

TRANSIT DEVELOPMENT

Cunningham S



MEMO 1
December 2016

Prepared for:



Prepared by:



BUTLER TRANSIT DEVELOPMENT PLAN

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1 Summary

The Butler Transit Development Plan is a technical assistance project by SPC to explore options for improving public transportation in Southwestern Pennsylvania. A Transit Development Plan (TDP) can help a transit operator by identifying the need and required resources for enhancing service to effectively plan, fund and implement public transit. This project includes an evaluation of existing fixed route operations and practical recommendations for improving efficiency and effectiveness of Butler Transit Authority (BTA).

Butler Transit Authority's origins go back to the early 1980s with a volunteer project to promote economic growth in downtown Butler. While it became a municipal authority in 1989, the agency's focus has remained on the immediate area around the City of Butler. A business case for service expansion requires a County-wide focus that could include some of the fastest-growing municipalities in the region. This project collected research and public feedback, identifying a desire on the part of the public for transit that is effective and reliable, with longer service hours. The project team looked at Butler Transit Authority's service and analyzed short-, mid- and long-term options, including key destinations both north and south of the City of Butler and to Pittsburgh.

Short-term improvement recommendations include extending hours of operation for the bus route to Butler County Community College and adding or modifying service to accommodate the new VA Hospital. Increasing awareness of CommuteInfo's existing Emergency Ride Home program could also have short term benefits, as it helps to enhance service reliability.

Commuter service from Cranberry to Pittsburgh is possible in the mid-term, but will require a local annual contribution to match any available funds for a sustainable service. New commuter service from Butler to Cranberry is also possible in the mid-term, potentially connecting residents with jobs. Another mid-term option could be to add service from Butler to Slippery Rock and Grove City.

Adding local transit service within Cranberry is a long-term possibility that will require more research into operational and capital requirements. Other potential long-range options include studying Transit Oriented Development or building a transit hub to connect service to neighboring counties.

Butler County includes areas with potential for improved public transit service. This transit development plan outlines some of the options available for using transit to support the goals of the county's Comprehensive Plan and other planning.

2 Introduction

Butler Transit Authority (BTA) provides public transportation in Butler County, Pennsylvania. It has been operating transit service since the 1980s and currently provides local service on five fixed routes. Fixed route transit services operate in the City of Butler, Butler Township, and Center Township.

In Fiscal Year (FY) 2015-16, BTA's fixed route service provided 198,654 passenger trips, 181,041 revenue vehicle miles and 14,981 vehicle revenue hours of service (PennDOT, 2016). The agency has seven vehicles including four that are used during peak service hours and three spares.

BTA underwent a PennDOT Transit Performance Review in August 2015 (PennDOT, 2015). The authority's system performance was found in compliance for three of the four performance categories, and, in a peer comparison, was found to be performing better in several categories than the selected peers. The performance review report also included a recommendation in its action plan for BTA to coordinate plans for commuter service with other providers of commuter service to avoid duplication. This recommendation addresses BTA's long-standing plans to provide commuter service to Pittsburgh.

The purpose of the Butler Transit Development Plan (TDP) is to analyze the development of transit services in the area over the near-, mid-, and long-term future. It identifies challenges and opportunities and analyzes a variety of actions, including potential commuter service to Pittsburgh and other enhancements, that could lead to more efficient and effective transit service. The following chapters examine aspects of BTA's fixed route service, identify transit demand in Butler County for existing and future services, and provide recommendations for the direction of future transit planning efforts of the authority.

3 Setting the Stage

This section provides an overview of BTA's service area and existing transit services operating within the study area.

Description of Study Area

Butler County is almost 789 square miles in land area and is comprised of 57 municipalities. It has several dense urban areas including the City of Butler and Cranberry Township, but is generally characterized by lower density, open space and agricultural lands. A number of major transportation routes traverse the county including US Routes 422 and 19; PA State Routes 8, 68, 38, 528, 356, and 28; and Interstates 80, 79, and 76. Butler County is home to Butler County Community College (BC3) which has its main campus in Butler Township and a satellite campus in Cranberry Township. It is also home to Slippery Rock University, in Slippery Rock Township, and Butler County Vocational-Technical School in Butler.

The U.S. Census Bureau estimates Butler County's 2015 population at 186,818 (U.S. Census, 2016). Of this, almost 21% of the population of the county are under the age of 18 and 17% are age 65 and older. The race of over 96% of the population is white. The median household income in the county is \$59,365 and almost 9% of the county population lives in poverty. The mean travel time to work for a Butler county resident is 26.4 minutes. The following table illustrates demographic characteristics of the county.

Table 1 Butler County Demographic Summary

Demographic Category	Butler County	Pennsylvania
Population and Age		
Population, 2015 estimate	186,818	12,802,503
Population, 2010	183,862	12,702,379
Percent change population (2010 to 2015)	1.6%	0.8%
Percent of persons under 18 years of age, 2015	20.6%	21.0%
Percent of persons 65 years of age and older, 2015	17.0%	17.4%
Population per square mile, 2010	233.1	283.9
Race		
White alone, percent, July 1, 2015	96.3%	82.6%
Black or African American alone, percent, July 1, 2015	1.3%	11.7%
American Indian and Alaska Native alone, percent, July 1, 2015	0.1%	0.2%
Asian alone, percent, July 1, 2015	1.2%	3.4%
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2015	0.1%	<0.1%
Income and Poverty		
Median household income (in 2014 dollars), 2010-2014	\$59,365	\$53,115
Persons in poverty, percent	8.9%	13.2%
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	26.4 minutes	26.1 minutes

Source: U.S. Census, Quick Facts. <https://www.census.gov/quickfacts/table/PST045215/42,42019,00>

Butler County has been growing over the past several decades and is an important commuter-shed to Pittsburgh. It is the fastest growing county in the Southwestern Pennsylvania Commission (SPC) region (Table 2).

Table 2 Population Totals in the SPC Region and Pennsylvania

Geographic Area	Total Population			Change 2000 to 2010	
	2000 Census	2010 Census	2013 Estimate	Change	Percent Change
Allegheny County	1,281,666	1,223,348	1,231,527	-58,318	-4.55%
Armstrong County	72,392	68,941	68,614	-3,451	-4.77%
Beaver County	181,412	170,539	170,382	-10,873	-5.99%
Butler County	174,083	183,862	184,535	9,779	5.62%
Fayette County	148,644	136,606	136,145	-12,038	-8.10%
Greene County	40,672	38,686	38,362	-1,986	-4.88%
Indiana County	89,605	88,880	88,404	-725	-0.81%
Lawrence County	94,643	91,108	90,374	-3,535	-3.74%
Washington County	202,897	207,820	208,047	4,923	2.43%
Westmoreland County	369,993	365,169	364,090	-4,824	-1.30%
SW PA Region	2,656,007	2,574,959	2,580,480	-81,048	-3.05%
Pennsylvania	12,281,054	12,702,379	12,731,381	421,325	3.43%

Source: Southwestern Pennsylvania Public Transit-Human Services Coordinated Transportation Plan

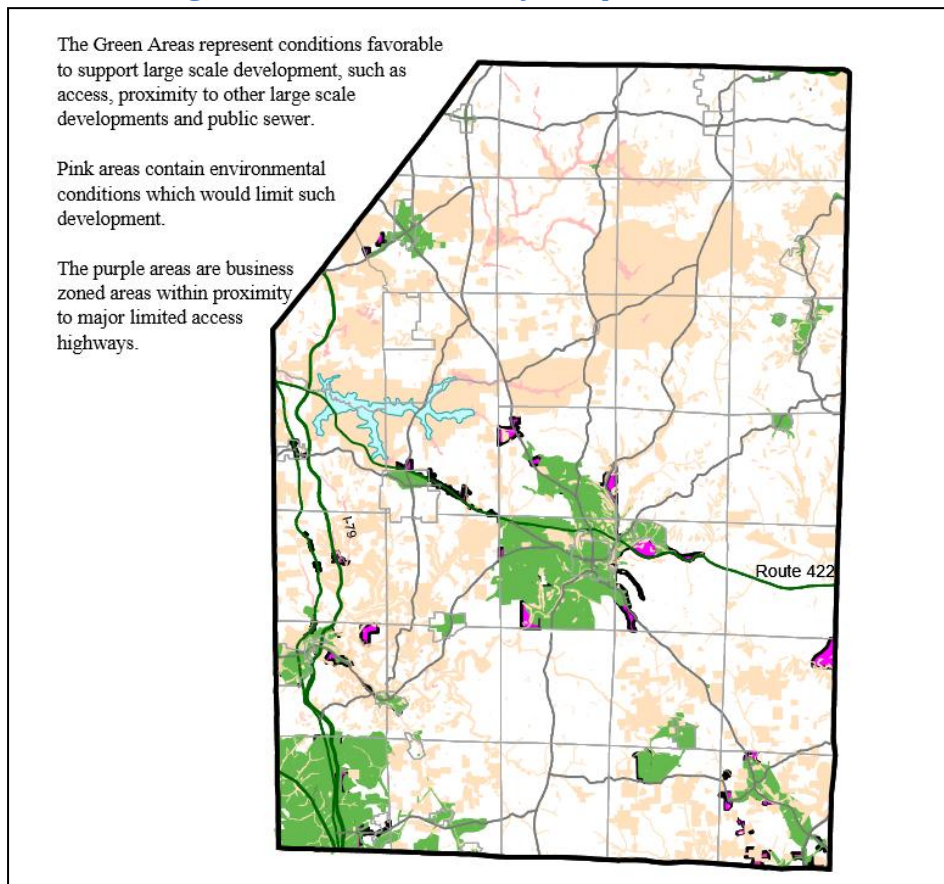
The Butler County Comprehensive Plan identifies the City of Butler and Cranberry Township as the county's two major urban areas and characterizes them by:

- Importance as a civic and job center
- Importance as a population center
- Presence of full infrastructure and public services (water and sewer, sidewalks, police, etc)
- Relatively high population density

The County Comprehensive Plan identifies the following growth areas favorable to future development and economic growth (Figure 1):

- Cranberry Township
- City of Butler
- Zelenople Borough
- Interstate 79 Corridor
- Route 68 Corridor
- Route 228 Corridor
- Route 356 Corridor











Figure 1 *Butler County Comprehensive Plan Growth Areas*



Source: Butler County Comprehensive Plan

Of Butler County’s 80,433 residents that work, approximately 35,000 work within Butler County (Figure 2). However, over 26,000 residents commute to Allegheny County for work. Of the Butler County residents that work in Butler County, the City of Butler has the most workers (11,294 jobs), followed by Cranberry Township (5,805 jobs), and Seven Fields (2,500 jobs).

Figure 2 Where Butler County Workers are Employed (Primary Jobs)

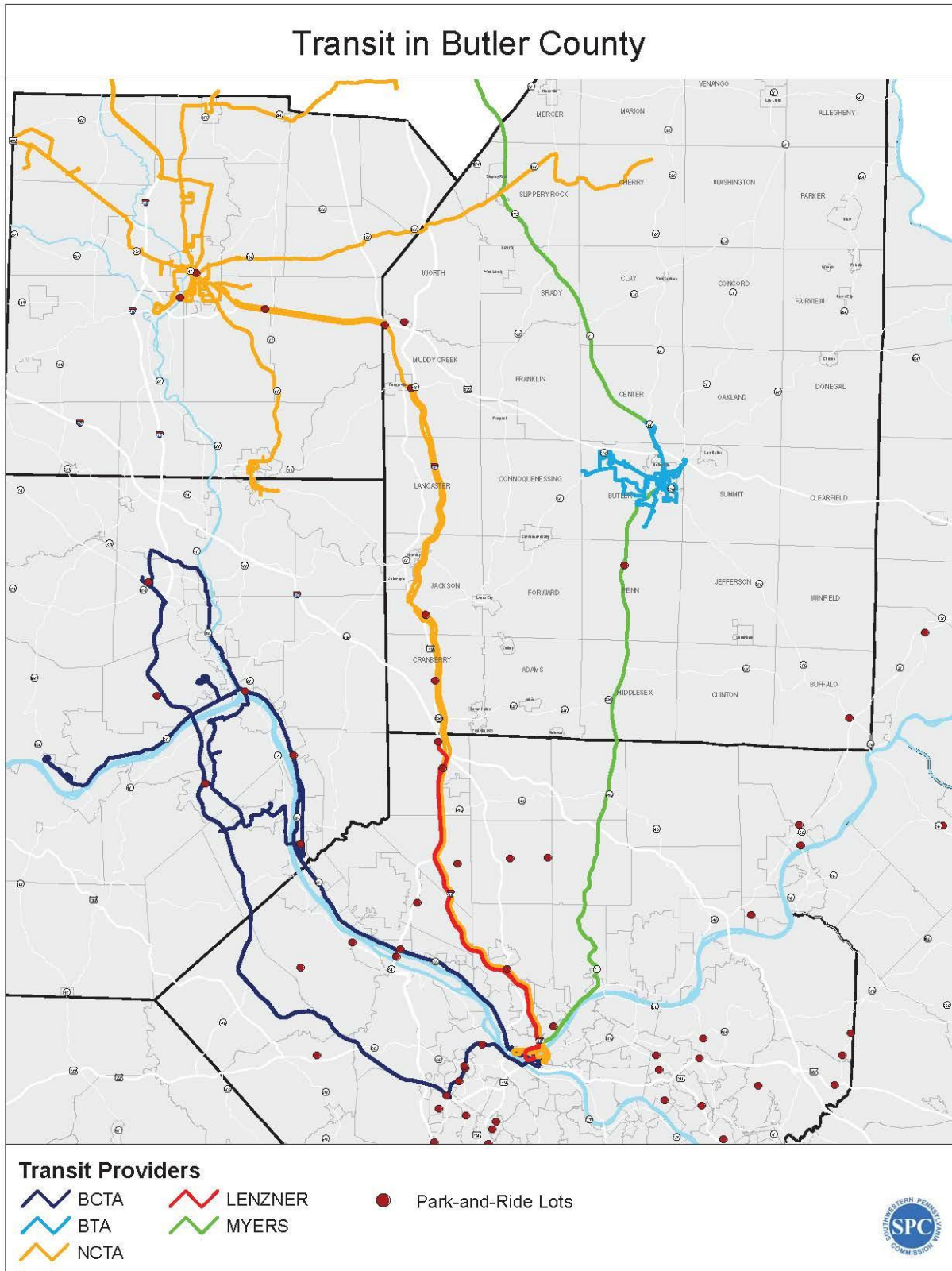
	2014	
	Count	Share
<u>All Counties</u>	80,433	100.0%
 <u>Butler County, PA</u>	35,525	44.2%
 <u>Allegheny County, PA</u>	26,128	32.5%
 <u>Beaver County, PA</u>	2,720	3.4%
 <u>Westmoreland County, PA</u>	1,948	2.4%
 <u>Mercer County, PA</u>	1,857	2.3%
 <u>Armstrong County, PA</u>	1,483	1.8%
 <u>Lawrence County, PA</u>	1,445	1.8%
 <u>Washington County, PA</u>	1,071	1.3%
 <u>Erie County, PA</u>	581	0.7%
 <u>Cumberland County, PA</u>	535	0.7%
All Other Locations	7,140	8.9%

Source: U.S. Census, LEHD On the Map, <http://onthemap.ces.census.gov/>

Existing Transit Service in Butler County

There are a number of different transit providers that operate within or near Butler County. These are displayed in Figure 3 and described in the following sections.

Figure 3 Existing Transit Providers in Butler County



Source: SPC

Butler Transit Authority

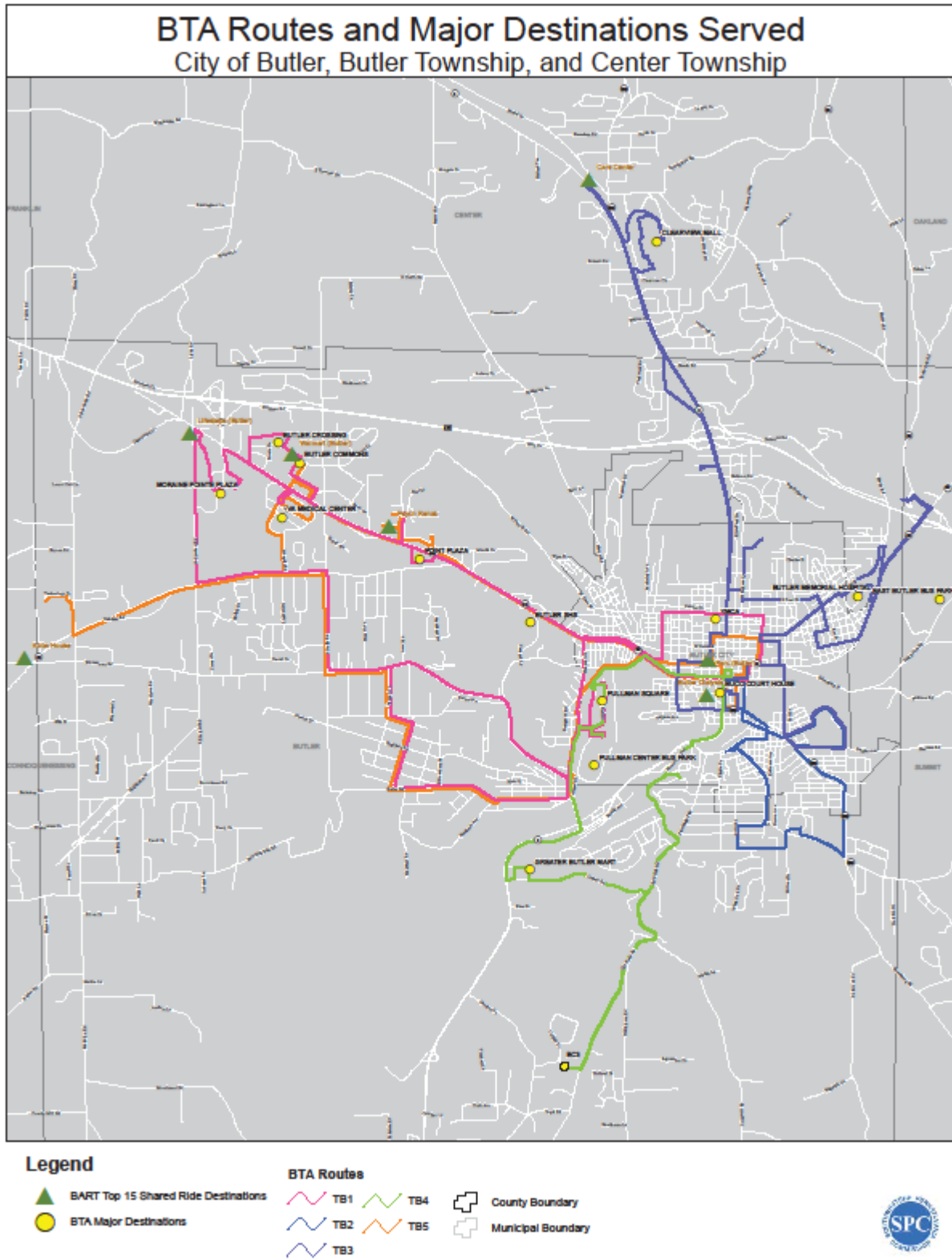
Butler Transit Authority is the public transportation provider for Butler County. BTA operates out of a transit facility that opened in 2011. The authority is planning construction of a CNG fueling station on its site, which will be operational by 2018. Additionally, it will be undertaking CNG retrofits to its facility (to be completed in 2017) and has purchased three CNG buses to replace vehicles in its fleet. BTA has plans to purchase three more CNG buses in 2017.

