



SOUTHWEST BUTLER COUNTY

Multi-Municipal Safety Action Plan



Appendix B: Outreach Summary

**PARTNERING
TOGETHER** for the
Southwest Butler
County Safety
Action Plan



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Overview

The Southwest Butler County Safety Action Plan (CSAP) was a collaborative effort among Cranberry Township, Jackson Township, Zelienople Borough, and Harmony Borough to prevent serious injuries and deaths on local roads. This initiative, led by AECOM with support from Kimley-Horn and French Engineering, uses a data-driven and community-focused approach to enhance transportation safety.

The CSAP outreach took place in two phases, each designed to maximize public participation and gather valuable community input. Phase One focused on educating residents about the CSAP and Vision Zero initiatives while collecting initial safety feedback through surveys, interactive maps, and public meetings. Phase Two expanded these efforts by continuing outreach strategies to gather feedback on the proposed draft plan. Together, both phases ensured that a wide range of voices helped shape transportation safety priorities and solutions for the region.

Public engagement is central to this effort. By collecting input from residents, stakeholders, and community partners, the plan will mirror local values and priorities and guide the creation of targeted safety strategies, policies, and projects.

Public Engagement Goals and Objectives

The Public Engagement Plan (PEP) outlined the objectives, methods, and timeline for meaningful public involvement. It emphasized inclusive engagement and identified strategies to reach underserved, minority, and limited-English-proficiency communities. Five primary outreach methods support the CSAP effort:

- Planning Committee
- Stakeholder Interviews
- Online Engagement
- Public Meetings
- Promotions and Advertisements

Outreach Process

Phase 1 of the CSAP's outreach took place from July 7 to August 29, 2025. The initial phase focused on educating and informing the community about the CSAP and Vision Zero initiatives, and on gathering safety input.

Phase 1 engagement combined feedback tools (digital/paper surveys, interactive map, comment form), informational materials (website, fact sheet, business cards, boards), promotion (social media, email blast, press release, digital toolkit), and direct communication (stakeholder meetings, community open house).

Phase 2, held from January 31 to February 27, 2026, focused on sharing the plan's background, status, and process with the community. During this phase, the project team collected resident feedback on the proposed safety strategies and specific improvements to guide the next steps of the CSAP.

During Phase 2, digital platforms were utilized for community outreach. These included feedback tools such as a Draft Plan Feedback Survey, informational resources such as the project website and an updated fact sheet, and promotional channels such as social media and a press kit.

Public Involvement Timeline

To implement the outreach program, the project team engaged stakeholders, attended meetings, and carried out all elements of the CSAP's public involvement strategy.

During the first phase of outreach, the team emphasized broad, inclusive participation to ensure that the voices of Cranberry Township, Jackson Township, Zelienople Borough, and Harmony Borough were represented. A suite of interactive and accessible tools—including digital and paper surveys, an interactive mapping platform, and opportunities for written comments—helped reduce barriers to participation and encouraged residents to share meaningful input.

Complementing these tools, the team distributed clear informational materials, including fact sheets, website content, business cards, and display boards, to communicate Vision Zero principles and project goals. Outreach was reinforced through coordinated social media campaigns, targeted email blasts, press releases, and a comprehensive digital communications toolkit. Direct engagement at stakeholder meetings and a community open house created opportunities for real-time feedback and in-depth dialogue.

During Phase 2, the team systematically evaluated community feedback to formulate a draft plan for public review, maintained regular communications to inform the community of project developments, and actively invited residents to provide input on the proposed plan to ensure community perspectives were incorporated into subsequent steps of the CSAP.

Figure 1 shows how the outreach process blends into the CSAP timeline. The project team gathered information from the community to inform decision-making during its safety analysis. Engagement strategies included:

- Planning Committee meetings
- Public meeting
- Digital and paper survey
- Interactive map
- Digital communications toolkit
- Social media

Figure 1: Outreach Process within the CSAP Timeline





SOUTHWEST BUTLER COUNTY

Multi-Municipal Safety Action Plan



Outreach Summary

PHASE ONE

July 7 to August 29
2025

Outreach: Phase 1

Phase 1 of outreach aimed for broad community input in CSAP's early stages. The team organized Planning Committee meetings, a public meeting, surveys (digital and paper), an interactive map, and digital communications to gather resident feedback. This inclusive approach informed the safety analysis and key project decisions.

Surveys and Feedback Tools

SAFETY SURVEY

The project team launched a safety survey on July 7, 2025, to collect community input on the CSAP. Using the study, the team gathered feedback about the process, respondents' safety concerns, and future considerations. The team conducted the survey online and in person at the open house. See the Appendix for the survey questions.

Safety Survey Metrics and Responses

Metrics

Overall, the project team received 161 complete surveys.

Table 1 provides a breakdown of the top localities/zip codes for residents who submitted surveys:

Table 1: Number of Surveys Submitted per ZIP Code

ZIP Code	Neighborhood	Surveys Submissions
16066	Cranberry Township	96
16063	Zelienople	16
16037	Harmony	15
16033	Evans City	7
16046	Mars	7
16001 and 16002	Butler	5
16052, 16051, 15090, 16006, 15066, 15042, 16123, 16334, and 15005	Prospect, Portersville, Wexford, Boyers, New Brighton, Freedom, Fombell, Marienville, and Baden	9 (total)

Note: Six survey responses did not include zip codes

The project team divided the survey into four sections:

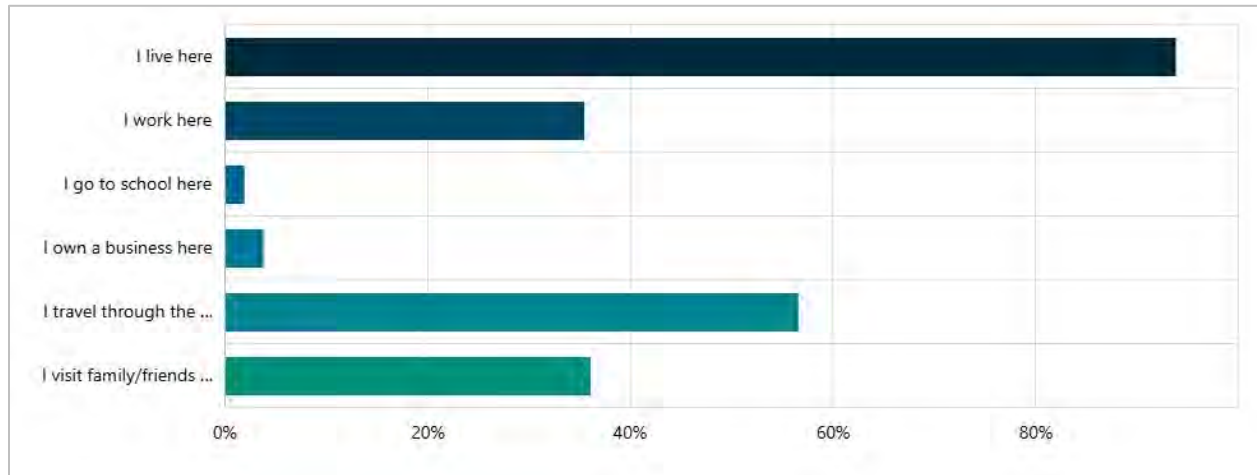
1. Background
2. Commute and Mode Choice
3. Street Safety
4. Priorities

Survey results are included later in this appendix.

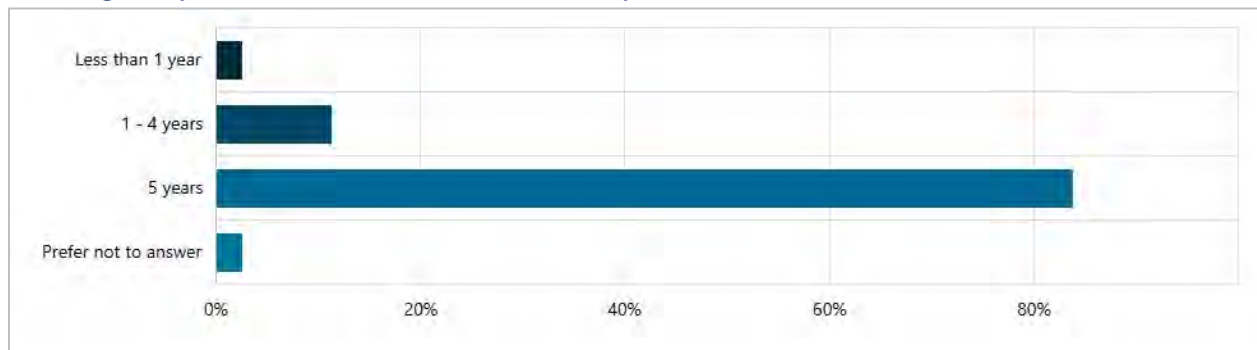
Demographics

The project team asked several questions to better understand who completed the survey.

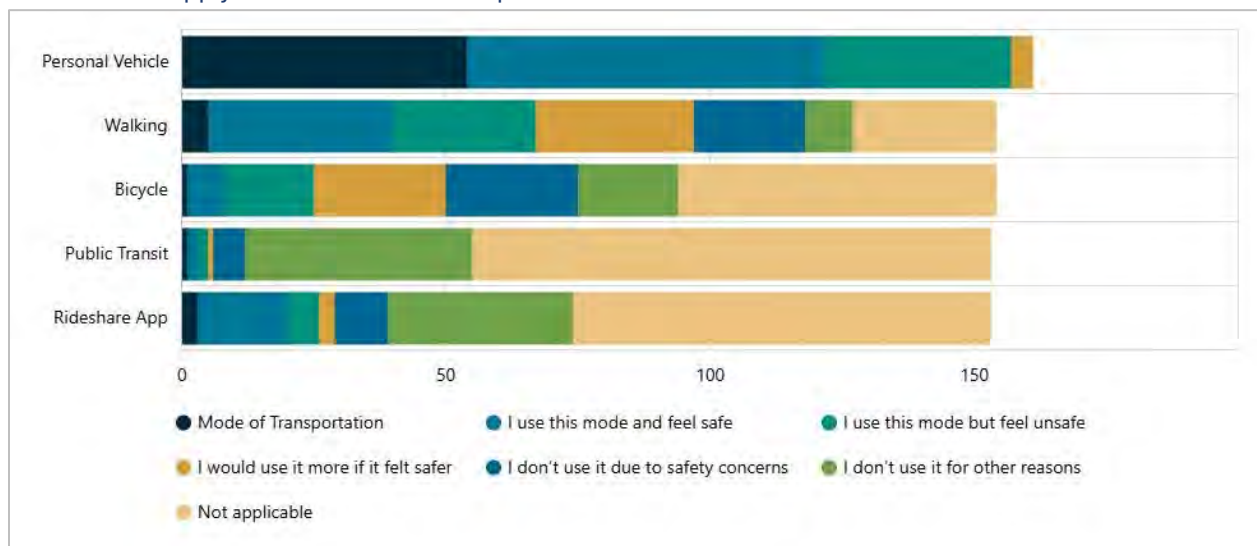
What is your connection to southwestern Butler County?



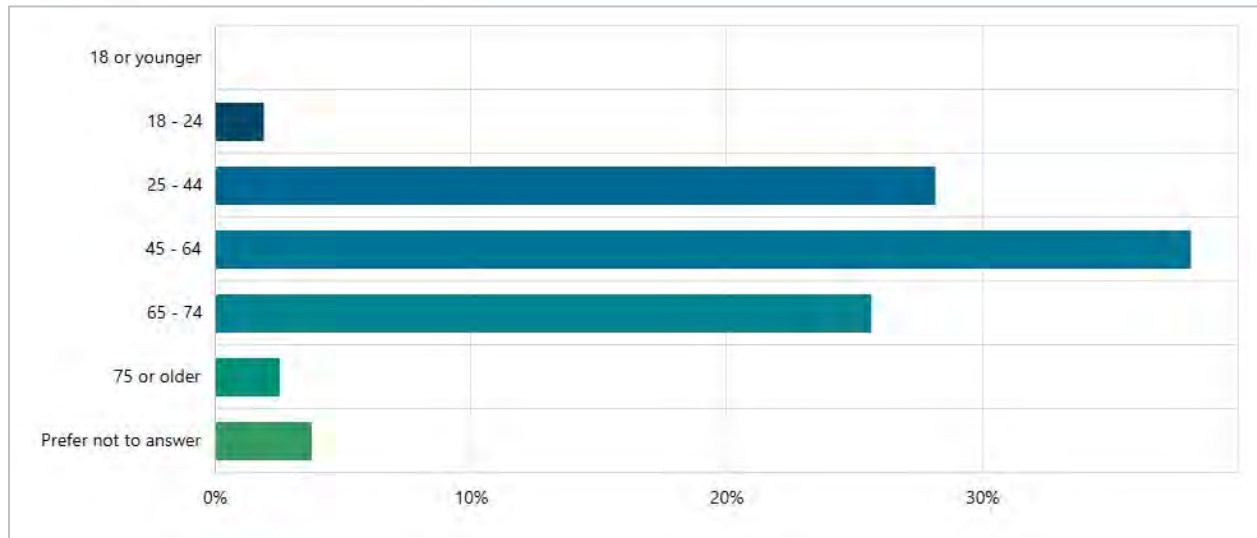
How long have you lived in southwestern Butler County?



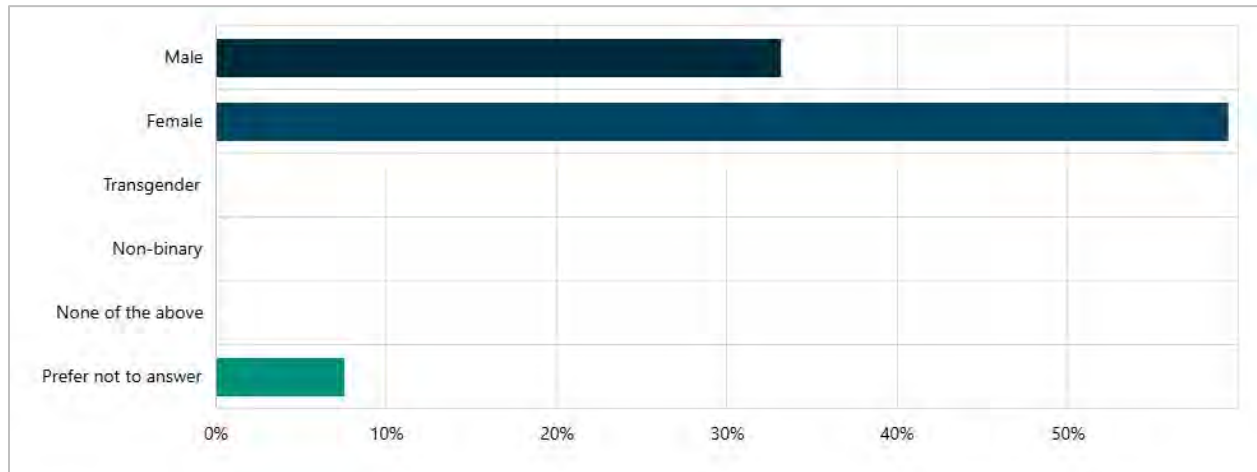
Select all that apply for each mode of transportation.



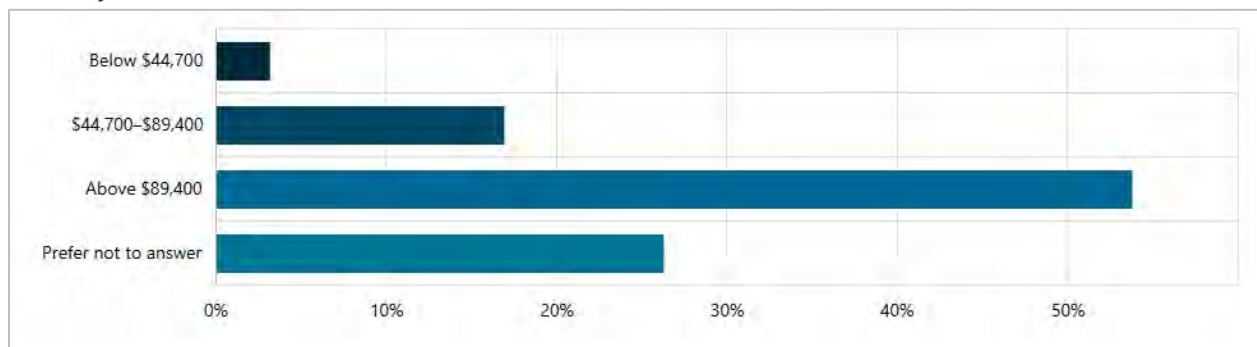
What is your age?



What is your gender identity?



What is your annual household income?



Safety Survey Open Response Summary

Survey responses reveal strong community concern about traffic safety in southwestern Butler County. Most participants reported neutral or negative experiences on local roads, citing frequent traffic violations, limited pedestrian protections, and increased congestion linked to overdevelopment that strains existing infrastructure.

Few residents expressed confidence in their safety while traveling; most remained neutral or disagreed. Respondents emphasized the need for stronger enforcement—such as enhanced law enforcement presence and intersection cameras—to address speeding, red-light running, distracted driving, and aggressive behavior.

Residents also called for pedestrian-focused improvements, including protected bike lanes and safer crossings. Overall, the feedback highlights a clear demand for safer, more walkable communities, stronger traffic enforcement, and greater attention to development impacts. The project team has distilled the responses into the three most prevalent themes:

Theme 1: Enforcement of Traffic Laws and Driver Behavior

Residents strongly emphasized the need for a greater law enforcement presence on local roads. Key recommendations included more consistent enforcement efforts and the installation of intersection cameras to deter unsafe driving. Major concerns centered on speeding, aggressive maneuvers, frequent disregard for stop signs and traffic signals, and distracted driving. Enforcing laws around cellphone use was identified as a top priority. Overall, respondents advocated for more visible patrols, paired with public education initiatives, to encourage safer driving behaviors and increase awareness of the consequences.

Driver Behavior Improvements:

- Speeding enforcement by police officers
- Visible and more frequent police patrols
- More intersection cameras, speed cameras, and mailed tickets
- Higher quality driving education
- Enforcement of existing laws, rather than creating new ones
- Larger, more visible signage and signals

Noted High Risk Roads:

- Freedom Road
- Rochester Road
- Route 19
- Route 228

Theme 2: Infrastructure Improvements

Survey participants stressed the importance of upgrading street and pedestrian infrastructure to improve safety throughout southwestern Butler County. Top priorities included protected bike lanes, safer and better-maintained crosswalks, additional signals, signage, and beacons to support safe navigation. Many respondents emphasized the need to improve access to schools and community destinations, expressing strong support for Safe Routes to School initiatives and for expanding sidewalks and trails connecting neighborhoods to schools, parks, and shopping areas.

For Pedestrian Safety:

- More sidewalks
- Protected bike lanes
- Painted bike lanes
- Connectivity between parks, neighborhoods, and commercial areas
- Pedestrian signals and signs
- Longer crossing times at signals
- Safe Routes to Schools programs implementation

Maintenance and Usability:

- Regular debris clean-up of bike lanes and shoulders
- Repair and maintenance of broken or unsafe crosswalks and sidewalks
- ADA-compliant upgrades

Theme 3: Overdevelopment and Congestion Concerns

Many respondents expressed concern that rapid residential and commercial growth is exceeding the capacity of local roads and intersections. Participants called for more deliberate planning and for developers to fund infrastructure improvements in advance to help mitigate congestion. Common recommendations included road widening, intersection redesigns, additional turn lanes, and new roundabouts. Residents also emphasized the importance of regular maintenance of road surfaces, drainage systems, lighting, and stormwater controls. Intersections of particular concern included Glen Eden Road at Old Route 19 and Route 228 at US 19, both cited for heavy congestion and frequent red light violations.

Intersection Improvements

- Slower, more strategic development plans with included infrastructure upgrade funding
- Road widening
- Dedicated turn lanes
- Roundabouts
- Clear lane markings
- Smart traffic light implementation
- Longer green arrows

Noted High-Risk Intersections

- Glen Eden Road and Old Route 19
- Route 228 and US 19
- Freedom Road and Haldeman Drive

INTERACTIVE MAP SURVEY

The online interactive mapping tool enabled respondents to pinpoint specific locations in southwestern Butler County's transportation network that need safety improvements. The project team analyzed both the map input (Figure 2) and associated analytics (Table 2, Figure 3, and Table 3), incorporating this feedback directly into the CSAP document. A full list of responses can be found in the Appendix.

Interactive Map Survey Metrics and Responses

Metrics

The project team received a total of 408 posts on the social map from 133 individual contributors.

FIGURE 2: INTERACTIVE MAP SHOWING CONTRIBUTIONS

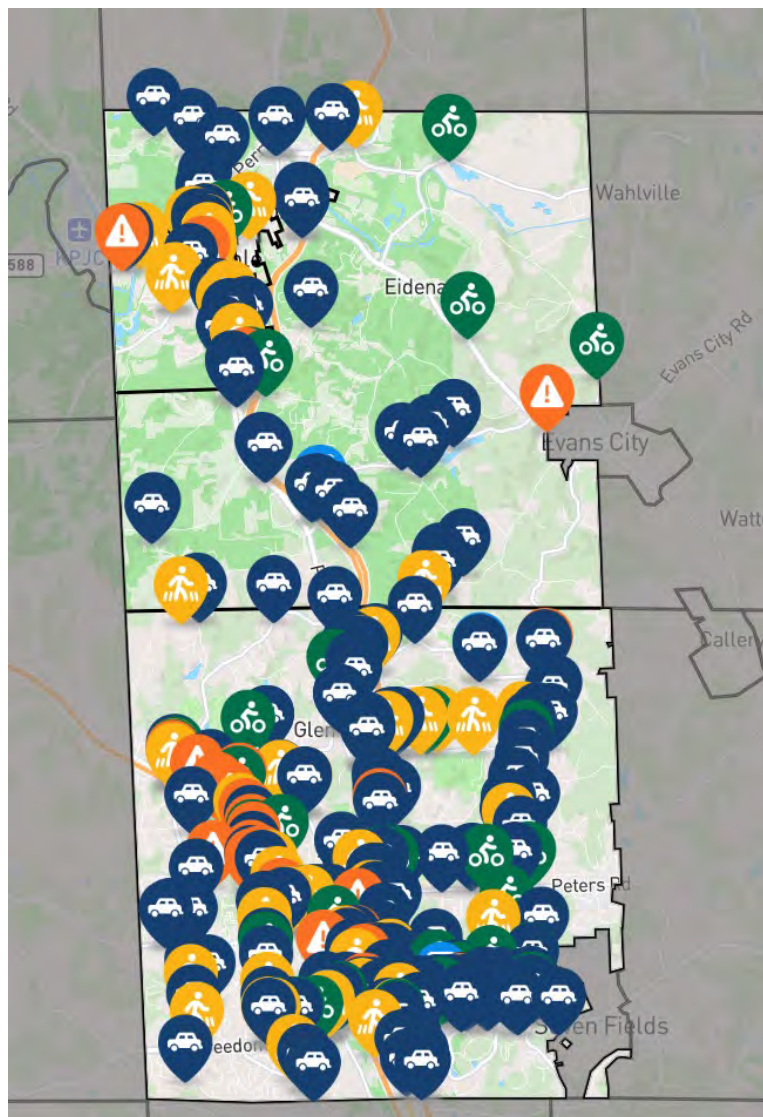


Table 2: Contributions by Location

Location	Contributions	% Contributions
Cranberry Township (15042, 15044, 16046, 16066)	325	79.7%
Zelienople (16033, 16063)	58	14.2%
Harmony (16037)	15	3.7%
Evans City (16033)	5	1.2%
Warrendale (16066)*	3	0.7%
Mars (16046)	2	0.5%

*Interactive map zip code results for Warrendale (16066) differ from Google Maps (15086)

Figure 3: Posts by Category

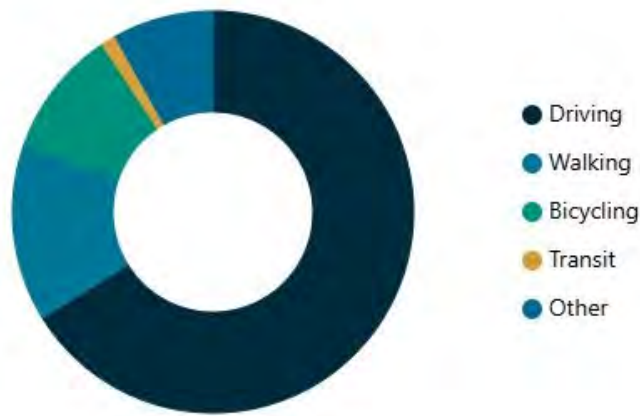


Table 3: Interactive Map Contributions by Category

Location	Contributions	Percent
Walking	270	66.2%
Driving	58	14.2%
Bicycling	42	10.3%
Transit	5	1.2%
Other	33	8.1%

Interactive Map Response Summary

The project team identified three primary themes from the survey responses and organized them accordingly.

