

TRANSPORTATION

TRANSPORTATION AND CIRCULATION

Roads and highways are major uses of land. In typical urban areas, they can account for up to 30% of the developed land. In Center Township, which is predominantly rural, transportation facilities (including railroad lines) account for less than 10% of the developed land area. Highway transportation is, however, the primary means of movement in the Township. Quality transportation provides additional locational options to large and small businesses. The transportation network is a key factor in the development of land, acting as a major influence in determining the type of use which may be most appropriate for a given site, as well as the location and shape of land use patterns. Available transportation facilities, and the quality of those facilities, play an important role in current and future land use planning decisions. In most land development or subdivision reviews, road and highway characteristics, such as condition, traffic volume, functional classification, etc., play an integral role in the final decision.

In Pennsylvania, roads are classified, by function, by the Pennsylvania Department of Transportation (PennDOT). The federal classifications include standards for both urban and rural networks. Within Butler County and Center Township, only rural classification have bearing. The characteristics of the rural road network is:

A. ***Rural Principal Arterial¹: This system consists of a connected rural network of continuous routes having the following characteristics:***

1. Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
2. Serve one, all, or virtually all, urban areas with a population of 50,000 or more, and a large majority of those with a population of 25,000 or more.
3. Provide an integrated network without 'stub' connections, except where unusual geographic or traffic flow conditions dictate otherwise (for example, international boundary connections and connections to coastal cities).

B. ***Rural Collector: Generally serves travel of primarily intracounty importance rather than statewide, and constitutes those routes with***

¹The Interstate highway system falls under this classification

predominantly shorter travel distances (regardless of volume) than on arterial routes. Speeds are typically more moderate on these roads. There are two (2) types of collector roads:

1.Rural Major Collectors - which:

provide service to any county seat not on an arterial route, to the larger towns not directly served by higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining or agricultural areas, etc.;

link these places with nearby towns or cities, or with routes of higher classification;

serve the more important intra-county travel corridors.

2.Rural Minor Collectors - which:

are spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road;

provide service to remaining smaller communities;

link the locally important traffic generators with their rural hinterland

C. Rural Local: This system primarily serves as access to adjacent lands, providing service to travel over relatively short distances as compared to higher systems, including collectors. Local roads constitute the rural mileage not classified as part of the principal arterial or collector systems.

The Pennsylvania Department of Transportation uses a separate Functional Classification System. PennDOT's classification system is as follows:

1.Arterial - Serves long distance through-trips, often statewide or interstate in nature. Examples are the interstate system and major U.S. routes. Arterial roads can be divided into major (e.g. I-79) and minor (U.S. Route 422).

2.Collector - Collects traffic from local roads and connects to arterials. Also, connects important towns and "trip-end" (places of work, shopping, etc.) on an intracounty basis. Can also be divided as major (PA Rt. 8) and minor (PA Rt. 308).

3.Local - Primarily designed to serve as access to adjacent lands with little emphasis on mobility or through traffic (all township roads).

Center Township has excellent access to regional arterials and the national transportation network. Circulation within the Township occurs on 13.77 miles of state roadways and .72 miles of township roads, streets and lanes.

MAJOR ROUTES

PA Route 8, which runs from the south-central to the northwest portion of the Township was, at one time, the major rural collector was once the primary connection to Pittsburgh and points north, to Lake Erie. The portion of Route 8 running through Center Township is in very good condition. The road, however, has been the site of several major accidents, some with fatalities due to signalization shortfalls and drivers who are unfamiliar with the area.

PA Routes 38 and 308 also run through Center Township and are both considered minor collectors.

TABLE 30

ROADWAY CLASSIFICATION

Roadway	Classification	Cartway	AADT*
Route 8	Arterial	20-50 feet	3,767-20,210
Route 38	Collector	22-28 feet	1,813-6405
Route 308	Collector	20-24 feet	565-6,602

*Annual Average Daily Traffic

OTHER REGIONAL HIGHWAYS

Although Center Township does not have any major arterials traversing its borders, it does have excellent access. Just south of the Township's border, PA Route 8 intersects with U.S. Route 422, which provides Township residents with a primary east-west arterial road. Further, Route 422 intersects with I-79 just 15 miles west of the Township, thereby providing linkage to the Federal Interstate network in less than 20 minutes.