BTA currently operates five local fixed routes within the City of Butler, Butler Township, and Center Township. These include:

- Route 1 (Red): Weekday and Saturday service to the City of Butler, Pullman Square, VA Hospital, and Butler Commons
- Route 2 (Blue): Weekday service to the City of Butler, Butler Arbors, Care/Rehab Center, Sunnyview, and Center Avenue
- Route 3 (Yellow): Weekday and Saturday service to the City of Butler, Butler Hospital, Bon Aire, and Clearview Mall
- Route 4 (Green): Weekday service to the City of Butler, Greenview Gardens, Old Plank Estates, BC3, and Greater Butler Mart
- Route 5 (Orange): Weekday service to the City of Butler, Butler Commons, VA Hospital, Benbrook and Medical Center

Figure 4 depicts BTA's routes and major destinations served within its service area.

Figure 4 Butler Transit Routes and Major Destinations Served



Source: SPC

New Castle Area Transit Authority

New Castle Area Transit Authority (NCATA) is the public transit provider for Lawrence County and provides Monday through Friday commuter service along the I-79 corridor to Pittsburgh. Within Butler County, it serves a park-and-ride lot in Portersville and one in Evans City before expressing to The Port Authority of Allegheny County's Penn Station on the Martin Luther King, Jr. East Busway in downtown Pittsburgh. The NCATA Pittsburgh Route schedule is provided in Table 3. A one-way trip costs \$4.00. According to NCATA officials, average ridership on its commuter service is about 485 a day and 10,300 a month.

NCATA also provides service between New Castle and Iron Mountain, through Slippery Rock on Route 81.

Table 3 NCATA Pittsburgh Route 71 Service

															Friday only	
Portersville park-and-ride	5:10 am	5:50 Am	6:00 Am	6:20 am	---	7:15 am	11:10 am	2:50 pm	---	---	3:40 pm	4:00 pm	4:10 pm	---	6:10 pm	10:40 pm
Evans City park-and-ride	5:30 am	6:10 am	6:20 am	---	6:45 am	7:40 am	11:30 am	---	---	3:40 pm	4:00 pm	4:15 pm	4:30 pm	---	6:30 pm	11:00 pm
Pittsburgh North Shore, Rivers Casino	---	---	---	---	---	---	11:55 am	---	---	---	4:45 pm	---	---	---	6:55 pm	11:25 pm
E. Busway, Penn Station	6:15 am	---	---	7:35 am	---	8:30 am	12:30 pm	3:45 pm	4:00 pm	4:30 Pm	---	5:00 pm	5:20 pm	5:45 pm	7:00 pm	11:30 pm
Evans City park-and-ride	6:45 am	---	---	8:05 am	---	9:00 am	1:00 pm	4:15 pm	4:30 pm	5:00 pm	4:55 pm	5:30 pm	5:50 pm	6:15 pm	---	---
Portersville park-and-ride	7:05 am	---	---	8:25 am	---	9:20 am	1:20 pm	4:35 pm	4:50 pm	5:20 pm	5:15 pm	5:50 pm	6:10 pm	6:35 pm	---	---

Source: NCATA

Lenzner Coach Lines

Lenzner Coach Lines is a private transportation carrier that operates a commuter route between the Warrendale park-and-ride lot and Blade Runners in Marshall Township and downtown Pittsburgh. While this location is in Allegheny County, many of Lenzner's customers are Butler County residents, making it an important element to include in any analysis of Butler's transportation network. Lenzner serves the park-and-rides every 30 minutes during weekday rush hours. The cost for one round-trip between Blade Runners and Pittsburgh is \$11.50.

Table 4 Lenzner Pittsburgh Commuter Service*Southbound*

From	From	Arrive (approx. time)		
Warrendale Park-and-Ride	Baier Ice (Cranberry Twp.)	Pittsburgh, PA		
Warrendale Rd & Brush Creek	<i>103 Marshall Dr.</i>	<i>Liberty Ave. & Delray</i>	<i>Liberty Ave. & 6th Ave.</i>	<i>Liberty Ave. & Smithfield</i>
5:30am	5:40am	6:13am	6:16am	6:19am
6:00am	6:10am	6:43am	6:46am	6:49am
6:30am	6:40am	7:13am	7:16am	7:19am
7:00am	7:10am	7:43am	7:46am	7:49am
7:30am	7:40am	8:13am	8:16am	8:19am
8:00am	8:10am	8:43am	8:46am	8:49am
4:15pm	4:30pm	5:13pm	5:16pm	5:19pm
4:45pm	5:00pm	5:43pm	5:46pm	5:49pm

Northbound

From			Arrive (approx. times)	
Pittsburgh, PA			Warrendale Park-and-Ride	Baier Ice (Cranberry Twp.)
Liberty Ave. & Delray	<i>Liberty Ave & 6th Ave.</i>	<i>Liberty Ave. & Smithfield</i>	<i>Warrendale Road & Brush Creek</i>	<i>103 Marshall Drive</i>
6:10am	6:13am	6:16am	6:50am	7:10am
6:40am	6:43am	6:46am	7:20am	7:40am
3:10pm	3:13pm	3:16pm	3:41pm	3:51pm
3:45pm	3:48pm	3:51pm	4:16pm	4:26pm
4:15pm	4:18pm	4:21pm	4:46pm	4:56pm
4:45pm	4:48pm	4:51pm	5:16pm	5:26pm
5:05pm*	5:08pm*	5:11pm*	5:36pm*	5:46pm*
5:30pm	5:33pm	5:36pm	6:01pm	6:11pm
6:00pm	6:03pm	6:06pm	6:31pm	6:41pm

* Service only available Monday – Thursday

Source: Lenzner Coach, <http://www.coachride.com/Scheduled-Services>

Myers Coach Lines

Myers Coach Lines (Myers) is a privately-owned transportation provider that provides weekday service between the City of Butler and downtown Pittsburgh. It offers five round trips along PA Route 8 and one evening roundtrip a day between the City of Butler and Slippery Rock. Service times are provided in the Table 5. The cost of a one-way trip to Pittsburgh is \$7.00; 10 one-ways or five round-trips can be purchased for \$55.00.

Table 5 Myers Coach Pittsburgh Service

Southbound

		AM	AM	AM	PM	PM
Grove City	Movie Theatre	---	---	---	---	6:15
Slippery Rock	Kraus Hall	---	---	---	---	6:25
Stone House		---	---	---	---	6:35
Unionville	Fire Hall	---	---	---	---	6:40
Butler	113 E Cunningham St	6:00	6:50	8:50	1:35	7:00
	Day's Inn / Pizza Hut	6:07	6:57	8:57	1:42	7:07
Plainview	Dinner Bell Road	6:18	7:08	9:08	1:53	7:18
Cooperstown	Glade Mills Pres. Church	6:23	7:13	9:13	1:58	7:23
Bakerstown	Tom Henry Chevrolet	6:27	7:17	9:17	2:02	7:27
Orchard Park	Route 910	6:30	7:20	9:20	2:05	7:30
Wildwood	Wildwood Road	6:33	7:23	9:23	2:08	7:33
Mt. Royal	Mt. Royal Blvd.	6:36	7:28	9:28	2:13	7:38
Allison Park	Duncan Ave.	6:41	7:37	9:37	2:22	7:47
Glenshaw	Saxonburg Blvd.	6:50	7:40	9:40	2:25	7:50
Etna	PNC Bank	6:53	7:43	9:43	2:28	7:53
Pittsburgh	Convention Center	7:20	8:30	10:00	2:45	8:05

Northbound

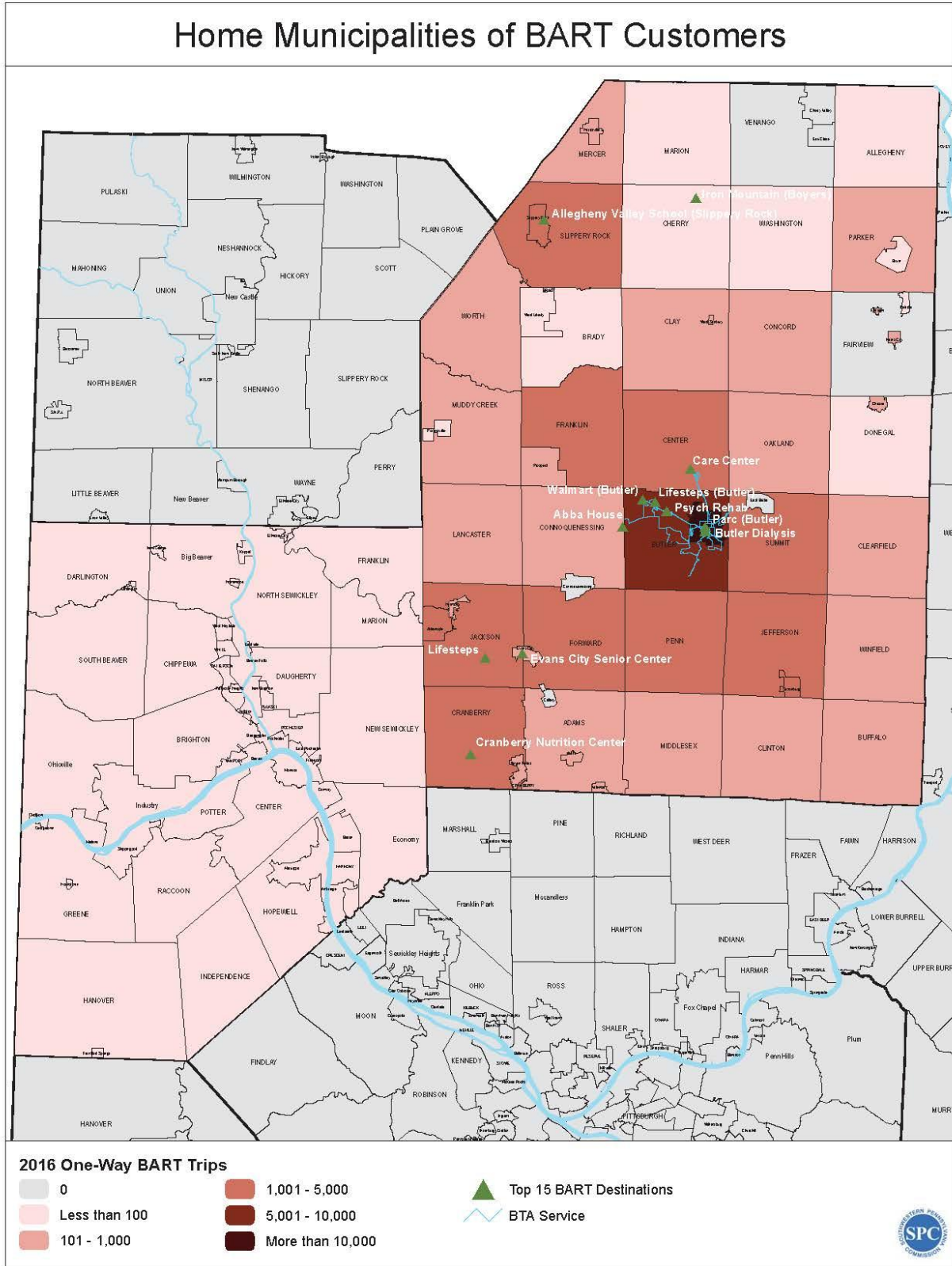
		AM	PM	PM	PM	PM
Pittsburgh	Convention Center	7:30	12:20	4:10	5:30	8:10
Etna	PNC Bank	7:45	12:35	4:25	5:45	8:25
Glenshaw	Saxonburg Blvd.	7:50	12:40	4:30	5:50	8:30
Allison Park	Duncan Ave.	7:53	12:43	4:33	5:53	8:33
Mt. Royal	Mt. Royal Blvd.	7:55	12:45	4:35	5:55	8:35
Wildwood	Wildwood Road	8:00	12:50	4:40	6:00	8:40
Orchard Park	Route 910	8:03	12:53	4:43	6:03	8:43
Bakerstown	Tom Henry Chevrolet	8:06	12:58	4:48	6:08	8:48
Cooperstown	Glade Mills Pres. Church	8:10	1:05	4:55	6:15	8:55
Plainview	Dinner Bell Road	8:14	1:09	4:59	6:19	8:59
Butler	113 E. Cunningham St.	8:35	1:25	5:20	6:40	9:15
Unionville	Fire Hall	---	---	5:30	---	---
Stone House		---	---	5:35	---	---
Slippery Rock	Kraus Hall	---	---	5:45	---	---
Grove City	Movie Theatre	---	---	5:55	---	---

Source: <http://www.myerscoachlines.com/myers/pageinfo/commuter.aspx>

Butler Area Rural Transit (BART)

BART provides demand response transportation service within Butler County, Monday through Friday between 7:00 am and 5:00 pm. It shares a facility with BTA. In FY 2014-15, BART provided 55,831 trips. A map of the home municipalities of BART customers is provided in Figure 5. Butler City and Butler Township have the highest number of BART riders, together accounting for more than 41% of trip origins.

Figure 5 Home Municipalities of BART Customers



Summary of Existing Studies

A number of different regulations and related plans were reviewed as part of this Transit Development Plan process to develop an understanding of planning efforts in Butler County. A summary of these is provided in the Table 6.

Table 6 Regulations and Related Plans

REGULATIONS AND RELATED PLANS		
REGULATORY	SUMMARY	RELEVANCE
PA ACT 44 (2007)	Framework for PennDOT's performance review of each agency's efficiency and effectiveness compared to standards and peers; specific performance standards by which transit agencies are measured including the following specific metrics: passengers per revenue vehicle hour; operating cost per revenue vehicle hour; operating revenue per revenue vehicle hour; operating cost per passenger.	Performance based distribution of funding; performance metrics include: passengers per hour; cost per hour; revenue per hour; cost per passenger trip.
PA ACT 89 (2013)	Legislation that provided the framework for funding of all modes of transportation; specifically focused on investment in transit in order to avoid inevitable service cuts; and created a statewide multimodal grant program to fund transportation infrastructure projects and a dedicated capital funding source for transit projects.	Provides incentives for transit agencies to consolidate in regions; provides policy on fare adjustments; and retained 15% local match for operating with 5% increase provisions for those not achieving local match.
PUBLICATIONS	SUMMARY	RELEVANCE
PENNDOT PERFORMANCE REVIEW	Fixed route performance review for efficiency and effectiveness of service, financial stability and business practices; conducted Dec. 2014; specifically addressed Act 44 performance standards; looked at 8 indicators and BTA was "at risk" in one - operating cost/revenue vehicle hour which was most expensive of its peer group; also identified opportunities for improvement.	Identified opportunities for improvements including ones relevant to this project: develop a strategic plan; identify procedures to match capital projects with realistic operating budgets; develop formal succession plans for key positions; adjust service planning to assess resources for commuter service to Pittsburgh.

<p>BTA RESPONSE</p>	<p>July 2015 BTA Action Plan responding to how the agency will address PennDOT's recommendations for improvement.</p>	<p>Action plan on how BTA is going to implement improvements to meet performance targets by FY 2018-19 including those relevant to this project: obtaining funding from SPC to address service efficiency issues and commuter service to Pittsburgh, establish guidelines for operating and capital planning and budget estimates, address strategic and succession plans.</p>
<p>COMPREHENSIVE /TRANSPORTATION PLANS</p>	<p>SUMMARY</p>	<p>RELEVANCE</p>
<p>SPC MAPPING THE FUTURE</p>	<p>A Plan identifying a vision for the region along with performance measures to gauge progress; transportation and land use that supports and enhances the regional economy and communities within it; specific goals include: 1) maintaining infrastructure; 2) investments for system safety, efficiency and reliability; 3) multimodal investment for community and economic development.</p>	<p>Focus on links like 228 and 422 that connect communities and corridors; expanding rapid transit to Butler County.</p>
<p>BUTLER COUNTY COMPREHENSIVE PLAN</p>	<p>A Plan completed to bring the County into compliance with Pennsylvania Municipalities Planning Code and that identifies Butler County's objectives concerning the location character and timing of future urban, suburban, and small town development and greenspace.</p>	<p>States that Butler County and Cranberry are mutually dependent because Cranberry fills a unique economic role in the County and, as such, should be linked by transportation; areas outside the path of growth should be linked through coordinated transportation improvements; and public transit connections should focus on connecting small towns to urban areas and connecting Butler and Cranberry urban areas.</p>
<p>MULTI-MUNICIPAL COMPREHENSIVE PLAN</p>	<p>For the City of Butler, Butler Township, Penn Township, Summit Township, and East Butler Borough; defines issues based on public input, develops strategies to deal with each issue, and is a reflection of the community's needs and desires; framework for decision-making with regard to future development; is aligned with PA Keystone Principles.</p>	<p>Municipalities would benefit from: focus on connectivity to Cranberry and access to Pittsburgh; improvements to SR 228; leveraging private investments related to transportation projects; congestion mitigation on SR 68 corridor from Butler to I-79; and Butler Transit Authority efforts to increase public transportation to Cranberry and Pittsburgh. Plan specifically identifies park –and–ride / Regional Transfer Center at the 228/19/I-79 intersection with fixed-route bus loop to serve local employers and retailers and provide van shuttle services for employers where a fixed bus route is not feasible.</p>

<p>CRANBERRY AREA TRANSIT STUDY</p>	<p>Completed in 2005, this study looked at how investment in public transit could support and enable Cranberry to achieve its community vision and how to establish a system of public transit to get around town; identified 5 key needs: 1) there is very little transit service and no transit infrastructure; 2) a transit system is needed to circulate local travelers and travelers to Pittsburgh and regionally; 3) there aren't multimodal options in the community; 4) current commuter service is low frequency and doesn't have the features that make transit use successful; and 5) transit improvements need to be designed and phased for financial prudence and based on sound ridership estimates.</p>	<p>Identified transit needs to important destinations, corridors and markets; developed sample bus routes and service scenarios screened based on criteria including estimated productivity and cost; resulted in suggestions for a demonstration project that included: a north-south route around Cranberry; a route from/between Cranberry to Harmony and Zelienople; a route from/between Cranberry to Mars and Evans City; a route between Cranberry and Pittsburgh.</p>
<p>RELATED PLANS</p>	<p>SUMMARY</p>	<p>RELEVANCE</p>
<p>SWPA PUBLIC TRANSIT-HUMAN SERVICES COORDINATED TRANSPORTATION PLAN</p>	<p>A 5-year blueprint for implementation of public transit and human services transportation solutions throughout the SPC region.</p>	<p>Identifies the biggest transportation obstacles for human service clients, and provides a transportation gap analysis at the end of the plan that identifies potential destinations and resources in Butler County.</p>
<p>RELATED PLANS</p>	<p>SUMMARY</p>	<p>RELEVANCE</p>
<p>BTA CUSTOMER SURVEY</p>	<p>A customer satisfaction survey conducted November 2013 on-board each route; asked riders to respond to questions about on time arrivals and departures, vehicle cleanliness, fare pricing, driver courtesy, safety and overall satisfaction.</p>	<p>On time arrivals and departures was cited as the area that needs to improve most; Service comments provided as part of the survey include: 1) shelter at the Whitestown and Duffy stop; 2) keep route 1 as it is now; 3) make the 5 run on weekends; 4) more buses running about every 45 minutes; 5) run bus 1 on Penn Street to Chestnut Street; 6) there should be an earlier bus for the people that need to be at work at 5:00 a.m.; 7) start going to Pittsburgh; 8) more covered bus stops; 9) there should be a bus going to Grove City outlet; 10) need an outdoor shelter at the main terminal for when the terminal is closed.</p>

4 Transit Needs Assessment

The process of developing the TDP included opportunities for the public to express their needs and provide input on how BTA might address their concerns. This section summarizes the findings of research and outreach efforts which included the following:

- Meetings with a Technical Review Group
- Stakeholder/public meetings
- Community survey published on the SPC website from October 17, 2016 to October 31, 2016. The survey received 195 responses. The full survey results can be found in Appendix B.

