

CRANBERRY AREA TRANSIT STUDY SUMMARY

The Cranberry Area Transit Study, completed in 2005, identified both current and future transit needs internal to the defined study area as well as needed connectivity to regional and service area markets. The study area encompassed the municipalities of southwest Butler County including the boroughs of Callery, Evans City, Harmony, Mars, Seven Fields, Valencia, and Zelienople and the townships of Adams, Cranberry, Forward, Jackson, and Middlesex. The study area also included Marshall and Pine Townships in northwest Allegheny County. The study area is located approximately 20 miles north of downtown Pittsburgh.

Study Area Needs

The project study team identified project needs through a public involvement process, agency coordination, reviewing previous studies and existing transit services, and analyzing demographic trends and land use growth patterns. The project's study needs include the following:

1. The existing transit service, as well as related facility and supporting infrastructure is very limited and does not support the communities' vision for transportation and community development.
2. A transit system in the study area is needed to support non-auto work, shopping and social, recreational, and personal trips. It should service local circulation of travelers as well as regional trips.
3. Transit service is not available to provide non-auto modal choice in major corridors and between activity centers within Cranberry Township, the study area and the region which have been identified.
4. The existing transit service in the study area provides low frequency service, insufficient parking, and service at park-and-ride facilities, and minimal pedestrian linkages and facilities. Specific service needs and support structures were identified and include high frequency and more reliable service, more park-and-ride service, an appropriate mix of vehicles, development of multimodal centers, and links to ped facilities.
5. Transit system improvements need to be designed and phased to be financially viable based on ridership projections and a realistic assessment of other possible revenue sources.

Alternatives

Based on the identified study area needs, the project team developed alternatives that would serve three types of transit markets in the service area. The following list is a summary of the alternatives. The alternatives are illustrated on the map exhibit.

- **Local** – Local circulator services allow easier access to local jobs and retail centers.
 - *Zelienople Loop*: A local route serving Zelienople.
 - *East West Route*: A local route providing access along Rochester Road, Route 19, and PA Route 228.
 - *North South Route*: A local route serving Rochester Road, Powell Road, and Route 19 south of PA Route 228.
- **Study Area** – Inter-regional services provide connections to other activity centers and smaller municipalities, such as Zelienople, Mars, and the current terminus of the Port Authority system in the US Route 19 corridor.
 - *Zelienople/Harmony*: An inter-regional route connecting the Zelienople/Harmony area with the Cranberry area.
 - *Evans City*: An inter-regional route connecting Evans City, Callery, Mars, Seven Fields, and Cranberry.
- **Regional** – Regional services provide commuting options between the Cranberry Area and the City of Pittsburgh.
 - *Pittsburgh Express*: An express route connecting Cranberry and downtown Pittsburgh.
 - *Seven Fields Express*: An express route connecting Seven Fields and Cranberry with downtown PGH.
 - *Zelienople Express*: An express route connecting the Zelienople area with downtown Pittsburgh.
 - *Butler Express*: An express route connecting the City of Butler with downtown Pittsburgh.
 - *North Hills*: An enhancement of an existing Port Authority bus route that provides connections to North Hills shopping destinations.
 - *Rochester*: A new route connecting Rochester in Beaver County and downtown Cranberry.

In addition, the plan identified the critical need for park-and-ride lots, transit hubs/centers, pedestrian linkages, and passenger facilities to support the success of the transit services.

Recommendations

The key recommendation of the transit study was to implement a two-year transit demonstration project to test the viability of the proposed services. Local stakeholders and officials are now responsible for exploring the means of establishing the demonstration service. A local match of approximately \$65,000 to \$140,000 will be required to operate the service. The transit study also identified a long-range capital investment plan should the demonstration project meet local expectations. The long-range capital plan, implemented incrementally, included transit vehicles, a maintenance center, a transit center, park-and-ride lots, and other amenities. The total capital plan is estimated to cost \$26.5 million.