PROPOSED IMPROVEMENTS

Within the Township boundaries, most of the proposed road improvements focus on intersection improvements. The following intersections are at the "top of the list" for improvement or upgrade:

- Route 8 and Mercer Road
- North Duffy and Mercer Road
- Sunset Drive and Route 308
- Sunset Drive and Holyoke Road
- Holyoke Road and Route 308
- Sunset Drive and Mercer Road

Road segments which are in need of upgrades include Hendricks Road, Route 308 and North Duffy Roads.

TRANSIT SERVICE

A small portion of Center Township is services by public transportation. The Butler Area Regional Transit service operates between the City of Butler and the Clearview Mall on a daily basis; while the Butler Township-Butler City Joint Municipal Transit Authority provides limited service to southern Center Township.

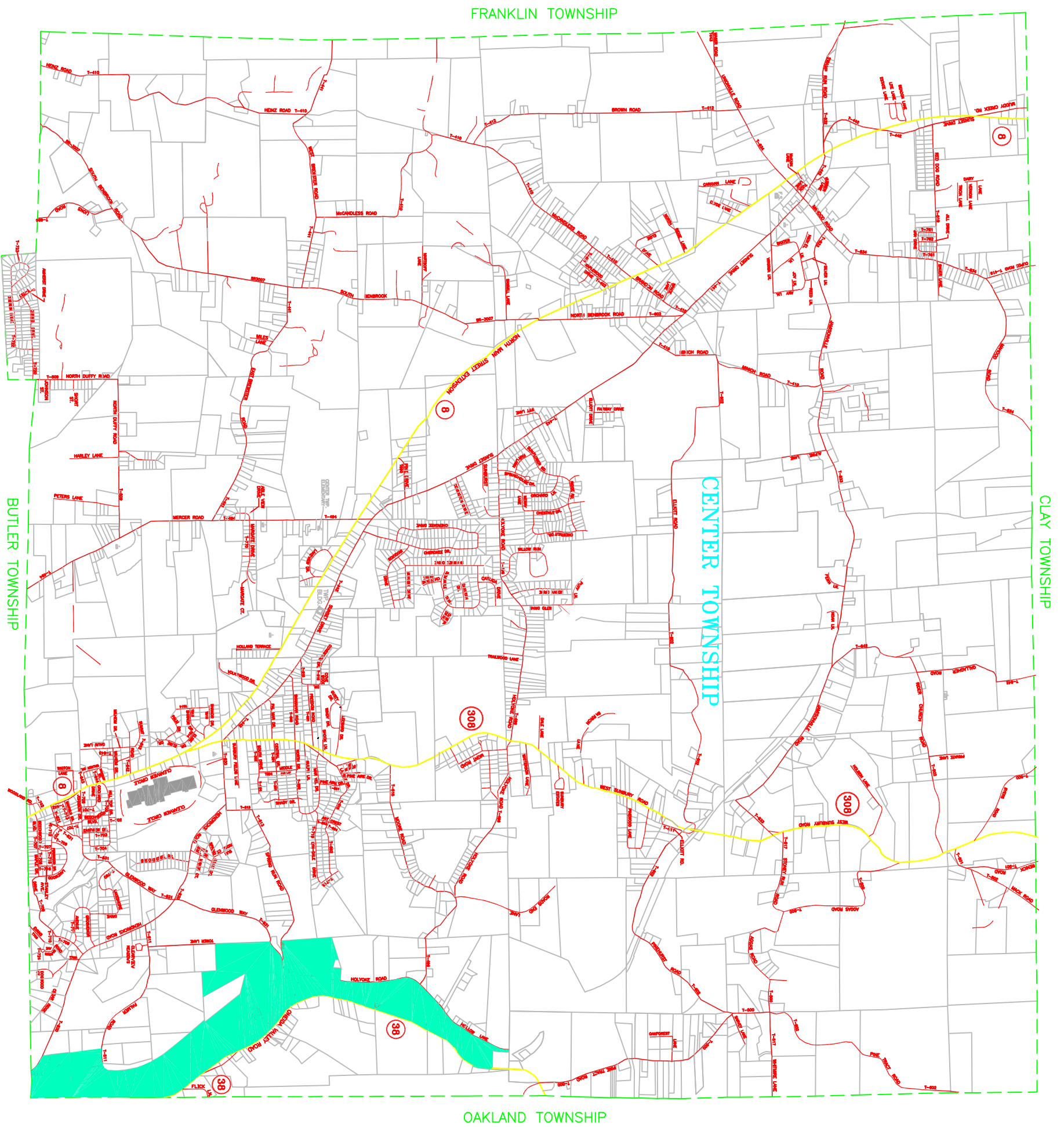
OTHER TRANSPORTATION

None within Township (passenger train; bus depot; airport, river)