Theme 1: Pedestrian and Cyclist Safety Infrastructure

Community responses emphasized the urgent need for safer pedestrian and cyclist infrastructure:

- **Traffic Calming Measures:** Residents had recommended the addition of more median islands and roundabouts to protect non-motorized users.
- **ADA Violations:** Noncompliant curb ramps and detectable warning surfaces hindered accessibility for the community.
- **Walker and Cyclist Safety Needs:** Residents had expressed their concern about the lack of sidewalks, crosswalks, and poorly maintained bike lanes.

Theme 2: Traffic Enforcement and Driver Behavior

Respondents had expressed their frustration with driver non-compliance and the lack of law enforcement:

- **Traffic Law Non-Compliance:** Residents had noted that speeding, red light running, and illegal parking were highly common.
- **Aggressive Driving:** Concerns have been raised about improper merging and overtaking, especially in high-traffic zones.
- **Law Enforcement Presence:** Residents had urged increased and consistent police presence, camera enforcement, and ticketing to deter dangerous driving behavior.

Theme 3: Planning and Development Oversight

Community members had emphasized concerns about infrastructure lagging rapid development:

- **Roads and Intersections:** Residents had raised concerns about local roads and intersections becoming overwhelmed by traffic from new residential and commercial projects.
- **Visibility and Traffic Patterns:** Poor visibility, confusing traffic patterns, and poor lane markings were frequently mentioned.
- **Proactive Planning:** There had been a clear sentiment that developmental growth was outpacing existing infrastructure, and an emphasis on the need for proactive planning and funded infrastructure upgrades.

GENERAL COMMENT FORM

In addition to the safety survey and interactive map, the CSAP website offered a “general comment form” as a third way for residents to provide input. This option gave individuals who lacked time for the full survey or map an easy way to share feedback and concerns in a quick, convenient format.

General Comment Form Metrics and Responses

Metrics and Response Summary

Through this form, the project team received 57 general comments. See the Appendix for the full list of responses.

Community Insights from General Comments

Enforcement of Traffic Laws

- Speeding, red light running, and distracted driving are top concerns.
- Residents want more visible patrols, stricter enforcement, and intersection cameras.

Infrastructure Improvements

- Safer pedestrian and bike connections are urgently needed.
- Priorities: sidewalks, crosswalks, bike lanes, and clearer signals/signage.

Overdevelopment & Congestion

- Rapid growth is straining local roads and intersections.
- Calls for better planning, added road capacity, and upgraded intersections.

The project team categorized the key themes from the general comment form into three focus areas:

Theme 1: Enforcement of Traffic Laws

Overview

Residents consistently called for stronger enforcement of traffic laws. Concerns centered on speeding, aggressive driving, distracted driving, and widespread disregard for stop signs and red lights. Many recommended a more visible police presence, greater enforcement of cellphone use laws, and installation of cameras at intersections to deter unsafe behavior.

Representative Comments

- “Many cars and trucks are going through red lights—sometimes two or three after the light has turned. Speeding is also a big factor.”
- “Stop signs and red lights feel optional in Cranberry. Dangerous behavior will continue without consequences.”
- “The severe lack of enforcement on Freedom Road is unacceptable—speeding and red-light running happen daily.”
- “People still use their phones while driving. Please ticket them.”
- “Tailgating and aggressive driving are constant issues, and no police seem to monitor it.”

Theme 2: Infrastructure Improvements

Overview

Respondents highlighted the need for safer, more connected infrastructure for both drivers and pedestrians. Priorities included sidewalks, bike lanes, better crosswalks, clearer signals, and improved signage. Many stressed the importance of addressing “missing links” in pedestrian networks and creating safer access to schools, parks, and community spaces.

Representative Comments

- “There are so many sidewalk gaps—it’s unsafe for pedestrians. Cranberry feels blatantly dangerous to walk in.”
- “No one ever stops for crosswalks, and many neighborhoods lack sidewalks.”
- “Roundabouts confuse drivers—people don’t know how to enter or exit correctly.”
- “Turn lanes on Route 19 are dangerous—people treat them like travel lanes.”
- “It’s nearly impossible to bike safely in Cranberry. Even parks lack dedicated bike lanes.”

Theme 3: Overdevelopment and Congestion

Overview

Residents expressed concern that rapid residential and commercial growth is overwhelming local roads and intersections. Calls for action included requiring developers to contribute to infrastructure improvements, expanding road capacity, and redesigning intersections. Some also flagged specific corridors and intersections as unsafe under current traffic volumes, particularly during peak hours or poor weather.

Representative Comments

- “There are too many new developments—roads and intersections can’t handle the traffic.”
- “Neighbors are afraid to even back out of their driveways because of heavy traffic.”
- “Existing intersections along Route 19 would never be approved today—they are unsafe with current traffic.”
- “Route 19 and Freedom Road need better markings and reflectors; it’s dangerous in bad weather.”
- “Street parking flexibility is needed, but congestion must be better managed.”

Meetings

PLANNING COMMITTEE MEETINGS

Throughout this process, the project team worked closely with Cranberry Township to establish representation from the appropriate local agencies and key Vision Zero stakeholders. This collaborative and inclusive approach helps align all parties with the CSAP’s vision, goals, and objectives, setting the foundation for effective implementation and measurable progress toward improving safety and reducing traffic-related fatalities.

Four Planning Committee meetings (Table 4) and one prioritization workshop were conducted as part of the plan’s development. The committee was actively engaged, providing valuable input and helping to share the CSAP’s digital toolkit with their networks.

Table 4: Planning Committee Members

Name	Title	Agency
Kyle Beidler	Cranberry Township	kyle.beidler@cranberrytownship.org
Andrew Spencer	Zelienople Borough	aspencer@zelieboro.org
Chris Rearick	Jackson Township	crearick@jackson-township.com
Mary Hess	Jackson Township	manager@lancaster-township.com
Greg Such	Harmony Borough	gregsuch@usa.net

STAKEHOLDER INTERVIEWS

After invitations were sent out (Figure 4), six Phase 1 stakeholder interviews were held, yielding diverse insights to support a balanced, representative plan. They supplement policy reviews and safety and equity analyses with deeper context on challenges and investment decisions.

Figure 4: Email Graphic Sent for Stakeholder Interviews



This group encompassed a variety of interests and expertise from critical stakeholders. See the Appendix for a List of the Planning Committee and meeting dates.

As part of the stakeholder interview process, the project team provided an overview of the CSAP, including its purpose and goals. Participants were briefed on current crash data, the analytical methods used in the CSAP, and the identified safety emphasis areas. This foundation ensured stakeholders had a clear understanding of the project's context before sharing their perspectives and input.

Key Safety Priorities Identified by Stakeholders

Traffic Enforcement & Driver Behavior

Overview

Stakeholders repeatedly cited unsafe driving behaviors—speeding, distracted driving (especially cellphone use), red light running, and aggressive maneuvers—as persistent safety problems. Limited enforcement capacity was seen as a barrier, with calls for a more visible police presence, radar authorization for local officers, and automated enforcement tools such as red-light or speed cameras.

Representative Points

- Distracted driving and cellphone use highlighted as top contributors to rear-end crashes
- Local governments frustrated by the inability to use radar for speed enforcement
- Desire for stronger enforcement partnerships and public education campaigns to encourage safer driving

Infrastructure & Design Improvements

Overview

Stakeholders stressed the need for safer roadway and pedestrian infrastructure. They pointed to high-crash intersections, rural roads not designed for today's volumes, and missing or unsafe facilities for walking and biking. Improvements should focus on enhancing connectivity, providing access to schools and community spaces, and implementing modern design treatments that reduce conflict points.

Representative Points

- Rear-end and angle crashes concentrated on Routes 19, 228, and Freedom Road due to congestion.
- Secondary and rural roads identified as hazardous because of narrow lanes, curves, poor shoulders, and "hit fixed object" crashes.
- Strong support for sidewalks, crosswalks, bike facilities, and Safe Routes to School initiatives.
- Intersection redesigns and corridor improvements flagged as priorities (e.g., Graham School & Union, Franklin Road intersections).

Growth, Congestion & Development Pressure

Overview

Rapid residential and commercial growth was widely seen as a driver of congestion and safety challenges. Stakeholders emphasized the need for deliberate planning, coordination with PennDOT and SPC, and requirements for developers to contribute to infrastructure upgrades in advance. Without this, existing roads risk becoming overburdened and unsafe.

Representative Points

- Development outpacing roadway capacity, especially along major corridors.
- Concerns that older local roads were never designed to handle current traffic volumes.
- Recommendation to link land use decisions with transportation planning and safety priorities.
- Route 228 improvements recognized as critical, but stakeholders noted gaps remain.

Additional Stakeholder Insights

Beyond the three primary themes of enforcement, infrastructure, and growth pressures, stakeholders shared broader perspectives that highlight cultural, operational, and policy challenges. These insights reflect the importance of addressing not only roadway design, but also driver behavior, emergency response, and regional coordination to achieve lasting safety improvements.

1. Safety Culture & Behavior Change

- Several stakeholders emphasized that even with infrastructure upgrades, driver behavior remains the most critical factor.
- Education, awareness campaigns, and community partnerships were suggested to shift culture (seatbelt use, cellphone bans, slowing down in neighborhoods).

2. Vulnerable Road Users

- Strong recognition of risks for pedestrians, bicyclists, and school-aged children.
- Stakeholders tied this to both infrastructure gaps (sidewalks, crosswalks) and to policy initiatives like Safe Routes to School.

3. Emergency Response & Post-Crash Care

- EMS and first responders raised concerns about delayed response times due to congestion and roadway design.
- Post-crash care was identified as one of the “five pillars” where investment in coordination and access could save lives.

4. Coordination & Regional Planning

- Multiple stakeholders noted the need for better coordination across municipalities (Cranberry, Jackson, Zelienople, Harmony) to align development with transportation safety priorities.
- The CSAP should serve as a shared regional framework that municipalities can use to pursue funding and adopt consistent standards.

5. Policy & Legislative Gaps

- Concerns about limitations in Pennsylvania law, such as local police not being authorized to use radar for speed enforcement.
- Support for automated enforcement measures and stricter application of the new hands-free cellphone law.

Stakeholder Interview Summary

These three categories—Enforcement, Infrastructure, and Growth/Development—mirror what residents raised through surveys and the interactive map, showing strong alignment between public input and stakeholder perspectives.

Driver Behavior: *“Rear-end crashes are a symptom of distracted driving. Even with new capacity on Route 228, behavior won’t change unless the hands-free law is enforced.”* — Nathan Werner, Butler County Planning

Roadway Design: *“Our older rural roads were never designed for today’s traffic volumes. Narrow lanes, curves, and no shoulders create real safety hazards.”* — Commissioner Kevin Boozel, Butler County

PUBLIC MEETING

The project team held one public meeting during Phase 1 (Figure 5) to reach more of the community through education and engagement efforts.

FIGURE 5: SOCIAL MEDIA GRAPHICS FOR PUBLIC MEETING



Overview

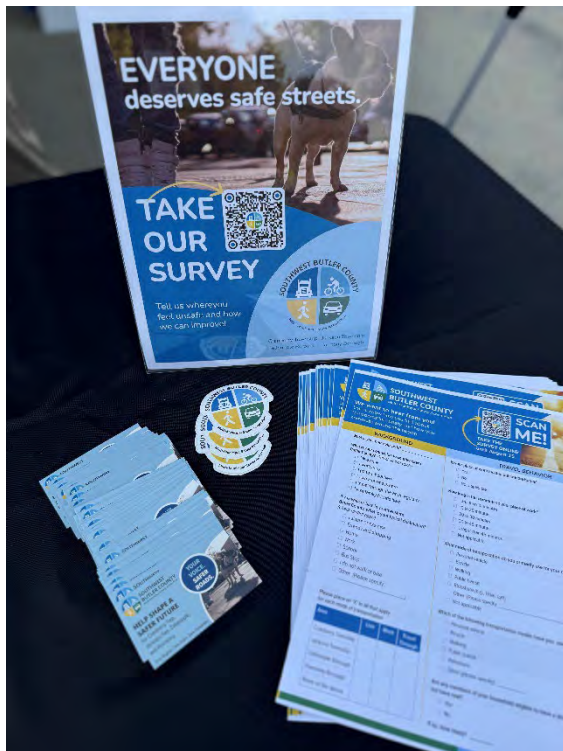
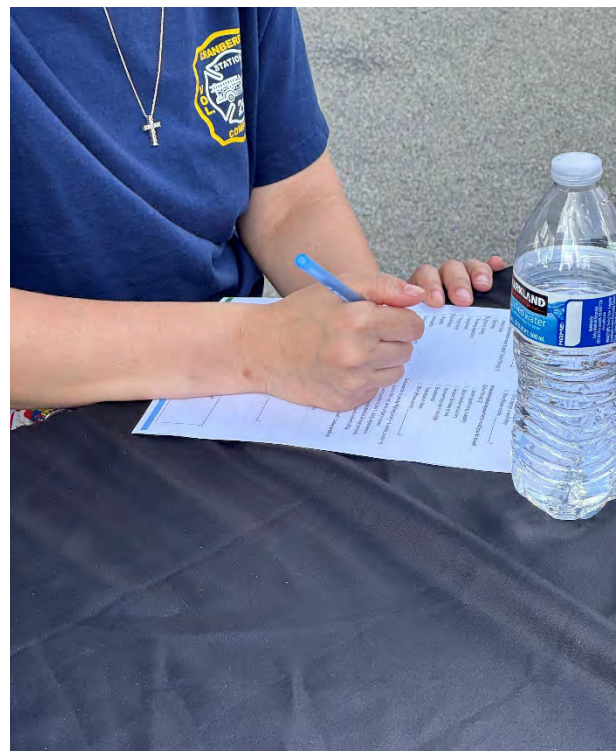
The meeting was held outdoors under a tent and staffed for four hours by representatives from AECOM, Kimley-Horn, and French Engineering. The setup included tables with project materials and opportunities for engagement, while staff also circulated among nearby vendors to solicit feedback directly. Table 5 and Figure 6 summarize the event dates, locations, and collateral provided to attendees.

Table 5: Public Meeting Materials

Station	Information
Crash Maps	<ul style="list-style-type: none"> Board: Crash Data: Maximum Severity of Crashes (2019-2023) Board: Crash Data: Pedestrian and Cyclist Crash Locations (2019-2023) <p><i>Materials: exhibition boards</i></p>
Additional Data	<ul style="list-style-type: none"> Board: Crash Data Statistics (2019-2023) Activity Board: Share your roadway safety concerns <p><i>Materials: exhibition boards</i></p>
Take Our Survey	<p>Opportunity to take the survey on-site</p> <p><i>Materials: iPad, hard copy of survey, QR code</i></p>
Registration	<ul style="list-style-type: none"> Board: Welcome sign Sign in for the open house Project Fact sheet <p><i>Materials: Media kit, CSAP promo card, sticker</i></p>

Attendance at the Safety Action Plan public meetings was steady, with a flow of participants who actively engaged in discussions and shared valuable safety insights specific to the area. Attendees completed the survey in both hard-copy and QR-code formats, providing diverse input on local priorities. Project-branded stickers were also distributed, creating a positive, interactive experience. The feedback gathered during these sessions will play an important role in shaping next steps and reinforcing the value of continued community involvement.

Figure 6: Cranberry Township Community Days Photos



MEDIA COVERAGE

The following media coverage was received for Phase 1 of the CSAP:

CBS News: July 22, 2025

<https://www.cbsnews.com/pittsburgh/news/butler-county-input-traffic-crashes-road-safety/>



Butler Eagle: July 23, 2025

<https://www.butlereagle.com/20250723/southwest-butler-county-municipalities-announce-regional-traffic-safety-plan/>



Spreading the Word

The project team used the public outreach elements outlined in the following section to proactively inform and engage with stakeholders and the community throughout Phase 1.

CSAP WEBSITE

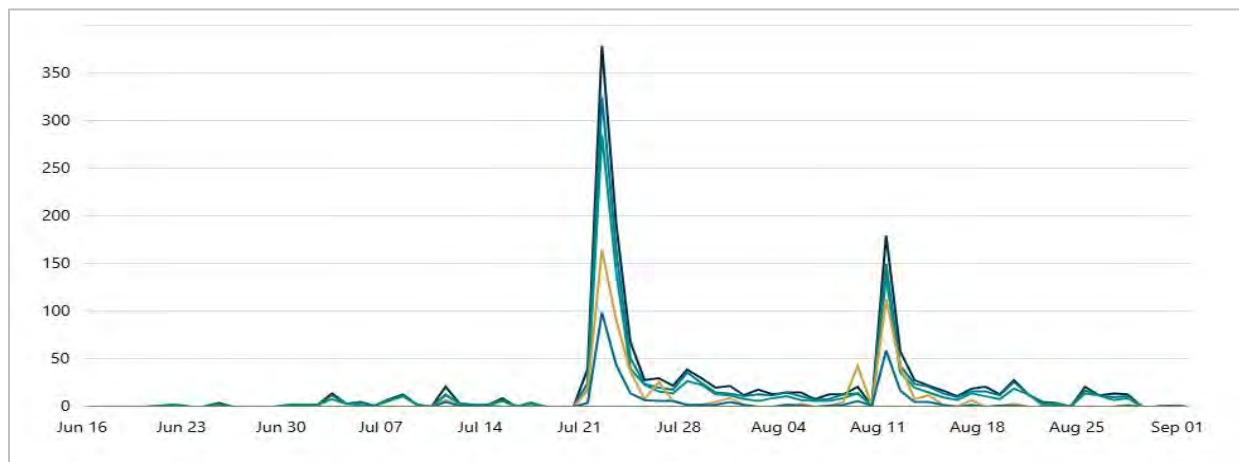
The CSAP website (<https://engagekh.mysocialpinpoint.com/SWBCSafetyActionPlan>) is the central hub for communicating all information to the public. The website included the following sections:

- Home
- CSAP Overview
- Survey
- Interactive Engagement Map
- General Comment
- CSAP Timeline
- Questions and Answers (Q&A)
- Resources
- Be Part of the Solution
- Contact Us

From July 7 through September 2, 2025, the website garnered some notable statistics, which were generated through Social Pinpoint Analytics:

- Since its launch on July 7, 2025, the CSAP website has welcomed 892 visitors
- The different pages of the site were viewed a total of 1,580 times (Figure 7)

FIGURE 7: CSAP WEBSITE INTERACTION



- Traffic source – where site visitors are coming from (Table 6)
 - o Direct – 50%
 - o Social Media – 2%
 - o Websites – 47%
 - o Campaign – 0%
 - o Search Engine – 1%
- Percentage of visits that lasted at least one active minute – 52%
- Percentage of visits where at least two actions were performed – 28%

TABLE 6: TOP 10 TRAFFIC SOURCES

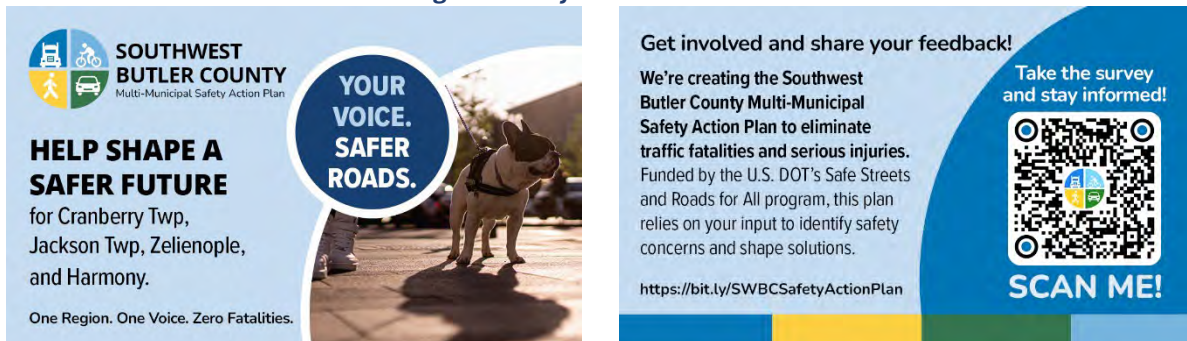
Source	Referral Type
cbsnews.com	Website
cranberrylibrary.org	Website
cranberrytownship.org	Website
msn.com	Website
cranberryeagle.com	Website
bit.ly	Website
cranberrytownship.sharepoint.com	Website
LinkedIn	Social Media
com.google.android.gm	Website
toacranberry.org	Website

PROJECT COLLATERAL

To support outreach for the Safety Action Plan, the project team developed a range of print and digital materials to inform and engage the public and meeting participants. These included:

- Fact sheet
- Project business card (Figure 8)
- Branded project sticker
- Social media graphics and campaign materials
- Digital communications toolkit
- Presentation boards and maps
- Planning Committee PowerPoint presentation

Figure 8: Project Business Card



Fact Sheet & Communication Toolkit

The one-page fact sheet offered a concise overview of the CSAP and was distributed, along with project business cards, to stakeholders and the public to help promote the survey.

To further support outreach, the project team developed a digital communications toolkit for stakeholders and partner organizations. This resource—shared with the Steering Committee and community groups—featured ready-to-use materials, including the fact sheet, web banners, social media graphics and messaging, newsletter content, talking points, and the CSAP logo. Both the toolkit and fact sheet were also available for download on the project website.

See the Appendix for the communications outreach toolkit.

Download metrics

- Outreach toolkit: 13
- Fact sheet: 37
- Press Kit: 20

SOCIAL MEDIA

The project team leveraged partner organizations' social media channels to share content (Figure 9) and engage with the community. These efforts helped broaden reach and build awareness, with ongoing engagement planned to maintain momentum leading into Phase 2 in winter 2025.

Figure 9: social media graphics



Overview of Phase One

Overall, community feedback on the Southwest Butler Safety Action Plan was highly favorable. Many participants expressed support for and excitement about enhanced roadway safety, reduced traffic incidents, and broader infrastructure upgrades. Some residents voiced interest in safer, pedestrian-friendly streets, with most expressing optimism about the plan's positive impact on the area. One respondent even commented, *"This is a great effort thanks!..."*, further confirming the public's desire for improving safety in southwestern Butler County. Input from Phase 1 will play a key role in guiding decisions, refining target locations, and shaping the plan's development.



