Introduction

Whitman, Requardt, and Associates, LLP (WRA) developed first phases of the Butler County Mobility Plan to assist the Butler County Planning Commission with determining the goals and objectives, needs, and next steps for transportation in Butler County. To determine the current goals and objectives of the County and transportation needs, document reviews were conducted for previously completed plans at the State, Region, County, and municipal levels. A total of 36 relevant resources were reviewed, as listed in Appendix A1.

Preliminary Findings

Through research and document review, a comprehensive list of transportation needs and recommendations have been summarized in the following tables:

- Appendix A2: Summary of Identified Recommendations – Policies / General Strategies
- Appendix A3: Summary of Identified Recommendations – Projects
- Appendix A4: Summary of Identified Recommendations – Studies

In addition to the summary of established recommendations, the tables include two other columns of information regarding concerns and issues that prompted the recommendation and details related to the specific policy, strategy, project, or study. This background knowledge will aid in future prioritization efforts and help estimate the remaining work needed in order to reach implementation stages for each project.

Any information available related to time frame, prioritization, project costs, project readiness, recommendation status (at the time the reference was written), and potential funding sources were also included.

Goals and Objectives

At the state level, PennDOT introduced their statewide *2040 Long Range Transportation Plan (PA on Track)* in 2014. PA on Track supports PennDOT's transportation vision and is centered on four goal areas: System Preservation, Safety, Personal and Freight Mobility, and Stewardship.

At the MPO level, SPC released *Mapping the Future: The Southwestern PA Plan* in 2015, which is their 2015-2040 Long Range Transportation Plan (LRTP). Overall transportation policies and goals were defined to support their regional vision. The efforts toward achieving that vision are framed within the following areas: Regional Places, Regional Connections, Regional Activities, and Regional Strategies.

To fit within the context of transportation goals and objectives identified by townships and boroughs in their respective comprehensive plans, the following countywide goals have been developed for the Butler County Mobility Plan. In order to encourage multi-jurisdictional coordination and gain support at the regional and state levels, the proposed goals were also fall within the goal areas of both SPC and PennDOT.

The proposed goals for the Butler County Mobility Plan are:

(1) Maintain and improve existing transportation infrastructure to provide safe, convenient, and reliable circulation
(2) Focus on operations and safety collectively to improve countywide mobility and congestion for existing and future year conditions
(3) Establish and implement new access management areas, connectors, and marginal access roads to accommodate anticipated future year growth, development, and needs
(4) Work with local, state, and federal officials to provide enhanced mobility through adequate infrastructure and congestion management projects with regional benefits
(5) Encourage multi-jurisdictional coordination to create partnerships and establish greater purpose and need of available funding opportunities

(6) Increase local and regional public transportation options through the planning and implementation of park-n-ride facilities, transit stations, and reliable bus routes
(7) Enhance connectivity and mobility through the maintenance and construction of interconnected streets, sidewalks, and trails, including safe bicycle and pedestrian access routes
(8) Support the acquisition, development, and management of trails and greenways to increase recreational opportunities and improve quality of life
(9) Improve first and last mile freight connections to ensure appropriate, safe, and reliable access to major corridors for businesses and the freight industry

Project Prioritization, Funding Sources, & Action Plan

Project Prioritization

The projects and studies identified were categorized based on their respective project time frames (short / mid / long term), funding categories (state versus local), potential funding sources & responsible parties, and the next planning action stages for each project.

In some cases projects from the preliminary tables were combined in an effort to consolidate projects that appeared in multiple plans or were likely to be packaged into a single implementable project for design and construction when the project reaches the programming or grant application stage of project development. The Project ID number listed in these tables can be cross referenced with the tables in Appendix A3 and A4 for additional details on where the project originated.

Project time frames (short / mid / long term) were determined based on available information. Projects were designated as short term if cost estimates were available or if they were listed as such in their source data. Projects were designated as mid-term if location specific needs were identified, but further studies, cost estimates, or concept designs would be needed prior to programming the project for implementation. Projects were designated as long term if concepts were in very preliminary stages or if the magnitude of the project itself would likely result in high costs and impacts and would therefore take longer to program for implementation, such as interchange or widening projects.