TRAFFIC COUNTS

The Southwestern Pennsylvania Regional Planning Commission (SPRPC) has completed numerous traffic counts throughout the Township during the past seven (7) years in an effort to be able to compare traffic levels with the bearing capacity of the identified roadways. In Center Township, traffic counts for the following roadway segments were collected:

Route 38	between Hendricks and Spring Run
Route 8	between Summit Road and Clearview Mall entrance
Route 8	between Benbrook Road and Unionville Road
Route 8	between Beechwood Blvd. and Millheim Road
Route 8	between Beechwood Blvd. and Johnson Avenue
Mercer Rd.	between Butler Township line and North Duffy Road



FRANKLIN TOWNSHIP

CLAY TOWNSHIP

CENTER TOWNSHIP

BUTLER TOWNSHIP

OAKLAND TOWNSHIP

CENTER TOWNSHIP
ROAD MAP



OLSEN ENGINEERING & ASSOCIATES
 ENGINEERS • PLANNERS • SURVEYORS
 126 SOUTH MAIN STREET, BUTLER, PENNSYLVANIA 16001
 ARCH # 96047RM OEA PROJECT # 9604F

The counts for Route 8 between Beechwood Blvd. and Millheim Road/Johnson Avenue were 8-hour counts for the same segment along Route 8, and were used as an indicator of the volume change between the dates of the traffic count. The Beechwood-Milheim count was taken in July of 1991, while the Beechwood-Johnson count was taken in July 1997. As you can see on the following pages, the specific counts for this segment increased in the 6-year time span by over 5,000 vehicles. The accompanying map identifies the specific location of the road segments which were counted within the Township.

**BETW HENDRICKS RD/T-830 AND SPRING RUN RD/T-831
04/04/91**

Time of Day	North	South	Total
12 - 1 am	24	18	42
1 - 2 am	22	14	36
2 - 3 am	15	9	24
3 - 4 am	15	10	25
4 - 5 am	12	24	36
5 - 6 am	18	93	111
6 - 7 am	46	170	216
7 - 8 am	88	242	330
8 - 9 am	94	174	268
9 - 10 am	99	163	262
10 - 11 am	125	139	264
11 - 12 am	126	135	261
12 - 1 pm	148	153	301
1 - 2 pm	149	148	297
2 - 3 pm	174	146	320
3 - 4 pm	245	169	414
4 - 5 pm	259	166	425
5 - 6 pm	215	163	378
6 - 7 pm	136	136	272
7 - 8 pm	122	93	215
8 - 9 pm	112	58	170
9 - 10 pm	91	37	128
10 - 11 pm	58	48	106
11 - 12 pm	66	25	91
TOTAL	2,459	2,533	4,992

BETW SUMMIT ROAD AND CLEARVIEW MALL ENTRANCE			
Count Date 09/19/95			
Time of Day	North	South	Total
12 - 1 am	91	51	142
1 - 2 am	37	36	73
2 - 3 am	25	26	51
3 - 4 am	21	20	41
4 - 5 am	49	64	113
5 - 6 am	111	172	283
6 - 7 am	222	430	652
7 - 8 am	460	658	1,118
8 - 9 am	452	636	1,088
9 - 10 am	493	536	1,029
10 - 11 am	472	554	1,026
11 - 12 am	486	548	1,034
12 - 1 pm	578	617	1,195
1 - 2 pm	516	646	1,162
2 - 3 pm	511	697	1,208
3 - 4 pm	685	643	1,328
4 - 5 pm	757	682	1,439
5 - 6 pm	695	731	1,426
6 - 7 pm	492	585	1,077
7 - 8 pm	446	502	948
8 - 9 pm	367	425	792
9 - 10 pm	284	247	531
10 - 11 pm	182	165	347
11 - 12 pm	163	97	260
TOTAL	8,595	9,768	18,363