SOUTHWEST BUTLER COUNTY

Multi-Municipal Safety Action Plan



Outreach Summary PHASE TWO

January 31 to
February 27
2026

Outreach: Phase 2

Outreach Phase 2 of the CSAP shared the draft plan with the public and gathered feedback to refine strategies from January 31 to February 27, 2026. The phase emphasized transparency through updates on the plan's progress and priorities. Input was collected primarily through an online survey and ongoing planning committee meetings. Support materials included website updates, an updated fact sheet, a press kit, and social media. Feedback indicated continued public support, highlighting the need for stronger traffic enforcement and better cyclist safety as adoption approaches.

Surveys and Feedback Tools

DRAFT SAFETY ACTION PLAN

Open for Public Comment • February 13–27





[Click to view the draft Safety Action Plan](#)

[Click to download the Appendices](#)

[Closed](#)

View the draft Safety Action Plan February 13 to February 27, 2026

Your feedback is appreciated!

What feedback or suggestions do you have to improve the proposed strategies, priorities, or implementation approach?

Based on your review of the draft Safety Action Plan, how would you rate the overall quality and effectiveness of the plan in addressing safety issues and improving conditions for all road users?

1 Star – Very poor, 2 Stars – Needs significant improvement, 3 Stars – Adequate, 4 Stars – Good, 5 Stars – Excellent

1

2

3

4

5

Unrated

DRAFT PLAN FEEDBACK SURVEY

The project team launched a survey on February 13, 2026, to collect community feedback on the proposed draft CSAP. Using the study, the team gathered feedback about the process, respondents' safety concerns, and future considerations. The team conducted the survey online through the project website.

Draft Plan Feedback Survey and Responses

Metrics

The project team received 6 survey responses.

The project team divided the survey into two sections:

1. Open Response Feedback
2. 5-Point Likert Scale

The following sections summarize key findings. See the Appendix for detailed results.

Open Response Feedback Summary

The survey open responses are listed below:

- “While well intentioned on paper, safety will not be improved in real life. The behavior of all travelers needs to be amended with stricter law enforcement (automated or physical officials) to make all travelers slow down and be more respectful/aware.”
- “will the bike lanes on Powell road be protected? - no one feels safe biking on the new bike lanes on freedom road - we need separation from the motorists to truly feel safe in this township, too many close calls”
- “The crash data and corresponding map is missing a pedalcycle crash from July 2022 on Rochester Road at the PA Turnpike underpass.”
- “Do not reference, and do not plan, that shoulders will be expanded to provide more space for bicycles. This shows ignorance to the law. PA Title 75 stipulates that pedalcycles shall be ridden upon the roadway. The shoulder is NOT part of the roadway.”

In addition to the survey feedback, the project team received a letter from a community member, expressing their feedback and concerns regarding the proposed draft plan. A copy of the letter can be found in the Appendix.

5-Point Likert Scale Summary

Respondents were asked to rate the overall quality and effectiveness of the plan in addressing safety issues and improving conditions for road users on a scale of 1 to 5 stars. Figure 10 shows the average of the responses.

Figure 10: 5-Point Likert Scale



Meetings

PLANNING COMMITTEE MEETINGS

For the fourth Planning Committee meeting, attendees received an overview of the draft Comprehensive Safety Action Plan, including its structure, timeline, and how the chapters inform proposed countermeasures and projects. The countermeasure toolbox and priority location concepts were reviewed, with detailed discussion of the Powell Road Complete Street Corridor and several requested refinements to crossings, sidewalks, and access points. The committee also reviewed the top 20 project locations and outlined each of the six categories in the prioritization methodology, which was developed using public input, stakeholder feedback, and safety data analysis. Next steps include developing cost estimates, conducting public engagement, finalizing the executive summary, and presenting the plan to community governing bodies for adoption following the public review period.

Spreading the Word

The project team used the public outreach elements outlined in the following section to proactively inform and engage with stakeholders and the community throughout Phase 2.

CSAP WEBSITE

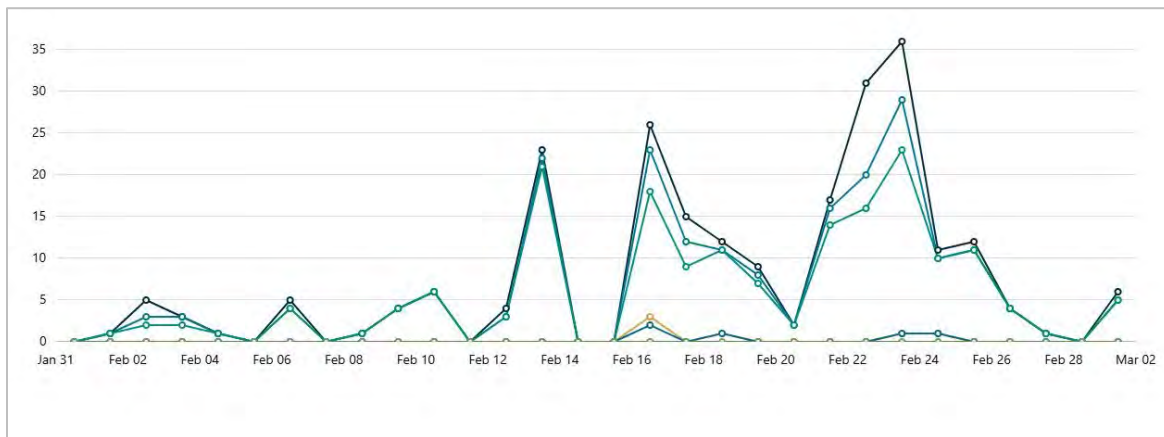
The CSAP website (<https://engagekh.mysocialpinpoint.com/SWBCSafetyActionPlan>) is the central hub for communicating all information to the public. The website included the following sections:

- Home
- CSAP Overview
- Survey
- Draft Safety Action Plan and Appendices
- Draft Plan Feedback Survey
- CSAP Timeline
- Questions and Answers (Q&A)
- Resources
- Be Part of the Solution
- Contact Us

In Phase 2 of the outreach, from January 31 through February 27, 2026, the website recorded the following statistics.

- The CSAP website welcomed 145 visitors
- The different pages of the site were viewed a total of 235 times (Figure 11)

Figure 11 CSAP Website Interaction



- Traffic source – where site visitors are coming from (Table 7)
 - o Direct – 57%
 - o Social Media – 16%
 - o Websites – 19%
 - o Campaign – 0%
 - o Search Engine – 9%
- Percentage of visits that lasted at least one active minute – 17%
- Percentage of visits where at least two actions were performed – 3%

TABLE 7: TOP 5 TRAFFIC SOURCES

Source	Referral Type
bit.ly	Website
Facebook	Social Media
LinkedIn	Social Media
DuckDuckGo	Search Engine
Google	Search Engine

PROJECT COLLATERAL

To support outreach for the Phase 2 Safety Action Plan, the project team developed a series of digital materials to inform and engage the public on the proposed CSAP Draft Plan. These included:

- Fact sheet
- Social media graphics and campaign materials
- Digital Press Kit
- Planning Committee PowerPoint presentation

Fact Sheet & Press Kit

The one-page fact sheet provided an updated overview of the CSAP and was available online to promote the Draft Plan feedback survey and maintain transparency on project information.

To enhance outreach, the project team created a press kit and distributed it to the community. This resource included ready-to-use information, talking points, and additional details about the Vision Zero Initiative. Both the press kit and a new fact sheet were also accessible for download on the project website.

See the Appendix for the project collateral.

Download metrics

- Safety Action Plan Public Review Draft: 58
- Phase 2 Fact Sheet: 10
- Press Kit: 8
- Appendices: 7

SOCIAL MEDIA

In Phase 2, the project team used partner organizations' social media channels to share content (Figure 12) and connect with the community. Sustaining these efforts helps keep residents informed about the CSAP activities and encourages ongoing engagement.

Figure 12: social media graphic



Overview of Phase 2

In the second round of outreach for the Southwest Butler Safety Action Plan, community members offered passionate feedback. They expressed strong support for the plan but also highlighted ongoing concerns, including the need for more law enforcement and improved cyclist safety. This feedback provided valuable insights that will help shape the final version of the plan. Ongoing communication and engagement will keep residents connected to the project's progress. The input from Phase 2, along with earlier feedback, is crucial for developing effective, responsive safety strategies as the team moves toward adopting the plan.



SOUTHWEST BUTLER COUNTY

Multi-Municipal Safety Action Plan



Appendix B1: PHASE ONE

Appendix B1: Phase 1

Survey Questions



**SOUTHWEST
BUTLER COUNTY**
Multi-Municipal Safety Action Plan

We want to hear from you!
Let us know how you feel about transportation safety and how you commute around the region.

**Because
EVERYONE
deserves
safe streets.**



BACKGROUND
TRAVEL BEHAVIOR

What is your home zip code? _____

What is your connection to southwestern Butler County? *(Select all that apply)*

- ☐ I live here
- ☐ I work here
- ☐ I go to school here
- ☐ I own a business here
- ☐ I travel through the area regularly
- ☐ I visit family/friends here

If you walk or bike in southwestern Butler County, what is your typical destination? *(Check all that apply)*

- ☐ Leisure or exercise
- ☐ Errands and shopping
- ☐ Home
- ☐ Work
- ☐ School
- ☐ Bus Stop
- ☐ I do not walk or bike
- ☐ Other (Please specify: _____)

Please place an 'X' in all that apply for each mode of transportation

Area	Live	Work	Travel Through
Cranberry Township			
Jackson Township			
Zelienople Borough			
Harmony Borough			
None of the above			

Is your place of work located outside the home?

- ☐ Yes
- ☐ No
- ☐ Not applicable

How long is the commute to your place of work?

- ☐ Less than 10 minutes
- ☐ 10 to 20 minutes
- ☐ 20 to 30 minutes
- ☐ 30 to 45 minutes
- ☐ Longer than 45 minutes
- ☐ Not applicable

What mode of transportation do you primarily use for your commute?

- ☐ Personal vehicle
- ☐ Bicycle
- ☐ Walking
- ☐ Public transit
- ☐ Rideshare (e.g., Uber, Lyft)
- ☐ Other (Please specify: _____)
- ☐ Not applicable

Which of the following transportation modes have you used in the last 2 years?

- ☐ Personal vehicle
- ☐ Bicycle
- ☐ Walking
- ☐ Public transit
- ☐ Rideshare
- ☐ Other (please specify): _____

Are any members of your household eligible to have a driver's license but do not have one?

- ☐ Yes
- ☐ No

If so, how many? _____

1



TRANSPORTATION SAFETY PERCEPTIONS

Based on your experience, how safe do you feel using southwestern Butler County streets?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

What are your top three traffic safety concerns? (Choose 3)

- ☐ Distracted driving
- ☐ Speeding
- ☐ Running red lights or stop signs
- ☐ Aggressive driving
- ☐ Poor visibility or lighting
- ☐ Inadequate crosswalks
- ☐ Lack of bike lanes or sidewalks
- ☐ Unsafe school zone
- ☐ Drivers failing to yield
- ☐ Road maintenance issues
- ☐ Blocked views when turning
- ☐ Lack of access for people with disabilities
- ☐ Not enough time to cross wide streets
- ☐ Other (please specify): _____

Do you have any concerns about opening streets for community recreation?

- ☐ Safety or enforcement
- ☐ Traffic or transit impacts
- ☐ COVID-19 or health guidelines
- ☐ Business or delivery access
- ☐ Other (please specify): _____

Do you allow your child to walk or bike to/from school?

- ☐ Yes
- ☐ No

Have you or someone you know been involved in a traffic crash in southwestern Butler County in the past five years?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Issues that affect the decision to not allow the child to walk and/or bike to/from school? (Select all that apply)

- ☐ Distance
- ☐ Speed of traffic along route
- ☐ Sidewalks/pathways
- ☐ Safety of intersections/crossings
- ☐ Weather/climate
- ☐ No adult to walk and/or bike with
- ☐ Time
- ☐ Violence/crime
- ☐ No crossing guard
- ☐ Child's participation in before/after school activities
- ☐ Convenience of driving

Please place an 'X' in all that apply for each mode of transportation

Mode of Transportation	I use this mode often and feel safe doing so.	I use this mode often but do not always feel safe doing so.	I would use this mode more often if it were safer.	I do not use this mode because I do not feel safe.	I do not use this mode but not for safety reasons.
Personal Vehicle					
Walking					
Bicycle					
Public Transit					
Rideshare App					



PRIORITIES

What should be the top transportation safety priorities in the region? *(Select the top 3)*

- ☐ Reducing speeding
- ☐ Improving pedestrian crossings
- ☐ Adding bike lanes or trails
- ☐ Enhancing lighting and visibility
- ☐ Improving signage and road markings
- ☐ Expanding transit access
- ☐ Increasing enforcement and education
- ☐ Other (Please specify: _____)

What safety topics matter most to you? *(Select the top 3)*

- ☐ Intersections
- ☐ Speeding
- ☐ Impaired driving
- ☐ Roadway departures
- ☐ Aging drivers
- ☐ Young drivers
- ☐ Pedestrians
- ☐ Bicyclists
- ☐ Motorcyclists
- ☐ Occupant protection (seatbelts)
- ☐ Heavy vehicles
- ☐ School zones
- ☐ Rural road safety

What improvements would make driving safer in southwestern Butler County? *(Select the top 3)*

- ☐ Improved pavement markings
- ☐ Better signage
- ☐ Lower speed limits
- ☐ Narrower travel lanes
- ☐ Guardrails or barriers
- ☐ Pavement condition improvements
- ☐ Reduced driveway access
- ☐ Better lighting
- ☐ Safer curves or road alignment
- ☐ Improved drainage
- ☐ Rumble strips
- ☐ Other (Please specify: _____)

What improvements would make walking or biking feel safer? *(Select the top 3)*

- ☐ New sidewalks, crosswalks, or trail connections
- ☐ Improved sidewalks (wider, buffered, etc.)
- ☐ Safer crosswalks (beacons, longer signal timing, etc.)
- ☐ Better lighting
- ☐ Enhanced bike lanes (protected or painted)
- ☐ ADA-compliant upgrades
- ☐ Better signage or wayfinding
- ☐ Other (Please specify: _____)

What intersection improvements would you like to see? *(Select the top 3)*

- ☐ Better signal timing or visibility
- ☐ Added medians or barriers
- ☐ Reduced driveway access
- ☐ Improved signage or markings
- ☐ Roundabouts
- ☐ Dedicated turn lanes
- ☐ Other (Please specify: _____)

Rank in order of priority *(Highest priority = 1, lowest priority = 4)*

- ___ Reduce fatal and serious injury crashes
- ___ Ensure equitable access to safety improvements
- ___ Maximize funding opportunities for improvements
- ___ Raise public awareness about roadway safety

How would you prefer to learn about safe roadway practices? *(Select all that apply)*

- ☐ Social media
- ☐ City or township email updates
- ☐ Local TV
- ☐ Website
- ☐ Radio
- ☐ Newspaper
- ☐ Other (Please specify: _____)

Do you have any additional comments or ideas to improve transportation safety in your community?

OPTIONAL DEMOGRAPHIC INFORMATION

Responses to the following questions are anonymous and help us understand who we are reaching through this survey.

How long have you lived in southwestern Butler County?

- ☐ Less than 1 year
- ☐ 1–4 years
- ☐ 5+ years
- ☐ Prefer not to answer

What is your age?

- ☐ 18 or younger
- ☐ 18 – 24
- ☐ 25 – 44
- ☐ 45 – 64
- ☐ 65 – 74
- ☐ 75 or older
- ☐ Prefer not to answer

What is your gender identity?

- ☐ Male
- ☐ Female
- ☐ Transgender
- ☐ Non-binary
- ☐ None of the above
- ☐ Prefer not to answer

Are you of Hispanic, Latino(a)(x), or Spanish origin?

- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

Select the racial group with which you identify

- ☐ White
- ☐ Hispanic/Latino/a/x
- ☐ Black or African American
- ☐ Asian
- ☐ Native American or Alaska Native
- ☐ Native Hawaiian or Pacific Islander
- ☐ Multiracial
- ☐ Prefer not to answer

How many vehicles are available in your household?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3 or more
- ☐ Prefer not to answer

Select the option that best fits your current occupation.

- ☐ Student
- ☐ Part-time employment
- ☐ Full-time employment
- ☐ Military
- ☐ Retired, homemaker, unemployed, or unable to work
- ☐ Prefer not to answer

What is your marital status?

- ☐ Single
- ☐ Married
- ☐ Divorced
- ☐ Widowed
- ☐ Prefer not to answer

What is your annual household income?

- ☐ Below \$44,700
- ☐ Between \$44,700 and \$89,400
- ☐ Above \$89,400
- ☐ Prefer not to answer

Yes, I would like to subscribe to updates about the
Southwest Butler County Safety Action Plan.

WRITE YOUR EMAIL ADDRESS HERE



<https://bit.ly/SWBCSafetyActionPlan>

Visit our website
to learn more
and share your
safety concerns.



**Completed survey due by
August 29, 2025.**



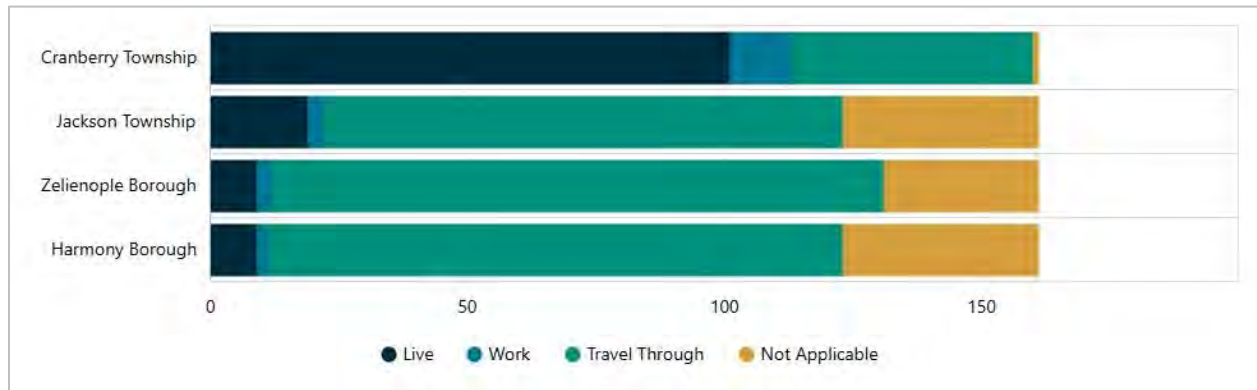
Please mail to or drop of at:

AECOM
Koppers Building
Attn: Andy Waple, AICP
436 Seventh Ave, 12th Floor
Pittsburgh, PA 15219 USA

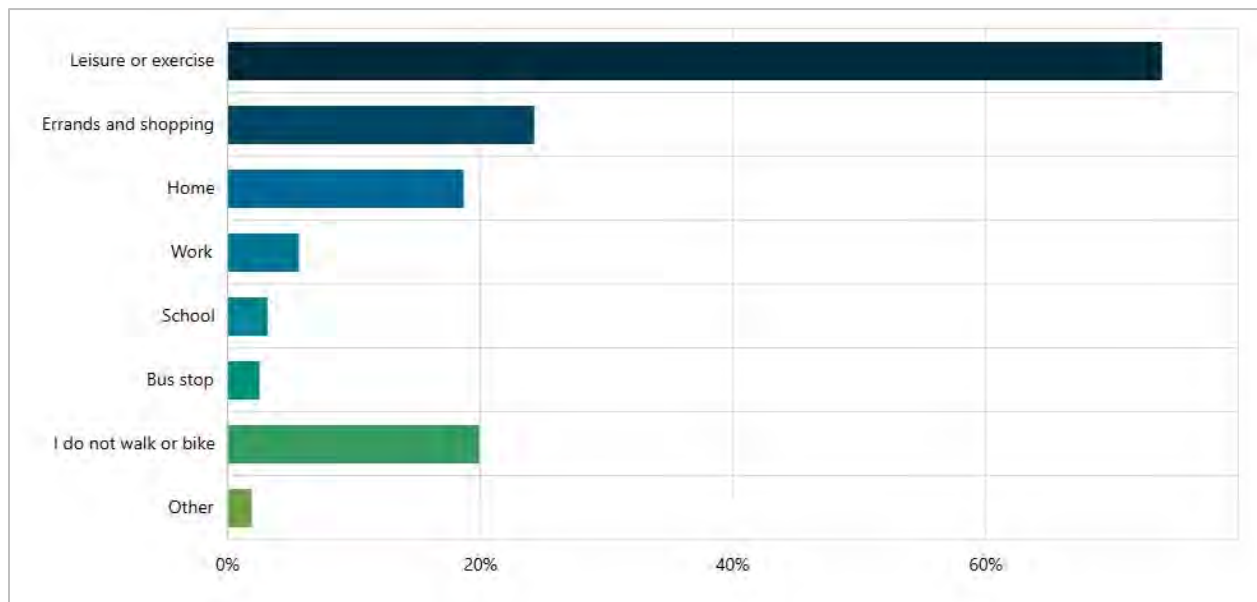
Survey Results

Background

Do you live, work, or travel through any of the following municipalities? (Check all that apply)

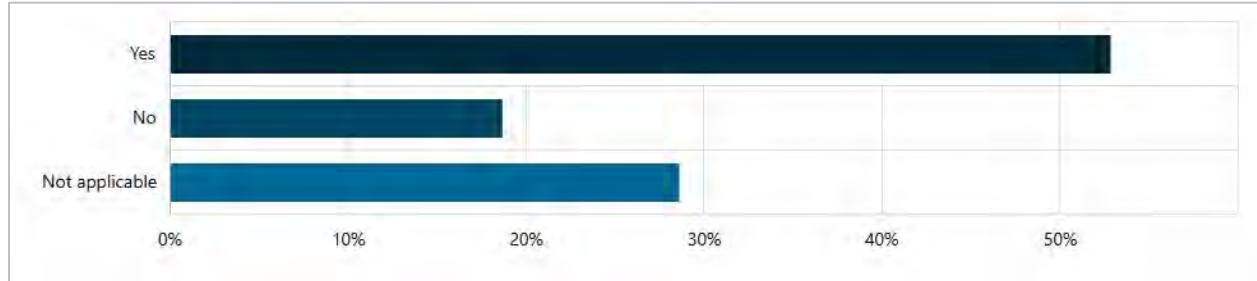


If you walk or bike in southwestern Butler County, what is your typical destination? (Select all that apply)

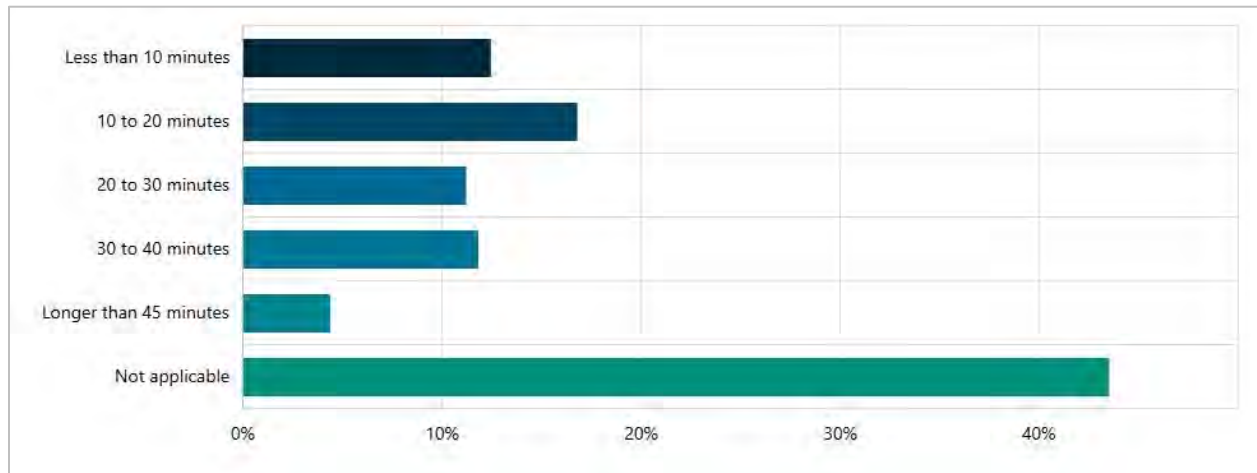


Commute and Mode of Choice

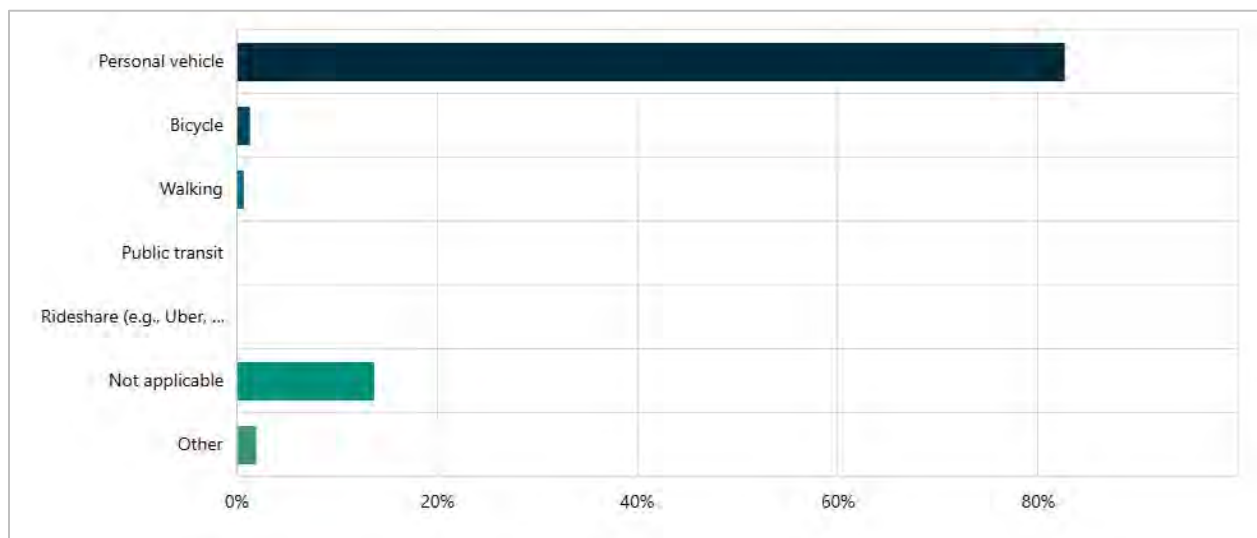
Is your place of work located outside the home?