Funding Sources

Funding categories (state versus local) were based on roadway classifications as designated in PennDOT's Type 10 map for Butler County, project type, and who would likely champion the project through the project development stages. Projects along state maintained roadways with national and state designations are eligible for federal and state funding. Projects located on township and local roadways will likely require local, private, or grant funding in order to advance them.

State and Federal Funding

The identification of potential funding sources and responsible parties was completed based on the type of project and project location. Transportation Improvement Program (TIP) funding is a mix of Federal and State funding that could apply to many of the projects identified, however projects would need to compete with all other projects within the Southwestern Pennsylvania Commission which is difficult, particularly with the current maintenance first focus for transportation funding. Other potential funding sources would be discretionary funds or grant funds that are prioritized separately, outside of the TIP process within the region. These include sources such as Community Development Block Grants (CDBG), Congestion Mitigation and Air Quality (CMAQ), or TAP funds, which are selected at the regional or state levels. For larger projects, projects may be submitted for TIGER or FASTLANE grants which are competitive grant programs at the Federal Level. For traffic signal projects funding opportunities exist through the SPC Regional

Traffic Signal Program or PennDOT's Green Light-Go program, which both fund up to 80% of a project with a 20% match, or Automatic Red Light Enforcement (ARLE) funds.

Potential County Funding Possibilities

Other sources of funding for projects include the development of a local use fund through Act 89, which would allow Butler County to assess a $5 vehicle registration fee, or the development of a county infrastructure bank. While Butler County does not currently participate in the local use fund or maintain an infrastructure bank, either or both of these can be used to fund projects directly or match some of the state or federal funds in order to make dollars stretch.

The funding sources and responsible parties listed in the table should be discussed and reassessed as the projects advance through the phases of project development.

Action Plan

The last column in the project prioritization tables is the planning actions needed to advance each project. After evaluation of current information, a hierarchy of planning action stages was developed to represent the logical next steps needed in order to advance the project. The hierarchy is comprised of six different stages, as noted in the legend. Most projects fall within Planning Action Stages 2 to 4, where concerns were identified and location specific projects and studies were recommended. Based on preliminary assessment, further concept designs are needed, along with potential transportation studies and refined cost estimates. Once these are complete, the focus can be on the upcoming programming and funding needs.

Legend: Planning Action Stages

(1) Outreach and Screening

(2) Concept Development

(3) Transportation Study / Cost Estimates*

(4) Programming and Funding

(5) Engineering and Design

(6) Implementation and Monitoring

***NOTE: Included cost estimate if information available**

Multi-jurisdictional coordination is encouraged where possible to create partnerships and establish greater purpose and need of available funding opportunities. Reviewing these projects with each responsible party and governing jurisdiction will help start the dialogue and chain of events needed for these projects to come to fruition.

The full set of project prioritization tables are organized in the next 10 tables as follows:

- Table 1: Roadway Projects (Short Term, Locally Funded)
- Table 2: Roadway Projects (Mid-Term, Locally Funded)
- Table 3: Roadway Projects (Long Term, Locally Funded)
- Table 4: Roadway Projects (Short Term, State Funded)
- Table 5: Roadway Projects (Mid-Term, State Funded)
- Table 6: Roadway Projects (Long Term, State Funded)
- Table 7: Maintenance / Quick Fix Projects
- Table 8: Transportation Studies
- Table 9: Transit Related Projects
- Table 10: Pedestrian & Bicycle Trails / Enhancement Project

Table 1: Roadway Projects (Short Term, Locally Funded)

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
1	Butler Township	PA 68 at Westview Dr. Intersection Improvements	Developer or TIP/Butler Township and PennDOT	3,4
2	Cranberry Township	US 19 at Brandt Rd Intersection Improvements	Impact Fees, CMAQ, or TIP/Cranberry Township and PennDOT	3,4
3	Slippery Rock Borough	Slippery Rock Pedestrian Improvements (including Main St, Keister Rd, SR 173, and Fairview Dr.)	TAP Funds/Slippery Rock Borough	2,3