Stakeholder and Public Input

Technical Review Group

A Technical Review Group (TRG) was formed at the initiation of the project to provide resources and guidance for the project. It included representatives from:

- Southwestern Pennsylvania Commission
- PennDOT Bureau of Public Transportation
- Butler Transit Authority
- Butler County Planning Commission
- Cranberry Township
- The consultant team

The TRG met twice during the course of the study: in-person for a kick-off meeting on August 3, 2016 and via conference call on November 21, 2016. Additionally, the TRG provided assistance via email throughout the course of the project in reviewing materials, suggesting stakeholders to invite to the public meetings, and assisting with promotion of the public meetings.

Stakeholder/Public Meetings

Stakeholder/public meetings were held on October 17, 2016 and December 6, 2016 at the Butler County Government Center in Butler. In both instances, email invitations were distributed by SPC, the TRG and consultant team to constituencies throughout Butler County. Notification of the meetings included low income, minority and disabled populations.

On October 17, a briefing was held for public officials (17 attended). The public officials were given a presentation that included a brief explanation of the study purpose, guidelines for the Transit Development Plan, an overview of current Butler transit services, and next steps in the study. Following the presentation, there was a facilitated discussion on service visioning. Topics included overall transit needs, addressing underserved populations, and major origins and destinations.

On the afternoon of October 17, 2016, a public open house was held that was attended by approximately 20 stakeholders and members of the public. Invitations were sent by email and regular

mail (when email addresses were not available) to 126 stakeholders, including all of the municipalities in Butler County. Press releases were distributed through SPC's media outlets. The meeting notice was posted on SPC's website and on the BTA website and well as their social media outlets. A similar presentation was given to orient the participants, followed by a facilitated discussion on overall transit needs and major origins and destinations. During the second half of the open house, attendees visited three stations to provide input on regional transit needs; explore service opportunities using REMIX, a service planning software tool; and fill out the transit needs survey.

Another was held December 6, 2016, where public officials, stakeholders and the public was invited to participate in the same session. The meeting was advertised similarly to the October 2016 open house with the addition of invitation cards being placed on BTA buses and posting of the meeting announcement on BTA's social media outlets. The presentation at the meeting included a summary of public feedback through the transit needs survey and discussions of service planning and strategic planning. See Appendix A for detailed summaries of the public meetings.

Community Survey

A community survey was created to obtain more detailed input regarding transit need in Butler County. The survey was published on the SPC website from October 17, 2016 to October 31, 2016 and advertised through other means including a press release and on BTA's website. The survey received 195 responses. Of these, 45 responses appeared to be from users of vanpools. During analysis of the survey data, the vanpool responses were extracted from the other responses and analyzed separately to determine if there were any trends; however, it was found that the responses from the vanpool users in most cases were similar to the answers of non-vanpool users. The below information provides a summary of all survey responses. A copy of the original survey can be found in Appendix B and a copy of the vanpool-only responses can be found in Appendix C.

Q1. Have you used any of these bus systems in the past year? (Select all that apply)

BTA	Myers Coach	NCATA	PAAC	BART	ACCESS	No
15	7	14	26	2	1	120

Responses to the "other" option included:

- Westmoreland Transit
- Seneca Valley
- Lenzner Coach
- Butler Motor Transit

Q2. How many days per week do you use these modes to get to work?

	0 days	1 days	2 days	3 days	4 days	5 days	6 days	7 days
Drive alone	38	13	15	5	7	73	4	17
Drive with someone else (carpool)	91	17	3	3	3	7	2	0
Bus or public transit	91	19	2	0	2	11	0	0
Walk	94	21	0	0	0	0	0	2
Bicycle	97	19	0	0	0	0	0	0
Vanpool	0	0	1	1	7	10	26	0
Work at home or do not commute to work	82	19	4	6	1	3	0	6
Combination of two or more of these modes	88	12	2	2	0	13	4	1

Q3. If you use a combination of modes, please tell us about your trip. Please be as detailed as possible. For example, "I drive to a park-and-ride lot and then carpool to work," or "I ride a bike to a bus stop and then take the bus to Pittsburgh, where I ride the T to work."**All responses**

3 days a week I ride BART to Life Steps Transition Program in Zelienople. The BART bus picks me up at home and takes me there, the times vary from 6am to 6:45 am pick up time. I get home any where from 3:10pm to 4:30 depending if they have drop off in Cranberry than bring me home to Slippery Rock

3-4 days a week I drive to a park-n-ride to ride a van, One day a week, I drive alone

Car

drive alone to 1 of 2 park-and-ride I use, then bus into downtown

drive to parking lot and carpool

I am retired. My wife and I walk everyday but when we need to shop we do so by driving either together or separately.

I carpool to work with my son when the schedules and after work events permit.

I carpool with one other person

I drive alone from Cranberry to Oakland, where I park on a street, and then I take a Port Authority of Allegheny County bus for about 7 blocks to work.

I drive from Cranberry alone to the north shore and then take the bus or the T downtown

I drive from my house to the Tier Parking Garage

I drive to 528 park-and-ride and then take New Castle Transit to work in downtown Pittsburgh.

I drive to a church then van pool

I drive to a park-and-ride and then we car pool

I drive to a parking lot in town and walk to my office building

I drive to Evans City park-and-ride and then take the New Castle bus which I have taken for over 10 years. I leave Butler at 6 am and my bus leaves the park-and-ride at 6:45am. I then get off near the double tree in downtown pgh and walk two blocks to my building. In the evening I take either the 3:45 or the 4pm bus back to Evans City and then get to Butler around 5 or 5:30

I drive to hotel in Monroeville and then carpool to work in Cranberry.

I drive to the Cranberry Twp. Fire Station from Harmony and take a car pool from there M-F

I drive wherever I go

I drive, park and then walk.

I use a vanpool but telework every other day
I used to drive to the park-and-ride but the times did not meet my work schedule requirements. As a result, I have to drive alone to work.
I work from home every other day, drive the spot where I pick up the vanpool.
My husband drives me to Lenzner's Warrendale park-and-ride that I take to Pittsburgh.
n/a
Need a bus from Butler to Pittsburgh with a stop in the strip district downtown and on the northside.
use park-and-ride and carpool
When I had an earlier commute schedule, I would drive to a park-and-ride lot and then take the bus to Pittsburgh.
After getting permission from a business our vanpool riders park in a common business lot and ride together.
I drive 11 miles from Zelienople to Cranberry to a park-and-ride lot and then carpool to work in the Cultural District, Downtown Pittsburgh
I drive 11 miles to a park-and-ride lot in Cranberry Twp., and then take the Vanpool to Downtown Pittsburgh. I walk from my stop to the building I work in.
I drive by myself from home to a shopping plaza parking lot. From there, a van pool is taken to the work destination.
i drive from Rowan Road to the Evans City park-and-ride and take a vanpool into the U of Pittsburgh
I drive to a church parking lot and vanpool to work
I drive to a local church which allows us to leave our cars and van parked there. We transfer to the van which takes us directly to our cranberry campus
I drive to a park-and-ride lot and then vanpool.
I drive to a park-and-ride lot and then take a vanpool to work.
I drive to a park-and-ride lot and then vanpool or bus to work
I drive to a parking lot and then ride a CommuteInfo van to work.
i drive to park-and-ride to catch my vanpool
I drive to the Evans City park-and-ride lot and then vanpool to work in Oakland.
I drive to the Penn Twp park-and-ride and drive a Commute Info Vanpool to Oakland 5 days per week
I drive to the vanpool lot and vanpool to work 3 days per week.
I drive to vanpool meeting spot, then take vanpool to work
I ride a vanpool 3 days a week and work from home 2
I take the van when I can, if I need to drive, I park in a discounted lot and walk to work
I'm the driver. Trip begins at my home.
N/A
vanpool from Monroeville to Westinghouse Cranberry
VPSI Vanpool 4 days/week, work from home 1 day/week.
We meet at a church and get on the van there to go to work. On days that the drivers are working from home or for other unforeseen circumstances we drive ourselves.
When I commute to Pittsburgh. I drive to the Days INN parking lot and take the Meyers bus to the city. Weekend service to Pittsburgh would be great

Q4. Where do you work? Please provide a street address for your employer (please be specific. For example, "111 Smith Street, Butler, PA").*

****This was an optional question. Answers not disclosed in this report for confidentiality purposes.***

Q5. If regularly-scheduled transit service existed from Butler to the following destinations, how likely would you be to use it?

Destination	1 Day a week	A few days a week	5 days a week	A few times a month	A few times a year	Would not use	Total would use
Boyers	1	5	5	1	2	106	14
Cranberry Area	1	7	7	11	16	83	42
Slippery Rock	0	2	2	3	13	98	20
Zelienople	1	4	1	6	9	100	21
Route 8 Corridor	0	4	1	7	10	98	22
Pittsburgh (Downtown)	3	11	15	9	31	67	69
Pittsburgh (Oakland)	1	2	11	5	19	91	38
Airport Area/Moon	1	2	1	4	39	77	47
Southpointe	0	0	1	2	3	107	6
Other Destination (specify below)	2	3	9	1	2	83	17

Other responses to Q5 included:

- A Prospect/Portersville area might be successful
- Bakery square
- Butler County Community College
- Cheswick PA
- clarion PA 16001
- Cranberry Township to Monroeville, PA
- Fox Chapel/Aspinwall
- I would like service to Cranberry Township to increase applicant pool from Butler area
- I would use bus or T service from Cranberry to Pittsburgh.
- Into Butler/New Castle Rd area
- My own local area no buses are available on these hills 89th
- New Castle
- New Castle West Sunbury
- Not from Butler, but from Cranberry and Zelienople area into downtown
- Shadyside, North Shore
- Thompson Greene apts 235 North Duffy Road Butler
- To work
- Who cares about Butler? Build a hub in Cranberry to go to Mars or Zelig, and into town. Service from Cranberry to Wexford and Ross Park Mall would be great. Run the service along Freedom Rd, Powell, Rochester, Rowan, Unionville, 228, 19 and other main though
- Would only use transportation from Cranberry to PGH
- Don't live in the area so not sure of all of the possibilities that would work for the area.

- I live in Beaver County so I maybe could use the Moon one if it came up to Beaver County or the Zelenople one if it was closer to Ellwood City
- It would depend on the cost of public transit vs. my vanpool.
- Monroeville or Greensburg - possibly every day if cheaper than vanpool.
- Pittsburgh (Monroeville)
- Sarver, PA
- Since I currently live in Evans City, I would probably only use this transit service if it included stops along I-79 instead of Route 8.

Q6. For what purposes would you use transit service to each of these destinations? (Check any that apply)

Destination	Commuting to work	Medical/dental appointments	Shopping	Personal business	Recreation or social activities	School	Would not use	Total would use
Boyers	11	0	1	1	0	0	96	13
Cranberry Area	26	14	29	13	20	3	68	105
Slippery Rock	4	2	6	7	14	3	92	36
Zelenople	5	4	9	6	12	1	86	37
Route 8 Corridor	3	5	11	9	5	0	80	36
Pittsburgh (Downtown)	28	5	19	12	36	1	51	101
Pittsburgh (Oakland)	9	16	9	8	13	1	75	56
Airport Area/Moon	6	0	3	25	21	2	67	57
Southpointe	1	0	1	2	2	0	99	6
Other Destination (specify below)	8	1	4	1	3	1	73	18

Other responses to Q6 from users included:

- 235 N Duffy Road Butler, Thompson Greene apartments
- Bakery square
- Butler County Community College
- Cheswick PA
- Clarion
- Fox Chapel/Aspinwall
- Many jobs in Cranberry TWP for younger workers without their own transportation. Need service to Cranberry TWP
- McKnight Road-Ross Township
- New Castle
- New Castle West Sunbury
- Shadyside, North Shore
- Wexford

- Beaver Falls or Ellwood City
- Since I currently live in Evans City, I would probably only use this transit service if it included stops along I-79 instead of Route 8.

Q7. What factors would affect your decision on whether to use transit service? Please rank each factor 1-7 with 1 being the most important factor that would affect your decision and 7 being the least important.

	Avg. Rank
Hours of service (time of day)	2.6
Time/speed of the trip (how long it takes to get to your destination)	3.2
Frequency (how often a bus arrives at your stop)	3.3
Access to or from the stop (how easy is it to get to the stop, or from the stop to your destination?)	3.5
Cost of trip	3.5
Stop amenities (for example, benches, lighting, information kiosks)	5.2
Bus amenities (for example, wi-fi or phone chargers)	5.6

Q8. Imagine that *The Bus* had additional funding to improve transit service in Butler County. How would you distribute it across these five priorities? For this exercise, distribute \$10 however you think best. (Keep in mind, this is for you to share your opinion about your priorities--it does not imply that additional funding is currently available!)

	Total Score
More routes to more destinations	\$ 453.00
More frequent buses	\$ 291.00
Longer span of service	\$ 191.00
Improved bus stops & stations	\$ 136.00
Newer buses	\$ 119.00

Q9. (Optional) What is your home ZIP Code? Q10. (Optional) In what municipality do you live?

	Number of responses
Butler Township / City	35
Cranberry	25
Adams Township	9
All other locations	<2 responses each

Q11. Is there anything else you would like to tell us about your transit needs in Butler County?

All responses
Bus service to downtown would be wonderful!
Butler Transit needs service that could benefit Butler City/Butler Twp. Currently service is available from Pittsburgh/Grove City- Rt 8 corridor through Myers Coach line-5 times daily, however there is no promotion of this service to the public. There is no service to the Rt528 park-and-ride. If service could be implemented using Route 68 through Evans City to Zelienople (18 miles) using smaller equipment (18-25 passenger bus). Route 19S to the park-and-ride-141 Lindsay road--4 mile in Jackson Twp. Further implementing Route 19S to Diluth Road---6 mile Cranberry park-and-ride continue out 228 E to Route 8 making stops where needed to Glade Run UP Church--12 mile or Butler Co. Community College--20 mile then return to Butler. A number of trips during the day using a study to determine vital times. Service could be expanded as demand increases.
Butler would benefit from an express bus to Pittsburgh Monday through Friday for commuters. I feel this should be a priority to help not only existing commuters but to entice people to move to and live in Butler knowing reasonably priced transportation to Pittsburgh is available. This is long overdue and the Meyers bus is not only overpriced but it is very very time consuming and often times has no air conditioning in the summer. It is simply not an option for most.
Classes at the community college run until 9 pm. It would be great to have service from the college after that time.
Commuter Service to Pittsburgh
direct bus from butler to pittsburgh
Do not want it.
do something and stop wasting time
I am a retail manager in Cranberry Twp. I feel that having a bus route in Butler County that travels to the Cranberry Commons area would greatly benefit the community by creating an opportunity for citizens in Butler County to work in Cranberry given the transportation availability.
I feel that there should be later hours that the bus runs and it should run on the weekends.
I have no transit needs. Traffic in Cranberry (route 19 and Freedom Rd!!!) is bad enough without adding the hinderance of buses. Having lived in Pittsburgh for most of my life, having to once again deal with slow-moving, exhaust-spouting buses in Cranberry it not something I would call a plus to living here.
I never use public transit, and always drive myself. I have, however, operated a transit company in the past. I have ideas.
I prefer to drive my car in all instances, even in the dead of winter. I enjoy driving, enjoy the serenity of driving alone and the independence afforded by having my trusty steed at my beckon call. I would ride the bus only under extreme circumstances, any of which currently escape me.
I think we are very fortunate to have a transit system. It is vital to those who live in the city to have access to all the services provided out of town.
I typically do not rely on transit services and prefer to drive, bike or walk.
I work for the University of Pittsburgh. We get free transit with the Port Authority(which does not come to my location). Would we get free transit with you?
I would appreciate partnerships with organizations that already have existing arrangements with transportation organizations. Specifically, I can use the Allegheny County Port Authority Transit (PAT) busses for free as an employee of Carnegie Mellon University, by using my ID card. I would appreciate if that same arrangement was sought to apply to a different bus system used to commute to CMU from Butler county. Thank you for exploring solutions in this area!!
I would definitely take the bus to work and back at least some days if it had service from a point near where I live to a point near where I work.
I would like to see BART be able to run after 4pm and on weekends, I feel there is a need for this
If an arrangement for a bus from Monroeville Northern Pike (old Westinghouse site) to Cranberry Woods location I believe MANY riders would participate.
If there were decent buses at convenient stops and at times that made sense we would use the bus.