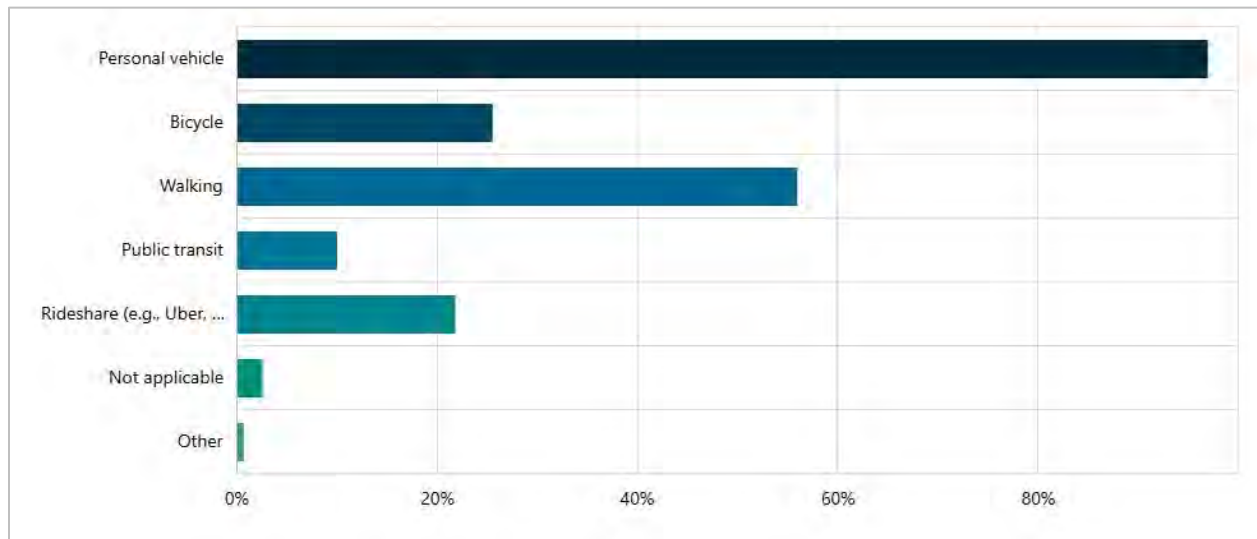
How long is the commute to your place of work?



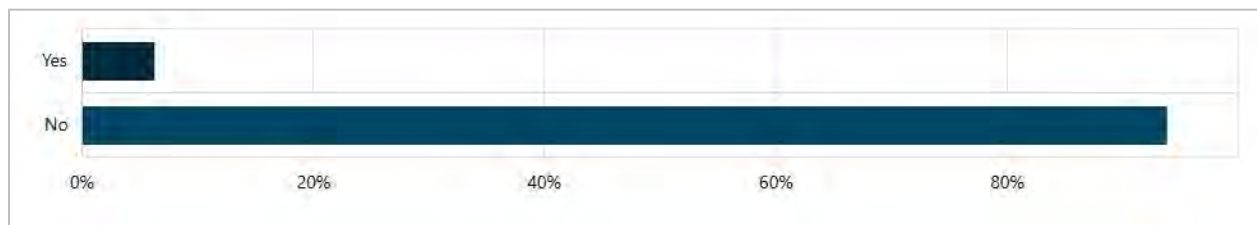
What is your primary mode of transportation for commuting?



Which of the following transportation modes have you used in the past 2 years? (Select all that apply)

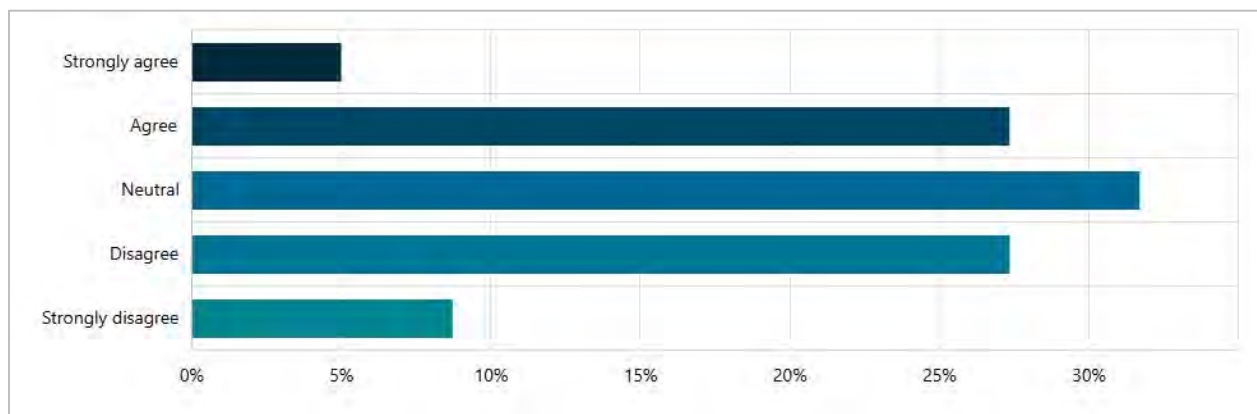


Are there eligible drivers in your household who do not have a driver's license?

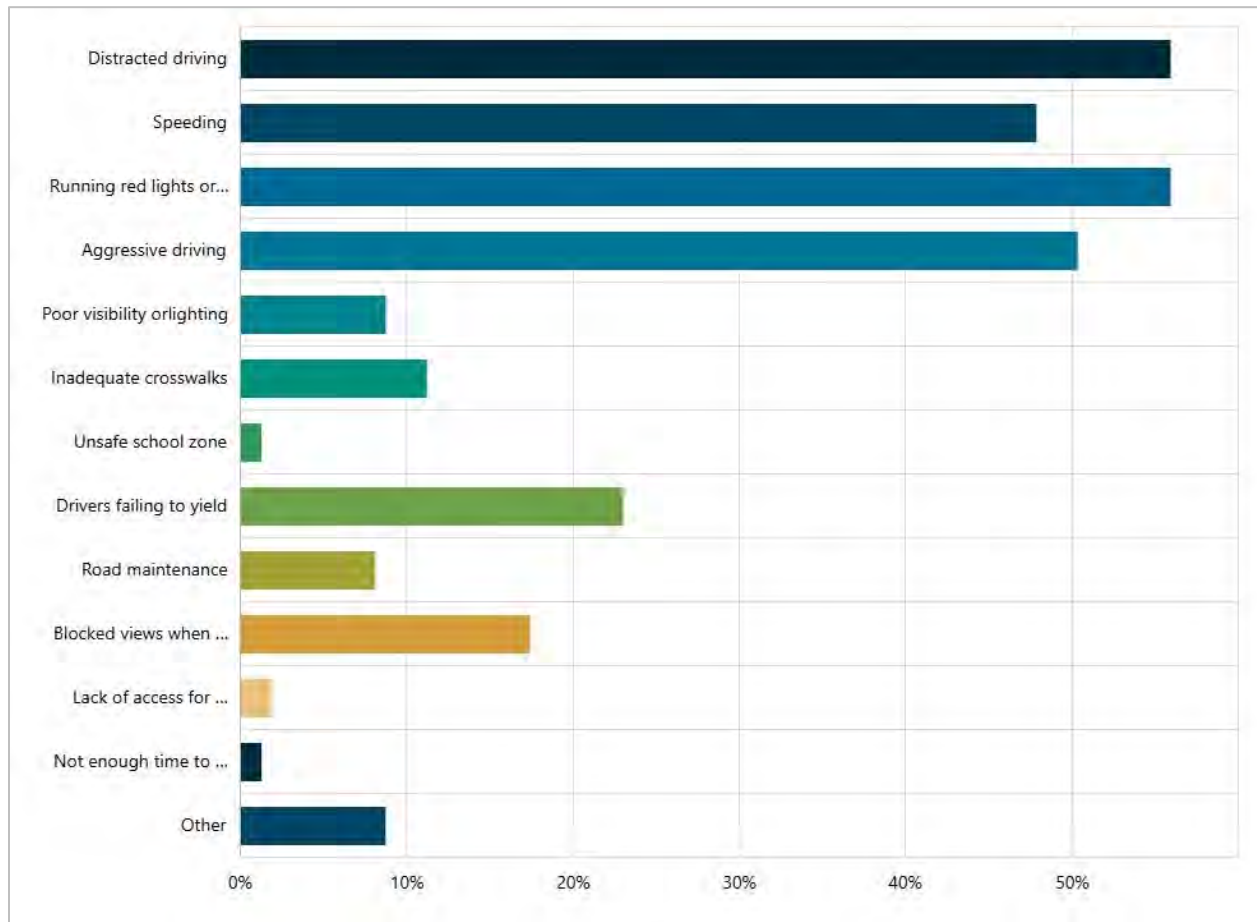


Street Safety

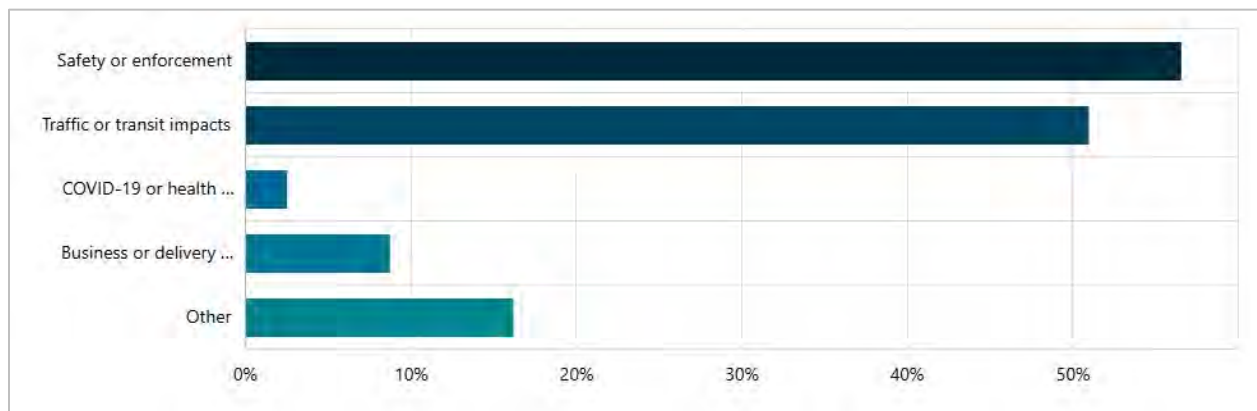
Based on your experience, how safe do you feel using southwestern Butler County Streets?



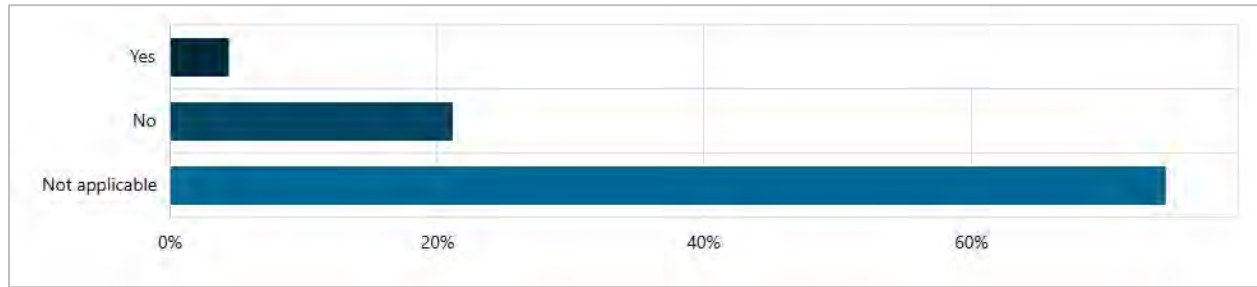
What are your top traffic safety concerns? (Select up to 3)



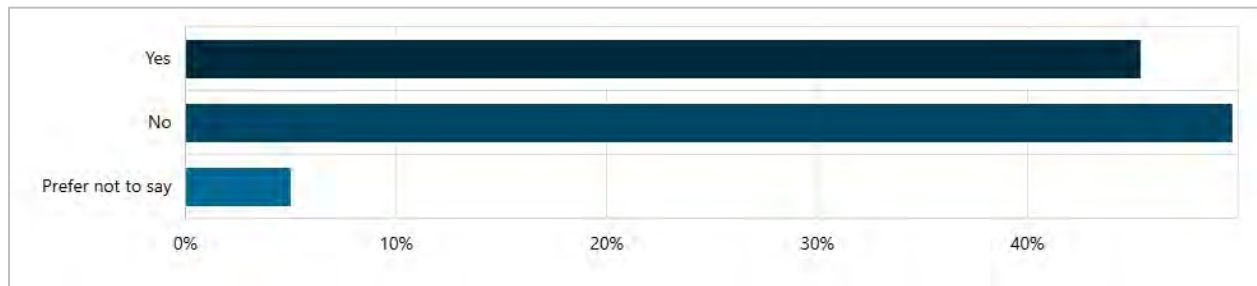
Do you have any concerns about temporarily opening streets for community events or recreation?
(Select all that apply)



Do you allow your child(ren) to walk or bike to and from school?

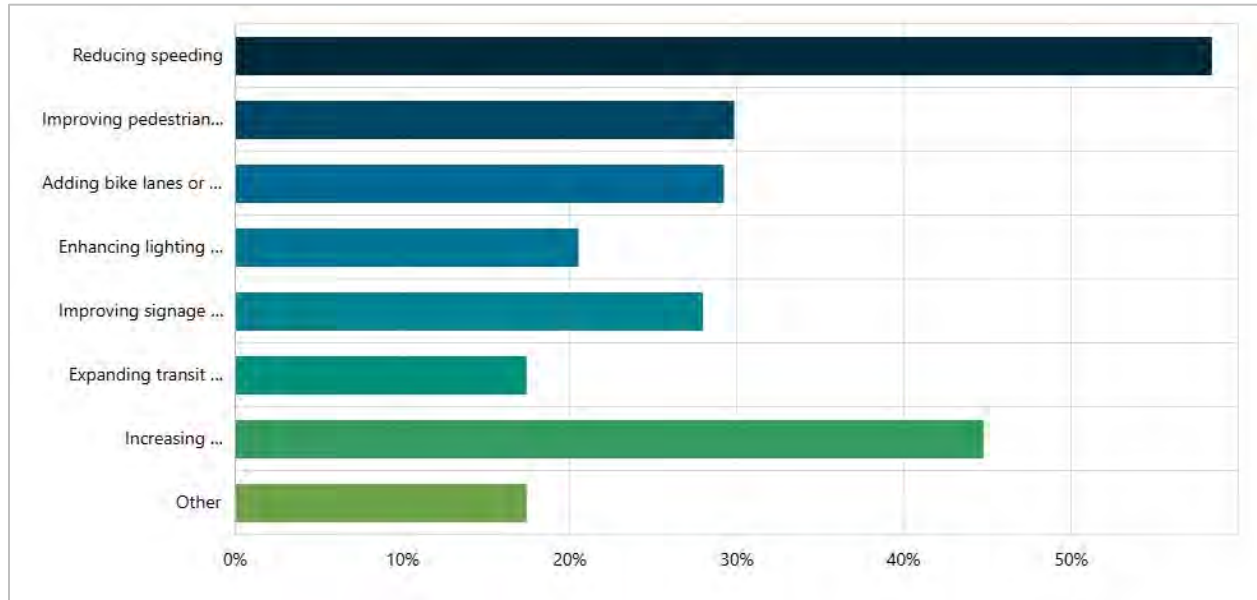


Have you or someone you know been involved in a traffic crash in southwestern Butler County in the past five years?

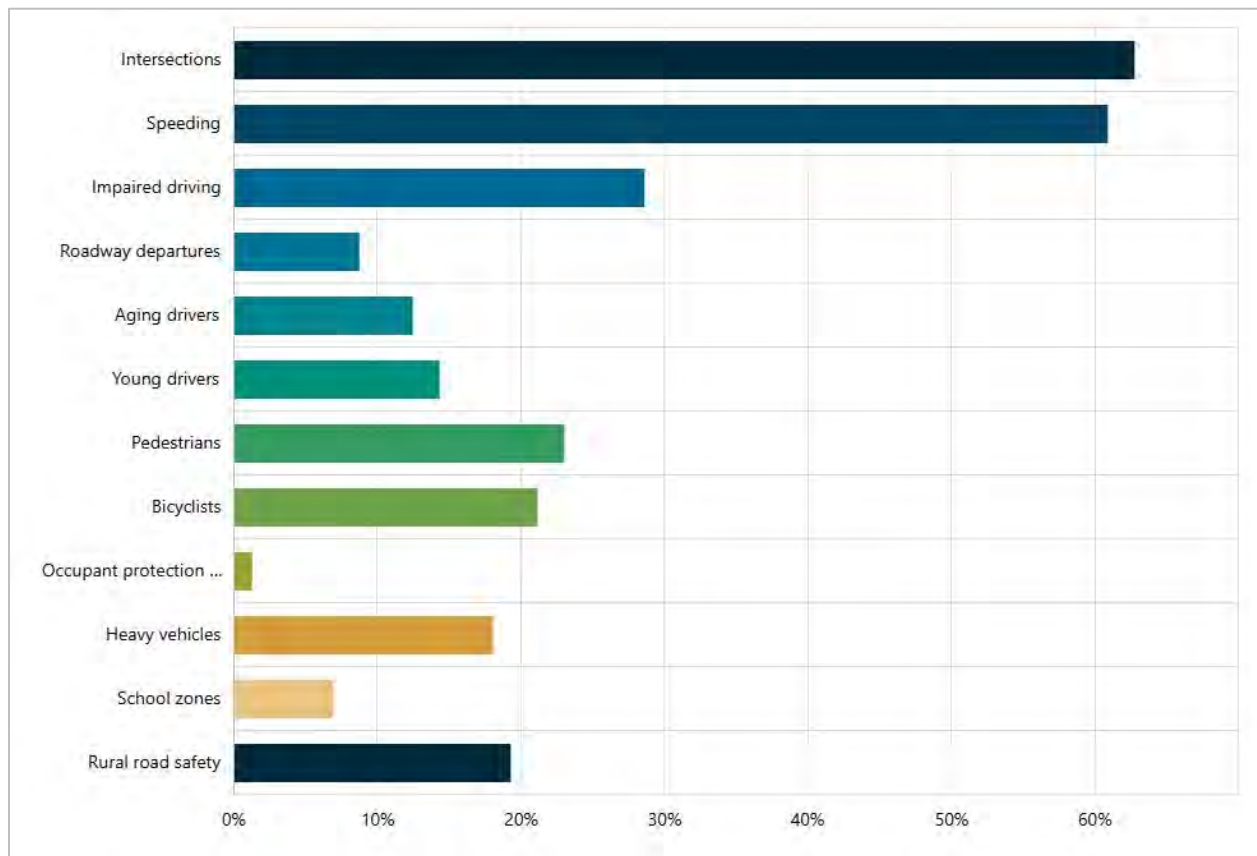


Priorities

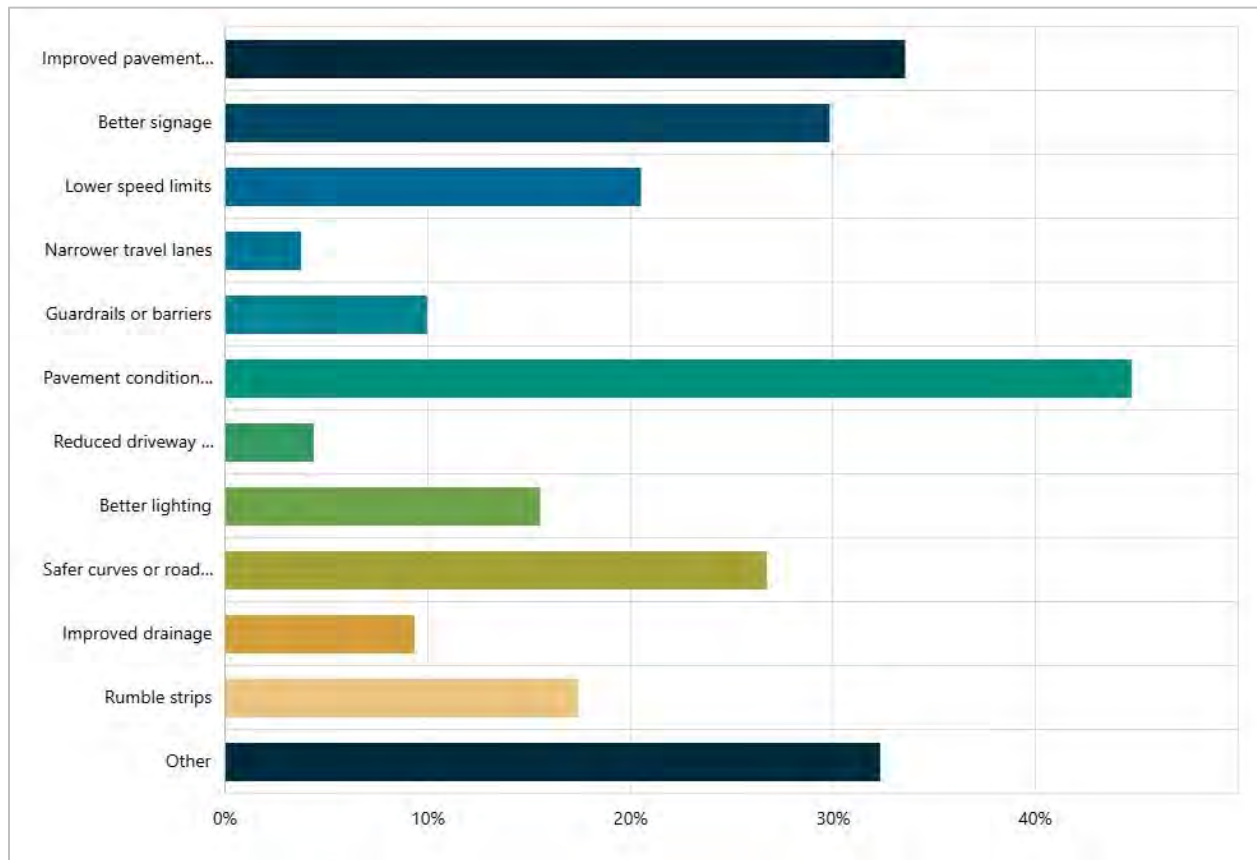
What should be the top transportation safety priorities in the region? (Select up to 3)