Table 2: Roadway Projects (Mid Term, Locally Funded)

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
100	Connoquenessing Township	Eagle Mill Rd Roadway Safety Improvements	Connoquenessing Township	3,4
101	Connoquenessing Township	Connoquenessing Township Roadway Safety Improvement Project (including Whitestown Rd, Moose Rd, Powder Mill Rd, Harmony St and Constitution Ave East)	Connoquenessing Township	3,4
102	Saxonburg Borough	Main St Parking and Business District Improvements	Growing Greener, TAP, or Multimodal Funds/Saxonburg Borough	2,3
103	Slippery Rock Borough	Alley St Upgrades (Elm St to PA18) (promote as downtown By-Pass)	Slippery Rock Borough	2,3
104	Slippery Rock Borough	PA 108 (Franklin St) at Grove City Rd Improvements (Proposed Extension to Kelly Blvd)	Slippery Rock Borough	2,3

Table 3: Roadway Projects (Long Term, Locally Funded)

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
200	Connoquenessing Township	New Connectors Project (Benbrook Rd to Whitestown Rd, Krenitsky Rd to Technology Dr)	Connoquenessing Township	2
201	Middlesex Township	Browns Hill Rd Roadway Improvements (between Rt 8 and Overbrook Rd)	Middlesex Township	2
202	Middlesex Township	Sandy Hill and Steiner Bridge Rd Improvements	Middlesex Township	2,3
203	Middlesex Township	Steiner Bridge Rd at Old Glade Mill Rd Realignment and Widening Project	Middlesex Township	2
204	Middlesex Township	Overbrook Rd at intersection of Truver Rd (Realign to avoid S-curve)	Middlesex Township	2
205	Middlesex Township	Overbrook Rd South of Lake Rd (Realign curve and widen)	Middlesex Township	2
206	Prospect Borough	L.R. 10120 (Purvis Rd) Widening Project	Prospect Borough	2
207	Zelienople Borough	Southwest Connector	Zelienople Borough	2

Table 4: Roadway Projects (Short Term, State Funded)

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
300	Clinton Township	Route 228 at Brewer Rd Intersection Improvements	TIP/PennDOT and Clinton Township	4 ($1.4M - $2.0M / $0.8M - $1.4M)
301	Clinton Township	Route 228 at Saxonburg Blvd Intersection Improvements	TIP/PennDOT and Clinton Township	4 ($310K - $510K)
302	Clinton Township	Route 228 at Coal Hollow Rd Intersection Improvements	TIP/PennDOT and Clinton Township	4 ($200K - $330K)
303	Connoquenessing Borough	PA 68 at Constitution Ave Intersection Improvements	TIP/PennDOT and Connoquenessing Borough	3,4
304	Connoquenessing Borough	PA 68 at Reibold Rd Signal Equipment Evaluation and Replacement	SPC Regional Traffic Signal Program or Green Light-Go/Connoquenessing Borough	3,4
305	Cranberry Township	US 19 at Rowen Rd Intersection Upgrades (including new interchange)	CMAQ or TIP/Cranberry Township and PennDOT	3,4
306	Evans City Borough	Evans City School Crossing Improvements	TAP/Evans City Borough	3,4
307	Jackson Township	PA 68E at I-79 NB Exit Ramp Signal Installation	Green Light-Go or Township Funding/Jackson Township	4,5
308	Jackson Township	US 19 and Little Creek Rd Signal Installation	Green Light-Go or Township Funding/Jackson Township	4,5
309	Jackson Township	PA 528 Betterment Project	Multimodal Fund or TIP/Jackson Township and PennDOT	3,4
310	Jackson Township	PA 528 at I-79 Interchange Improvements	TIP/PennDOT	3,4
311	Zelienople Borough	Zelienople Mobility Improvements	TAP, Multimodal Fund, TIP, Local Funds/Zelienople Borough	4,5

Table 5: Roadway Projects (Mid Term, State Funded)

