

Smart Transportation Initiatives Cranberry Township

Location: Southwestern Pennsylvania Commission (SPC), Butler County, Cranberry Township, District 10-0

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Themes: All 10 Themes of Smart Transportation Apply

Overview: The core of Smart Transportation resides in the following key principles; 1) linking land use to transportation investments, 2) partnering with local municipalities, 3) creating a more predictable and affordable transportation program. Cranberry Township realizes the many tangible benefits from doing planning, specifically for everyone who lives, works and does business within the Township. These benefits include; easy livability, high property values, strong economic development, good personal health, high quality of life and long-term sustainability.

In the 1990's Cranberry Township gained attention as a fast-growing community, attracting high-quality residential and commercial growth. It's location, approximately 20 miles north of Pittsburgh, with easy highway access, makes it a very attractive location for regional commuters and businesses. This has led to fast-paced growth and a transition from a rural township to a regional center. The Township understands that a successful transition is the result of careful planning and growth management ensuring that the Township grows in a way that maintains the high quality of life that Cranberry Township residents desire.

Linking Land Use & Transportation: In order to enhance coordination and understanding of the land use and transportation connection, Cranberry Township identified the following initiatives for PennDOT consideration:

- PennDOT should have understanding of land use/transportation interaction but cannot be the only entity to bridge this gap. MPO's/RPO's can help PennDOT with local municipality interactions.
 - Education and outreach is critically important to show successful examples of projects that demonstrate land use interaction/influence on transportation. Broaden education/outreach opportunities on Smart Transportation to include local government associations, regional agencies, development community and consultant community.
 - Land use decisions are ultimately local decisions, but can be influenced through incentives & disincentives.
 - Local Smart Transportation practices can only be effective if coordinated at a regional level. It will not be as successful if neighboring jurisdictions continue with conventional land development practices and are in competition for development.
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Partnering with Local Municipalities:

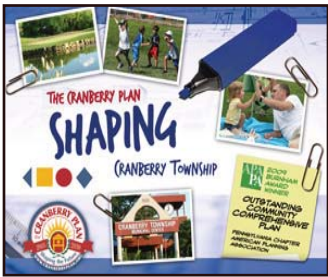
- Help municipalities understanding of "true cost" of development (Increased Tax Base does not equal Economic Development)
- The Municipal Planning Code's (MPC) provision for land use planning being a local municipal decision makes regional land use coordination more difficult.
- The MPO's/RPO's have limited staff, limited funds, and find it extremely difficult to comprehensively coordinate with hundreds of municipalities in their area. Fund resources to support planning at regional/local levels
- There are lots of examples of multi-municipal plans, however, Smart Transportation is not reflected and at times not adopted by the local Board of Supervisors.

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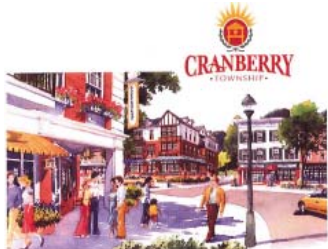
Predictable & Affordable Transportation Program

- LRTP and TIP decisions have regional implications; use these plans to support Smart Transportation projects, especially along regional high growth corridors. Provide clear guidance and criteria on Smart Transportation for project selection in TIP/LRTP.
- SPC is dedicating funding for “Smart Transportation” projects in the new UPWP. A set of criteria that can clearly define what Smart Transportation projects are is needed. The new Smart Transportation program will be similar to dedicated funding for CMAQ or TE programs.
- Butler County is helping to municipalities develop joint comprehensive plans (multi-municipal plans)

Projects/Programs: Cranberry Township is actively developing plans and utilizing tools to link land use and transportation decisions. The following Cranberry Township projects/programs are aligned with and support PennDOT’s Smart Transportation initiative:



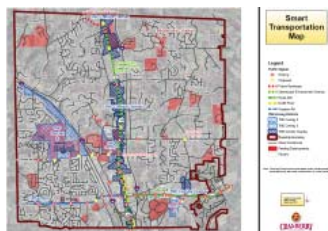
• **Cranberry Plan:** Cranberry’s recently adopted comprehensive plan addresses land use, transportation, economic development goals and policies for the next 20 years. The plan evaluated various growth scenarios that considered the potential impacts of growth to utility, transportation, and other infrastructure requirements. Through a broad public process, the community selected a growth scenario that would make the most efficient use of resources, be financially feasible, and conform to the desired character of the community. See <http://www.uniflip.com/online-magazines/3/17671/32787/pub/> for executive summary of plan.



• **TND overlay zoning & form-based code:** The Township has adopted and started implementing several traditional neighborhood design (TND) form-based codes. These ordinances require a development pattern that supports the goals of smart transportation by managing traffic demand through land use measures. The codes encourage mix-use, connected streets, and urban form that accommodate walking and bicycling.



• **Impact Fees:** Since the 1980’s, the Township has tried to tie development to infrastructure needs by implementing development impact fees. Development impact fees have contributed to maintenance of state roadways.



• **Freedom Road Corridor Plan:** The Township is working on a corridor plan for Freedom Road. The plan builds on the widening proposed for the road in the 1980’s and addresses land use goals for various sections of the roadway. Parallel roadway connections, shared access across properties, and provision of multi-modal transportation facilities were also addressed. A separate land use study was conducted for the Freedom Road Corridor to later be included into the Cranberry Plan. See <http://www.twp.cranberry.pa.us/index.aspx?NID=1375> for more information about the Freedom Road Project.

• **Other local roadway connections:** The Township is working on other local connections including the Heights Drive Connection (which completes the Northwest Connector linking the northwestern quadrant of the Township to Rt. 19) and the Ehrman Road extension project.