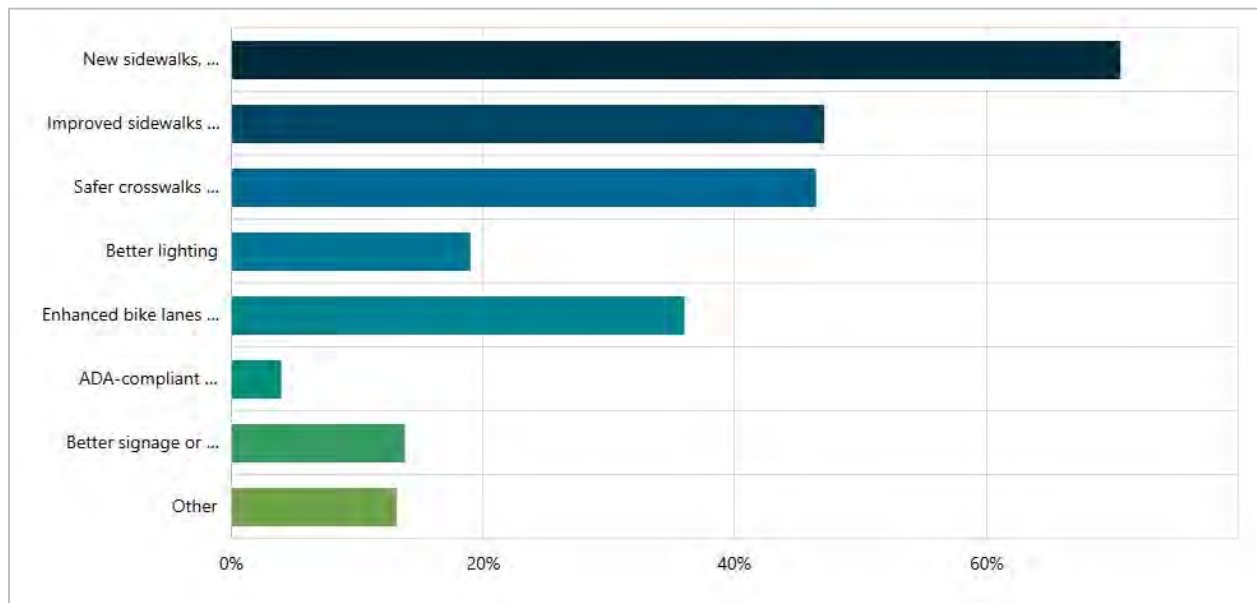
What safety topics matter most to you? (Select your top 3)



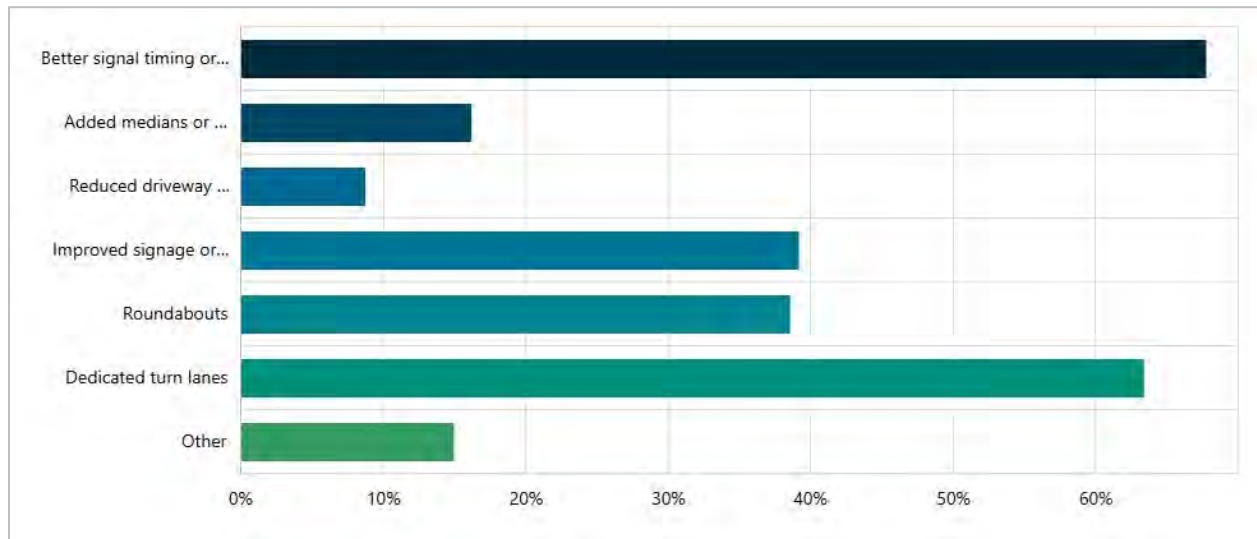
What improvements would make driving safer in southwestern Butler County?
(Select your top 3)



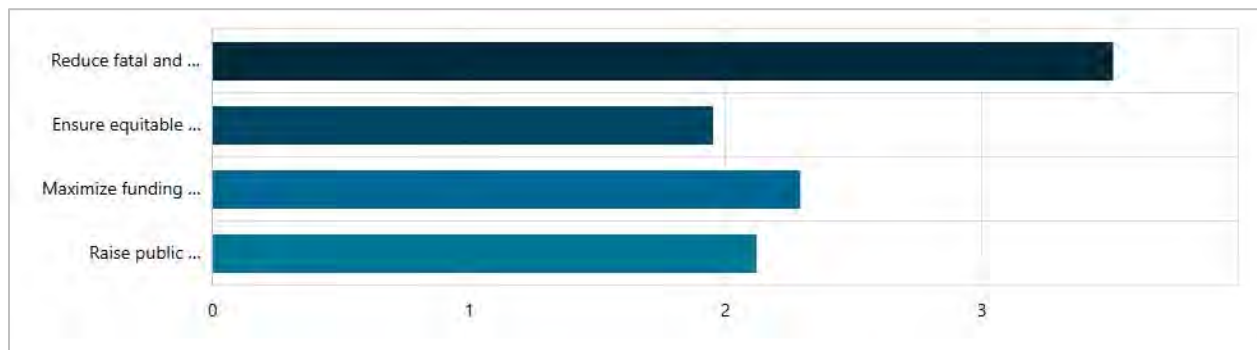
What improvements would make walking or biking feel safer? (Select your top 3)



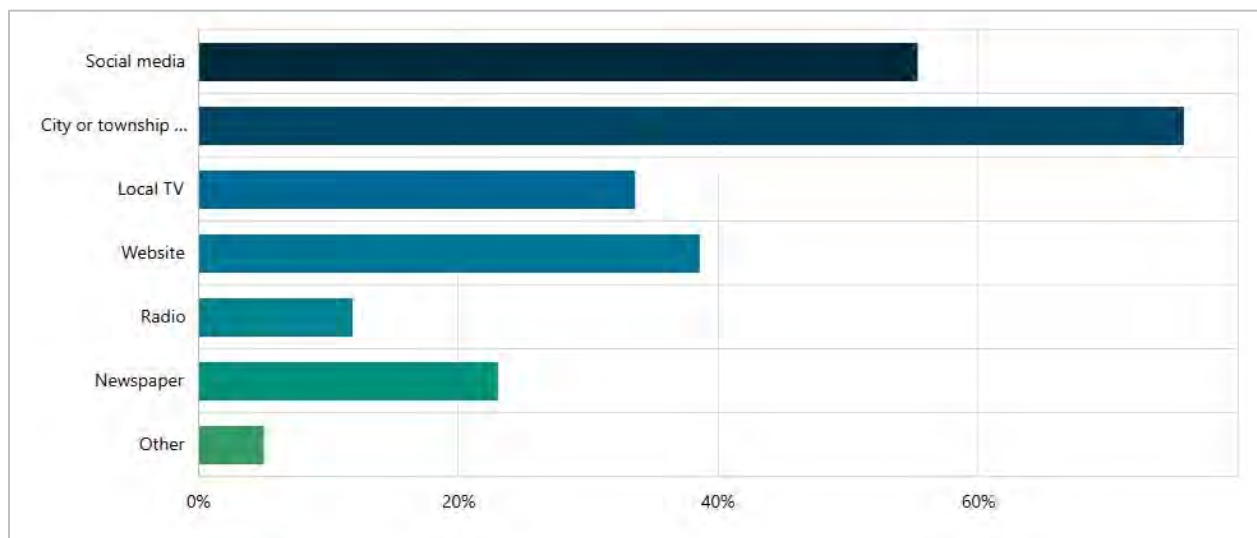
What intersection improvements would you like to see? (Select your top 3)



Rank the following in order of priority (1 = highest, 4 = lowest)



How would you prefer to receive information about safe travel practices?
(Select all that apply)



Communications Toolkit



One Region.
One Vision.
Zero Fatalities.

**HELP US MAKE
ROADS SAFER.**

Safety Action Plan Communications Toolkit



INTRODUCTION



THANK YOU FOR YOUR SUPPORT AND COMMITMENT to helping us spread the word about the Southwest Butler County Safety Action Plan (SWBCSAP)—a collaborative effort to reduce serious injuries and fatalities on roadways across Cranberry Township, Jackson Township, Zelienople Borough, and Harmony Borough.

To support public outreach, the project team has developed a Communications Toolkit featuring consistent messaging aligned with the goals of the SWBCSAP. This toolkit includes customizable materials to help engage a variety of audiences and encourage meaningful community participation.

Community voices are essential in shaping the recommendations of this plan. We invite you to use the toolkit to promote the project and share opportunities for residents to provide input. The more feedback we receive from those who live, work, and travel in the region, the stronger and more effective the final plan will be.

Inside the toolkit, you'll find sample posts, a fact sheet, and outreach materials to help you spread the word. You'll also find background information on the Vision Zero approach, which guides the plan's safety-focused strategies.

For questions or how to get involved, contact:

Tina Fedko | Director, Communications | Cranberry Township
776-4806 x1190 | Tina.Fedko@cranberrytownship.org

VISIT OUR WEBSITE
TO DOWNLOAD THE TOOLKIT



**SWBCSAP
Hashtags**

#SpeakUpSWButler
#SafeRoadsStartWithYou
#SaferStreetsForAll

<https://bit.ly/SWBCSafetyActionPlan>

FACT SHEET

This one-page fact sheet provides quick and concise details about the SWBCSAP. It educates the public and stakeholders on the overall process.

- Include in your monthly e-newsletters, e-blasts, or post as an informational piece



**SOUTHWEST
BUTLER COUNTY**
Multi-Municipal Safety Action Plan
Cranberry Township | Jackson Township
Zelenople Borough | Harmony Township

OUR PLANNING PROCESS

May – July 2025
DATA COLLECTION
Gathering data to understand our roadway safety challenges

June – Aug 2025
SAFETY ANALYSIS
Analyzing data to identify areas of concern and disparities

Aug – Sep 2025
COMMUNITY IMPACT ANALYSIS
Identifying and prioritizing solutions

Feb – Mar 2026
PLAN DEVELOPMENT
Compiling the plan and recommendations

March 2026
ADOPTION
Implementing the plan and its solutions

Continuous Community Safety Action Input and Involvement

July – Aug 2025
PUBLIC ENGAGEMENT #1
Engaging with the community and stakeholders to understand concerns and ideas

Dec 2025 – Jan 2026
PUBLIC ENGAGEMENT #2
Sharing findings, recommendations, and gathering feedback from the community and stakeholders

FREQUENTLY ASKED QUESTIONS

What is a Safety Action Plan?

- A Safety Action Plan is a data-driven, community-informed roadmap that identifies the leading causes of severe and fatal crashes. It outlines actionable strategies across engineering, education, and enforcement to improve roadway safety for everyone. The plan also designates responsible agencies to carry out these solutions.

Who is this plan for?

- This plan is for all roadway users in southwest Butler County—including people who drive, walk, bike, use scooters, or rely on public transit. The goal is to make our transportation network safer and more accessible for everyone, especially vulnerable road users.

Why is Southwest Butler County developing this plan?

- Southwest Butler County is taking a proactive step toward Vision Zero by developing a Safety Action Plan to eliminate serious injuries and fatalities on local roads. Funded by the USDOT's SS4A program, the plan will guide future investments, safety initiatives, and policy decisions.

Who is leading this effort?

- This multi-jurisdictional effort includes Cranberry Township, Jackson Township, Zelenople Borough, and Harmony Borough. Local leaders, transportation agencies, emergency responders, and advocacy groups are collaborating to develop the plan, which is informed by public input and guidance from the project Planning Committee.

KEY OBJECTIVES

- Eliminate traffic-related deaths and serious injuries
- Improve safety for all travelers, especially vulnerable road users
- Strengthen collaboration across jurisdictions and stakeholders
- Develop targeted, actionable solutions that reflect community input

PLAN WILL ANSWER

- Who is most affected by roadway crashes
- What the most pressing safety challenges are
- Why certain areas or behaviors lead to higher risks

WHY IT MATTERS

The plan will:

- Identify high-risk locations
- Recommend infrastructure improvements
- Engage the community to support solutions
- Guide future investments

LOOKING AHEAD

A completed Safety Action Plan will be used to apply for additional federal SS4A grant cycles—bringing County one step closer to safer, more connected roadways for all.

GET INVOLVED

We encourage all residents and stakeholders to participate in the development of the Safety Action Plan. Your input is vital to creating a safer transportation environment for everyone.

- Take the Safety Survey
- Use the Interactive Map
- Submit a General Comment
- Join a Public Meeting

Visit our website to learn more and share your safety concerns.

SCAN ME!



<https://bit.ly/SWBCSafetyActionPlan>

Your feedback plays a vital role in making our roads safer. Together, we can reduce serious crashes and save lives across southwest Butler County.

WEB BANNERS

Guide your followers to the SWBCSAP website to learn more about the project and how to provide input throughout the engagement process.

- **HOW TO SHARE:** Post the banner on your website and link to:
<https://engagekh.mysocialpinpoint.com/SWBCSafetyActionPlan>



120x600 px
skyscraper



250x250 px
square



240x400 px
vertical banner



468x60 px
banner



728x90 px
leaderboard

SOCIAL MEDIA: PROMOTE THE PROJECT

Share our graphics through your social channels to promote and explain the SWBCSAP to your community.



Safer streets start with a plan—and with YOU! Cranberry, Jackson, Zelenople, and Harmony are teaming up to build a Safety Action Plan for Southwest Butler County. With your input, we can make our roads safer, smarter, and better connected for all.

Get involved and be part of the change. Survey closes August 15, 2025

Learn more and provide your input: <https://bit.ly/SWBCSafetyActionPlan>

#SpeakUpSWButler #SafeRoadsStartWithYou #SaferStreetsForAll

SOCIAL MEDIA: SURVEY AND INTERACTIVE MAP

Share our graphics through your social channels to promote and explain the SWBCSAP to your community.



Everyone deserves safe streets. Tell us where you feel unsafe and how we can improve! Complete the Southwest Butler County Safety Action Plan survey and drop a pin on our interactive map.

Your input will guide real solutions. Survey closes August 15, 2025. Start here:
<https://bit.ly/SWBCSafetyActionPlan>

#SpeakUpSWButler #SafeRoadsStartWithYou #SaferStreetsForAll

EMAIL/NEWSLETTER: PROMOTE THE SURVEY

Send an email to your organization's listserv. You can use or adapt the sample email below to promote upcoming SWBCSAP meetings and the online survey.



Subject Line: Let's Make Southwest Butler County Safer for Everyone

[Partner/Organization Name] is proud to support the development of the Southwest Butler County Multi-Municipal Safety Action Plan, a collaborative effort to reduce roadway-related fatalities and serious injuries across Cranberry Township, Jackson Township, Zelienople Borough, and Harmony Borough.

With funding from the US Department of Transportation's Safe Streets and Roads for All (SS4A) program, this plan is focused on making travel safer—whether you walk, bike, drive, or ride.

The planning team is using data and community feedback to identify safety challenges and develop strategies to improve local roads. That's where YOU come in.

HOW YOU CAN HELP:

- We're inviting community members to share their safety concerns and ideas for improvement by completing a short survey and adding comments to an interactive map of the area.
- Take the survey + provide feedback here: <https://bit.ly/SWBCSafetyActionPlan>
- Survey closes August 15, 2025

Your input will directly shape the recommendations in the Safety Action Plan.

Together, we can create safer, more connected communities for everyone.

Thank you for helping make a difference!

[Partner/Organization Name]

[Contact Info or Social Media Links, if needed]

TALKING POINTS

These pre-established phrases will assist stakeholders in quickly discussing SWBCSAP and reinforce the key messages in any forum.

Southwest Butler County Multi-Municipal Safety Action Plan

What It Is

- A collaborative effort between Cranberry Township, Jackson Township, Zelienople Borough, and Harmony Borough to reduce roadway-related fatalities and serious injuries

Why It Matters

- Between 2019–2023, crashes in the region resulted in preventable deaths and serious injuries across all travel modes—every life lost on our roads is one too many

Funding and Approach

- Funded by the USDOT's SS4A program, the plan uses the Safe System Approach and aligns with Vision Zero—the goal of eliminating traffic deaths

Our Goal

- Safer, more connected streets for everyone—drivers, pedestrians, cyclists, and transit users

Community Role

- Public input is vital—the project team has collected survey responses and map feedback to inform targeted strategies

How You Can Help

- Share the plan with your networks, support safe travel practices, and stay engaged as the plan moves into development and implementation



SWBCSAP LOGO

Please include the official project logo in outreach materials to show your support and partnership in the **Southwest Butler County Multi-Municipal Safety Action Plan**. The logo helps create a consistent visual identity and reinforces our shared commitment to safer streets for all.





**LEARN
MORE
ABOUT
VISION
ZERO!**



ABOUT VISION ZERO

What Is Vision Zero?

Vision Zero is a nationwide movement to eliminate traffic deaths and serious injuries. It treats crashes not as “accidents,” but as preventable events—and recognizes that our roads should be designed so that mistakes don’t result in tragedy.

This approach prioritizes safety over speed, focuses on protecting vulnerable users like pedestrians and cyclists, and calls for safer street design, lower speeds, and community-focused solutions.

Why It Matters?

Every 24 seconds, someone dies on US roads. In 2022 alone, crashes killed an estimated 43,000 people—many of them children, older adults, and people walking, biking, or using mobility devices.

Vision Zero helps communities take action to prevent these tragedies and make streets safer for everyone.

LEARN MORE ABOUT SAFE STREETS FOR ALL (SS4A)

<https://www.transportation.gov/grants/SS4A>

What Is the Safe System Approach?

The Safe System Approach is a national strategy that guides how we can prevent traffic deaths and serious injuries. It’s built on the idea that people make mistakes—and our transportation system should be designed to protect everyone, even when those mistakes happen.

This approach includes five key elements that work together:

- Safe Roads
- Safe Speeds
- Safe Vehicles
- Safe Road Users
- Post-Crash Care

It’s a proactive, layered system focused on creating safer streets for everyone—whether you’re driving, biking, walking, or rolling.



Stakeholder Interviews

CSAP Stakeholder Interview Attendees by Meeting Date.