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
400	Center Township	New Castle Rd at Duffy Rd Intersection Improvements (WBR turn lane)	TIP/Center Township and PennDOT	3
401	Connoquenessing Borough	Connoquenessing Borough Pedestrian Improvements (PA 68)	Add to Betterments Map, Multimodal Fund, TAP, or Local Funds/Connoquenessing Borough	2
402	Connoquenessing Township	Shannon Rd at Prospect Rd Improvements	TIP/Connoquenessing Township	3,4
403	Connoquenessing Township	Eagle Mill Rd Upgrades	TIP/Connoquenessing Township	3,4
404	Cranberry Township	US 19 at Heights Dr Signalization	Green Light-Go or Local Funds/Cranberry Township	3,4
405	Jackson Township	US 19 (Main St) - Streetscape Project	TAP, CDBG, or Growing Greener II/Jackson Township and Zelienople Borough	4,5
406	Slippery Rock Borough	PA 173 and Keister Rd Intersection Improvement Project	Green Light-Go or TIP Funding/Slippery Rock Borough	3
407	Worth Township	Signing and Pavement Marking Improvements (West Park Rd, West Liberty Rd, Mount Union Rd, Cornelius Rd, Currie Rd, Zion Church, and the lower part of Reichert Rd)	Local Funds/Worth Township	2,3
408	Zelienople Borough	Zelienople Signals Upgrade Project (Major Upgrades)	Green Light-Go or CDBG/Zelienople Borough	3,4
409	Zelienople Borough	PA 288 / PA 588 Split Realignment Project (including signalization)	TIP/Zelienople Borough	4,5

Table 6: Roadway Projects (Long Term, State Funded)

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
500	Buffalo Township	PA 356 Mobility Improvements (w Cole Rd, Monroe Rd, Harbison Rd, Bear Creek Rd)	TIP/Buffalo Township and PennDOT	3
501	Buffalo Township	PA 908 at Ekastown Rd and Route 908 Intersection Upgrades	TIP/Buffalo Township and PennDOT	3
502	Buffalo Township	Ekastown Rd Roadway Upgrades (Promote as PA 28 alternative route)	TIP/Buffalo Township and PennDOT	2
503	Buffalo Township	Ekastown Rd Mobility Improvements	TIP/Buffalo Township and PennDOT	2
504	Buffalo Township	PA 356 Widening Project (from Monroe Rd/ Cinema Dr to the Route 28 interchange) w signalization and turn lanes	TIP/Buffalo Township and PennDOT	2
505	Buffalo Township	PA 228/ Ekastown Rd and Route 356 Connector Road Project	TIP/Buffalo Township and PennDOT	2
506	Butler Township	Provide center turn lane where appropriate between intersections (Farmer's Market to SR 356) ; Corridor wide improvements: Side streets and driveways along SR 68	TIP/Butler Township and PennDOT	2,3
507	Clinton Township	PA 228 at Ekastown Rd and SR 228 (Sarver Rd) Intersection Upgrades	TIP/Clinton Township and PennDOT	3
508	Connoquenessing Borough	PA 68 Corridor Improvements (w Whitestown Rd, Kreiss Rd, Shannon Dr, Eagle Mill Rd, and Stevenson Rd)	TIP/Connoquenessing Borough	2,3
509	Connoquenessing Borough	PA 68 Signal Timing Project (Brandywine Blvd to Benbrook Rd)	SPC Regional Traffic Signal Program and Green Light-Go/Connoquenessing Borough	2,3
510	Connoquenessing Borough	PA 68 at Main St Intersection Improvements	CMAQ or TIP/Connoquenessing Borough and PennDOT	2,3
511	Connoquenessing Borough	New Connectors Project (Connoquenessing Borough to Old Rt 68; Harmony St to Old Rt 68; Extend Leslie Farms Dr to New Connector)	TIP/Connoquenessing Borough	2
512	Connoquenessing Borough	SR 68 Cross Section Upgrades (Brownsdale Rd to Stevenson Rd, Stevenson Rd to SR 356)	TIP/Connoquenessing Borough	2

Table 6: Roadway Projects (Long Term, State Funded) (cont'd)

