERIENTIAL SHIFT	1.0	1%	1%
25	E3	PA Wilds Connector	IMPLEMENTATION ROADBLOCK	23.0	14%	22%
26	E4	PA Wilds Connector	IMPLEMENTATION ROADBLOCK	20.5	12%	20%

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27	E5	PA Wilds Connector	PLANNING DEFICIT	9.3	5%	9%
28	E6	PA Wilds Connector	IMPLEMENTATION ROADBLOCK	37.0	22%	36%
29	E7	PA Wilds Connector	IMPLEMENTATION ROADBLOCK	0.6	0%	1%
30	E8	PA Wilds Connector	EXPERIENTIAL SHIFT	6.5	4%	6%
31	E9	PA Wilds Connector	PLANNING DEFICIT	3.4	2%	3%
32	F1	Pittsburgh to Ashtabula	IMPLEMENTATION ROADBLOCK	53.7	36%	78%
33	F2	Pittsburgh to Ashtabula	IMPLEMENTATION ROADBLOCK	8.2	6%	12%
34	F3	Pittsburgh to Ashtabula	IMPLEMENTATION ROADBLOCK	3.3	2%	5%
35	F4	Pittsburgh to Ashtabula	IMPLEMENTATION ROADBLOCK	3.8	3%	5%
36	G1	Pittsburgh to Cleveland	IMPLEMENTATION ROADBLOCK	8.4	4%	9%
37	G2	Pittsburgh to Cleveland	EXPERIENTIAL SHIFT	4.9	2%	5%
38	G3	Pittsburgh to Cleveland	PLANNING DEFICIT	1.7	1%	2%
39	G4	Pittsburgh to Cleveland	IMPLEMENTATION ROADBLOCK	7.6	3%	8%
40	G5	Pittsburgh to Cleveland	IMPLEMENTATION ROADBLOCK	29.7	13%	32%
41	G6	Pittsburgh to Cleveland	IMPLEMENTATION ROADBLOCK	6.2	3%	7%
42	G7	Pittsburgh to Cleveland	IMPLEMENTATION ROADBLOCK	29.2	12%	32%
43	G8	Pittsburgh to Cleveland	EXPERIENTIAL SHIFT	0.6	0%	1%
44	G9	Pittsburgh to Cleveland	EXPERIENTIAL SHIFT	3.0	1%	3%
45	G10	Pittsburgh to Cleveland	IMPLEMENTATION ROADBLOCK	1.2	1%	1%
46	I1	Pittsburgh to Harrisburg	IMPLEMENTATION ROADBLOCK	14.9	11%	21%
47	I2	Pittsburgh to Harrisburg	IMPLEMENTATION ROADBLOCK	4.7	3%	7%
48	I3	Pittsburgh to Harrisburg	IMPLEMENTATION ROADBLOCK	6.4	5%	9%
49	I4	Pittsburgh to Harrisburg	IMPLEMENTATION ROADBLOCK	6.0	4%	9%
50	I5	Pittsburgh to Harrisburg	IMPLEMENTATION ROADBLOCK	37.5	27%	54%
Region Total				723.0	46%	100%

Notes:

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1. All mileages shown reflect what is contained in the P32+ Regional Study Area.