August 18, 2025

Organization	Name	Title
Butler County, Economic Development and Planning	Mark Gordon	Chief
Butler County, Planning and Project Management	Nathan Werner	Assistant Director
Butler County, Economic Development and Planning	Sheryl Kelly	Farmland preservation, recycling, and waste management
Butler County, Economic Development and Planning	Molly Hobba	Land engineer coordinator/planner
Consultant	Michael Musser	Butler County, economic development projects

August 19, 2025

Organization	Name	Title
Alliance for Nonprofit Resources	Adam Hartwig	Senior Director of Operations
Jackson Township Police Department, Butler County	Zeke Reed	Chief of Police
Jackson Township	Chris Rearick	Township Manager
Cranberry Township	Michael Malak	Director of the Engineering Department
Cranberry Township	Kelly Maurer	Director of Public Works
Community Action Agency serving Butler County	Dr. Sandra Curry	Executive Director of Community Partnership

August 25, 2025

Organization	Name	Title
Butler County	Commissioner Kevin Boozel	Commissioner
Butler County	Commissioner Kim Geyer	Commissioner
United Way of Southwestern Pennsylvania	David Heaton	Board member

August 28, 2025

Organization	Name	Title
Butler County	Commissioner Leslie Osche	Butler County Commissioner, member of the SPC Board, and former chair
Butler Transit Authority	John Paul	Executive Director
Cranberry Township	Ron Henshaw	Director of Planning and Development Services
Cranberry Township	Anna Richard	Planning and Development Specialist
Cranberry Township EMS	Matt Nickl	Executive Director

September 3, 2025

Organization	Name	Title
SPC	Lillie Gabreski	Director of Transportation
SPC	Evan Schoss	Manager of Operations and Safety
SPC	Devon White	Manager of Forensic Programs
SPC	Ryan Gordon	Transportation Program Development Manager
SPC	Lillie Gabreski	Director of Transportation
PennDOT, D-10	Adam Marshall	Planning and Programming Supervisor
PennDOT, D-10	Warner Chris	Serving in a role focused on assisting traffic and church safety

Interactive Mapping Comments

ID	Date, Time	Comment	Category
23836	Aug 20, 2025, 02:32 PM	Vehicles travel at speeds greater than the 35 MPH speed limit on E Grandview Ave, which is a street with greater pedestrian and multimodal activity in Southwestern Butler County. The borough should pursue a road diet study to determine opportunities to narrow the roadway and create bicycle lanes to accommodate increasing e-bike and e-scooter travel from downtown Zelie to Harmony.	Bicycling
23835	Aug 20, 2025, 02:25 PM	This crosswalk location needs infrastructure improvements like daylighting, a PHB, an RRFB, or an all-way stop. The on-street parking limits the sight distance for drivers to see when pedestrians are crossing S Main St. Given the growing popularity of Thursdays on Main, and increased pedestrian activity, it is time for the borough to consider an infrastructure improvement at this intersection.	Walking
23728	Aug 19, 2025, 01:30 AM	Hard to turn any direction with so much traffic	Driving
23605	Aug 17, 2025, 10:19 PM	<p>Motorists routinely fail to yield to pedestrians legally crossing at this intersection (and pretty much every other one in Cranberry Township), including when the pedestrian has properly activated the pedestrian signals and waited for the "WALK" sign to appear as outlined under the Vehicle Code, see generally 75 Pa.C.S. § 3113 and 75 Pa.C.S. § 3541.</p> <p>The Township should strongly consider preemptive or "leading WALK" signs to allow a head-start for pedestrians when crossing, as well as illuminated "NO TURN ON RED" signs which activate when a pedestrian is waiting at a crosswalk in the path of a turning motorist.</p> <p>If many municipalities across the Commonwealth - large and small - can achieve this with their traffic signals, Cranberry Township is no exception. Given the Township's extensive fiber-optic and communications network connecting nearly all the traffic signals together, this should be a relatively simple timing adjustment, and if needed, a simple permit amendment discussion with PennDOT District 10.</p>	Walking
23602	Aug 17, 2025, 10:05 PM	<p>While the intent was good, the execution of the pedestrian lane on both Robinhood Drive and Dover Drive was extremely poor.</p> <p>The placement of the pedestrian lane on both roadways has resulted in the regular travel lanes being too narrow for many larger vehicles to meet side-by-side, including an "average" SUV or pickup truck in today's world. This results in many motorists swerving across the white line into the pedestrian lane where pedestrians do not expect a motorist to be.</p> <p>Several pavement markings are not compliant with MUTCD and PennDOT requirements.</p> <p>Aside from the above, many residents illegally park in the pedestrian lane in</p>	Other



ID	Date, Time	Comment	Category
		<p>violation of Township ordinance, place their garbage cans there, and in one recent case, I observed someone place their full-size kitchen refrigerator in the pedestrian lane for pickup by the Township's garbage hauler.</p> <p>Paint DOES NOT stop speeding motorists as they'll just drive over it. Physical barriers (such as bollards) DO slow or stop speeding motorists.</p> <p>Proper traffic calming measures are needed in this area that both achieve pedestrian safety objectives and slow down motor vehicles. Cranberry Township officials continue to ignore repeated requests from residents and visitors to correct these deficiencies. Please correct the infrastructure that is already there, or remove it entirely.</p>	
23599	Aug 17, 2025, 09:53 PM	<p>Placement of the stormwater management infrastructure, subsequent movement of the sidewalk, and on-street parallel parking space installation in this area has resulted in motorists blowing past the marked stop bars and crosswalks to be able to see beyond parked cars.</p> <p>Often times, motorists simply ignore the stop signs when exiting the parking lots, jeopardizing the safety of pedestrians, pedalcyclists, and other motorists who have the right-of-way as cross traffic on Graham Park Drive.</p> <p>Either (1) remove the on-street parallel parking or (2) move the crosswalks and curb ramps closer to Graham Park Drive to improve visibility of cross traffic.</p>	Other
23597	Aug 17, 2025, 09:49 PM	<p>Users of the Brush Creek Trail across the Township, but especially in this area of Graham Park, do not stay to the right and comply with various Pennsylvania laws relating to overtaking slower traffic.</p> <p>The Township should strongly consider installing pavement markings on this, and all similar trails, to delineate proper traffic flow for pedestrians and pedalcyclists.</p> <p>See MUTCD (2009 Edition) Section 9C.03 for the correct pavement markings.</p>	Other
23594	Aug 17, 2025, 09:45 PM	<p>Many users of the Brush Creek Trail in this area, which doglegs along a sidewalk near the fishing pond, believe they have the right-of-way when crossing this mid-block crosswalk on a pedalcycle. This is not correct.</p> <p>Pennsylvania law considers a pedalcycle a "vehicle," not a "pedestrian." See 75 Pa.C.S. § 102 (relating to definitions). Under 75 Pa.C.S. § 3542, vehicles traveling along the roadway are only required to yield the right-of-way to pedestrians. In some states, roadway users are required to yield to both pedestrians and pedalcyclists using crosswalks, but this is not the case in Pennsylvania.</p> <p>In addition to educational efforts, stop or yield signs should be placed at the non-roadway crosswalk approaches, see generally MUTCD (2009 Edition) Figure 9B-7, to warn pedalcyclists of this requirement.</p>	Other
23588	Aug 17, 2025, 09:29 PM	<p>Why does the Township permit sports teams and organizations to set up roadblocks along Graham Park Drive and charge admission fees? This action is not only unsafe, it is illegal.</p> <p>Graham Park Drive is a public highway as defined by Pennsylvania state law and as shown on the Township's recent PennDOT Type 5 map dated February 2025. Even if the events have been permitted to charge admission under Cranberry Township ordinance § 16-102, the event organizers are prohibited by state law from obstructing a public highway or passageway. See generally 18 Pa.C.S. § 5507.</p>	Other

ID	Date, Time	Comment	Category
		<p>The football, soccer, lacrosse, and other sporting groups DO NOT "take over" the entire park from members of the public who seek to otherwise use Graham Park Drive or any other park facilities open to public use. The Township's tolerance of these organizations setting up illegal roadblocks create a traffic hazard and delay pedalcyclists and other unrelated vehicular traffic from moving through the area.</p> <p>The Township needs to direct these organizations to cease operations of these illegal roadblocks and/or perhaps summary criminal prosecution is warranted against the sporting organizations to get them to stop this unlawful behavior.</p>	
23506	Aug 14, 2025, 09:43 PM	<p>All current pedalcycle-related signage and infrastructure along Perry Way and Tollgate School Road as installed by Jackson Township and/or a developer is non-compliant with the MUTCD and PennDOT standards.</p> <p>In one location, a "SHARE THE ROAD ENDS" signage configuration is installed. This is not correct per Pennsylvania state law and a ruling by the Supreme Court of Pennsylvania. Pedalcycles are "vehicles" and authorized to use the roadways of the Commonwealth just like a car or truck. This applies to all types of roadways - large and small - with the exception of most "freeways." There is no "start" or "end" area as the current signage in this location implies. See generally 75 Pa.C.S. §§ 3301 et seq., see also 75 Pa.C.S. §§ 3501 et seq.</p> <p>The signage and markings should be updated to comply with PennDOT Publication 111 and PennDOT Publication 236.</p>	Bicycling
23505	Aug 14, 2025, 09:31 PM	<p>A roundabout should be considered at this location to slow motor vehicle traffic and enhance pedalcycle and pedestrian safety, especially in light of current and future residential development in the area.</p> <p>At one time a few years ago, Cranberry Township was in active talks with an adjacent homeowners association to acquire real property to construct this roundabout through use of Transportation Impact Fee revenue.</p>	Other
23504	Aug 14, 2025, 09:26 PM	<p>Excessively high motor vehicle speeds are common at this location. Numerous pedestrians cross Haine School Road at this location.</p> <p>Although pedestrians already have the right-of-way when crossing the intersection here under 75 Pa.C.S. § 3542(a), median islands and crosswalks similar to the installation at North Boundary Road and Pinehurst Drive should be considered as a traffic calming and safety improvement.</p>	Walking
23502	Aug 14, 2025, 09:23 PM	<p>The right-turn deceleration lane is frequently used by motorists to illegally overtake pedalcyclists (and other motorists) on the right proceeding straight on Rochester Road (SR 3022) in violation of numerous Pennsylvania Vehicle Code statutes, including 75 Pa.C.S. § 3331 (relating to required position and method of turning), § 3334 (relating to turning movements and required signals), and § 3111 (relating to obedience to traffic control devices).</p> <p>Additional enforcement of the relevant statutes is needed. The existing signage and pavement markings are clear and compliant with all required PennDOT and MUTCD standards.</p> <p>Given this is a frequently traveled route for pedalcyclists, new shared lane markings may be helpful in this area, particularly in the left lane on Rochester Road (SR 3022 SEG 40-50) approaching Graham School Road to warn motorists that pedalcyclists may occupy both lanes due to the current configuration.</p>	Bicycling
23501	Aug 14, 2025, 09:14 PM	<p>Haine School Road is a critical roadway for pedestrian and pedalcycle connectivity and warrants major improvements.</p>	Bicycling



ID	Date, Time	Comment	Category
		<p>First, the shared lane markings need to be restored. Markings were installed following Cranberry Township's 2011 "Bicycle and Pedestrian Connections Plan" recommendations, but were subsequently removed in lieu of an "enhanced shoulder" (not sure where that legal definition is coming from) when the Township installed snowplowable in-pavement delineators to the right side of the fog line.</p> <p>With narrow exception, and as recently upheld by the Supreme Court of Pennsylvania, Pennsylvania law permits pedalcyclists to use the roadways of the Commonwealth just like a car, which is "...[that] portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm or shoulder even though such sidewalk, berm or shoulder is used by pedalcycles..." See generally 75 Pa.C.S. § 102. See also generally 75 Pa.C.S. §§ 3301 et seq. (relating to driving on right side of roadway).</p> <p>The shared LANE marking is to be placed in the LANE, hence its name, to correlate with Pennsylvania law and, among other reasons, to "[assist] bicyclists with lateral positioning..." Shared lane markings shall not be used on shoulders or in designated bicycle lanes. See PennDOT Publication 111, Series TC-8600, referencing MUTCD Section 9C.07.</p> <p>The Township should immediately reinstall the shared lane markings "immediately after an intersection and spaced at intervals not greater than 250 feet thereafter" as required by the MUTCD and PennDOT specifications, as well as switch "SHARE THE ROAD" (W16-101) signage to "BICYCLES MAY USE FULL LANE" (R4-11) signage to better alert motorists.</p> <p>Additional traffic calming measures including median islands may be useful along this corridor.</p>	
23500	Aug 14, 2025, 09:02 PM	All curb ramps and pedestrian push buttons at this intersection are not ADA compliant and have not been brought up to the current standards after multiple resurfacing projects. The wheelchair ramps are missing detectable warning surfaces, and are so steep that someone in a wheelchair would likely roll over head first and crack their head open on the roadway.	Walking
23474	Aug 14, 2025, 08:49 AM	The width of Hartzell Road at the new intersection is very narrow and making a left turn onto Hartzell can be extremely dangerous. The turn comes up on you quick and the narrowness of Hartzell Road make this turn very misleading. In addition to this, both sides of Hartzell road still have unfinished grading at this intersection leaving very little room for error.	Driving
23472	Aug 14, 2025, 08:41 AM	Despite a 25mph speed limit, cars continually speed westbound leaving Ehrman Farms. Attempting to make a left turn on to Old Ehrman can be extremely dangerous.	Driving
23471	Aug 14, 2025, 08:28 AM	This crosswalk is extremely dangerous for those (mainly kids) crossing Ehrman Road between Sheetz and the YMCA. Not only is the lighting inadequate for those driving at night to have proper visibility, but vegetation blocks the view of the Century Blvd stop sign for those driving westbound. I have personally witnessed several close calls where cars traveling too fast nearly hit a kid attempting to cross Ehrman, and it is exponentially more dangerous at night. I see it only as a matter of time before someone gets hit at this intersection.	Walking
23457	Aug 13, 2025, 05:06 PM	Lane keep moving sign is too far back from 228 and not enough of a cue for motorists to actually keep moving. Too many people stop here instead of merge, causing the potential for pile ups from the cars behind, as well as backed up traffic.	Driving



ID	Date, Time	Comment	Category
23456	Aug 13, 2025, 05:04 PM	Need to have a separate left turning lane/arrow from north boundary onto 19. Cars coming straight from Glen Eden to North Boundary get cut off all the time by people turning from North Boundary to 19 south	Driving
23446	Aug 13, 2025, 07:50 AM	This intersection needs a right turn lane and better traffic timing.	Driving
23445	Aug 13, 2025, 07:46 AM	People consistently exceed the speed limit on Executive drive. In addition, the sidewalks that are along executive leading to the Municipal center are sometimes subpar with branches in the walkway. I would love to see a barrier, even if it's shrubs on the road side of the sidewalk to make this a more enjoyable path. Coupled with better walkways at the overpass on Rochester, someone could readily walk between Sheetz to Graham, etc.	Walking
23443	Aug 13, 2025, 07:41 AM	I would like to see a better path for pedestrians and bicyclists under the overpass. It's a congest area that people would like to walk or bicycle through to connect growing areas of Cranberry to the Graham via foot or bicycling.	Walking
23442	Aug 12, 2025, 10:57 PM	People running red lights is out of control. Police need to start issuing tickets. Someone is going to get hurt or worse. Not just this intersection, but all over CT	Driving
23441	Aug 12, 2025, 08:13 PM	Many cars are doing 45-50 mph (or more) on the new section of Freedom road, when the newest section opens later this year (Haine School to Powell) Freedom road will become the Freedom speedway	Driving
23440	Aug 12, 2025, 08:09 PM	Crossing Freedom road when it was 3 lanes was bad - cars don't care about pedestrians, now that it will be 5 lanes soon it will only get worst	Walking
23438	Aug 12, 2025, 07:38 PM	I park in the road here every day and don't care about the "no on street parking" law. Haven't gotten a ticket yet and probably never will!	Driving
23435	Aug 12, 2025, 04:45 PM	Sidewalk ends and is not available again until the Fire Station. Common walk able route for many neighborhoods including children and businesses. Improved pedestrian experience would increase safety overall.	Walking
23434	Aug 12, 2025, 04:41 PM	Current crosswalk does not have any signaling. During school hours crossing guard is present, but a button activated pedestrian signal would further ensure safety for crossing pedestrian during non staffed hours.	Walking
23433	Aug 12, 2025, 04:40 PM	Hill blocks oncoming traffic view coming from Hamstead Ln to Haine School Rd. Signal should be delayed green on Haine School Rd side to allow traffic to clear.	Driving
23432	Aug 12, 2025, 04:36 PM	Currently a four way stop, but would benefit from a signal. Road currently functions as a high traffic area and has safety concerns due to a school and fire station located at either end of the road. Putting a signal here allows traffic to slow/pause rather than depend on drivers to adequately stop at a sign.	Driving
23431	Aug 12, 2025, 04:34 PM	This should be a traffic light timed with the Haine School Road and Freedom Rd traffic signal. The current four way stop is often ignored based on drivers waiting for foot traffic or being impacted by morning/afternoon drop off from the daycare.	Driving
23430	Aug 12, 2025, 04:33 PM	Separate turn lane for Woodland Rd would ensure safety during morning/evening rush hour traffic for commuters within the business park.	Driving
23429	Aug 12, 2025, 04:28 PM	Two Lane Roundabout would solve significant issues here during high traffic times	Driving
23428	Aug 12, 2025, 04:27 PM	Two Lane Roundabout would solve significant issues here during high traffic times	Driving
23427	Aug 12, 2025, 04:24 PM	Turn from Costco onto Brandt Dr is too tight and roadway is so narrow that oncoming traffic can be impacted. Widening the turnout lane would improve safety considerably.	Driving
23395	Aug 12, 2025, 01:24 PM	Lanes merge a few hundred feet after the intersection. Driver's in right lane do not understand how to let cars from the left merge. Driver's in left lane do pass far into the no passing zone.	Driving
23392	Aug 12, 2025, 12:06 PM	Change the traffic light to be like the one at Old Rt 19 and Victory drive.	Driving



ID	Date, Time	Comment	Category
23391	Aug 12, 2025, 11:03 AM	This is a known dangerous choke point for foot traffic. People will wait for a gap in traffic and dart through the 2 lane underpass due to know footpath option.	Walking
23389	Aug 12, 2025, 10:19 AM	at the beginning of the rebuilt road going eastbound there is a large concrete pad immediately adjacent to the road. no room for error. hit it and that's it	Driving
23388	Aug 12, 2025, 10:10 AM	the shoulders of the rebuilt road are soft dirt. drifting onto the shoulder and overcorrecting could cause you to swerve into oncoming traffic. a better shoulder base is needed, especially since school is beginning.	Driving
23387	Aug 12, 2025, 09:53 AM	1-2 cars run each and every red light. Where are the police? Camera tickets? This is ridiculous.	Driving
23386	Aug 12, 2025, 09:49 AM	Heights drive could use some speed humps. Cars fly through, most do NOT go 25 or even 30. It is dangerous for our neighborhood which is filled with children.	Driving
23385	Aug 12, 2025, 09:47 AM	Glen Eden needs more signage warnings about this roundabout. I take this route daily to work and have had numerous close calls. Cars FLY down glen eden from both sides but more often headed east towards unionville.	Driving
23384	Aug 12, 2025, 09:44 AM	This bridge is so dangerous for ALL parties. Pedestrians take this bridge to get into Graham and there is no safe walkway.	Other
23383	Aug 12, 2025, 09:36 AM	This feels like a great opportunity for a traffic circle at this intersection. Traffic going east/west is way more frequent than traffic going north/south, and as a result Rowan road gets extremely backed up during peak times.	Driving
23382	Aug 12, 2025, 09:29 AM	The new sidewalk here is a bit of a joke. There's barely any space between the edge of the road (where people often speed) and the sidewalk - and no guardrails or space to protect walkers. Especially on this sharp turn, I would be very nervous to walk here.	Walking
23381	Aug 12, 2025, 09:22 AM	This moves down to 1 lane much too soon given the amount of traffic going east on 228 these dates. This section of roadway has not kept up with the amount of plans and additional housing being built. Aggressive drivers will wait until well past the merge point to move to 1 lane and cut other drivers off, and the traffic gets extremely backed up here	Driving
23380	Aug 12, 2025, 09:18 AM	Speed limit of 15 MPH needs to be better enforced throughout the park. I have been passed many times when on a bicycle (going ~15 MPH) by cars going 25-30 MPH (as seen by the 'your speed' sign). This is hazardous and should be better enforced.	Driving
23379	Aug 12, 2025, 09:14 AM	People come off 19 onto North Boundary extremely quickly and don't adhere to the 'yield' sign entering the traffic circle. Have been cut off when I'm in the traffic circle many times by cars that had the 'yield.'	Driving
23375	Aug 12, 2025, 06:37 AM	Cars tend to park right inside Aberdeen and there is a large pine tree that needs cut because there are usually cars park on the right heading into the plan that are hidden by the branches and could result in someone getting hurt.	Driving
23374	Aug 12, 2025, 06:36 AM	People do not stop when at the stop sign.	Driving
23372	Aug 12, 2025, 06:32 AM	Have almost been hit by many cars who do not stop at the sign either way and speed through whether I am on foot or in a car.	Walking
23371	Aug 12, 2025, 06:31 AM	Cars constantly speed by and do not heed the pedestrian walk lines on either direction.	Walking
23367	Aug 11, 2025, 10:15 PM	Turning onto to Rochester from Graham School is terrible since the addition of the right turn lane and removal of the center turn lane on Rochester. It now takes longer to get a break in traffic to pull out. Also, there are many cars that go in the right turn lane approaching the intersection and then move into the straight lane at the last moment, making it dangerous for drivers pulling out, because it's difficult to know if a driver is actually turning or not. Making a left turn onto Rochester is next to impossible at peak times of day.	Driving
23364	Aug 11, 2025, 09:31 PM	Due to a large amount of recent residential development in this area of Jackson Township, future short-term planning should include pedestrian facilities along Seneca School Road (SR 3027) and Little Creek Road (SR 3025) to connect these developments to the Seneca Valley School District.	Walking

ID	Date, Time	Comment	Category
		The existing traffic signals in this area already have pedestrian access; however, proper sidewalks would be an added bonus as the development continues.	
23363	Aug 11, 2025, 09:22 PM	<p>I chuckle when driving or cycling past this area when I see a sign promoting the Meeder development and how residents can "WALK TO IT ALL!!!!" Yet, there's a sidewalk missing here.</p> <p>Perhaps it hasn't been installed yet as part of the ongoing construction, but in all seriousness, this is a significant gap that needs filled in by the developer (not at Township expense) to ensure pedestrians can access Route 19 and Wisconsin Avenue.</p> <p>Credit where credit is due, PennDOT accommodated a sidewalk years ago on the Coal Run overpass, so that infrastructure is already there and awaiting the final connection by Charter Homes and Neighborhoods as part of the Meeder development.</p>	Walking
23362	Aug 11, 2025, 09:17 PM	<p>The traffic configuration entering and exiting the parking lot is confusing and poses serious hazards to pedestrians and pedalcyclists.</p> <p>The "ONE WAY" signage is located in an area not visible to traffic on Graham Park Drive and is not accompanied by required "DO NOT ENTER" signage, resulting in motorists entering the wrong side of the parking lot. The stop bar leaving the parking lot is on top of an unmarked crosswalk, and motorists frequently fail to yield to pedestrians at this location as required (generally) by 75 Pa.C.S. § 3542.</p> <p>It is difficult for traffic exiting the parking lot to see cross traffic due to growth of shrubbery and trees.</p> <p>Proper signage and pavement markings compliant with PennDOT and MUTCD requirements, as well as pruning of the shrubs and trees, will help ensure safety of pedestrians and vehicular traffic in this area.</p>	Other
23360	Aug 11, 2025, 09:11 PM	<p>Shared lane markings along Graham Park Drive have not been maintained over the years with resurfacing projects and general wear and tear. The current markings are not installed and spaced properly in compliance with MUTCD Chapter 9C and PennDOT Publication 111. Many are simply missing as they have not been repainted at the required 50 to</p> <p>Please repaint the markings in accordance with PennDOT requirements and MUTCD Section 9C.07.</p>	Bicycling
23357	Aug 11, 2025, 08:54 PM	<p>Pedalcyclists are frequently "right hooked" by motorists turning right from the westbound side of Freedom Road (SR 3020) onto Haldeman Drive. Green paint within the bicycle lane and additional warning signage would be helpful in this area.</p> <p>PennDOT District 10 traffic engineers have repeatedly refused to install the green paint within the bike lanes here, even though it is allowable under the MUTCD, and even though an identical bike lane installation (including green paint) exists directly outside of the PennDOT District 10 office along SR 286 in White Township, Indiana County.</p> <p>Does Butler County follow a different MUTCD and set of PennDOT standards than the rest of the Commonwealth?</p>	Bicycling
23354	Aug 11, 2025, 08:36 PM	A turning circle will make it safer	Driving