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
513	Connoquenessing Township	New Connectors Project (Whitestown Rd to Connoquenessing Borough; Whitestown Rd to Double Rd; SR 68 to Kreiss Rd; Dick Rd to SR 68; Moose Rd to Stevenson Rd)	TIP/Connoquenessing Township	2
514	Connoquenessing Township	SR 528 Cross Section Upgrades (US 19 to SR 68)	TIP/Connoquenessing Township	2
515	Cranberry Township	Freedom Rd Widening Project (Lovi Rd and Executive Dr)	TIP/PennDOT and Cranberry Township	2
516	Cranberry Township	US 19 at North Boundary Rd Improvements	Impact Fees, CMAQ, or TIP/Cranberry Township and PennDOT	2
517	Cranberry Township	US 19 at PA 228 and Freedom Rd Improvements	CMAQ or TIP/Cranberry Township and PennDOT	2
518	Cranberry Township	Freedom Rd at Powell Rd Improvements	CMAQ or TIP/Cranberry Township and PennDOT	2
519	Cranberry Township	Freedom Rd at McIntyre Rd Improvements	CMAQ or TIP/Cranberry Township and PennDOT	2
520	Cranberry Township	PA 228 at Kristoffer Rd Improvements	CMAQ or TIP/Cranberry Township and PennDOT	2
521	Cranberry Township, Marshall Township	US 19 Widening Project (St. Francis Way and I-79 Ramps)	CMAQ or TIP/Cranberry Township and PennDOT	2
522	Cranberry Township, Marshall Township	New Roadway: Westinghouse Connection to Freeport Rd	CMAQ/Cranberry Township and PennDOT	2
523	Evans City Borough	Evans City Mobility Improvements	CMAQ or TIP/Evans City Borough and PennDOT	2
524	Forward Township	PA 528 Roadway Shoulder Improvements	TIP/Forward Township and PennDOT	2,3
525	Forward Township	SR 68 Cross Section Upgrades (Evans City to Brownsdale City)	TIP/Forward Township and PennDOT	2

Table 6: Roadway Projects (Long Term, State Funded)

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
526	Jackson Township, Cranberry Township	US 19 Widening Project (Ehrman Rd and Rochester Rd)	TIP/Cranberry and Jackson Townships with PennDOT	2
527	Middlesex Township	Leslie Rd at Truver Rd Intersection Improvements	TIP/Middlesex Township and PennDOT	2
528	Middlesex Township	Leslie Rd and Brownshill Rd Improvements	TIP/Middlesex Township and PennDOT	2
529	Middlesex Township	State Rd Widening Project(from Parks Rd to Denny Rd)	TIP/Middlesex Township and PennDOT	2
530	Middlesex Township	Sandy Hill Rd and Kyle Rd Improvements	TIP/Middlesex Township and PennDOT	2
531	Middlesex Township	Denny Rd Widening Project (from Route 8 to State Rd)	TIP/Middlesex Township and PennDOT	2
532	Prospect Borough	PA 488 Corridor Upgrades	TIP/Prospect Borough and PennDOT	2
533	Prospect Borough	Prospect Borough Roadway Improvements (w Maple St, Perry St, McGowan St, Jefferson St, Pleasant St, Main St, Franklin St, Monroe St)	TIP/Prospect Borough and PennDOT	2
534	Prospect Borough	PA 488 (New Castle Rd) at Kennedy Rd Intersection Improvement	TIP/Prospect Borough and PennDOT	2
535	Slippery Rock Borough	Kelly Blvd Extension Project (Kelly Blvd to SR 173 (Franklin St))	Developer, Official Map, or Local Funds/Slippery Rock Borough and PennDOT	2
536	Slippery Rock Borough	SR 108 (New Castle Rd) to Keister Rd New Connector Project	Developer, Official Map, or Local Funds/Slippery Rock Borough and PennDOT	2
537	Zelienople Borough	Northwest Bypass	TIP/Zelienople Borough and PennDOT	2
538	Zelienople Borough	East-West Connector (for SR 68 and SR 288/588 truck travel alternative)	TIP/Zelienople Borough and PennDOT	2