I'm only aware of bus service provided by Lenzner which is limited to monthly passes and not a solution for me. I also heard the bus is frequently standing room only because there are limited options for buses from Cranberry township into downtown.
Imagine reinstalling rail and Light Rail or even commuter trains down Rt 8 to town - why must Pittsburgh always resort to buses?
in buffalo township transit services don't exist
It would be nice to have reliable bus service from the Rt. 528 park-and-ride into Pittsburgh.
It would be wonderful to have more options for getting to school (BC3, SRU) for those of us who don't drive or don't have a vehicle.
It would help benefit the work force. People with limited transportation could get jobs in the cranberry area if there was a transit system in place with frequent stops in the area of Cranberry, Freedom road, and seven fields.
Many retail jobs in Cranberry are going unfilled...so many jobs available bus service would help fill them
More bicycle routes
Needed to more areas of Butler County
no
only to report in the page asking about importance of items directly related to transit services the blanks are ones - very high rated in my opinion... but they kept disappearing. Only the "4" remained. So, all those qualities are important to me...
The bus is late a lot takes a long time to get places I live on rte 4 and there is no service on Saturdays a lot of stuff happens on Saturday would be nice to be able to go to need buses with no steps Lawrence county has a nice system talk to them they have buses that go to Lawrence county fair why can't we have them to go to Butler fair etc Butler bus really sucks (at the lack of a better word) and I am really trying to be grateful there is one
The lack of transit to Downtown Pgh is absolutely ridiculous. I travel throughout the US and most major cities are way ahead of us by offering frequent, regular service from suburbs to city. We have been studying transit for over 10 years now and there has been no meaningful progress to show for it.
There needs to be regular transit to and from the Cranberry Township and Jackson Township areas. There are individuals living in the City of Butler being obtaining employment in the Cranberry and Jackson Township areas (living-wage, upward mobility employment), but are not able to accept the offer due to not having public transportation.
They need a lot of improvement. If you compare Butler County with an economically depressed area like Lawrence Co specifically New Castle we are poor
This survey will not show you what you need the people that need your HELP will not be the ones that will get this.
We are in dire need of extending the T service from downtown Pittsburgh to the North. I would pay a fair price to take this service daily and even on weekends. In addition, the HOV lanes are useless in my opinion and create more of a bottleneck on 279. If I'm heading into downtown Pittsburgh not needing to get off on any exits along the way, I should be permitted to take the HOV lane even with just 1 person in the car. This would help unclog traffic that is just passing through to get to downtown or the North Shore. It still doesn't solve the nasty bottleneck when heading north on 279 during rush hour when cars aren't merging properly no matter what lane you are in at the Bellevue/West View interchange. There definitely has to be a better way to get traffic moving better in this area so those of us who live to the north have a better commute. I still stand by the urgent need of T service options to the north.
We need a busing service that fulfills our needs here in rural Boyers.
Would love to be able to fill job openings with residents of Butler county seeking transportation to Cranberry TWP
Would prefer light rail transit over anything - had many opportunities to work in downtown PGH but couldn't abide the Rt 8 svc into town. Would MOST DEFINITELY drive to somewhere if there was LRT into Pittsburgh - take out the HOV lane and put in a train!!!!
Buses to Pittsburgh would be great. The van is a good service also.
Have a bus between the route 528 park-and-ride to pgh with convenient stops in the city, multiple trips in and out of city, reasonably priced.
I don't travel out this way often any more since I work out here - but it is a nice place to shop and visit if I could take transportation here.
I grew up in Butler County, and my first job out of college was in Pittsburgh. A major factor that influenced my decision to move to Evans City instead of Pittsburgh was the easy access to NCT and CommuteInfo services at the park-and-ride at 528 & 79. I applaud the renovations made to the Evans City park-and-ride a few years ago. Since I work in Oakland, I would love to see more transit options from Butler County to Oakland. Years ago I tried taking

the NCT bus downtown and then paid another fare to take a port authority bus to Oakland. It was expensive paying 2 bus fares, and I often had a hard time making the connections. Another transit idea I'd personally like is a recreational service to Pittsburgh. It would be great to get on a bus to go to a Pens game or a concert and not have to worry about traffic and parking fees.

I personally need better access to Oakland on a 5 day per week basis

I use a vanpool from the Irwin turnpike exchange to Cranberry most days for work. I don't think Butler County is going to provide transit service for us.

I used to ride the Butler to Boyers bus and it was great! It was truly ashame when it went away. In my opinion, the plug was pulled way too early and the way you were funded (the stupid tickets) were the wrong way to go about it.

I would go to Butler more if there was transportation from Beaver County.

I would really like to have bus service to the Cranberry area and to Pittsburgh on the weekend,

Limited options when traveling to Oakland

My stepdaughter attends a special needs in Zelenople. We use the BART service to get her to and from and the cost is \$40.00 a day. She needs no special provisions and has no access issues and I think it's criminal that there are no other options for her transportation. If she were an addict she could probably get some sort of free ride to a methadone clinic such as the aire-ride service.

Transits to Murrysville

We need more advertising for the van pools that are currently available to take to downtown Pgh.

your survey doesn't even list where I live. please re-vamp. 90% of Westinghouse folks thru commute info live in Monroeville, Murrysville and Westmoreland county....ty

Findings

This section summarizes key findings from the review of existing studies, data, research, the responses to the survey and other outreach efforts.

Pittsburgh Service

One theme that arose from the public feedback was the need to move Butler County residents south to job locations in Pittsburgh. While there are transit options available to many commuters, such as New Castle Area Transit Authority and the private operators Lenzner and Myers, the public feedback identified gaps in the service that could indicate unmet market demand for more capacity.

Of all destinations identified in the public survey, service to downtown Pittsburgh received the most interest, followed by service to the Pittsburgh airport and service to Oakland. This transit need for connecting the study area to Pittsburgh was also echoed in the public feedback received at the October 17 public open house.

Survey respondents that expressed an interest in traveling to Pittsburgh from Butler County indicated that they would use new transit service daily, primarily for work and recreation purposes. Those who expressed an interest in traveling to Pittsburgh airport indicated a use for personal business, at less frequent usage.

Cranberry Service

The demand for local and commuter transit services to and from Cranberry has been assessed in previous studies; demand still exists as evidenced by the results of this project's outreach efforts. One of the most prevalent comments from stakeholders and the public participants was the need to move residents from northern Butler County south to job opportunities in Cranberry. BTA currently has no bus

routes to the suburbanized southern portion of the County, including Cranberry Township. Stakeholders and the public indicated that many jobs are going unfilled in Cranberry. Those who took the survey indicated a need for daily transit between Butler and Cranberry, primarily for commuting and shopping purposes.

Veterans Administration (VA)

A new VA Health Center is scheduled to open in summer of 2017 (US Department of Veterans Affairs, 2016). The new facility is being constructed off North Duffy Road in Center Township. It will provide a full suite of services including primary care, specialty care, mental health, dental, laboratory, radiology etc. The existing VA campus will remain in use by some VA services but there are plans to eventually decommission the existing facility. Therefore, exploring service opportunities to the new facility will be critical.

Slippery Rock / Grove City

Public input indicated an interest in connecting Butler to Slippery Rock Borough and the university (both as an educational institution for students and a place of employment). Additionally, there is interest in accessing Grove City, for shopping and employment opportunities at the Grove City Premium Outlets as well as educational and job opportunities at Grove City College. Students at BC3 have the option of transferring to Slippery Rock University or Grove City College after two years; however the lack of transportation options is an impediment to that opportunity.

Service Span

Public feedback and stakeholders expressed the desire for service extending later into the evening—in particular, for later service to BC3. Currently, the last pickup at the college is at 8:40 pm before some classes end, leaving some students to find another way home from classes. The college offered 40 courses in the spring semester of 2017 with end times of 8:00 pm or later. Total enrollment in these classes was 420 students.

Additional Out-of-County Service

There were isolated requests for services to and from other areas. Other out-of-county destinations mentioned consisted of New Castle, Clarion, and Allegheny County locations including Southpointe, Cheswick, and Monroeville.

5 Scenarios and Recommendations

This section lays out transit service plan scenarios and recommendations. While many transit needs were expressed by public feedback and stakeholders throughout the project, it is not feasible within BTA's budget parameters to address all of them. While many of the transit needs were considered, the most prominent needs were selected to pursue in more detail. These were then divided into short-, mid-, and long-term scenarios so that implementation can be phased to fit within current and future BTA resources. Table 7 summarizes at a high-level the scenarios presented in more detail in the following sections.

Table 7 Service Scenario Summaries

Timeframe	Service Scenario	Cost Estimate
Short	Extended BC3 Evening Service	\$27,812 (annual operating cost)
Short	Service to new VA	N/A – Service can be provided through a deviated Route 1 or 5 schedule
Mid	Pittsburgh Commuter Service	\$596,103 (annual operating cost)
Mid	Slippery Rock / Grove City	\$264,975 (annual operating cost)
Mid	Cranberry Demonstration Service	\$530,000 (annual operating cost)
Long	TRID -- Cranberry Service	\$125,000 for TRID Planning Study. Further study needed for design of Cranberry service.

Short-Term (less than one year) Service Concepts and Considerations

The following are scenarios that could be considered in the short-term time frame (immediate). These include ways that BTA could modify existing service to accommodate need as expressed by respondents from the public and stakeholders.

Span of Service

Public feedback indicated a need for later evening service on BTA's routes. BTA currently terminates its weekday service at the BTA terminal as follows:

- Route 1 – 8:19 pm
- Route 2 – 5:15 pm; Route 2/4 – 9:17 pm
- Route 3 – 8:20 pm
- Route 4 – 4:47 pm; Route 2/4 – 9:17 pm
- Route 5 – 5:46 pm

BTA indicated that it previously provided later evening service; however, based on review of productivity, a decision was made to reduce evening service beginning on July 1, 2014. As a result, BTA cut the last the last trip of each route on weekday and Saturday service, discontinued Sunday service, and eliminated route 2/4 on Saturdays.

BC3

Feedback from the public survey and stakeholder meetings indicated a need to extend BTA service to the BC3, in particular, later into the evening. BTA currently provides service to BC3 beginning at 7:30 am, with headways of 64 to 68 minutes on Route 4 during the day and 60 minutes on Route 2/4 in the evenings. However, the last pickup at the college occurs at 8:40 pm (on Route 2/4), requiring students with evening classes that end after that to find an alternate means of travel home. With enrollment of 420 in classes ending after 8:00 pm, this presents an opportunity for improved service to benefit students.

A goal of this study is to identify realistic solutions that fit within currently available resources. BTA funding in FY 2015-16 was sufficient for current operations with an additional \$388,581 of Act 44 funds in reserve (Maher Duessel, 2016). As of June 30, 2016, those reserves total \$574,744. It is important for many transit agencies to keep funds in reserve, in particular several months' worth of operating costs, to provide for unanticipated expenditures such as increases in fuel or other service delivery cost, accounting for budget shortfalls, or offsetting expenses associated with unforeseen weather. BTA strives to maintain 25% of its total budget in reserves. Therefore, at the current time, there could potentially be \$187,244 available for discretionary uses such as increasing evening service to BC3.

Given BTA's limited financial resources, and the previously inadequate evening service performance, it is not recommended that BTA restore all of the service that was cut on July 1, 2014. However, given the immediate need expressed from public input, BTA should consider in the short-term restoring its evening run to Route 2/4 on Mondays through Thursdays, to fill the immediate need of BC3 students. BTA should first evaluate its existing routes and ridership to determine if additional modifications can be made that would free up one revenue vehicle hour a day to offset the one additional revenue vehicle hour a day needed for the evening BC3 run. If modifications cannot be made to existing service, then the extra run would need to be added as new service. This could result in an additional estimated annual operating cost of \$27,812¹. This assumes that this additional evening run would operate Monday through Friday as it did prior to July 1, 2014. However, BTA could reduce this operating number further by determining if the extra evening run is not necessary on Fridays as there are no evening BC3 classes provided on Fridays. Similarly, if the ridership on the evening run is primarily students, the evening run may not be necessary in the summer months when BC3 classes are not in session, further resulting in savings. No additional capital costs would be incurred by this scenario as the run would utilize the existing Route 2/4 vehicle already in service.

If the evening run were to be restored to BC3, this should only be done in partnership with the college to assist in marketing of the service to the students. Marketing will be important so that an adequate level of ridership can be maintained to ensure its continuation.

Veterans Administration (VA)

As stated above, a new VA Health Center is scheduled to open in summer of 2017 on North Duffy Road in Center Township. The existing VA campus will remain in use by some VA services but there are plans to eventually decommission the existing facility, although a date for this has not been determined.

BTA currently provides service on Routes 1 and 5 to the VA Butler Healthcare Facility, located in Butler Township on PA 356/New Castle Road. Headways on the two routes range between 60 and 72 minutes. The new VA location is approximately 1.4 miles north of the existing VA facility. BTA will need to serve both facilities until the existing VA site is decommissioned.

BTA Routes 1 and 5 follow similar roads and overlap on much of their routes, including service to the existing VA and Butler Commons shopping plaza. A deviation of either of these two routes from New

¹ Utilizes FY 15-16 operating cost per vehicle revenue hour of \$109.07. Assumes operation of the service five days a week for 51 weeks.

Castle Road near Butler Commons, to North Duffy Road to the site of the future VA and returning on Duffy Road to New Castle Road to continue its service will result in about a 20 minute deviation. BTA will be unable to maintain its current headways on Routes 1 and 5 and serve the new VA facility unless modifications are made to one of the existing routes. BTA should begin looking at Routes 1 and 5 to determine which of the two routes could be adjusted to provide service to the new VA site while having minimum impact to current headways.

CommuteInfo Emergency Ride Home

Public feedback also indicated that Butler County residents may not use transit to get to work because they want to be prepared for emergency travel, especially as it relates to childcare. Residents, however, might not be aware of the Emergency Ride Home (ERH) service, which is available to commuters who are registered with SPC's CommuteInfo program and are a transit rider (CommuteInfo, 2016). If an emergency ride home is needed, the commuter arranges for the ride home, pays, and is reimbursed through the program. The maximum number of trips that can be reimbursed annually is four per user or up to \$100 in trips. Promotion of this service should be done in the immediate term to educate Butler County residents and transit riders, which potentially could increase use of BTA's system. This promotion should be done jointly between BTA and SPC including advertising the ERH program on BTA bus schedules and SPC outreach materials.

Mid-Term (one to five years) Service Concepts and Considerations

Pittsburgh Commuter Service

This study found evidence of potential support for additional commuter service from Butler County to Pittsburgh. The public survey, input from the stakeholder meetings, and existing studies have demonstrated a strong interest from Butler County residents for more travel options. Previous studies, including the 2005 Cranberry Area Transit Study, as well as a 2016 analysis by SPC and preliminary data from SPC's Regional Park-n-Ride Facility Origin-Destination (OD) Study indicate market demand for additional service. The service concept outlined below combines the previous ideas with the current indicators to suggest a possible approach to filling this need. **A feasibility study that looks at potential ridership, markets and costs in much more detail is required by PennDOT for some funding sources.**

Butler County residents traveling to Pittsburgh currently have the option of riding NCATA that operates Route 71 commuter service through Butler County from New Castle to Pittsburgh along I-79, servicing the Portersville and Evans City park-and-ride lots. The private company, Lenzner Coach Lines, serves the Warrendale and Blade Runners lots in nearby Marshall Township. Additionally, Myers Coach Line provides weekday service from Grove City to Pittsburgh and travels Route 8 with stops in Unionville and at the BTA terminal.

According to ridership estimates done by SPC in 2016 through its Regional Travel Demand Model, there is additional demand for commuter service to Pittsburgh along the Route 68 corridor in addition to the service currently provided by other operators. This analysis looked at a potential service running four times per day between the City of Butler and Downtown Pittsburgh (Table 8). The service configuration analyzed below is based on **three** trips per day and terminates at Allegheny Station on Pittsburgh's

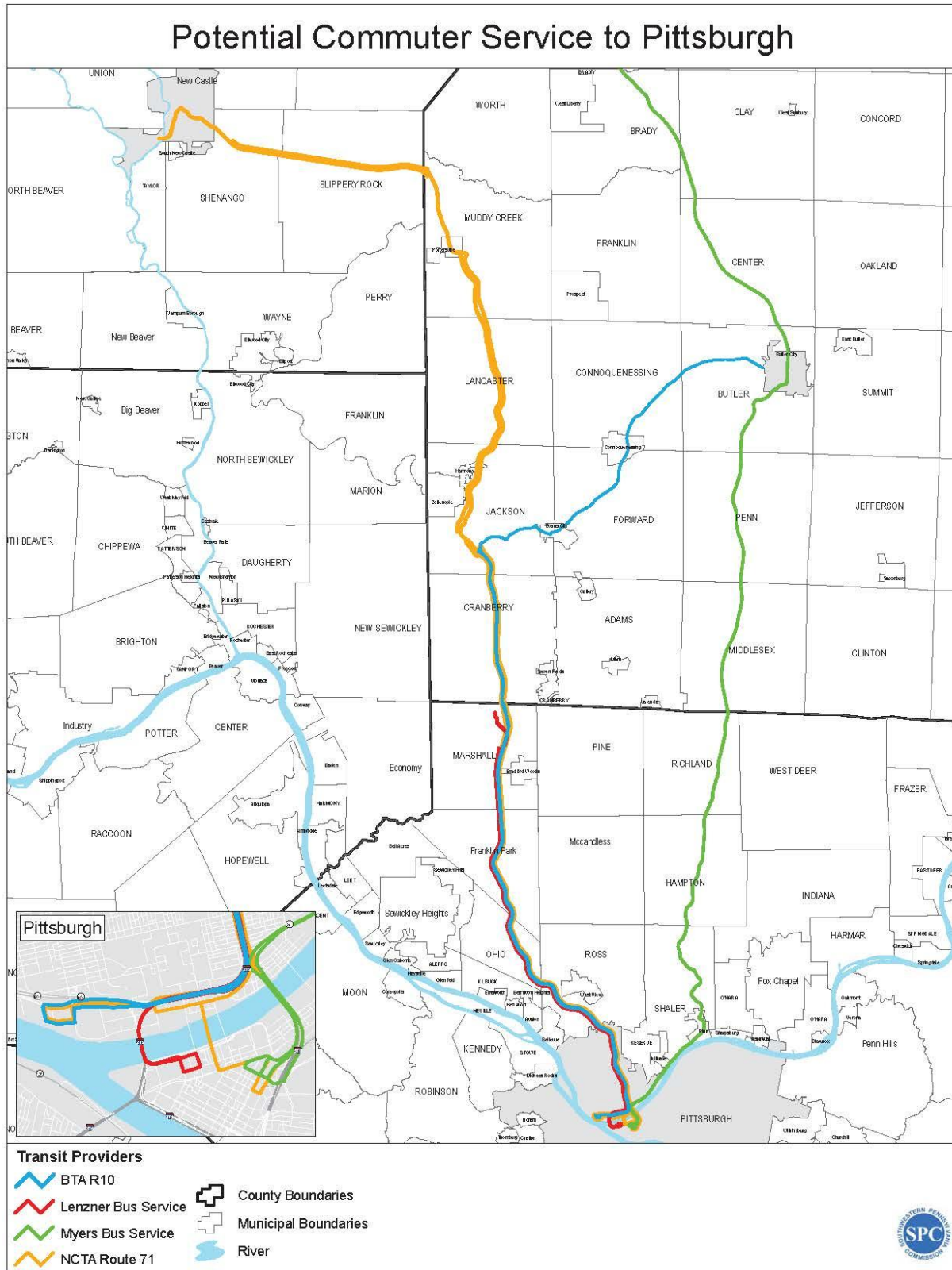
North Shore (Figure 6). This configuration fills potential gaps in the service while offering commuters a different destination from NCATA.