ID	Date, Time	Comment	Category
23353	Aug 11, 2025, 08:32 PM	Roundabout needed here.	Driving
23352	Aug 11, 2025, 08:31 PM	Roundabout needed here.	Driving
23351	Aug 11, 2025, 08:29 PM	Add a right-hand in only lane. Remove the exit lanes from the parking lot. Too much traffic on this street to have people darting across two lanes of traffic to turn left out of the lot.	Driving
23350	Aug 11, 2025, 08:27 PM	Add a round-a-bout or traffic light. Make Costco shoppers use this exit/entrance.	Driving
23349	Aug 11, 2025, 08:24 PM	Make it two lanes coming out of Brandt Drive onto 19. Left hand turn only and right/straight. Adjust lights to give Brandt Dr and Dutilh Rd their own timing.	Driving
23348	Aug 11, 2025, 08:22 PM	Signs/lanes need changed to left/straight and right only instead of left and right/straight.	Driving
23347	Aug 11, 2025, 08:18 PM	<p>When 22-year-old Arron Jones was fatally injured by a driver at this intersection just before Thanksgiving in 2023, Cranberry Township Police Chief Kevin Meyer was quoted as saying there were "no evidence" the driver was at fault.</p> <p>Yet again, Kevin Meyer and the Cranberry Township Police Department treating cyclists as second class citizens. How on earth does a motorist manage to rear-end a cyclist who is LEGALLY operating upon the roadway? Mr. Jones was LEGALLY in the left lane of Route 19.. because he was turning LEFT at the St. Francis Way traffic signal into the Giant Eagle parking lot!</p> <p>Perhaps the reason the motorist didn't see Mr. Jones and fatally struck him was that his windshield was illegally obstructed by a handicapped parking placard as pictured by WPXI-TV in a news report before the Cranberry Township Police abruptly cleaned up the crash scene.</p> <p>Why was the motorist not charged... even with a simple citation for careless driving? Because Cranberry Township does not care about traffic safety and considers cyclists second-class citizens.</p> <p>When it comes to the Vehicle Code, the Cranberry Township Police Department is what I consider to be the most poorly trained and grossly incompetent municipal law enforcement agency in the Commonwealth of Pennsylvania. Kevin Meyer's poor leadership over his multi-decade tenure in Cranberry Township has resulted in an "open season" where motorists can target law-abiding cyclists with no consequence. I anxiously await his retirement.</p> <p>See "Bicyclist dies after being hit by car on major Cranberry Township road," available at https://www.wpxi.com/news/local/bicyclist-hospitalized-following-early-morning-crash-with-vehicle-major-butler-county-road/VLLVAHEIONDH3PW3YXMN5Z4WKU/ (last accessed Aug. 11, 2025), see also "Cranberry bicyclist killed on Route 19," available at https://triblive.com/local/regional/bicyclist-killed-on-route-19-in-cranberry/ (last accessed Aug. 11, 2025).</p>	Bicycling
23346	Aug 11, 2025, 08:17 PM	Move Marriott's driveway or make it an entrance only. Drivers trying to exit Marriott cannot see the traffic coming around the bend and should use the other driveway further down towards the other hotel to access Cranberry Woods Drive. I have seen multiple near accidents here.	Driving
23345	Aug 11, 2025, 08:14 PM	Connect this back road to Cranberry Woods Drive so people that work in the business park can easily access the restaurants.	Driving
23344	Aug 11, 2025, 08:11 PM	The left turn signals out of the business park need to be longer between 4-6pm Monday-Friday. The lights also need to be synced with the lights heading east on 228. The traffic is always backed up for people trying to get onto 79 back to this intersection.	Driving



ID	Date, Time	Comment	Category
23343	Aug 11, 2025, 08:08 PM	All traffic coming off of 79/turnpike and entering the Cranberry Woods complex need to be forced to use the MSA throughway. Why are people that work at Westinghouse using the 228 on ramp / right turning lane just to turn at the next light. There are near accidents here every day as people try to merge left while those of us that need to turn at Cranberry Woods Drive try to merge right. The trucks are a big issue. Anything to reduce traffic here would be beneficial.	Driving
23342	Aug 11, 2025, 08:04 PM	The "bike lane" on the eastbound side of Mars Road is non-compliant with PennDOT and MUTCD requirements. All pavement markings and signage are missing and/or non-compliant. The Township does not maintain these bike lane and ensure it is kept clear of debris. If the Township does not care to maintain it, remove it and install shared lane markings along the roadway.	Bicycling
23341	Aug 11, 2025, 07:59 PM	Following Cranberry Township's 2011 "Bicycle and Pedestrian Connections Plan" and subsequent revisions, shared lane markings were installed on Graham School Road. They were never maintained and replaced after resurfacing projects. Over the years, motorists have used Graham School Road as a high-speed "cut-through" between sections of the Township. These motorists illegally overtake cyclists on blind curves and/or when approaching crests of hills where the view of opposing traffic is obstructed. The shared lane markings should be replaced alongside installation of "SHARE THE ROAD" (W16-101) or "BICYCLES MAY USE FULL LANE" (R4-11) signage to better warn motorists of the presence of pedalcyclists within the roadway.	Bicycling
23340	Aug 11, 2025, 07:57 PM	Add a third lane between Cranberry & Evans City or at least make the exit ramp much longer It is ridiculous the amount of traffic that is on this section of 79 during rush hour each day. The people driving too slow because they plan to exit soon are going to cause accidents. If the trucks and slower drivers had a third lane while going up hill and exiting, it might alleviate some bumper to bumper traffic. I got on 79N on Friday 8/8 at 4:30pm and was going 32mph because an antique/classic truck was tying up traffic for miles because he couldn't go the speed limit.	Driving
23339	Aug 11, 2025, 07:54 PM	Several groups of long-distance cyclists use Little Creek Road (SR 3025), Seneca School Road (SR 3027), and Hartmann Road (SR 3028) to connect to other nearby highways within Lancaster Township, Forward Township, Connoquenessing Township, and Connoquenessing Borough. New "SHARE THE ROAD" (W16-101) signage may be helpful in these areas to warn motorists of the presence of pedalcyclists on the roadway, especially since these highways are used frequently by commercial vehicles traveling to and from the Seneca Landfill and nearby industrial sites.	Bicycling
23338	Aug 11, 2025, 07:49 PM	Add ramps to get off of 79S and get on 79N.	Driving
23337	Aug 11, 2025, 07:49 PM	The trail crossing at this location is missing truncated dome detectable warning surfaces and (if necessary) wheelchair ramps in direct violation of the Americans with Disabilities Act and PennDOT standards. In addition, at least one, if not both, sides of the trail crossing meet a bituminous wedge curb constituting what appears to be a greater than 1/4 inch vertical change, also in violation of the ADA. North Boundary Park Drive is a public roadway under the PA Vehicle Code and has been repaved and resurfaced by the Township numerous times without the proper ADA upgrades being performed. Why is that the case?	Walking
23336	Aug 11, 2025, 07:45 PM	Add another on/off ramp to 79.	Driving

ID	Date, Time	Comment	Category
23335	Aug 11, 2025, 07:41 PM	The speed limit through this section of 19 is 55mph. This seems dangerous with all of the businesses and traffic in the area....especially when some people are driving 25-35mph and people are swerving around them because they are causing traffic to back up from going too slow. I agree with "jimmy the grey" statement above - There needs to be a back road through this area to take cars to an established traffic light. The speed limit should be lowered to 45mph and strictly enforced.	Driving
23334	Aug 11, 2025, 07:32 PM	Traffic light adjustments needed! Flashing yellow lights for turning left on green from Rt. 19 onto side streets. Separate timing for the side streets coming onto/crossing 19.	Driving
23333	Aug 11, 2025, 07:31 PM	No shoulder to safely bike. Want to have access to Graham Park	Bicycling
23328	Aug 11, 2025, 05:37 PM	This interaction is horrible, with 2 business driveways exiting to Rowan right before a large intersection. Cars jump out into traffic with very narrow windows because it is so hard to get through.	Driving
23326	Aug 11, 2025, 05:07 PM	Franklin Road is a huge opportunity for multi-modal transportation. It is a main north-south thoroughfare to connect the county with many neighborhoods and shops, and would keep bikes off of US-19. Right now from Garvin to Freeport is a death trap. A few signs and markings would go a long way and safer for everyone.	Bicycling
23324	Aug 11, 2025, 04:44 PM	Cars fly up this hill which has some turns. Some signage may help as this stretch has a limited shoulder	Bicycling
23323	Aug 11, 2025, 04:39 PM	This location could be an ideal on/off ramp to I-79	Driving
23322	Aug 11, 2025, 04:34 PM	Big Hedges at the corner of settlers obscure view of traffic approaching the stop sign. Also, cars run this stop sign pretty frequently at the valley of two downhills. Very hazardous for biking	Bicycling
23321	Aug 11, 2025, 04:00 PM	Constantly encounter vehicles running redlights and right turns on red in front of oncoming traffic on major roads.	Driving
23320	Aug 11, 2025, 03:59 PM	Mars/Evans City Road is a great cycling route with a huge shoulder. The shoulder is usually littered with debris, car parts, gravel, tree limbs and roadkill. A periodic cleanup / street sweep would go a long way	Bicycling
23319	Aug 11, 2025, 03:57 PM	Reduce speed limit on Rochester Road from 45 mph. Vehicles travel at high speed west of Powell Rd.	Driving
23317	Aug 11, 2025, 03:44 PM	Uphill on Unionville has a blind turn and no signs. Drivers speed up this section from Graham School. Shoulder has potholes. Increased heavy machinery and trucks from the new developments off of Glen Eden. A sign would go a long way	Bicycling
23316	Aug 11, 2025, 03:41 PM	Shoulder is narrow over the bridge, is not well maintained, and is usually covered with Debris. This is a popular route as Marshall runs parallel N-S with Route 19	Bicycling
23314	Aug 11, 2025, 03:28 PM	Lower speed limit on Rochester Rd west of Powell from 45 mph. Most vehicles travel in excess of the limit.	Driving
23313	Aug 11, 2025, 02:54 PM	Slope at the end of Unionville Road is always slick in rain and snow. Driving at a snail's pace and your tires still cannot stop on this slope.	Driving
23310	Aug 11, 2025, 02:48 PM	Turning left from Glen Rape to Freshcorn is difficult with visibility and speed of drivers	Driving
23309	Aug 11, 2025, 02:45 PM	Wish there were sidewalks on Glen Rape and Fresh Corn to connect over to Madison Heights and to the golf course.	Walking
23308	Aug 11, 2025, 02:43 PM	Hard to see pulling out of Costco	Driving
23307	Aug 11, 2025, 02:42 PM	One lanes or two at this intersection on Brandt?	Driving
23306	Aug 11, 2025, 02:39 PM	Do not feel safe making a left hand turn from Graham School onto Rochester (varies times of day)	Driving



ID	Date, Time	Comment	Category
23304	Aug 11, 2025, 01:52 PM	Both driving and bicycling on Graham school Road are dangerous. Where the road intersects with Glenn Eden and Rochester Road are bad. It is especially bad to make a left turn on Rochester Road from Graham School Road.	Bicycling
23301	Aug 11, 2025, 12:40 PM	Very dangerous intersection!	Driving
23282	Aug 11, 2025, 10:20 AM	There are many areas in Cranberry where people drive erratically. One of them is around the 228/19 intersection	Driving
23279	Aug 11, 2025, 10:06 AM	Speeding on Shady Oak Dr. Cars are going too fast in residential area with kids playing and bicyclists! Occasional enforcement is necessary.	Driving
23278	Aug 11, 2025, 10:04 AM	Landscaping is too close to exits from the parking areas limiting sight distance. There should be landscaping setbacks in place for developers to maintain clear sight distances.	Driving
23276	Aug 11, 2025, 10:01 AM	Road needs maintained, too many potholes!	Driving
23274	Aug 11, 2025, 09:57 AM	Limited sight distance when turning left onto old Mars Road.	Driving
23273	Aug 11, 2025, 09:56 AM	228 needs to be 4 lanes all the way to Mars. This area is a choke point for traffic.	Driving
23272	Aug 11, 2025, 09:53 AM	Rough road with potholes and disintegrating roadway!	Driving
23268	Aug 11, 2025, 09:48 AM	Observed walkers, joggers and bicyclists along Franklin Rd. at various times of the day utilizing the very edge of the road. There are no berms or walkways and very few wear high visible clothing. Pedestrians are hard to see until you are right upon them. There should be a law, ordinance or signage banning non-motorized use of Franklin Rd where there are no sidewalks.	Walking
23266	Aug 11, 2025, 09:43 AM	On weekends there are sports like cars that use Franklin Rd as a speed rally in the curves all the way to Evans City. Needs random police observation and speed enforcement!	Driving
23265	Aug 11, 2025, 09:41 AM	Not sure why there is no turn on flashing yellow option from Rt 19 onto Glen Eden. The sightline up the hill on Rt 19 is clear enough to have one, and it would allow traffic traveling on Glen Eden to space out more and not be stacked up with 10 cars at a time tailgating each other because they have to wait for the turn arrow.	Driving
23264	Aug 11, 2025, 09:40 AM	Limited sight distance to the left when pulling out of Shady Oak Dr onto Franklin Rd due to tall grass along the berm and sharp curve distorts speed of oncoming cars. Needs maintenance ie grass cutting and warning signs.	Driving
23262	Aug 11, 2025, 09:37 AM	This intersection is a disaster waiting to happen. Motorists are driving way too fast, the vast majority of whom run the stop signs on Glen Eden and Old Route 19. This has to be one of the most dangerous intersections in the township.	Driving
23261	Aug 11, 2025, 09:36 AM	The Old Mars Rd / Cranberry Springs Dr intersection does not service the needs of the traffic any longer. This intersection did at one time, but with continued growth to the north, this has become a dangerous intersection. When the MSA Thruway opened, there are many left turn movements from Cranberry Springs to Old Mars Rd. A roundabout or something similar would be a good solution here	Driving
23258	Aug 11, 2025, 09:33 AM	There is ongoing work on SR 3021, Franklin Rd. However, there are no further plans at this time to connect with greater bike/pedestrian access from areas north on Franklin Rd to the shopping areas along SR 228. Increased access for both bikes and pedestrians would allow for cars to come off the road, increase the value of these neighborhoods, and make Cranberry better and more friendly to bike and pedestrians interests. Or to add a biking trail from these neighborhoods to the SR 228 shopping areas. There is great potential for this at minimal cost.	Bicycling



ID	Date, Time	Comment	Category
23254	Aug 11, 2025, 09:28 AM	People in cars often pass before the blind crest without being able to see if there is oncoming traffic	Bicycling
23253	Aug 11, 2025, 09:27 AM	It's a major issue that speed limits aren't enforced on Franklin Road. This street has a ton of homes/driveways, a lot of road turn-offs, and a lot of sharp bends, but people routinely go over 50 on it regardless. Limits need to be better enforced here for the safety of residents, especially since there are stretches with sidewalks.	Driving
23252	Aug 11, 2025, 09:27 AM	People in cars often pass before the blind crest going up and over North Boundary without being able to see if there is oncoming traffic first	Bicycling
23250	Aug 11, 2025, 09:25 AM	People try to pass in cars quickly before the traffic circle	Bicycling
23249	Aug 11, 2025, 09:24 AM	Cars constantly speed on this road, although the speed limit is 40, drivers are often going upwards of 55-60. With the sharp turns and steep hills, this is very dangerous.	Driving
23248	Aug 11, 2025, 09:23 AM	Need light at intersection. Too dark at night	Driving
23229	Aug 09, 2025, 05:36 PM	Cross walk would greatly enhance pedestrian traffic/safety.	Walking
23227	Aug 09, 2025, 05:33 PM	Site distance is limited to enter onto Franklin Rd. Addition of Stop sign on Franklin and Garvin would help; however, correcting entrance onto Franklin Rd to as a near grade level would increase site distance. Intersection is located in a blind curve where Franklin is also banked to east, making Ingress/Egress difficult. Similar topography was corrected at N Boundary intersection	Driving
23225	Aug 09, 2025, 05:24 PM	Restrict to Ingress only, little to no site distance to Egress NB or SB onto Franklin Rd. Multiple Ingress/Egress points exist onto property so restriction should not create an issue.	Driving
23224	Aug 09, 2025, 05:19 PM	Modify Y-intersection to a Perpendicular intersection with Stop sign entrance onto US 19. Appears to be a grandfathered roadway intersection prior to 1990's. Several near misses with no definition of driving pattern.	Driving
23223	Aug 09, 2025, 05:11 PM	Construct NB off ramp from I79 onto SR 528. Appears to be sufficient PENNDOT ROW. Possibly complete full I 79 interchange, contingent upon existing and projected ADT. Existing interchange constructed based on historic ADT prior to population growth in Jackson and Cranberry Twps. Maybe incentive to FedEx, UPS and Buncher Company (developer) to provide input	Driving
23222	Aug 09, 2025, 05:08 PM	This intersection could benefit from a roundabout	Bicycling
23221	Aug 09, 2025, 05:03 PM	No safe pedestrian access from Walgreens to Home Depot.	Walking
23220	Aug 09, 2025, 04:59 PM	Sight lines turning from Marshall to Rowan are pretty bad.	Driving
23219	Aug 09, 2025, 04:58 PM	create 1 4 way intersection or a round-about, incorporating Zehner School/Lutz/Gudenkunst Roads. Poor site distance, ADT from multiple 100+ home site developments coupled with 35-45 mph creates conditions for near miss incidents	Driving
23218	Aug 09, 2025, 04:56 PM	Why are there no buses serving the city/Oakland or anywhere in between?	Transit
23216	Aug 09, 2025, 04:51 PM	create better site distance (hillside cut) or tie into Heights Drive and install traffic light on US 19. All based on ADT and incident count with US 19. New development off of Bear Run may increase ADT onto US 19 to justify a traffic light (based on volume may have developer contribute).	Driving

ID	Date, Time	Comment	Category
23213	Aug 09, 2025, 04:45 PM	I have been stuck at a red light here for more than ten minutes on a bicycle when no cars were present to trigger the cross traffic signal to get from Cranberry Springs to Cranberry Woods. Maybe a sensor problem?	Bicycling
23212	Aug 09, 2025, 04:43 PM	Identify Florida Blvd as NB Only Ingress/Egress onto US 19. Appears to be a Grandfathered roadway construction permit that was most likely based on original 3-4 houses when US 19 was widened to 4 lanes; however, based on 2025 ADT from Florida Blvd and posted 55mph vehicular speed, said permit would not be approved with the ADT increase when 100+ townhouses were constructed. Development should have a primary Ingress/Egress from Ehrman Rd, possibly connecting into main access road on Rose Schneider YMCA site and US 19 Ingress/Egress as secondary	Driving
23211	Aug 09, 2025, 04:39 PM	Traffic stops on the ramp even though it's marked to keep moving. Better merge signs or more/bigger signage might help.	Driving
23203	Aug 09, 2025, 04:25 PM	Left turns from Old Mars and Hillmont can be dangerous with drivers swerving around the turning cars to go straight. Multiple accidents have occurred here.	Driving
23201	Aug 09, 2025, 04:24 PM	Remove this 2nd Egress onto US 19 too close to N Boundary Rd interchange, where NB US 19 vehicles and Egress ramp are accelerating concurrently. Egress can be moved to existing Ingress/Egress N Boundary Rd	Driving
23199	Aug 09, 2025, 04:18 PM	see Marker ref. N Boundary Rd and Glen Eden. (placed incorrectly on map)	Driving
23197	Aug 09, 2025, 04:13 PM	Modify traffic lights to include turn only onto NB US 19 from N Boundary Rd as well as NB from Glen Eden Rd. If possible add NB turning lane on N Boundary onto US 19. Site distance poor as well as US19 having a greater than average crown.	Driving
23194	Aug 09, 2025, 03:56 PM	Recommend a Ingress Only and Egress Only from US19 onto North Park Lounge site . Near head on misses when entering onto site. Most vehicles appear to use center of entrances already and should not have difficulty having 1 Ingress and 1 Egress. PS... I miss identified New Haven Lounge as North Park Lounge in an earlier placed marker. Both sites have similar issues with non-defined Ingress/Egress	Driving
23193	Aug 09, 2025, 03:48 PM	Exiting Saint Leonards onto Franklin in either direction is scary with southbound traffic on Franklin going too fast over a low visibility hill.	Driving
23192	Aug 09, 2025, 03:46 PM	Recommend an Ingress and Egress Only from/onto US19. Near miss incidents when vehicles meet head on upon entering North Park Lounge site. Map indicates a one way driving pattern; however vehicles traverse from both points of US 19 access.	Driving
23191	Aug 09, 2025, 03:45 PM	Biking from Rowan to Ogle View requires cyclists to take the center lane and merge with traffic. However because there are often cars turning in and out of GetGo to the south and the stores to the north it is easy to have drivers be distracted by other cars and not notice the cyclist.	Bicycling
23189	Aug 09, 2025, 03:31 PM	Recommend Ingress from US 19 only and Egress onto US 19 only from Piazza Plaza; although shown as such on provided map, Ingress and Egress only are not observed by travelling vehicles	Driving
23188	Aug 09, 2025, 03:27 PM	Adding a cycling pin here to indicate that while I am willing to ride the roads elsewhere in the township, I wouldn't go near the area between WalMart and Giant Eagle on a bike, ever. It would be nice if this area could become less car centric.	Bicycling
23187	Aug 09, 2025, 03:23 PM	Pedestrian markings on the four corners of this intersection make it extremely unsafe to attempt to cross here.	Walking
23186	Aug 09, 2025, 03:22 PM	Sight lines to the south when exiting Costco are terrible.	Driving
23185	Aug 09, 2025, 03:20 PM	recommend landscaping be no taller than 12" to allow for correct site distance for 20 mph min	Driving
23184	Aug 09, 2025, 03:16 PM	The addition of a paved path between the Chatham and Cosette cul-de-sacs would provide continuous walking and cycling accessibility from hundreds of	Walking

ID	Date, Time	Comment	Category
		homes in Timberline and Saint Leonards all the way through to Cranberry Commons, Lemieux, and Cranberry Woods. Currently the only way to do that on foot or on a bike requires traversing about a mile on the increasingly congested Franklin Road between Beacon Hill and the Cranberry Commons entrance.	
23183	Aug 09, 2025, 03:15 PM	Appears to be a grandfathered interchange when ADT reflected 1990's population/traffic. Near misses/fatal incidents have occurred. Site distance and acceleration lane is too short to accommodate vehicles accelerating from Brandt Dr. onto NB US19 or from NB US 19. Suggest removing existing Dutlih Y-interchange with US 19 and moving to Brandt Dr interchange and modifying to include a NB turning lane w/associated signal. There should be sufficient ROW within existing gore area to accommodate modification. ADT increase on Brandt Rd (from new Apartments/Costco) should be able to justify funding.	Driving
23182	Aug 09, 2025, 02:58 PM	Near misses/incidents occur when Vehicles are travelling west and east on St. Francis Way across US 19 into Cranberry Mall and into Hospital/Dultih commercial area. Would modify traffic lights to reflect an additional turn only arrow, from Cranberry Mall where it appears has the higher ADT, however, both egress points would have to be evaluated	Driving
23181	Aug 09, 2025, 02:53 PM	This intersection as a four way stop sign between a four lane and two lane intersection is really bad. The "whoever got there first" right of way doesn't work when there are too many cars to keep track of.	Driving
23180	Aug 09, 2025, 02:46 PM	Cycling through the turnpike underpass on Rochester is a roulette wheel every time. The combination of shadows in the tunnel and narrow roadway makes it feel very unsafe to bike through, but getting off and walking through isn't an option either because it's so narrow. For folks on the east side of the turnpike it makes it challenging to get to Graham Park to enjoy the nice cycling environment there.	Bicycling
23179	Aug 09, 2025, 02:46 PM	Turnpike merge lane from SB US 19 and Cranberry Mall exit merge lane onto SB US 19 run concurrent. Many near misses when vehicles are accelerating onto SB US19 and vehicle is slowing down to merge onto Turnpike on ramp. Appears SB Turnpike ramp location was grandfathered in from time when ADT on US 19 reflected 1990's population. Not knowing who has ROW jurisdiction (Turnpike/PENNDOT), if I assume PENNDOT then I would recommend obtaining traffic count on entrance ramp to act as a basis for closing said Turnpike entrance, there are multiple entrances onto Turnpike that the original entrance would not be missed. Also this would reduce near misses where EB Turnpike entrance ramp merges with 2nd EB Turnpike entrance ramp merging from from I79	Driving
23178	Aug 09, 2025, 02:41 PM	Suggesting Sharrows or bike lane on Peters Road hill (both directions). This hill is a significant climb on a bike and traffic speeds combine with low visibility at the crest of the hill to make it dangerous.	Bicycling
23177	Aug 09, 2025, 02:38 PM	Barriers on Druid Drive make it difficult to cycle through without making a very awkward turn.	Bicycling
23174	Aug 09, 2025, 02:19 PM	Ingress/Egress should only be SB onto US19. Many near misses when vehicles attempt to enter from NB US19 as well as when vehicles attempt to exit NB. Existing Ingress/Egress to close to Turnpike interchange.	Driving
23173	Aug 09, 2025, 02:14 PM	Gore area at left hand I79 exit should have more definition. Many near misses where northbound vehicles merge across striped gore area to re-enter left NB I-79 or merge across to enter off ramp. Most near misses occur when traffic is post rush hour	Driving
23170	Aug 09, 2025, 11:40 AM	Aggressive drivers speed up at this merge point. Can't wait for the roadway to become four lanes	Driving
23169	Aug 09, 2025, 11:37 AM	Aggressive drivers during morning commute 5-6 am	Driving
23158	Aug 08, 2025, 02:41 PM	Dangerous blind turn.	Driving