BETW BENBROOK RD/SR 3007 AND UNIONVILLE RD/T-860			
Count Date 09/03/97			
Time of Day	North	South	Total
12 - 1 am	62	27	89
1 - 2 am	32	16	48
2 - 3 am	21	14	35
3 - 4 am	32	17	49
4 -5 am	23	58	81
5 - 6 am	88	161	249
6 - 7 am	201	385	586
7 - 8 am	358	501	859
8 - 9 am	331	402	733
9 - 10 am	332	341	673
10 - 11 am	290	377	667
11 - 12 am	332	373	705
12 - 1 pm	341	404	745
1 - 2 pm	379	410	789
2 - 3 pm	448	457	905
3 - 4 pm	517	482	999
4 - 5 pm	609	526	1,135
5 - 6 pm	620	425	1,045
6 - 7 pm	362	397	759
7 - 8 pm	325	365	690
8 - 9 pm	354	234	588
9 - 10 pm	319	182	501
10 - 11 pm	134	125	259
11 - 12 pm	113	56	169
TOTAL	6,623	6,735	13,358

BETW BEECH AVENUE AND MILLHIEM ROAD			
07/17/91			
Time of Day	North	South	Total
12 - 1 am	0	0	0
1 - 2 am	0	0	0
2 - 3 am	0	0	0
3 - 4 am	0	0	0
4 -5 am	0	0	0
5 - 6 am	0	0	0
6 - 7 am	0	0	0
7 - 8 am	0	0	0

BETW BEECH AVENUE AND MILLHIEM ROAD			
07/17/91			
Time of Day	North	South	Total
8 - 9 am	0	0	0
9 - 10 am	0	0	0
10 - 11 am	408	356	764
11 - 12 am	489	507	996
12 - 1 pm	580	675	1,255
1 - 2 pm	467	656	1,123
2 - 3 pm	484	578	1,062
3 - 4 pm	521	663	1,184
4 - 5 pm	628	621	1,249
5 - 6 pm	647	591	1,238
6 - 7 pm	0	0	0
7 - 8 pm	0	0	0
8 - 9 pm	0	0	0
9 - 10 pm	0	0	0
10 - 11 pm	0	0	0
11 - 12 pm	0	0	0
TOTAL	4,224	4,647	8,871

BETW BEECH AVENUE AND JOHNSON AVENUE			
07/15/97			
Time of Day	North	South	Total
12 - 1 am	0	0	0
1 - 2 am	0	0	0
2 - 3 am	0	0	0
3 - 4 am	0	0	0
4 - 5 am	0	0	0
5 - 6 am	0	0	0
6 - 7 am	0	0	0
7 - 8 am	0	0	0
8 - 9 am	0	0	0
9 - 10 am	0	0	0
10 - 11 am	783	701	1,484
11 - 12 am	834	790	1,624
12 - 1 pm	970	950	1,920
1 - 2 pm	939	982	1,921
2 - 3 pm	883	975	1,858
3 - 4 pm	1,019	916	1,935
4 - 5 pm	1,026	944	1,970
5 - 6 pm	794	868	1,662

BETW BEECH AVENUE AND JOHNSON AVENUE			
07/15/97			
Time of Day	North	South	Total
6 - 7 pm	0	0	0
7 - 8 pm	0	0	0
8 - 9 pm	0	0	0
9 - 10 pm	0	0	0
10 - 11 pm	0	0	0
11 - 12 pm	0	0	0
TOTAL	7,248	7,126	14,374

BETW BUTLER TWP LINE AND		
NORTH DUFFY ROAD/T-509		
05/17/94		
Time of Day		Total
12 - 1 am		20
1 - 2 am		10
2 - 3 am		5
3 - 4 am		5
4 - 5 am		17
5 - 6 am		78
6 - 7 am		179
7 - 8 am		294
8 - 9 am		235
9 - 10 am		218
10 - 11 am		236
11 - 12 am		212
12 - 1 pm		302
1 - 2 pm		261
2 - 3 pm		277
3 - 4 pm		366
4 - 5 pm		386
5 - 6 pm		389
6 - 7 pm		300
7 - 8 pm		256
8 - 9 pm		161
9 - 10 pm		169
10 - 11 pm		98
11 - 12 pm		70
TOTAL		4,544

Although all of the traffic counts have increased dramatically over the time period studied, no major segment deficiencies are apparent.