Table 8 *Butler Transit Authority Commuter Service between City of Butler and Downtown Pittsburgh – Summary of Daily Boardings from latest Air Quality Conformity Model Runs (Cycle 10)*

Route	Scenario Year	Peak Periods 30 Min. Freq. Total Boards
R10	2015	0
R10	2020	242
R10	2040	253

Source: SPC Air Quality Conformity Determinations
http://www.spcregion.org/trans_data_air.shtml

Figure 6 Potential Butler to Pittsburgh Service



Source: SPC Travel Demand Model, 2016

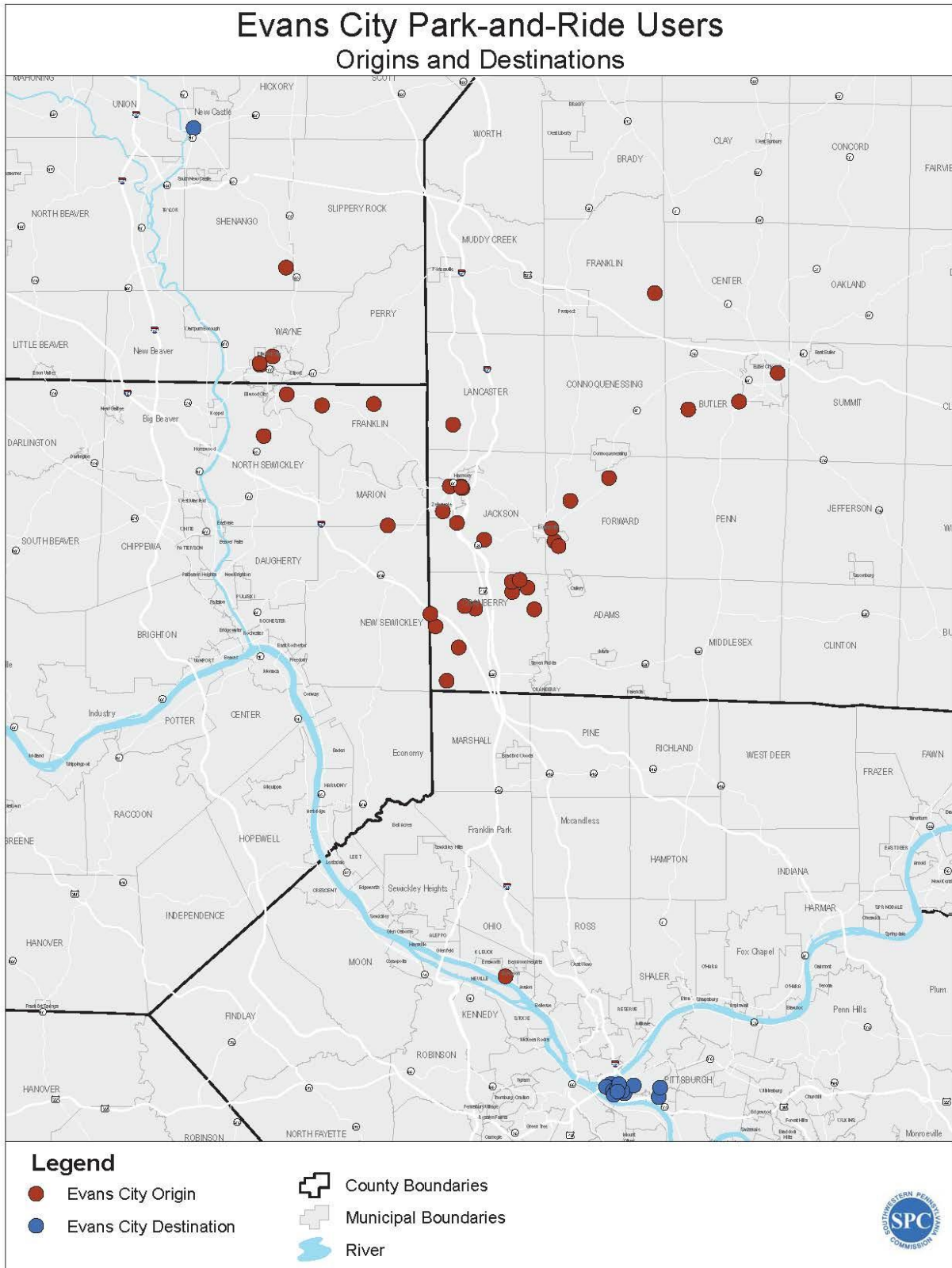
The proposed 43-mile route would start at a new park-and-ride lot at BTA's office in the City of Butler, and then travel Route 68 to Route 528 to I-79 to I-279 via HOV lanes to Pittsburgh. The outbound route from Pittsburgh will then travel the same routing in reverse to the City of Butler, stopping at all of the same locations as the inbound route.

A keystone of the commuter service would be a stop at the existing park-and-ride lot located on Route 528 across from the north bound exit ramp of I-79 Exit 83 (Evans City – Route 528 – Jackson Township). The lot was expanded in 2014 from approximately 100 spaces to 335 spaces and is owned by the Pennsylvania Department of Transportation. The approximate \$2 million expansion was paid for by PennDOT and BTA in preparation of additional commuter demand.

The lot is approximately 25 miles north of downtown Pittsburgh and is currently served by New Castle Area Transit Authority's Pittsburgh Route 71. Counts done at the Evans City park-and-ride (Rt 528) on Wednesday, May 4, 2016 found that the lot was only at 38% capacity by 10:00 am; therefore there would be additional capacity for new riders if BTA were to provide service from the lot.

In addition, a survey done at the Evans City park-and-ride determined the origins of the users of the lot. As shown in Figure 7, the many of the park-and-ride lot users in Butler County have origins along the Route 68 corridor. Additionally, a number of users live in the Cranberry area and travel north to access the park-and-ride. This shows that commuter service could benefit central Butler County and commuters from the county's southern tier who drive north to use the park-and-ride lot for service into Pittsburgh.

Figure 7 *Evans City Park-and-Ride Users Origins and Destinations*



Source: SPC Regional Park-and-Ride Survey (preliminary data)

In addition to satisfying commuter demand to Pittsburgh, a BTA route serving the Evans City park-and-ride also provides local benefits, most notably access to jobs. FedEx recently opened a new station in August 2016 that is located directly across the highway from the park-and-ride along with several other businesses. The new station employs about 200 entry level positions and 50 other full and part time positions. In addition, there are a number of other newly opened technology and logistics businesses located in close proximity to the park-and-ride on the western side of Route 528. However, these businesses as well as the FedEx site are currently not accessible to pedestrians from the park-and-ride location without significant capital improvements to improve pedestrian access or a last-mile transit connection. BTA should begin conversations with FedEx and other employers located near the Route 528 park-and-ride to explore opportunities for connections for transit riders to employment locations.

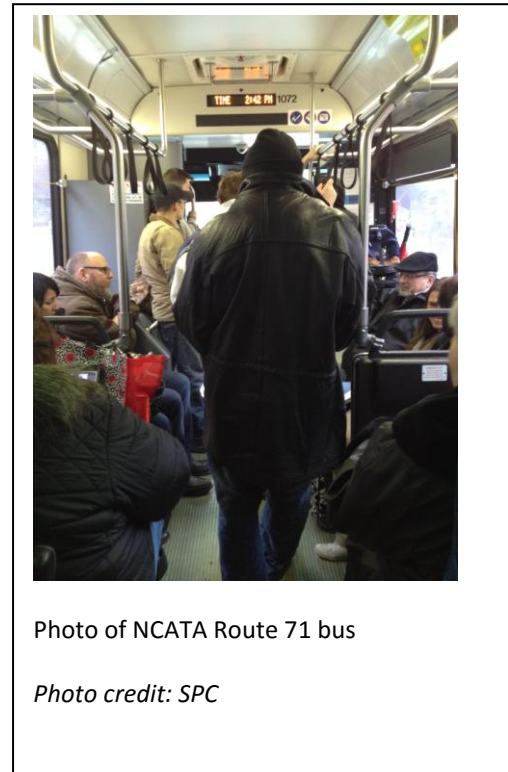


Photo of NCATA Route 71 bus

Photo credit: SPC

If BTA commuter service to Pittsburgh is pursued, it is important that it is designed to complement and not hinder the existing NCATA Pittsburgh service that operates from the same park-and-ride lot. Departures from the lot should fit between or supplement NCATA’s departures so that it provides more options for users and attracts new riders. NCATA’s Pittsburgh service from the Evans City lot is shown in Table 9. The red arrows indicate where potential BTA service could fit if BTA operates three inbound and three outbound trips from the Evans City park-and-ride to Pittsburgh.

Table 9 NCATA Pittsburgh Service with Potential BTA Scheduling of New Commuter Service

																Friday only	
Evans City Park-and-Ride	5:30 am	6:10 am	6:20 am	---	6:45 am	7:40 am	11:30 am	---	---	3:40 pm	4:00 pm	4:15 pm	4:30 pm	---	6:30 pm	11:00 pm	
E. Busway, Penn Station	6:15 am	---	---	7:35 am	---	8:30 am	12:30 pm	3:45 pm	4:00 pm	4:30 pm	---	5:00 pm	5:20 pm	5:45 pm	7:00 pm	11:30 pm	
Evans City Park-and-Ride	6:45 am	---	---	8:05 am	---	9:00 am	1:00 pm	4:15 pm	4:30 pm	5:00 pm	4:55 pm	5:30 pm	5:50 pm	6:15 pm	---	---	

Source: NCATA

Additionally, Myers Coach provides service from the City of Butler to Pittsburgh using the Route 8 corridor. Although BTA will be operating its Pittsburgh service on a different corridor, it should begin

discussions with Myers about how to best coordinate with them. Myers service is shown in Table 10 below. The red arrows indicate where BTA service could fit with the operation of three inbound and three outbound trips.

Table 10 Myers Coach Pittsburgh Service

Southbound

		AM	AM	AM	PM	PM
Grove City	Movie Theatre	---	---	---	---	6:15
Slippery Rock	Kraus Hall	---	---	---	---	6:25
Stone House		---	---	---	---	6:35
Unionville	Fire Hall	---	---	---	---	6:40
Butler	113 E Cunningham St	6:00	6:50	8:50	1:35	7:00
	Day's Inn /Pizza Hut	6:07	6:57	8:57	1:42	7:07
Plainview	Dinner Bell Road	6:18	7:08	9:08	1:53	7:18
Cooperstown	Glade Mills Pres. Church	6:23	7:13	9:13	1:58	7:23
Bakerstown	Tom Henry Chevrolet	6:27	7:17	9:17	2:02	7:27
Orchard Park	Route 910	6:30	7:20	9:20	2:05	7:30
Wildwood	Wildwood Road	6:33	7:23	9:23	2:08	7:33
Mt. Royal	Mt. Royal Blvd.	6:36	7:28	9:28	2:13	7:38
Allison Park	Duncan Ave.	6:41	7:37	9:37	2:22	7:47
Glenshaw	Saxonburg Blvd.	6:50	7:40	9:40	2:25	7:50
Etna	PNC Bank	6:53	7:43	9:43	2:28	7:53
Pittsburgh	Convention Center	7:20	8:30	10:00	2:45	8:05

Northbound

		AM	PM	PM	PM	PM
Pittsburgh	Convention Center	7:30	12:20	4:10	5:30	8:10
Etna	PNC Bank	7:45	12:35	4:25	5:45	8:25
Glenshaw	Saxonburg Blvd.	7:50	12:40	4:30	5:50	8:30
Allison Park	Duncan Ave.	7:53	12:43	4:33	5:53	8:33
Mt. Royal	Mt. Royal Blvd.	7:55	12:45	4:35	5:55	8:35
Wildwood	Wildwood Road	8:00	12:50	4:40	6:00	8:40
Orchard Park	Route 910	8:03	12:53	4:43	6:03	8:43
Bakerstown	Tom Henry Chevrolet	8:06	12:58	4:48	6:08	8:48
Cooperstown	Glade Mills Pres. Church	8:10	1:05	4:55	6:15	8:55
Plainview	Dinner Bell Road	8:14	1:09	4:59	6:19	8:59
Butler	113 E. Cunningham St.	8:35	1:25	5:20	6:40	9:15
Unionville	Fire Hall	---	---	5:30	---	---
Stone House		---	---	5:35	---	---
Slippery Rock	Kraus Hall	---	---	5:45	---	---
Grove City	Movie Theatre	---	---	5:55	---	---

Source: <http://www.myerscoachlines.com/myers/pageinfo/commuter.aspx>

This study also looked at the Warrendale park-and-ride as another potential stop location for BTA Pittsburgh commuter service. This PennDOT owned lot is located on Warrendale Bayne Road at Brush Creek Road off the Warrendale exit of I-79. It has 112 spaces and is currently served by Lenzner Coach. Counts done at the Warrendale lot on April 21, 2016 found that the lot was at 90% capacity by 10:00 AM and thus could not support additional commuters as a result of BTA service to the facility. Therefore, a stop at this lot is not feasible for the commuter service.

Two park-and-ride lots are currently planned for the Route 68 corridor. They are currently funded with \$3 million in federal Congestion Mitigation Air Quality (CMAQ) funds, which requires \$750,000 in non-federal funding match. One of these would be at the Forward Township municipal building located at Route 68 and Ash Stop Road. The municipal building is located in a low density area, so this location would serve as a park-and-ride location and not a walk-up station. The other park-and-ride location would provide an opportunity for a stop in Evans City Borough at EDCO Park, a park managed by Evans City Park Authority located at Route 68 and Railroad Street. The Borough is higher density, with sidewalks along most streets. BTA should analyze both of these park-and-ride locations so that the final project best fits the need of BTA's proposed commuter service.

Regarding design of the BTA route into Pittsburgh itself, the service was originally proposed a number of years ago as terminating at Penn Station along the East Busway. This station is served by NCATA, Lenzner, and Myers service as well as other county transit operators. However, over the years there has been discussion regarding terminating the route at the Port Authority's Allegheny Station on Pittsburgh's North Shore, near Heinz Field, which is served by the T, instead (BTA, 2015).



Aerial-view of Forward Township Municipal Building and property



Aerial-view of EDCO park

There are both advantages and challenges in the proposal to terminate at the North Shore location.

Advantages include:

- From a bus movement point of view, bus travel times could be faster as buses would not need to get in and out of the downtown
- Buses could use the I-279 HOV lanes for service in and out of the North Shore
- Customers can transfer for free from BTA to PAAC's T and ride the light rail downtown
- The service does not duplicate existing NCATA or private service. It is complementary, offering an additional destination that is different from the Convention Center or Penn Station

However, there are challenges in serving the North Shore include:

- BTA commuter customers may want a more convenient and direct mode of transit. The proposal to serve the North Shore requires BTA passengers needing to transfer, i.e. a two-seat ride, if their final destination is not on the North Shore. In addition, customers will have to wait for the T, even though during peak times, the wait time is approximately 4-5 minutes
- There are four T stops in Downtown Pittsburgh (Gateway, Wood, Steel Plaza and First Avenue). In addition to the wait time to catch the T after transferring from BTA, customers could see added travel times of up to 12 minutes from Allegheny Station to First Avenue, the furthest downtown stop, assuming no delays
- In serving Allegheny Station, which is approximately one half mile from PNC Park, the buses will have to maneuver traffic on baseball game days
- At the current time, fare on the T is subsidized by a sponsor and is free; at some point this may end
- BTA will need to secure an indemnification and insurance agreement with PAAC to use the facilities at Allegheny Station
- If the customer's destination is in Oakland, the trip would require an additional transfer downtown to an Oakland bus

Ultimately, it will be up to BTA to perform additional analysis and run-cutting to determine what route design makes the most sense and generate the most ridership to sustain the service in the long term.

Funding Needs

Operating Costs

Taking into account public need and commuter trips currently provided by other transit operators, BTA's Pittsburgh commuter service could initially operate three trips inbound and three trips outbound during weekday rush hours. If service is provided Monday through Friday with three AM runs and three PM runs, assuming each round-trip run takes 3 hours, this would equate to 18 vehicle revenue hours per day. If the service operates five days a week and 51 weeks per year (this accounts for holidays) this would equate to 4,590 revenue vehicle hours per year and an estimated annual operating cost of

approximately \$596,000.² It is important to note that these are high-level cost estimates and actual operating costs may be higher or lower as a result of administrative costs or efficiencies, fuel costs or savings, or modifications to the route or hours of operation. Additionally, operating costs should also be expected to increase each year of service as operator salary, benefits, and fuel costs increase.

Table 11 Operating Cost Estimates for BTA Pittsburgh Commuter Service

Annual Revenue Vehicle Hours for Service	Estimated Operating Cost per Vehicle Revenue Hour	Estimated Annual Operating Cost for Service
4,590	\$129.87*	\$596,103.30

Source: PennDOT 2015 Transit Performance Review Report BTA -2019 Operating Cost/Revenue Hour

Annual operating cost would be partially offset by fare revenue. In order to estimate revenue, BTA should establish a fare for the new service, estimate ridership and forecast fare recovery. The fare should be competitive with other providers of Pittsburgh commuter service. For comparison, the fare for NCATA's Pittsburgh service is \$4.00 (one way); Lenzner's is \$5.00 (one way) or \$200 for a monthly pass; and Myers is \$7.00 (one way) or \$55 for 10 one way trips or 5 roundtrips. Vehicle advertising also presents an opportunity to offset costs of commuter service.

However, fare revenues usually only recover a portion of transit operating cost expenses. Subsidies will be necessary to fund the remaining service deficit. BTA has obtained federal, state and local capital and operating funds to cover the first three years of commuter service. BTA has \$750,000 from SPC's CMAQ program for three years (\$250,000 annually) dedicated for operation of the commuter service. BTA had also tentatively secured local match commitments including \$50,000 from Butler County for the first two years, \$7,500 from Jackson Township annually, and potentially \$10,000 from Forward Township and \$5,000 from Evans City Borough annually. These local match commitments would need to be revisited and regained if a decision is made to move forward with commuter service.

The service may also qualify as pilot service as an Act 44 demonstration project to further offset operating costs. A local match of at least 15% of the state demonstration grant is required for all Act 44 demonstration projects and must be guaranteed through funding agreements. In order to qualify for demonstration funding, further analysis through a feasibility study is needed to determine if commuter service to Pittsburgh is an efficient use of limited public transportation funding. The study should include an additional look at ridership, and in particular an in-depth look at the impacts of a new service on NCATA's existing service. In addition, the transit provider must establish minimum performance measures for the service in accordance with Act 44 performance criteria, which must be approved by PennDOT. If the demonstration service meets the established minimum performance standards within the 3-year demonstration period, it may receive formula based operating assistance from section 1513 funds if there is sufficient funding available. If the demonstration project fails to meet minimum performance standards within the 3-year period, the service is ineligible for section 1513 operating

² A FY 2019-20 operating cost estimate was utilized under the assumption that the commuter service would be ready to commence in the next three years.

assistance and would be the responsibility of BTA and local partners to find other funding sources to continue service or make a decision to discontinue it.

Capital Costs

BTA has proposed the use of 45-foot CNG-fueled coach buses for the Pittsburgh commuter service. BTA was awarded \$2.6 million in discretionary federal transit funding for the purchase of five vehicles for commuter service. Additional state funding may be available for this service through PennDOT's annual discretionary capital grant program. BTA plans to purchase the vehicles by FY 2017-18. Three buses would be used to operate the Pittsburgh service with the other two buses used as spares.

As the Pittsburgh commuter service is proposed to originate in the City of Butler at BTA's terminal, upgrades are proposed to the facility to accommodate the additional use of the site. This project is currently funded with \$2.3 million in federal CMAQ funding, which requires \$575,000 in non-federal match. This project would upgrade the current facility to an intermodal transit center to support the future commuter service to Pittsburgh. The upgrade would involve the build out of a passenger waiting areas on the west side of the facility and expansion of the current parking area for commuter parking (45-75 spaces). The transit center, as planned, would provide a local transfer point for BTA's current fixed route system, pedestrian access, bicycle access, taxi, and park-and-ride.