Table 7: Maintenance / Quick Fix Projects

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
600	Buffalo Township	PA 356 and Younkins Dr Intersection Improvement (Restrict WB Left Turn movement from Younkins Dr)	Maintenance Funds/Buffalo Township and PennDOT	3
601	Butler Township, Connoquenessing Borough, Connoqunessing Township, Evans City Borough, Jackson Township - Corridor Wide Improvements (on as needed basis) along PA 68 / PA 528 from US 19 to PA 356	Vegetation Trimming / Removal	Maintenance/Local and PennDOT	2
602		Worn Signage and Pavement Markings Replacement	Maintenance/Local	2
603		Speed Limit Evaluations and Adjustments	Operational Study/Local Request for PennDOT	2
604		Passing Zones Reassessment & Removal	Operational Study/Local Request for PennDOT	2
605		Side Street Stop Bars and Stop Signs Assessment & Replacement	Operational Study/Local Request for PennDOT	2
606		School Zone Upgrades	Operational Study/Local and School District	2
607		Traffic Signal Timing and Coordination	SPC Regional Traffic Signal Program or Green Light-Go/Municipalities	2

Table 8: Transportation Studies

Project ID	Location	Project Name	Funding Source / Responsible Party	Planning Action Stage
700	Brady Township	SR 8 at SR 528 and SR 173 Intersection Transportation Study	Operational Study/Brady Township request from PennDOT	2
701	Butler Township	PA 68 Access Management Study	UPWP/Request from SPC or Butler County	2,3
702	Butler Township	New Castle Rd Access Management Study	UPWP/Request from SPC or Butler County	2,3
703	Butler Township	PA 8 Access Management Study (south of the city)	UPWP/Request from SPC or Butler County	2,3
704	Clay Township	Clay Township Transportation Study	Municipal Funds or UPWP/Request from SPC or Butler County	2,3
705	Clinton Township , Buffalo Township	PA 228 Freight Route, Access, and Connectivity Assessment	UPWP/Request from SPC or Butler County	2
706	Lancaster Township, Muddy Creek Township	Lancaster Township & Muddy Creek Township Multimodal Study	UPWP/Request from SPC or Butler County	2,3
707	Lancaster Township, Muddy Creek Township	Lancaster Township & Muddy Creek Township Engineering Studies and New Connector Evaluations	UPWP/Request from SPC or Butler County	2,3
708	Middlesex Township	Route 8 Circulation and Safety Study	UPWP/Request from SPC or Butler County	2,3
709	Middlesex Township	McFann Rd and at East and West Cruikshank Rds Intersection Evaluation	Operational Study/Middlesex Township request from PennDOT	2,3
710	Slippery Rock Borough, Slippery Rock Township, West Liberty, Worth , Brady	Northwest Butler County Multimodal Study	UPWP/Request from SPC or Butler County	3
711	Summit Township	US 422 Access Management Study	UPWP/Request from SPC or Butler County	2,3
712	Zelienople Borough, Jackson Township, Cranberry Township	Zelienople / Jackson Township / Cranberry Township Freight Route, Access, and Connectivity Assessment	UPWP/Request from SPC or Butler County	2

Table 9: Transit Related Projects

Project ID	Location	Project Name	State or Local?	Time Frame (Short, Mid, Long Term)	Planning Action Stage
800	Center Township	Transit Service Scenario: Service to new VA Health Center	State/Local	Short	3, 4
801	Slippery Rock / Grove City	Transit Service Scenario: Extend BC3 Evening Service (Butler County Community College (BC3) to Slippery Rock University to Grove City University	State/Local	Short	4 ($27,812)
802	Cranberry Township	Cranberry Township Commuter Service Implementation Plan (between Cranberry and Pittsburgh)	State	Mid	2,3
803	Cranberry Township	Cranberry Township Local Transit Implementation Plan	State	Mid	2,3
804	Cranberry Township	Cranberry Township Park & Ride Location Study	State	Mid	2,3
805	Slippery Rock Borough	Park & Ride Location Study (SR 173, SR 108, and SR 258)	State	Mid	2,3
806	Worth Township	Park & Ride Location Study (I-79 at SR 422 , SR 108, and SR 488)	State	Mid	3
807	City of Butler to Pittsburgh	Transit Service Scenario: Pittsburgh Commuter Service	State/Local	Mid	4 ($596,103)
808	Slippery Rock / Grove City	Transit Service Scenario: Slippery Rock / Grove City	State/Local	Mid	4 ($264,975)
809	City of Butler, Cranberry Township	Transit Service Scenario: TRID (Transit Revitalization Investment District) – Cranberry Service	State/Local	Long	3, 4 ($125K)*