Unrelated to the Pittsburgh commuter service, BTA has currently purchased three, 30' CNG Gillig buses with PennDOT approval, and plans to order three more in 2017. The first three buses are scheduled to arrive in the fall of 2017 and will be incorporated into BTA's regular service fleet. As BTA will be operating CNG buses in its fleet in the near future, it is necessary to upgrade its facility in order to house and maintain these vehicles and the future CNG coach buses if the decision is made to move ahead with commuter service. BTA also has a \$2.4 million Clean Fuels Grant from the Federal Transit Administration (FTA) through PennDOT dedicated for a project that includes creation of a transit fueling station with an onsite CNG compression plant. Plans are to complete the project prior to FY 2019-20.

Furthermore, BTA has an agreement with the Port Authority of Allegheny County to preserve federal 5307 funding (federal resources available to urbanized areas for transit assistance) that has been generated by the urbanized area in the southern portion of Butler County that can be utilized once commuter service is established. As the service will be operating in an urbanized area, miles, hours, and passengers will be reported to FTA's National Transit Database (NTD). After at least two years of reporting the service to NTD, the agency may be eligible to apply for federal Urban Area Formula (Section 5307) funds, which could then be used for asset maintenance and future capital purchases.

Marketing Campaigns

A successful BTA commuter route to Pittsburgh will require a comprehensive marketing and outreach program to educate people about the new service. This education and marketing will be important in establishing a ridership base for the new service and its success in the long run. There will be costs associated with development and implementation of a targeted marketing campaign. It is important to market the service before start-up to inform people about the service and develop a ridership base. Marketing should continue throughout the operations of the service.

In addition, results from the survey undertaken as part of this study indicated that many Butler County residents are not aware of some of the other transit service providers that operate service to Pittsburgh through Butler County, including Myers Coach, NCATA, and Lenzner. Butler County and key municipalities should partner on a transit marketing campaign to make potential customers aware of the existing transit options in the county to increase transit utilization in the area.

Explore Joint Fare Collection

A potential benefit to customers from additional commuter service could be the use of a shared fare collection system between BTA and NCATA. BTA is currently part of the ConnectCard regional fare collection project, involving Port Authority and several other Southwestern Pennsylvania transit systems. BTA and NCATA could undertake a study to plan for a greater level of cooperation to make it as easy as possible for customers to choose these transit commuting options.

Slippery Rock/Grove City

As indicated above, interest was expressed by stakeholders and public input to connect the City of Butler to Slippery Rock. Slippery Rock Borough is located in the northwest part of Butler County and is home to Slippery Rock University. Slippery Rock University is a public university that offers bachelors, masters, and some doctoral programs and has an annual enrollment of 8,628 students.

Currently, BTA's Route 3 travels Route 8 north to serve the Clearview Mall, which is located approximately three miles north of the City of Butler. BTA currently provides headways between 60 and 70 minutes on this service. Slippery Rock is located approximately 17 miles north of Butler on Route 8. If a current BTA route were to be extended to serve Slippery Rock, BTA's Route 3 would be the logical choice as it is already traveling north on Route 8 to serve the Clearview Mall. However, Slippery Rock is located an additional 20+ minutes north of the mall on Route 8. As a result, BTA would not be able to maintain its current headways on Route 3 while also serving Slippery Rock. Another bus would be necessary for service to Slippery Rock, which would be an additional capital cost to BTA.

If a new service were designed to provide service to Slippery Rock, it could also potentially serve Grove City. As indicated through public feedback, there is interest in connecting to Grove City Outlets and Grove City College. Grove City is located approximately seven miles north of Slippery Rock.

This Slippery Rock/Grove City service is proposed as a mid-term recommendation because a further study would be needed in order to design a successful service and answer questions such as:

- What destinations should be served?
- Do all destinations need to be served on every trip?
- How many runs are needed per day and at what times per day?
- Is Saturday service necessary or only weekday service?

For high-level cost estimate purposes, if BTA were to provide two AM and two PM trips per weekday originating in the City of Butler, traveling to Slippery Rock, then Grove City College, then Grove City

Outlets and deadheading back to BTA’s facility, the estimated annual operating cost would be \$264,975.³

It is important that new bus service would be designed in partnership with Slippery Rock University, Grove City College, Grove City Borough, Slippery Rock Borough, the City of Butler, and Butler Township to determine the transit needs of students, residents, and employees. In addition, the service should be designed so as not to duplicate existing service. Currently, private bus service funded through Slippery Rock University Student Government Association is available to students. The service is referred to as the SRUSGA Happy Bus and provides Monday through Friday on- and off-campus service; Monday through Thursday evening service; and Friday and Saturday late night service (SRUSGA, 2016). Figure 8 displays the Happy Bus Schedule.

Figure 8 Slippery Rock University Happy Bus Schedule

Student Government Association Happy Bus Schedule

On Campus Monday - Friday 7:30 AM - 4:30 PM		
Stop Location	Arrival Time	ID
McKay	:30 :50 :10	16
Weisenfluh	:32 :52 :12	17
ARC Lots	:35 :55 :15	19
Building F/Rock Apt.	:37 :57 :17	67
Watson Hall	:40 :00 :20	8
Student Center	:43 :03 :23	23
Field House	:45 :05 :25	10

Evening Monday - Thursday 4:30 PM - 9:00 PM		
Stop Location	Arrival Time	ID
The Heights	:30 :00 :30	0
The Grove	:40 :10 :40	27
Campus Side	:42 :12 :42	4
Harmony/Kiester	:43 :13 :43	--
Building F	:45 :15 :45	6
Rock Apartments	:46 :16 :46	7
Watson Hall	:48 :18 :48	8
Student Center	:50 :20 :50	23
Field House	:52 :22 :52	10
Weisenfluh	:54 :24 :54	17
McKay	:55 :25 :55	12
The Heights	:00 :30 :00	0

Late Night Friday & Saturday 9:40 PM - 2:30 AM		
Stop Location	Arrival Time	ID
The Heights	:40 :20 :00	0
Fire Hall	:43 :23 :03	1
Midway	:44 :24 :04	2
Pine Glenn	:49 :29 :09	3
Harmony Road	:52 :32 :12	22
University Village	:55 :35 :15	5
Building F	:58 :38 :18	6
Rock Apartments	:00 :40 :20	7
Watson Hall	:02 :42 :22	8
Student Center	:05 :45 :25	23
Field House	:06 :46 :26	10
Weisenfluh	:08 :48 :28	11
Old Main	:10 :50 :30	12
Midway	:13 :53 :33	14

Off Campus University Village / Campus Side Monday - Friday 7:30 AM - 4:30 PM		
Stop Location	Arrival Time	ID
McKay	:20 :50 :20	16
Weisenfluh	:22 :52 :22	17
Pine Glen	:25 :55 :25	3
Campus Side	:27 :57 :27	4
The Grove	:29 :59 :29	27
University Village	:35 :05 :35	5
Student Center	:42 :12 :42	23
Field House	:45 :15 :45	10

Off Campus The Heights / Giant Eagle Monday - Friday 7:30 AM - 4:30 PM		
Stop Location	Arrival Time	ID
The Heights	:30 :00 :30	0
Fire House	:36 :06 :36	1
Elm/Cooper	:38 :08 :38	24
Elm/Cornish	:39 :09 :39	25
Subway	:40 :10 :40	26
Student Center	:43 :13 :43	23
McKay	:49 :19 :49	12
Giant Eagle	:55 :25 :55	13

Nextbus
Where's the bus? Call 724-698-2049

SRS Slippery Rock Student Government Association

*Happy Bus only runs on scheduled class days
*Off campus routes are 30 minute loops
*On campus route is a 20 minute loop
*2 Late Night shuttles running 20 minutes apart
*Detailed schedule at srs.ga.org

Source: Slippery Rock Student Government Association

The Happy Bus also provides shopping trips from campus to the Clearview Mall, Target, and Walmart in Butler Township. This service is provided on certain days once or twice a month each semester.

In addition, Myers provides private transit service from the City of Butler to Grove City along the Route 8 corridor. Myers has owned the Public Utility Commission (PUC) rights to the Route 8 corridor since 2000 (Post Gazette, 2001). BTA would need to investigate the status of those rights, determine if there would be legal challenges to providing public transit service on the Route 8 corridor, and design service that complements the Myers service if a decision is made to move forward.

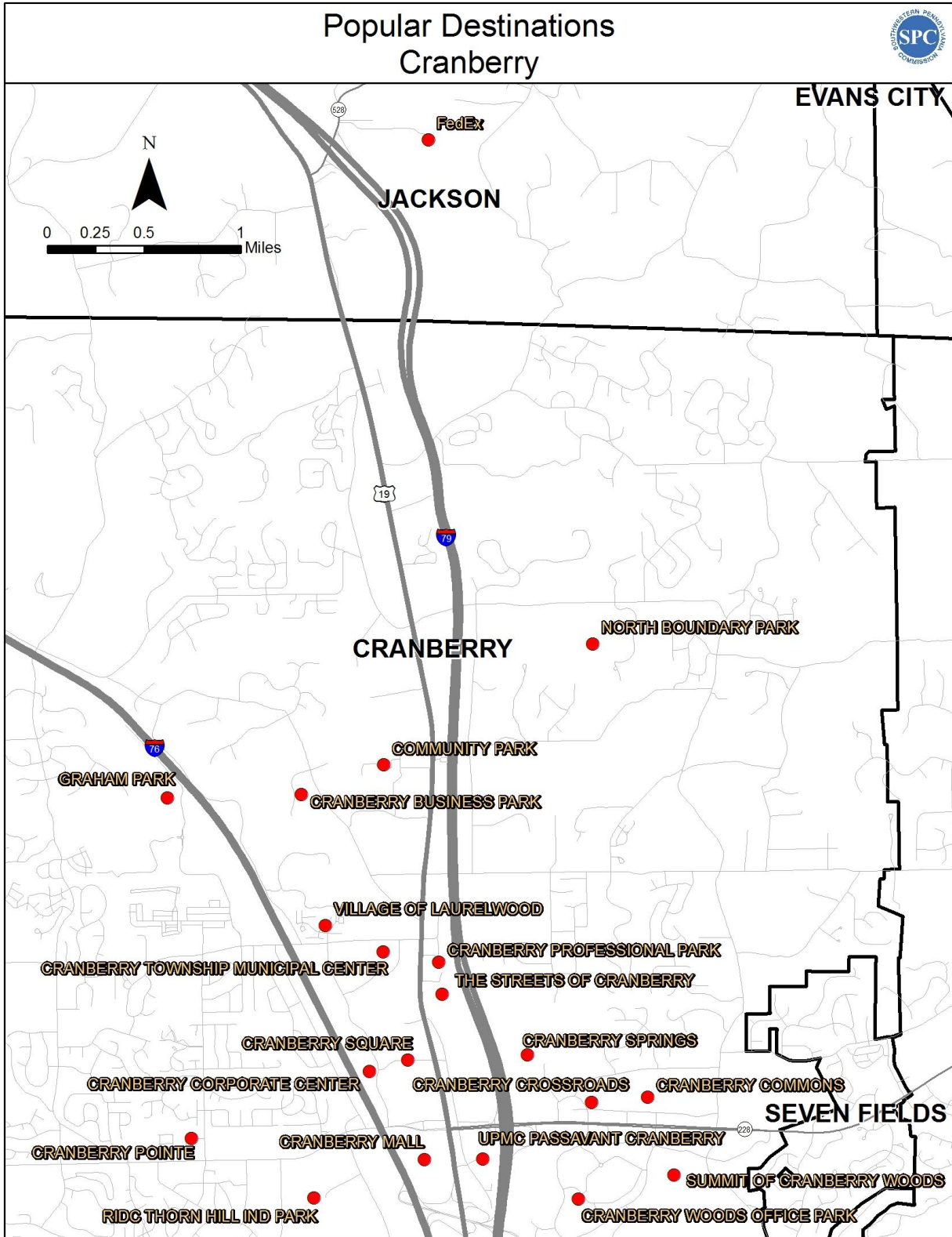
³ Utilizes FY 19-20 operating cost per vehicle revenue hour of \$129.89. Assumes operation of the service five days a week for 51 weeks.

Butler-Cranberry Demonstration Service

There was interest expressed by public participants for transit service from the Butler study area to Cranberry (Butler-Cranberry route). Residents indicated a need to access Cranberry for service, tech, and trade jobs as well as shopping and medical destinations.

Regardless of whether BTA does or does not initiate commuter service to Pittsburgh, as discussed in the Pittsburgh commuter service scenario section, consideration could be given in the mid-term to transit service to Cranberry. Cranberry Township is located approximately 22 miles southwest of the City of Butler. Cranberry contains a large number of destinations and points of interest identified through public outreach as part of this report as well as previous studies (Figure 9).

Figure 9 Major Destinations in and around Cranberry



Source: Cranberry Township

Potential Cranberry service could operate from the City of Butler, along Route 68 to the Route 528/Evans City park-and-ride, where it could then express on I-79 to the interchange in Cranberry with Route 228. Alternatively, service could operate on Route 19 from the Evans City park-and-ride to Cranberry; however, this is not recommended for several reasons. This road has a lower posted speed limit than I-79 and contains many traffic signals, both of which would contribute to larger headways. Additionally, the land uses along Route 19 are predominantly commercial uses at a low density, not conducive to transit service.

The benefits of a Butler-Cranberry service could be two-fold, particularly if BTA does not operate separate commuter service to Pittsburgh in the mid-term. First, the route could connect the City of Butler and Township residents to jobs and services in Cranberry Township and conversely connect Cranberry residents government services offered in the county seat. Secondly, this route could provide a means of connecting Butler city and township residents to NCATA's Pittsburgh commuter service that operates from the Evans City park-and-ride. Under this scenario, at least a few of the runs would be designed so that BTA buses are scheduled to arrive at the park-and-ride coinciding with NCATA's schedule so that BTA passengers can transfer to NCATA and continue to Pittsburgh. The BTA vehicle would then continue to Cranberry as its final destination.

Additionally, as described above in the Pittsburgh commuter service scenario, public outreach as part of this study identified an interest in providing transit service to the FedEx facility located in close proximity (<1 mile) to the Evans City park-and-ride. If BTA pursues an independent Butler-Cranberry route as discussed in this section and if enough demand is determined to justify transit access to the facility, it may be better served through this route while having a minimum impact to headways. However, BTA should first work with FedEx to determine what the demand is for service, including shift start and end times; some of which may fall outside of BTA's service hours. For planning purposes, a stop at the FedEx facility is included in this mid-term scenario.

The challenge with this Butler-Cranberry service concept presents itself once a transit rider is brought into Cranberry, as he or she would also need to be able to get around within Cranberry to access various destinations. Cranberry is generally a low-density community, and providing efficient transit service to low-density areas is often difficult to achieve. This challenge has been identified in past transit service studies for Cranberry including the 2005 Cranberry Area Transit Study and most recently the 2015 Cranberry Transit Project Report. As identified in these previous studies, rapid residential and employment growth has been occurring in Cranberry including the development of industrial parks, retail along the Route 19 corridor, remote office parks and numerous residential developments (SPC, 2005). This type of development relies heavily on the automobile for transportation. In addition, there are limited pedestrian amenities and the existing park-and-ride is at capacity. This combined with lower population density in the area surrounding Cranberry Township make transit service planning a challenge.

As shown in Figure 9, there are many potential points of interest for transit service in Cranberry including shopping centers and corporate and industrial parks. However, these destinations are not located in close proximity to each other. It is not feasible for a BTA bus to serve a multitude of

destinations once reaching Cranberry without headways increasing well above an hour. Therefore, if BTA were to provide service from the City of Butler to Cranberry, there is still a “last mile” gap that precludes riders from reaching their final destination in Cranberry. The 2010 Multi-Municipal Plan for the City of Butler, Butler Township, Penn Township, Summit Township, and East Butler Borough recognized this last-mile issue and recommended creation of a transfer center (proposed at the 228/19/79 junction) with a fixed route bus loop to serve local employers and retailers and provide van shuttle services for employers where a fixed bus route is not feasible. In the mid-term, to support a Butler-Cranberry service, the transfer location would not necessarily require capital assets such as the purchase of land, construction of facilities, etc. The transfer location could occur in the parking lot of a shopping center through an agreement with the center’s owner. However, if a Butler-Cranberry route is determined to be successful and incorporate into BTA’s service over the long-term, a more permanent, regional hub could be utilized as a transfer point. A regional hub scenario is discussed in the following long-term scenario section.

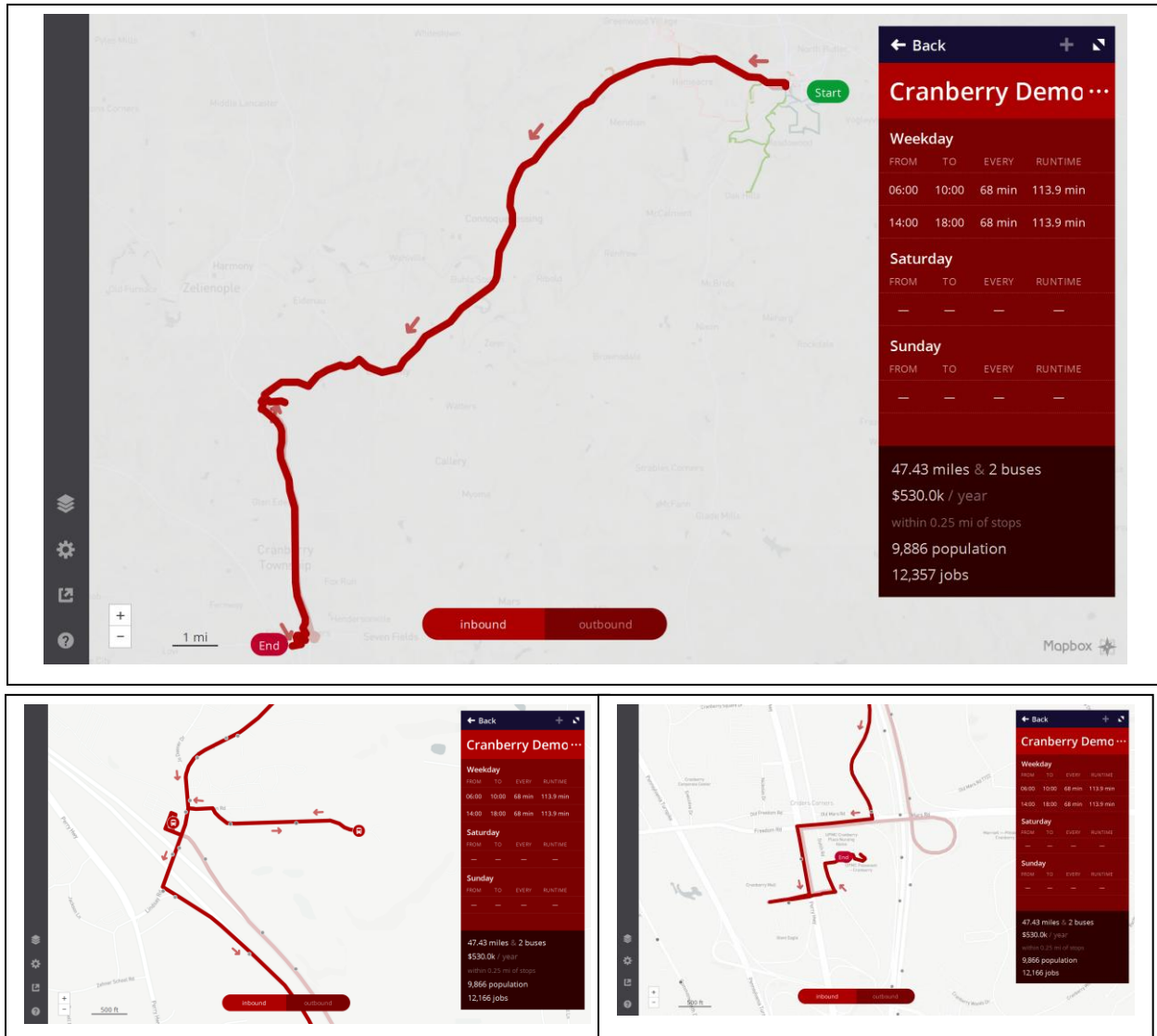
To reach its full potential, a Butler-Cranberry route would also hinge upon establishment of a last mile or local transit service to transport people to their final destination. This could take the form of a partnership with a Transportation Network Company (TNC) or ride-hailing service (such as Uber or Lyft, among others), a community transit project or a community circulator service as examined in the 2015 Cranberry Transit Report. The service should be designed to service major destinations and transit-dependent populations. As part of the 2015 Report, Cranberry Township developed a series of maps to serve as a starting point for service design and identification of potential ridership origins. The report includes maps for underserved populations in Cranberry including senior citizens, low-income and minorities as well as maps showing major commercial developments and employment density. The report outlines four service scenarios for establishing local transit service within Cranberry: residential to commercial districts; seniors to shopping districts; lunchtime shuttle; and combination service. Before BTA moves forward with planning for the connection from to Cranberry, it should first work with Cranberry Township as the logical lead on evaluating these local service options, finalizing services plans, developing operating and capital budgets, and assessing Return on Investment (ROI). An operator for the local service should then be determined and funding sources established.

For planning purposes of this study, the Butler-Cranberry route is proposed to terminate at the Cranberry Mall and UPMC Passavant. These alone are major destinations in Cranberry that could be served directly by the BTA service, independent of a local, last-mile service. The Cranberry Mall shopping center contains major retail destinations including Bed Bath and Beyond, Homegoods, Marshalls, Petco, a movie theater, and numerous restaurants. Additionally, the UPMC hospital is located directly across from the mall and could be served by the BTA route with minimal impact to headways while providing the benefits of transit access for medical appointments.

For planning purposes, a route as described above that operates from the City of Butler to Cranberry, with stops at the FedEx facility, Evans City park-and-ride, Cranberry Mall, and UPMC Passavant was inputted into transit planning software called Remix (Figure 10). It was set up to operate four morning trips and four afternoon trips per day, with headways of just over one hour. Estimated cost for the service would be \$530,000 under these parameters. According to the model, the proposed route has

the potential to serve a population of over 9,000 people and provide access to over 12,000 jobs. The route would require two vehicles in operation.

Figure 10 *Remix transit planning software model of Butler-Cranberry transit service: Overview (top), Rt. 528 Park-and-Ride/FedEx (left), Cranberry (right)*



Source: Remix

A Butler-Cranberry service could potentially qualify for state funding as a three-year demonstration project. The parameters of this funding are described in more detail in previous sections. In order to qualify for demonstration funding, further analysis through a feasibility study would be needed to:

- Determine destinations to be served
- Finalize route design
- Determine ridership
- Determine span of service
- Identify local funding sources for match
- Identify details necessary to establishing a connecting, local service that serves additional destinations within Cranberry
- Establish performance measures

However, before pursuing a pilot service, BTA should first begin discussions with Cranberry Township regarding transit need and the possibility of a local connecting service within Cranberry. True success of a Butler-Cranberry service requires on simultaneous coordination with the establishment of a successful local service within the Township.

Long-Term (five years or longer) Service Concepts and Considerations

Regional Transit Hub

Not only did public feedback indicate an interest in connecting to additional locations in Butler County like Cranberry, there was interest in connecting to locations outside of Butler County such as New Castle, Beaver County, and more destinations in Allegheny County. While it would not be feasible for BTA to provide direct service to all of these various locations itself, creation of a regional transit hub served by multiple transit providers in the region could provide an opportunity for customers to transfer to a variety of coordinated services to reach their ultimate out-of-county destination. The hub location could have passenger amenities such as transit schedule information, protection from weather, and the ability to purchase transit passes.

A transit hub can play an important role in connecting Butler County residents to out-of-county jobs. For example, Shell Chemical Appalachia announced plans in June 2016 to build a petrochemical plant (ethane cracker) in Potter Township, Beaver County (State Impact, 2016). Commercial operation is expected to begin early in the next decade and the facility will employ approximately 600 full-time employees. If a transit hub is being considered for establishment, coordination with Beaver County Transit Authority will be important in order to create a connection between BTA and BCTA service for reaching these jobs.

The site location for the hub should be in the southern part of Butler County, ideally in Cranberry Township. If the Butler-Cranberry service, as described in the Cranberry Demonstration Mid-Term Scenario above, is found to be successful at the end of the three-year demonstration period, it would have the potential of becoming part of BTA's regular service. Additionally, NCATA already provides service through Cranberry Township and PAAC service terminates just on the other side of the Township

boundary. Effective coordination with other existing transit systems in the region such as NCATA and PAAC in planning the hub will be necessary to enable inter-county travel.

The City of Butler, Butler Township, Penn Township, Summit Township, and East Butler Borough 2010 Multi-Municipal Comprehensive Plan identified the 228/19/I-79 intersection in Cranberry Township as a potential location for a Regional Transfer Center (Township of Butler, 2010). At the time, area developers had tentatively pledged four acres for the Transit Center at a value of \$1.1 to \$1.3 million, which could cover local match requirements for any federal funding in lieu of having to use local tax dollars. At the time, Westinghouse, along with numerous other businesses in southwestern Butler County, supported the Transit Center concept.

The 228/19/I-79 location would be a good hub location for many reasons including its proximity to major regional transportation corridors including north-south I-79, I-76, and Route 19; and east-west Route 228. However, much development has occurred in this area since the 2010 comprehensive plan, including development of the UPMC Lemieux Sports Complex. An additional study would be needed to determine if there is land available to support development of a transportation center in Cranberry Township.

Transit Revitalization Investment District

Ideally, the regional transit hub site would be further evaluated for potential to support Transit Oriented Development (TOD). TOD is a type of development that includes a mix of residential, retail, commercial and/or institutional uses within a quarter to half-mile of a public transportation station and integrates pedestrian and bicycle connections. The Pennsylvania legislature passed the Transit Revitalization Investment District (TRID) Act of 2004 to offer municipalities, developers, and transit agencies a flexible way to plan for and implement transit oriented development (PA General Assembly, 2004). The TRID Act of 2004 was recently improved through the passage of Act 151 in November of 2016. Act 151 streamlined the TRID creation process and set parameters TRID funding. The Act also established an annual funding source of \$350,000 for two initial TRIDs for which municipalities or planning agencies that undertake TRID implementation can leverage private financing for infrastructure improvements.

A TRID allows transit agencies to share in a portion of property tax revenue in the area around a transportation hub to support capital projects and maintenance in TRID areas. This could then spark development in the surrounding area.

In order to plan for a TRID, a transit agency and municipalities must produce a study that defines the boundaries of the TRID (generally an area $\frac{1}{4}$ to $\frac{1}{2}$ mile around a transit stop or station) and describes the purpose and need for the district. The public must be involved in the decision making and the municipality or County must commit 25% in matching funds in order to receive funding for a TRID planning study from Pennsylvania Department of Community and Economic Development. The cost of a TRID planning study is approximately \$125,000.

A management entity would then be formed to oversee implementation of the TRID. A financial plan, including public sector infrastructure improvements, must be developed and an agreement signed between the municipality and transit agency. The TRID management entity would then oversee

implementation of improvements within a TRID by soliciting developers, managing construction, and administering the value capture revenues.

6 Conclusion

Public transit investments, whether as new services or capital investments, require a comprehensive planning process in order to ensure that any procurement, construction of facilities, and operation of envisioned investments can be supported. Since no one source is likely to provide for the entire project funding need, the focus is upon formulating a funding “package” of multiple options. Securing funding for service, including local match, is often the greatest implementation challenge.

The purpose of this study is to begin to identify the challenges and opportunities that could occur with implementation of the presented scenarios. The information stated within this plan is meant to be the starting point for local policy decisions and negotiations with other governments and partners. The ultimate result will be a specific set of service plans set forth by BTA and approved by existing and new partners, such as Butler County, other municipalities or private/non-profit agencies.

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Appendix A: Public Meeting Summaries

The following section summarizes notes taken during the public meetings, held to gather public input. They represent the project team's best effort to capture the opinions expressed by public officials, residents and other stakeholders during live discussions. These opinions provided valuable source material for the production of this report.

October 17, 2016 Meeting Summaries

Southwestern Pennsylvania Commission (SPC)

Public Officials Briefing: Transit Needs in Butler County

Meeting Notes

Date: Tuesday, October 18, 2016

Time: 11:00 am – 1:00 pm

Location: Butler County Government Center, 1st Floor, 124 W. Diamond St., Butler

Dave Totten, Southwestern Pennsylvania Commission (SPC), welcomed the group, gave an overview of the meeting, and introduced the consultant team.

Lynn Colosi, Delta Development Group, reviewed regulations and recent plans related to transit in Butler County.

Karen Brean, Brean Associates, described next steps in the planning process and facilitated the following discussion about transit needs in Butler County.

Overall transit needs/suggestions:

Several attendees spoke about the need for better connections between residents in the central and northern parts of the county and job centers in the southern part of the County and in Pittsburgh. They said that there is a large underutilized workforce in the northern and central parts of the County and a need for employees (especially in the service industry) in the south.

Another major need is better connections between people and educational institutions. It is currently difficult for many residents to reach Butler County Community College (BC3). John Paul, Butler Transit Authority, mentioned that there is one route (Route 4) that serves BC3 and students receive a reduced fare. BTA reduced service on the BC3 route because of the route's productivity. This reduction has especially impacted students taking night classes.

Some attendees suggested that residents may not use transit to get to work because they want to be prepared for emergency travel, especially as it would relate to childcare. Attendees believed that most residents use childcare options close to their homes rather than close to their places of employment.

SPC currently offers Emergency Ride Home services to transit riders, but the program is not well utilized and further outreach efforts may need to be made.

Participants said they felt that Butler County does not currently have effective service to jobs in Downtown Pittsburgh or Oakland. BTA does not operate any buses into Downtown; Westmoreland County has 18 buses per day, Beaver County has 15, and New Castle Transit operates 5-6. Additionally, people travel long distances to reach park-and-ride lots. More strategically-placed facilities would help ridership.

A final overall need in the County is greater connectivity between transportation systems. For example, residents need a stronger circulator system to get to Cranberry for service jobs, but they also need to be able to get around within Cranberry to access various job sites. A representative from Cranberry mentioned the “last mile” issue that could be addressed with either a circulator system or a bike share. Residents also need connections beyond Butler County to Harrisburg, the Pittsburgh Airport, and Erie.

Underserved Populations:

Residents who have non-standard work schedules are often unable to use transit because of BTA’s limited hours.

There is a sizable population of veterans of recent wars. When they return, they need jobs and/or higher education opportunities.

Many young adults (18-30) in Butler County do not have regular access to a car. They use ride sharing and are more conscious than prior generations about not drinking and driving. BTA has a real-time tracker on its website, but further marketing could be done to attract young adults to BTA.

Older adults are staying in their homes longer than prior generations. While senior citizens 65 years and older have access to subsidized transit, that is not necessarily so for people age 55 to 64. Participants in the public workshop perceived that while seniors have access to transit for medical appointments, they need more transit options for shopping, socializing and other life activities.

Major Origins/Destinations:

Overall, Butler County needs north-south connections, options for seniors to shop or visit health care providers, and solutions that serve recent veterans (transportation to jobs, higher education). One attendee also suggested finding an inventory of private van systems (medical, educational, etc.) to which BTA could connect. Moraine State Park, the County’s biggest recreation attraction, is not currently served by transit. Residents currently travel long distances to get to park-and-ride facilities. There could be more strategically-located park-and-ride lots.

Employment Destinations

- The new Shell cracker plant (The plant will bring about 6,000 jobs and could become a major destination)

- Iron Mountain
- Slippery Rock University
- Butler Hospital
- Butler County (offices in City of Butler)
- Clearview Mall
- Butler County Community College
- Fedex

Retail Destinations

- Butler Crossing
- Moraine Point Plaza
- Clearview Mall
- Cranberry Mall
- Streets of Cranberry
- Grove City Outlets

Medical Institutions

- Butler Hospital
- VA Hospital
- Concordia
- Passavant
- St. Barnabas
- Sherwood Oaks
- Benbrook

Southwestern Pennsylvania Commission (SPC)

Public Open House: Transit Needs in Butler County

Meeting Notes

Date: Tuesday, October 18, 2016

Time: 1:00 pm – 3:00 pm

Location: Butler County Government Center, 1st Floor, 124 W. Diamond St., Butler

Dave Totten, Southwestern Pennsylvania Commission (SPC), welcomed the group, gave an overview of the meeting, and introduced the consultant team.

Lynn Colosi, Delta Development Group, reviewed regulations and recent plans related to transit in Butler County.

Karen Brean, Brean Associates, described next steps in the planning process and facilitated the following discussion about transit needs in Butler County. She noted that postcards were distributed with information about taking the transit needs survey.

At a participant's request, SPC will develop a direct link to the survey, which is now accessed through SPC's website.

Greatest transit needs of Butler County:

Getting residents north to south for jobs - Cranberry and southern Butler County companies are currently having a hard time filling jobs although there is an underutilized workforce in the north and central parts of Butler County and in Beaver County. These jobs are primarily tech or jobs in the trades. These residents would also benefit from better transit access to job training. A representative from United Way shared that some participants in their job training programs are unable to get to the jobs for which they are hired because they do not have access to a car. Most of their clients are from the central part of the county.

Transit during non-standard hours – As it stands, BTA service ends in the early evening, which makes it difficult for shift workers and the shopping needs of working families.

Destinations / Origins:

Employment / job training:

- Butler County Community College (BC3) – the local route is not currently sufficient
- Iron Mountain – New Castle Transit runs a bus to Boyers, but Butler residents have a hard time getting to jobs there
- Cranberry
- Slippery Rock University and Grove City College – Students at BC3 have the option to transfer after 2 years, but without transit, some cannot.
- Route 68 park-and-ride lot
- Jobs in Cranberry – Commuters currently come from Beaver County and Allegheny County as well as Butler

Medical:

- VA
- Butler Hospital
- UPMC in Cranberry
- Jackson Township
- Victory Road Business Park – about 1,500 employees
- Sunnyview and other senior centers

Retail / Recreation:

- Cranberry business districts
- Clearview Mall

- Zelenople
- Small business districts in Mars and other municipalities
- Moraine State Park, especially on weekends
- Cranberry pool and other community pools

Other destinations:

- Churches on weekends
- Pittsburgh Airport

Additional issues:

A representative from the Area Agency on Aging suggested that BTA look at conditions at pickup and dropoff sites. Many are currently not physically accessible for older and disabled riders, especially in winter.

Some YMCAs are encouraging accessing their facilities by bus.

Libraries serve as community centers. Attendees suggested that BTA investigate service to existing libraries.

Schools are important destinations. Schools should be accessible by bus so that parents can pick their children up and attend parent-teacher conferences.

Pay attention to weight limits on bus wheelchair ramps. Many buses in the area have weight limits of 1,000 lbs on their ramps, which does not accommodate the combined weight modern power wheelchairs and their riders.

Southwestern Pennsylvania Commission (SPC) Public Open House: Transit Needs in Butler County

Station Notes

Date: Tuesday, October 18, 2016

Time: 11:00 am – 3:00 pm

Location: Butler County Government Center, 1st Floor, 124 W. Diamond St., Butler

General:

- Key transit needs – connecting people to jobs
- Butler residents use NCATA services
- Bus stops accessible for elderly and handicapped
- Bus stops with accessible pathways
- Youth (18 to 30) want to use technology

- Seniors 25% and growing and they need service to medical appointments
- Veterans are growing and need services to education opportunities (i.e. GI bill)
- Identify/inventory current transportation services both public and private and let people know about them
- Strategic placement of park-and-rides
- Underutilized work force, underemployed
- Greyhound bus provides service from Pittsburgh to Zelienople
- Transit problem child care
- Motorized Segways to final destination? (rentals)
- SPC has an emergency ride home program
 - BTA should advertise on schedules
- Route 422 is the breaking point. Areas south of 422 are generally set-up for housing and businesses with water, sewage and utilities. North of 422 is more rural.
- Portersville park-and-ride lot almost completely full (NCATA provides service to Pittsburgh)
- Elderly need to have space for packages
- Butler Apartments from attendee Bob (bob@framesandpixels.com)
 - Townhouse Apartments – 82 units
 - Tower Apartments – 43 units
 - Pearl Street Apartments – 16 units
 - Colony Arms Apartments – 14 units
 - Washington Street Apartments – 22 units
 - Cunningham Apartments – 25 units
 - Shore Street Apartments – 16 units
 - Main Street 40 West North – 33 units
 - Sterling Apartments - 12 units
 - Daubenspack Apartments – 14 units
 - Corner Chestnut and North – 15 units
 - Terrace Apartments – 160 units
 - Cliffside Apartments – 82 units
 - Butler Arbors Apartments -119 units
 - Lafayette Apartments – 59 units
- Need service for people to access 2nd and 3rd shift work

Service Ideas:

- Connect to Beaver County Transit Authority (BCTA)
- Connect to Port Authority of Allegheny County (PAAC)
- Connect to New Castle Area Transit Authority (NCATA)
- Slippery Rock to Cranberry
- Slippery Rock to Pittsburgh
- Connect people in central and north Butler areas to jobs in southern Butler and Pittsburgh area
- Multi-system – i.e. BTA provides service to Cranberry and Cranberry operates a circulator to get people to their final destination

- Cranberry
 - UPMC Lemieux Sports Complex
 - Cranberry YMCA
 - A lot of technical, service and trade jobs
 - Westinghouse, Mine Safety Appliances, Mitsubishi Electric
 - Cranberry Woods
- Service to Cranberry via State Routes 8 and 68
- Government Centers in Butler and Cranberry
- Route 228 Buffalo park-and-ride expect to grow
- City of Butler 68 West to Evans City to 528 West to 19 South to Cranberry to 228 East Seven Fields/Mars to Route 8 North to Butler
- Route 68 to East Butler to Chicora to Bruin to Iron Mountain to Route 8
- Subsidized housing residents need service to jobs and training
- Senior high-rises
- Low income housing
- Per Cranberry Area Diversity Network – need for medical transportation
- Connect Cranberry, Jackson Point, Zelienople and Harmony
- Kittanning to Butler
- Connect Saxonburg, Mars, Evans City and Zelienople
- Church on Sunday
- Need commuter and regional routes
- Pittsburgh Airport
- Pittsburgh activities
- Erie
- Moraine State Park (partnership bicycles and snowmobiles)
- Libraries
- Schools/Universities
 - BC3
 - Slippery Rock University
 - Students from Butler County Community College (BC3) to Slippery Rock University to Grove City University
 - Butler to Penn United Apprentice Program, Cabot, PA
- Employment
 - Seneca Valley has non-teaching jobs
 - Hotels
 - Cranberry
 - Iron Mountain, Boyers, PA (Butler County/NCATA provides service to Iron Mountain)
 - Zelienople area (FedEx, UPS and park-and-ride)
 - FedEx
 - Victory Road Industrial Park, Saxonburg, PA
 - Chemical Business near Fairview and Petrolia

- Grove City Outlets
- East Butler small employment opportunities
- Slippery Rock
- Cranberry
- Oakland
- City of Pittsburgh
- City of Butler
- BC3
- Clearview Mall
- Service jobs southern portion of Butler County
- Shell cracker plant in Beaver County to provide 600 jobs when it opens
- New VA
- Park-and-Ride, 528 and 79 (reverse commute – FedEx nearby?)
- Medical Destinations (also employment)
 - Passavant Hospital
 - St. Barnabas
 - Butler Memorial Hospital
 - Veteran Affairs Hospital (VA), Butler, PA
 - VA
 - Concordia
 - Sherwood Oaks
 - Benbrook Medical Center
- Shopping/Retail
 - Cranberry Township (228 and 19)
 - Cranberry Mall
 - Streets of Cranberry
 - City of Butler
 - Butler Commons
 - Butler Crossing
 - Clearview Mall
 - Moraine Point Plaza
 - Zelienople
 - Mars
 - Slippery Rock
 - Saxonburg
 - Grove City Outlets
 - Saturday service to Grove City Outlets
- Service idea from: Kevin E. Boozel, M.S., Butler County Board of Commissioners, County of Butler, P.O. Box 1208, Butler, PA 16003-1208, Assistant email: aanschut@co.butler.pa.us, e-mail: kboozel@co.butler.pa.us, tel.: 724-284-5103

December 6, 2016 Meeting Summary

Southwestern Pennsylvania Commission (SPC)

Workshop #2: Transit Needs in Butler County

Meeting Notes

Date: Tuesday, December 6, 2016

Time: 10:00 am – 11:30 am

Location: Butler County Government Center, 1st Floor, 124 W. Diamond St., Butler

Dave Totten, Southwestern Pennsylvania Commission (SPC), welcomed the group. He reviewed the purpose of the meeting: to present the team's progress and solicit feedback from attendees.