*NOTE: Cost estimate shown is for TRID Planning Study. Further study needed for design of Cranberry service.

Table 10: Pedestrian & Bicycle Trails / Enhancement Projects*

Project ID	Location	Project Name	State or Local?	Time Frame (Short, Mid, Long Term)	Planning Action Stage
900	Butler Township	Butler Township Park to Highfield Recreation Trail Feasibility Study	Local	Mid	2,3
901	Connoquenessing Borough	Connoquenessing Borough to Connoquenessing Elementary School Multi-Use Trail Feasibility Study	Local	Mid	3
902	Buffalo Township & Pittsburgh	Buffalo & Pittsburgh Rail-with-Trail	Local	Long	2
903	City of Butler	City of Butler Trail Town & Pedestrian Bicycle Feasibility Study	Local	Long	2
904	Slippery Rock Borough	Proposed Kelly Blvd Trail	Local	Long	2,3
905	City of Butler to Zelienople Borough	Connoquenessing Creek Water Trail (Butler to Zelienople)	State	Long	2
906	Muddy Creek Township	North Country Trail: Moraine State Park to McConnell Mill State Park	State	Long	2
907	Parker to Bruin	Parker to Bruin Trail	State	Long	2
908	Prospect Borough	PA 528 Shoulder Widening for Bike Route to Moraine State Park	State	Long	2
909	Slippery Rock / Brady / Franklin / Muddy Township	SR 173 / Centerville Pike Connector Trail (Moraine State Park and Jennings Environmental Education Center to Slippery Rock Borough)	State	Long	2,3
910	Slippery Rock Township/ Brady Township/ Worth Township	Proposed Washington's Trail & Scenic Drive Trail	State	Long	2,3
911	Slippery Rock Township/ Brady Township/ Worth Township	Slippery Rock to Moraine State Park Trail	State	Long	2
912	Summit Township	Bonniebrook Rd 10-acre Parcel Development & Hiker / Biker Path to Butler-Freeport Trail	State	Long	2,3
913	Worth Township	North Country Trail Extension	State	Long	2,3

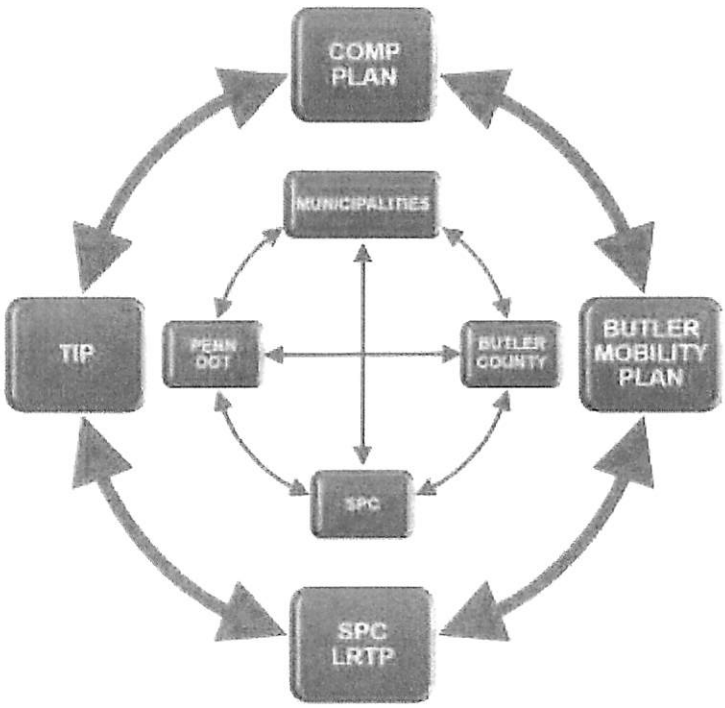
*NOTE: Funding Sources for Trails include TAP and Community Recreation Conservation District Grants