Alexis Williams, McCormick Taylor, presented the results of the transit survey and an overview of short-, medium-, and long-term service scenarios being evaluated (see attached presentation).

Lynda Conway, Delta Development Group, discussed the strategic planning component of the Butler County Transit Development Plan. One of the main reasons for the workshop was to solicit feedback on the draft mission, goals, and objectives.

Karen Brean, Brean Associates, led the group in a discussion of the draft mission, goals, and objectives. She explained that the group would be participating in a discussion about short-, medium-, and long-term service scenarios.

Goals

Ms. Brean first asked the group whether anything was missing or needed to be expanded in the goals. One participant suggested that a primary goal should be to provide a hub of connectivity with the flexibility to change and expand to meet future goals. Other attendees agreed that flexibility would continue to be important.

The group then discussed community needs. Overall, outreach and marketing should be improved and expanded. BTA should make an effort to proactively educate in addition to simply providing information upon request. Other needs included affordability of ridership, "one-call success" goals for customer service, timeliness, overall efficiency, and training for drivers to help them give exceptional customer service without compromising safety. Lynn Colosi, Delta Development, commented that FTA has recently placed an extra emphasis on safety, so there may be technical assistance opportunities relative to training and safety initiatives.

Karen Brean asked the group about the importance of coordinating with other transit agencies or other modes of travel. The group responded that this is key because the community does not currently have that kind of coordination. Right now, BTA is working with the YMCA on education and outreach. The group agreed that partnerships like that are important and should be continued.

A final goal that the group discussed was striving for the transit system in Butler to “live within its means.” John Paul, Executive Director, Butler Transit Authority, commented that when creating goals, funding sources to make those goals a reality should be identified. One attendee asked a series of questions about transit costs per rider, and whether the transit agency recovers its costs from passenger fares. Lynn Colosi explained the definition of fare recovery ratio and why it is important.

Scenarios

Short-range plans include service to the new VA facility and BC3. Short-range is defined as service that could be implemented within the current budget with modifications to existing service. The group agreed that those two destinations are of high priority. They added that the Boyers expansion has the potential to be a high priority destination as well.

Medium-range plans include expanded north-south service within the county, commuter service to Pittsburgh, and extended routes to Cranberry, Slippery Rock, and Grove City. Lynn Colosi explained that any of these initiatives would have to be funded and would require a local match. The group discussed the following items:

- Myers Bus Company currently has the PUC rights on Route 8. The group suggested that BTA explore options to complement Myers’ service on Route 8 and to Grove City. Because Myers has the PUC rights on Route 8, BTA’s proposed service to Pittsburgh would use Route 68.
- John Paul stated that in regard to service to Pittsburgh, there is money for buses, money for operators, a park-and-ride has been built, and BTA has three years of operating expenses covered. BTA is just waiting for permission from the Port Authority of Allegheny County (PAAC). This service coincides with CNG upgrades, which should be in place by early fall or late winter 2017.
- Attendees commented that serving the new VA facility would create additional opportunity for BTA considering other important nearby destinations. The nearby plaza is walkable, especially compared to Cranberry where a circulator would be necessary.
- Attendees said they would like to see assistance from Cranberry to address the “last mile” issue. If BTA gets riders to Cranberry, attendees would like to see Cranberry help riders get to their final destinations. One option would be for Cranberry to establish a Transportation Management Association (TMA) like the Airport Corridor, Oakland, and Downtown Pittsburgh. A representative from Cranberry commented that the municipality is in the midst of a strategic plan now, so the formation of a TMA may be up for discussion.

Long-range plans include a transit hub in Butler and a Cranberry Transit Revitalization Investment District (TRID). One attendee commented that, ten years ago there was a plan for PAAC to offer reverse commute service to Cranberry, where riders could transfer to BTA to distribute riders throughout the Cranberry community. Attendees said they still see that as a viable option.

The group discussed using a TRID to take a land use approach to transit. It would not be a new tax but a way to invest incremental real estate and other taxes from development in public and transit

infrastructure. The group discussed who would be the prime sponsor of the TRID. Possible options include the county or BTA.

Appendix B: Community Survey

Butler Transit Development Plan Public Survey

Introduction: The Southwestern Pennsylvania Commission (SPC) would like your help and participation in a Transit Development Plan for Butler Transit Authority (BTA). SPC is assisting BTA as they look for implementable solutions to priority transit needs, including strategic planning, intra-county transit service and service to Pittsburgh. We are especially interested in ideas that can be accomplished with currently available resources. Your input will be used in the development of the Transit Development Plan for BTA. Thank you for your help! Please complete this survey by October 31, 2016.

1. Have you used any of these bus systems in the past year? (select all that apply)

- Butler Transit Authority (“The Bus”)
- Myers Coach
- New Castle Area Transit Authority
- Port Authority of Allegheny County
- BART (Butler Area Rural Transit)
- ACCESS
- No, I did not use any of these
- Yes, other transit (please specify) _____

2. How many days per week do you use these modes to get to work?

	0 days	1 days	2 days	3 days	4 days	5 days	6 days	7 days
Drive Alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drive with someone else (carpool)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus or public transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work at home or do not commute to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Combination of two or more of these modes (Please tell us more below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. If you use a combination of modes, please tell us about your trip. Please be as detailed as possible. For example, "I drive to a park-and-ride lot and then carpool to work," or "I ride a bike to a bus stop and then take the bus to Pittsburgh, where I ride the T to work."

4. (Optional) Where do you work? Please provide a street address for your employer (please be specific. For example, "111 Smith Street, Butler, PA").

5. If regularly-scheduled transit service existed from Butler to the following destinations, how likely would you be to use it?

	1 day a week	A few days a week	5 days a week	A few times a month	A few times a year	Would not use this destination
Boyers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cranberry Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Slippery Rock	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zelienople	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 8 Corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pittsburgh (Downtown)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pittsburgh (Oakland)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Airport Area/Moon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Southpointe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other destination (specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other destination (please specify) _____

6. For what purposes would you use transit service to each of these destinations? (Check any that apply)

	Commuting to work	Medical/dental appointments	Shopping	Personal business	Recreation or social activities	School	Would not use this destination
Boyers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cranberry Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Slippery Rock	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zelienople	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route 8 Corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pittsburgh (Downtown)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pittsburgh (Oakland)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Airport Area/Moon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Southpointe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other destination (specify below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other destination (please specify) _____

7. What factors would affect your decision on whether to use transit service? Please rank each factor 1-7 with 1 being the most important factor that would affect your decision and 7 being the least important.

___ Frequency (how often a bus arrives at your stop)

___ Time/speed of the trip (how long it takes to get to your destination)

___ Hours of service

___ Cost of trip

___ Bus amenities (for example, wi-fi or phone chargers)

___ Stop amenities (for example, benches, lighting, information kiosks)

___ Access to or from the stop (how easy is it to get to the stop, or from the stop to your destination?)

- 8. Imagine that *The Bus* had additional funding to improve transit service in Butler County. How would you distribute it across these five priorities? For this exercise, distribute \$10 however you think best. (Keep in mind, this is for you to share your opinion about your priorities--it does not imply that additional funding is currently available!)**

Please enter only numbers in the boxes and make sure the total adds up to 10.

More frequent buses	
More routes to more destinations	
Newer buses	
Improved bus stops & stations	
Longer span of service (i.e. more weekend or latenight service)	

- 9. (Optional) What is your home ZIP Code?**

- 10. (Optional) In what municipality do you live?**

- 11. Is there anything else you would like to tell us about your transit needs in Butler County?**

Thank you for your feedback! Please return the survey to:

David Totten, MPA
Transit Planner
 Southwestern Pennsylvania Commission
 Two Chatham Center – Suite 500
 112 Washington Place
 Pittsburgh, PA 15219-3451
 dtotten@spreregion.org

Appendix C: Vanpool Responses to Community Survey

Q1. Have you used any of these bus systems in the past year? (Select all that apply)

	BTA	Myers Coach	NCATA	PAAC	BART	ACCESS	No
Vanpool users	1	0	1	5	0	0	18

Q2. How many days per week do you use these modes to get to work?

Vanpool Users

	0 days	1 days	2 days	3 days	4 days	5 days	6 days	7 days
Drive alone	21	11	10	0	0	0	3	0
Drive with someone else (carpool)	26	16	0	1	0	0	2	0
Bus or public transit	25	18	2	0	0	0	0	0
Walk	26	19	0	0	0	0	0	0
Bicycle	26	19	0	0	0	0	0	0
Vanpool	0	0	1	1	7	10	26	
Work at home or do not commute to work	25	13	0	6	0	1	0	0
Combination of two or more of these modes	28	12	2	0	0	0	3	0

Q3. If you use a combination of modes, please tell us about your trip. Please be as detailed as possible. For example, "I drive to a park-and-ride lot and then carpool to work," or "I ride a bike to a bus stop and then take the bus to Pittsburgh, where I ride the T to work."

Vanpool users

After getting permission from a business our vanpool riders park in a common business lot and ride together.

I drive 11 miles from Zelienople to Cranberry to a park-and-ride lot and then carpool to work in the Cultural District, Downtown Pittsburgh

I drive 11 miles to a park-and-ride lot in Cranberry Twp., and then take the Vanpool to Downtown Pittsburgh. I walk from my stop to the building I work in.

I drive by myself from home to a shopping plaza parking lot. From there, a van pool is taken to the work destination.

i drive from Rowan Road to the Evans City park-and-ride and take a vanpool into the U of Pittsburgh

I drive to a church parking lot and vanpool to work

I drive to a local church which allows us to leave our cars and van parked there. We transfer to the van which takes us directly to our cranberry campus

I drive to a park-and-ride lot and then vanpool.

I drive to a park-and-ride lot and then take a vanpool to work.

I drive to a park-and-ride lot and then vanpool or bus to work

I drive to a parking lot and then ride a CommuteInfo van to work.
i drive to park-and-ride to catch my vanpool
I drive to the Evans City park-and-ride lot and then vanpool to work in Oakland.
I drive to the Penn Twp park-and-ride and drive a Commute Info Vanpool to Oakland 5 days per week
I drive to the vanpool lot and vanpool to work 3 days per week.
I drive to vanpool meeting spot, then take vanpool to work
I ride a vanpool 3 days a week and work from home 2
I take the van when I can, If i need to drive I park in a discounted lot and walk to work
I'm the driver. Trip begins at my home.
N/A
vanpool from Monroeville to Westinghouse Cranberry
VPSI Vanpool 4 days/week, work from home 1 day/week.
We meet at a church and get on the van there to go to work. On days that the drivers are working from home or for other unforeseen circumstances we drive ourselves.
When I commute to the Pittsburgh. I drive to the Days INN parking lot and take the Meyers bus to the city. Weekend service to Pittsburgh would be great

Q4. Where do you work? Please provide a street address for your employer (please be specific. For example, "111 Smith Street, Butler, PA").*

**This was an optional question. Answers not disclosed in this report for confidentiality purposes.*

Q5. If regularly-scheduled transit service existed from Butler to the following destinations, how likely would you be to use it?

Vanpool users

Destination	1 Day a week	A few days a week	5 days a week	A few times a month	A few times a year	Would not use	Total would use
Boyers	0	4	3	1	0	22	8
Cranberry Area	0	0	1	1	2	24	4
Slippery Rock	0	0	0	0	1	26	1
Zelienople	0	1	0	0	1	26	2
Route 8 Corridor	0	1	0	0	2	26	3
Pittsburgh (Downtown)	1	2	4	1	5	15	13
Pittsburgh (Oakland)	0	0	6	0	5	21	11
Airport Area/Moon	0	1	0	0	7	20	8
Southpointe	0	0	1	0	0	26	1
Other Destination (specify below)	0	1	1	0	0	26	2
TOTAL	1	10	16	3	23	232	53

Other responses to Q5 from vanpool users included:

- Don't live in the area so not sure of all of the possibilities that would work for the area.
- I live in Beaver County so I maybe could use the Moon one if it came up to Beaver County or the Zelianople one if it was closer to Ellwood City
- It would depend on the cost of public transit vs. my vanpool.
- Monroeville or Greensburg - possibly every day if cheaper than vanpool.
- Pittsburgh (Monroeville)
- Sarver, PA
- Since I currently live in Evans City, I would probably only use this transit service if it included stops along I-79 instead of Route 8.

Q6. For what purposes would you use transit service to each of these destinations? (Check any that apply)**Vanpool users**

Destination	Commuting to work	Medical/dental appointments	Shopping	Personal business	Recreation or social activities	School	Would not use	Total would use
Boyers	5	0	0	0	0	0	16	5
Cranberry Area	3	1	1	1	1	0	16	7
Slippery Rock	0	0	1	1	1	0	19	3
Zelianople	2	0	0	0	1	0	17	3
Route 8 Corridor	1	1	1	1	0	0	18	4
Pittsburgh (Downtown)	4	1	1	1	2	0	14	9
Pittsburgh (Oakland)	3	2	0	1	0	0	14	6
Airport Area/Moon	3	0	0	3	2	0	13	8
Southpointe	1	0	0	0	0	0	19	1
Other Destination (specify below)	0	0	0	0	0	0	20	0
Total	22	5	4	8	7	0	166	46

Other responses to Q6 from vanpool users included:

- Beaver Falls or Ellwood City
- Since I currently live in Evans City, I would probably only use this transit service if it included stops along I-79 instead of Route 8.

Q7. What factors would affect your decision on whether to use transit service? Please rank each factor 1-7 with 1 being the most important factor that would affect your decision and 7 being the least important.

Vanpool users

	Avg Rank
Hours of service (time of day)	2.7
Access to or from the stop (how easy is it to get to the stop, or from the stop to your destination?)	2.8
Cost of trip	2.8
Time/speed of the trip (how long it takes to get to your destination)	3.0
Frequency (how often a bus arrives at your stop)	4.0
Bus amenities (for example, wi-fi or phone chargers)	6.0
Stop amenities (for example, benches, lighting, information kiosks)	6.0

Q8. Imagine that *The Bus* had additional funding to improve transit service in Butler County. How would you distribute it across these five priorities? For this exercise, distribute \$10 however you think best. (Keep in mind, this is for you to share your opinion about your priorities--it does not imply that additional funding is currently available!)

Vanpool users

	Total Score
More routes to more destinations	\$ 345
More frequent buses	\$ 229
Longer span of service	\$ 156
Improved bus stops & stations	\$ 111
Newer buses	\$ 89

Q9. (Optional) What is your home ZIP Code? Q10. (Optional) In what municipality do you live?

Vanpool users

	Number of responses
Butler Township / City	10
Saxonburg	3
Zelienople	3
Other locations	<2 responses each

Q11. Is there anything else you would like to tell us about your transit needs in Butler County?

<u>Vanpool users</u>
Buses to Pittsburgh would be great. The van is a good service also.
Have a bus between the route 528 park-and-ride to pgh with convenient stops in the city, multiple trips in and out of city, reasonably priced.
I don't travel out this way often any more since I work out here - but it is a nice place to shop and visit if I could take transportation here.
I grew up in Butler County, and my first job out of college was in Pittsburgh. A major factor that influenced my decision to move to Evans City instead of Pittsburgh was the easy access to NCT and CommuteInfo services at the park-and-ride at 528 & 79. I applaud the renovations made to the Evans City park-and-ride a few years ago. Since I work in Oakland, I would love to see more transit options from Butler County to Oakland. Years ago I tried taking the NCT bus downtown and then paid another fare to take a port authority bus to Oakland. It was expensive paying 2 bus fares, and I often had a hard time making the connections. Another transit idea I'd personally like is a recreational service to Pittsburgh. It would be great to get on a bus to go to a Pens game or a concert and not have to worry about traffic and parking fees.
I personally need better access to Oakland on a 5 day per week basis
I use a vanpool from the Irwin turnpike exchange to Cranberry most days for work. I don't think Butler County is going to provide transit service for us.
I used to ride the Butler to Boyers bus and it was great! It was truly ashame when it went away. In my opinion, the plug was pulled way too early and the way you were funded (the stupid tickets) were the wrong way to go about it.
I would go to Butler more if there was transportation from Beaver County.
I would really like to have bus service to the Cranberry area and to Pittsburgh on the weekend,
Limited options when traveling to Oakland
My stepdaughter attends a special needs in Zelienople. We use the BART service to get her to and from and the cost is \$40.00 a day. She needs no special provisions and has no access issues and I think it's criminal that there are no other options for her transportation. If she were an addict she could probably get some sort of free ride to a methadone clinic such as the aire-ride service.
Transits to Murrysville
We need more advertising for the van pools that are currently available to take to downtown Pgh.
Your survey doesn't even list where I live. please re-vamp. 90% of Westinghouse folks thru commute info live in Monroeville, Murrysville and Westmoreland county....ty