Connecting People to Jobs

One of the over-riding concerns expressed during the development of the Butler County Mobility Plan was the need to connect people to jobs, particularly low-income residents to service or industrial jobs. For example, there was an expressed need from the hotel and restaurant industry in the Cranberry Township area for transit service in order to expand their potential labor pool. Providing traditional transit service has been studied in the past and providing a transit circulator to various businesses in Cranberry was deemed infeasible. A potential means of providing these services would be for the Butler Transit Authority to provide service to a specific location in or near Cranberry Township. A contracted private shuttle buses or Uber-Style ride sharing service would then provide last mile rides between the Butler Transit Authority stop and the final destination. A potential source for contracting the service is through the development of a Transportation Management Association (TMA), which as a non-profit, can apply for federal and state funding grants and raise operating funds from participating businesses. Further investigation and coordination efforts are encouraged as Butler County formulates the direction they want to take for countywide mobility improvements (Appendix B).

Sustainable and Transparent Processes

In order to create sustainable and transparent processes, it is important to create and maintain close working relationships with the municipalities, SPC, and PennDOT. Reviewing the concerns and needs of the townships and boroughs and incorporating their project recommendations from their respective comprehensive plans and transportation studies into the Butler County Mobility Plan has been a great first step. The plan can also be cited in future funding applications. However, improved formal and informal lines of communication should be encouraged. For example, many of the community comprehensive plans are outdated and municipality's areas of concern may have been resolved or even changed. By working with municipal officials to review the Butler County Mobility Plan, they can provide ongoing input into transportation needs within the county. On the other hand, as the planning process continues, the County Plan should be accounted for during updates to comprehensive plans.



Through continued development of the plan, it can serve as valuable input into future SPC planning processes for both people and goods. As the county moves forward and project priorities are reviewed in further detail, projects that are incorporated into the next SPC LRTP update will have better chances for future TIP funding opportunities. As working relationships continue to grow in the upcoming years, projects will have the ability to quality for short term funding, while mid-term and long-term projects will be on the radar as future funding opportunities become available over time.

The plan can also be used as a communication tool between the County and PennDOT, potentially serving as a clearing house for local, accountable needs to be incorporated into project development processes, such as the PennDOT Connects initiative. To this end, Butler County can continue to enhance their plan by mapping the identified multimodal transportation needs for people and goods to better identify projects and improvements. This approach has recently been used in Mercer County and Erie County during the development of their Long Range Transportation Plans. Both counties included maps with desired bicycle, pedestrian, and transit enhancements (shelter locations or bus pull-off

locations) in their plans as preparation for potential accommodations by PennDOT. When PennDOT completes betterment or maintenance projects, they can attempt to address the identified multi-modal needs along each specified corridor.

General Recommendations / Conclusions

The largest impediment to completing projects is the lack of a defined project champion and the lack of clear follow-through for advancing projects through the project delivery process. Through the development of this plan, Butler County has begun the steps to assist communities with advancing their projects. The County can provide assistance in a variety of different ways:

- Continuing to assist with grant applications
- Working with communities to educate them on how they can advance projects through the system
- Developing a multi-modal betterments map to clearly outline corridor needs for PennDOT
- Working with municipalities and PennDOT to communicate regarding "Quick Hit" projects that can be addressed with inexpensive maintenance
- Further prioritizing the projects identified within the short, mid, and long term lists
- Championing funding for and leading the identified transportation studies
- Reviewing the plan with municipalities and PennDOT to increase communication and continually update the information in the plan
- Continuing to actively participate on key SPC committees to act as a voice for the County's needs and perspectives