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23157	Aug 08, 2025, 02:40 PM	Lots of water run off and floods	Driving
23156	Aug 08, 2025, 02:36 PM	This intersection has always been a problem, but with the increased traffic over the past couple years, it has become very dangerous.	Driving
23151	Aug 08, 2025, 10:22 AM	No exit should be allowed here onto 228. It causes too much issue. Make all the traffic go to short st and 19.	Driving
23150	Aug 08, 2025, 10:21 AM	no exit should be allowed here. in only. Make the traffic go to the light for connector st and freedom rd. it causes too much issue.	Driving
23117	Aug 07, 2025, 10:13 AM	Change signal lights to mimic old route 19 and Victory Dr,	Driving
23057	Aug 04, 2025, 09:39 AM	have witnessed multiple drivers not paying attention and swerving on to the sidewalks. a guard rail needs to be placed to protect people on the sidewalk. some of these poeple are doing well over 50mph on this road	Walking
22978	Aug 01, 2025, 12:47 PM	Vehicles coming from Zelig cross 288 to 588 without yielding to vehicles coming on 288 headed to Zelig. Vehicles on 588 use the stop sign as a yield onto 288z. Too many accidents and injuries even deaths at this intersection. Driving directly into Sun in the morning and evening makes it worse. Too many people speeding as well. Something needs to be done.	Driving
22934	Jul 31, 2025, 01:32 PM	Drivers are notorious for running this red light. If an officer could be staged here for a day with a squad car at the next business, Cranberry could have an amazing revenue stream!	Driving
22928	Jul 31, 2025, 11:13 AM	There is no sidewalk from here on along Rochester, despite the large volume of people walking. Near the mini mart you can actually see a dirt path worn into the grass just after the sidewalk's end. This lack of sidewalk becomes a major safety issue further up at the Turnpike underpass--nearly every time I drive I see a pedestrian walking inches from cars on its narrow shoulder.	Walking
22927	Jul 31, 2025, 11:05 AM	This spot marks the end of a sidewalk picked up a few hundred feet later at Darlington Rd. The curb--the only walkable space on this section due to a guard rail and the lack of sidewalk--is a mere foot or two. Many people walk or bike along Powell Rd and have no choice but to go through this section. The high traffic and disregard many cars have for the speed limit, and semi-trucks that cut through, make this section between the two sidewalks extremely dangerous.	Walking
22882	Jul 30, 2025, 06:50 AM	There are four custom manufactured diamond-shaped road signs stating "YIELD TO PEDESTRIANS AND BIKES" at the driveways into the apartment complex along Brandt Drive. At least two of these appear to be within the public right-of-way. Did Cranberry Township direct the developer to install these? This is not what Pennsylvania law says. For pedestrians, yes, vehicles must yield to pedestrians crossing at the driveway entrances via the sidewalks. See 75 Pa.C.S. § 3547 ("The driver of a vehicle emerging from or entering an alley, building, private road or driveway shall yield the right-of-way to any pedestrian approaching on any sidewalk extending across the alley, building entrance, road or driveway.") But a pedalcycle is a vehicle, not a pedestrian, and a sidewalk is NOT part of the "roadway." If the pedalcyclist was using the sidewalk, he or she does NOT have the right-of-way over other motor vehicles or other traffic upon the roadway, unless he or she dismounts and becomes a pedestrian when crossing the driveway. In some states, pedalcyclists do have the right-of-way at crosswalks like a pedestrian, but this is not the case in Pennsylvania. See 75 Pa.C.S. § 102 (relating to definitions) (defining "roadway" as "[that]	Other



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		<p>portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm or shoulder even though such sidewalk, berm or shoulder is used by pedalcycles...").</p> <p>This signage provides pedalcyclists a false sense of security and confusing directives to motorists, and is above all non-compliant with Pennsylvania law and regulation. Please remove the signage.</p> <p>Does someone at Cranberry Township actually know the basics of the Vehicle Code and how it applies to pedestrians and pedalcyclists? From what I see in the field, it does not seem like it.</p>	
22881	Jul 30, 2025, 06:37 AM	<p>The bicycle lanes along Cranberry Springs Drive and Mars Road are not routinely maintained by Cranberry Township and swept clean of debris. This is critical to ensure pedalcyclists are not hitting rocks, litter, and other obstacles which collect in those locations. On occasion, cars park within the bike lanes in violation of both state law and Township ordinance.</p> <p>It is important to note that under Pennsylvania state law, pedalcyclists are NEVER required to use a bicycle lane at any time and may revert back to use of the "right hand lane then available for traffic" or the "general rule" of the "right half of the roadway" in accordance with the Vehicle Code. This is to protect cyclists from being forced to use bicycle lanes which are designed improperly and/or not properly maintained.</p> <p>See generally 75 Pa.C.S. §§ 3301 et seq. (relating to driving on right side of roadway), see also 75 Pa.C.S. § 3505(f) (relating to mandatory use of available pedalcycle path, deleted by amendment Dec. 21, 1998, P.L. 1126, No. 151).</p>	Bicycling
22880	Jul 30, 2025, 06:27 AM	<p>Multiple "SHARE THE ROAD" (W16-101) warning signs and various other roadway signs are non-compliant with PennDOT specifications. Several of these signs use fluorescent yellow-green backgrounds, which is not an approved color for W16-101 signs.</p> <p>I am not certain if this trafficway is still privately owned, but if it has been adopted by Cranberry Township as a public highway, the signage must meet all relevant federal and state regulatory standards. Please update the signage accordingly. If the Township has not yet adopted this as a public highway, the developer should bear all costs for the required upgrades, not the taxpayers.</p> <p>See generally PennDOT Publication 236, "Handbook of Approved Signs" available at https://www.pa.gov/content/dam/copapwp-pagov/en/pennidot/documents/public/pubsforms/publications/pub%20236.pdf (last viewed Jul. 30, 2025).</p>	Bicycling
22879	Jul 30, 2025, 06:21 AM	<p>A "SHARE THE ROAD" (W16-101) warning sign was previously installed on the northbound side of Franklin Road (SR 3021 SEG 40) in this area. The signage was damaged years ago following a vehicle crash at this location but never replaced.</p> <p>The signage should be replaced to warn motorists of the presence of pedalcyclists within the roadway.</p>	Bicycling
22808	Jul 29, 2025, 06:45 AM	<p>The shrubs are way to tall here you have to pull into the road to see people coming</p>	Driving
22736	Jul 27, 2025, 04:12 PM	<p>The individual who designed the "bike lane" along the MSA Thruway seemingly has no idea of Pennsylvania vehicle statutes and how they apply to pedalcyclists.</p> <p>The current "bike lane" is in fact NOT a bike lane as currently signed as it is</p>	Bicycling



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		<p>outside of the "roadway." See 75 Pa.C.S. § 102 (defining "roadway" as "...[that] portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm or shoulder even though such sidewalk, berm or shoulder is used by pedalcycles...").</p> <p>Further, how does a pedalcyclist legally use it? If traveling from north to south, the cyclist must ride on the sidewalk within a business district, which is illegal under state law and Township ordinance (see generally 75 Pa.C.S. § 3508 et seq.) and/or hop a concrete curb. From south to north, the cyclist is confronted with an incorrectly placed "BIKE LANE ENDS" sign at a retaining wall and must either (1) do as above on the sidewalk or (2) hop a concrete curb across three lanes of traffic to the right side of the roadway.</p> <p>This facility should be removed immediately and shared lane markings installed with "BICYCLES MAY USE FULL LANE" signage (R4-11) signage along the roadway section of the MSA Thruway in compliance with the MUTCD and PennDOT standards, as well as state law.</p> <p>Yet again, Cranberry Township could have talked with and LISTENED to the cycling community to install this infrastructure correctly the first time, but the comments continue to fall on deaf ears.</p>	
22728	Jul 27, 2025, 01:41 PM	Lane designation before light going south needs rethought. Merging in that little space is not safe.	Driving
22727	Jul 27, 2025, 12:51 PM	Freedom Rd congestion makes it unsafe. Eliminate the signals at the mall and Sheetz and make them right in / right out only, add east - west frontage roads on both sides (Need to acquire Jo-Ann's, and maybe Michael's and extend Old Freedom Rd behind Sheetz to Executive Drive. Put dual lefts on all approaches to Freedom / Executive. (I didn't say it would be cheap, that's what the traffic impact fee is for!)	Driving
22705	Jul 26, 2025, 09:49 PM	<p>Several youth sports organizations set up roadblocks along Graham Park Drive and charge admission during games and tournaments. This causes a safety issue for pedalcyclists traveling through the area who are using the public roadway, as well as other motorists accessing unrelated park amenities.</p> <p>Unless they have been given explicit permission to do so by the Director of Parks and Recreation, these groups are prohibited by Cranberry Township Ordinance § 16-102 from charging admission for a park event. The Pennsylvania Crimes Code also prohibits obstructing a public highway for this purpose (including Graham Park Drive, which is a "highway"), see generally 18 Pa.C.S. § 5507.</p> <p>The Township's former Director of Parks and Recreation (who now works in a neighboring township in Allegheny County) told me previously that I should tolerate this behavior because it was just a "minor inconvenience." It's not an "minor inconvenience" - it is illegal and a safety issue.</p> <p>Cranberry Township should take immediate action to prevent these groups from obstructing park access by other members of the public. These sports groups do not have a statutory right to "take over" the entire park including a public highway.</p>	Other
22704	Jul 26, 2025, 09:40 PM	<p>A significantly large number of pedestrians routinely walk or jog on the roadway of Graham Park Drive and do not use the sidewalk provided when it is clearly passable. This not only jeopardizes the pedestrian's safety, but also motorists and pedalcyclists who must swerve around them.</p> <p>Graham Park Drive is a public highway, and the Vehicle Code applies. "Where a</p>	Other



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		sidewalk is provided and its use is practicable, it is unlawful for any pedestrian to walk along and upon an adjacent roadway." See 75 Pa.C.S. § 3542(a) (relating to mandatory use of available sidewalk).	
		The Cranberry Township Police Department ignores this safety issue when patrolling the park. Summary traffic citations should be issued to pedestrians who habitually refuse to use the sidewalk provided.	
22702	Jul 26, 2025, 09:24 PM	Observing the stop signs at the exits of all parking lots in Graham Park appears to be optional. Hardly anyone truly stops for the stop signs.	Driving
22701	Jul 26, 2025, 09:14 PM	The bike lane along Freedom Road is poorly maintained in both directions. This section of the bike lane heading West is especially bad. It is almost flat so debris does not easily wash out with a heavy rain event. Additionally, the broken up terracotta tile pieces that have been in the bike lane and along the sidewalk in this area for almost a year shows PennDOT's and Cranberry Township's attention and lack of effort to maintain a safe roadway and sidewalk.	Bicycling
22700	Jul 26, 2025, 08:58 PM	The township should add flashing lights to the border of the yield signs on this roundabout. Hardly anyone coming from the direction of Rochester Road looks left before entering the roundabout.	Driving
22698	Jul 26, 2025, 08:54 PM	Why is the black Volkswagen always parked on the street and in the intersection? The driver has a driveway 20 feet away. Parking on the street causes traffic traveling on the east side of Haldeman Drive to move into the oncoming lane. Traffic turning from Pebble Creek onto Haldeman Drive doesn't see the vehicles on the wrong side of the roadway. Traffic at the stop sign on Haldeman Drive has to stop short as the oncoming vehicle passes.	Driving
22697	Jul 26, 2025, 08:50 PM	Routinely there are vehicles parked on the roadway in front of what has become known as the Fast and Furious house. The cars are an annoyance being parked on the roadway, and the fart cans on the cars are an annoyance when they drive around the neighborhoods.	Driving
22695	Jul 26, 2025, 08:45 PM	This section of Unionville Road has become a speedway.	Driving
22694	Jul 26, 2025, 08:43 PM	Since the pickleball courts were expanded and a new parking lot was added, many motorists are using this route as a "cut through" to speed around pedestrians and pedalcyclists who are using Graham Park Drive.	Other
		The Township appears to place concrete barriers across the parking lot in the winter months preventing through traffic. These should be installed and maintained year-round due to reckless motorist behavior.	
22693	Jul 26, 2025, 08:42 PM	Since the pedestrian lane was installed on Dover Drive, turning from Rochester Road onto Dover Drive is a challenge when there is a vehicle stopped on Dover Drive. When driving a larger vehicle, the road is not wide enough to complete a turn without moving into the grass on the right or potentially hitting the concrete box curb.	Driving
22692	Jul 26, 2025, 08:41 PM	Due to the continued growth and use of the Brush Creek Trail connection between Graham Park and Powell Road, the small section of gravel between the sidewalk and asphalt trail should be converted to a hard surface (concrete or asphalt) to facilitate use by persons with disabilities.	Walking
		If the Township proceeds with this improvement, the Township is also required to install an ADA-compliant curb ramp and detectable warning surface at this location for those who may wish to continue northbound onto Powell Road.	
22691	Jul 26, 2025, 08:39 PM	Just like other intersections in the township, many drivers turning left from Rochester onto Thompson Park run the red light.	Driving
22690	Jul 26, 2025, 08:37 PM	While the Township should be commended for installing pavement markings and signage warning motorists of pedestrians and pedalcyclists using the	Bicycling



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		<p>narrow Powell Road bridge over the Pennsylvania Turnpike, none of this infrastructure is compliant with the MUTCD and/or PennDOT standards.</p> <p>If I stood at the top of the hill on Freshcorn Road and looked south towards this location, I can see approximately five or six "SHARE THE ROAD" signs. Only two of these signs are compliant with PennDOT Publication 236.</p> <p>The "SHARE THE ROAD" signs (W16-101) should be replaced with "BICYCLE MAY USE FULL LANE" signs (R4-11) in this area, including along Glen Eden Road approaching the roundabout (SR 3024 SEG 10, 14-15, 20), Powell Road from Woodbine Drive to the roundabout, and Freshcorn Road from Birdie Drive to the roundabout.</p> <p>Pavement markings should be replaced with bicycle shared lane markings and trail crossing markings as stipulated by PennDOT Publication 111, Series TC-8600 (Sheet 8 of 13) and MUTCD Chapter 9C.</p>	
22688	Jul 26, 2025, 08:21 PM	<p>Cranberry Township has stated for decades they do "not install speed bumps or speed humps for several reasons." Yet, why are raised pedestrian crosswalks being installed like this one? Is this location special?</p> <p>I have personally observed speed humps (not speed bumps, those are illegal), speed tables, and raised pedestrian crosswalks throughout multiple other Pennsylvania municipalities - larger and smaller than Cranberry Township - with tremendous success.</p> <p>As stated in my prior comment further north on Graham Park Drive, this is one of many proven safety countermeasures the Township CAN implement, but they CHOOSE not to.</p> <p>See "FAQs - Can I have speed bumps or speed humps placed on my roadway?", available at https://cranberrytownship.org/faq.aspx?qid=294 (last visited Jul. 26, 2025).</p>	Other
22687	Jul 26, 2025, 08:15 PM	<p>While this issue has been addressed at this specific location, the overall subject matter or concern persists throughout Cranberry Township.</p> <p>Following numerous complaints to Township leadership, it took nearly FOUR YEARS for the Township to install a missing curb ramp and detectable warning surface at a crosswalk located at this intersection.</p> <p>This is one of numerous examples of pedestrian infrastructure throughout Cranberry Township that is noncompliant with the Americans with Disabilities Act (ADA) and relevant PennDOT specifications. The Township is statutorily obligated under Title II of the ADA to ensure its facilities, including its highways, are accessible to persons with disabilities.</p> <p>While it is understood some facilities are "grandfathered" and the ADA regulations have changed over the years, the resurfacing and/or widening of roadways have broken the "grandfathering" and the Township has not brought the pedestrian infrastructure to current ADA and PennDOT specifications. Why is that the case?</p> <p>The lack of ADA compliance throughout the Township is substantial enough that, in my opinion, warrants the attention of the U.S. Department of Justice, Civil Rights Division and/or the Pennsylvania Human Relations Commission.</p>	Walking
22685	Jul 26, 2025, 08:04 PM	<p>Pedestrians routinely walk and jog within the roadway throughout Graham Park when a sidewalk is available and passable. This not only jeopardizes the safety</p>	Other



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		<p>of the pedestrians, but also motorists and pedalcyclists using the roadway who must swerve around them.</p> <p>Pennsylvania state law requires pedestrians to use sidewalks where provided and "[their] use is practicable." The Cranberry Township Police Department refuses to enforce this statute when patrolling the park. Graham Park Drive is a public highway and subject to provisions of the Vehicle Code.</p> <p>See 75 Pa.C.S. § 3544(a) (relating to pedestrians walking along or on highway, mandatory use of available sidewalk) ("...Where a sidewalk is provided and its use is practicable, it is unlawful for any pedestrian to walk along and upon an adjacent roadway." [subsection heading omitted])</p>	
22681	Jul 26, 2025, 05:47 PM	Pulling out of Hartners Drive onto Dutilh Road is routinely a suicide mission. The speed and volume of traffic on Dutilh in both directions prevents safe turning or crossing.	Driving
22680	Jul 26, 2025, 05:35 PM	The traffic calming installations that are the bump outs from the edge of the roadway do nothing but cause drivers to move left into oncoming traffic. There are many near miss events from drivers failing to yield to oncoming traffic and not waiting for that traffic to clear the lane and then move to the left. At some point, if there has not been already, a crash will occur and a vehicle will end up on the sidewalk potentially injuring a pedestrian.	Driving
22679	Jul 26, 2025, 05:30 PM	Why is the football club permitted to charge admission to a public roadway during the fall sports season?	Other
22678	Jul 26, 2025, 05:24 PM	The signs indicating the 'Share The Road Ends' along Tollgate Road and Perry Way are noncompliant. Pedalcyclists share these roads along their entire lengths and that right does not cease at the locations of these signs.	Bicycling
22652	Jul 26, 2025, 09:31 AM	Running red light here on Rochester rd	Driving
22651	Jul 26, 2025, 09:29 AM	People go through red light here when traveling on Rochester Rd	Driving
22649	Jul 26, 2025, 09:14 AM	People go around the first person in line to turn right onto Rte 19 because that first person isn't merging fast enough for them	Driving
22597	Jul 25, 2025, 06:09 PM	The roads are in terrible condition with large pot holes in this area and it is not safe to turn.	Driving
22564	Jul 25, 2025, 08:54 AM	Water running across the road deep enough that cars have to slow down. Gets very icy from water running across the road in winter. Since people seem to speed in that area someone is going to loose control in that spot.	Driving
22563	Jul 25, 2025, 08:42 AM	No a fan of round about but this is the perfect spot for one. It would slow speeders and you can't see around the cars and garbage cans of the people that live on the corner.	Driving
22562	Jul 25, 2025, 06:47 AM	There needs to be a pedestrian walkway. There are many close calls that happen when people try to cross this bridge.	Walking
22553	Jul 24, 2025, 09:51 PM	The overhead signage on 228W at GetGo indicating what lanes should be used for which roadway are incorrect. The signs for I79 point an arrow to two lanes. Only the right most lane connects with I79.	Other
22552	Jul 24, 2025, 09:34 PM	The 'Your Speed' sign on Graham Park Drive has become a waste of resources. It appears to do nothing to slow people down. Township employees have been observed driving township vehicles in excess of 25 MPH.	Other
22551	Jul 24, 2025, 09:31 PM	The entrance/exit to Costco at this location should be a right in and right out only. Drivers routinely pull out in front of other vehicles on Cranberry Square Drive. The entrance to Costco along Executive Drive could accommodate those vehicles that come from Executive Drive.	Other
22550	Jul 24, 2025, 09:27 PM	Drivers leaving Home Depot have to be almost nosed into the travel lane on Dutilh Road to be able to see around the fence with the ivy growing on it.	Driving



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22549	Jul 24, 2025, 09:25 PM	Rolling slowdowns and not stopping is pretty routine at this intersection for vehicles traveling along Unionville Road.	Driving
22548	Jul 24, 2025, 09:22 PM	In the 25+ years of living in the township, I've never seen the emergency light turn red. Even when fire and ambulance apparatus are leaving their stations. If the emergency light is not going to be used, remove it. Everyone has become numb to its function. Some day if it would ever be used, everyone will still ignore it.	Other
22547	Jul 24, 2025, 09:19 PM	The Commonwealth has a Vehicle Code. Cranberry Township has ordinances. If the Cranberry Township Police Department is not going to enforce the laws of the Commonwealth and the ordinances of the township, what value are they bringing to the community? There are "No Street Parking" signs throughout the township, but street parking is occurring throughout the township without consequences.	Other
22546	Jul 24, 2025, 09:14 PM	The position of the sidewalk along the roundabout is noncompliant as it is too close to the traffic lane. The set back distance is set to protect pedestrians in the event of a crash.	Walking
22545	Jul 24, 2025, 09:12 PM	Sports clubs and tournament participants parent groups use the sidewalks as areas to put up tents and chairs. Those needing the sidewalks cannot use them and are forced onto the roadway to continue walking.	Other
22544	Jul 24, 2025, 09:10 PM	For some reason people feel compelled to walk on the roadway and not on the sidewalk.	Walking
22543	Jul 24, 2025, 09:09 PM	Why is parking in marked spaces not enforced? There have been days when more than 70 vehicles have been parked in the grass or along the active lane of the roadway. I have witnessed Cranberry Township Police officers drive past the illegally parked vehicles and do absolutely nothing.	Driving
22542	Jul 24, 2025, 09:06 PM	When stopped at the stop line on Haine School Road, the sign for the church blocks the motorist's view. Drivers must pull forward to see clearly before turning right onto Rochester Road.	Driving
22541	Jul 24, 2025, 09:01 PM	People use the right lane to beat traffic and routinely swerve into the left lane at the last second or even in the intersection of Graham School Road. The right lane is for right turning vehicles only.	Driving
22540	Jul 24, 2025, 08:59 PM	Freedom Road has become a speedway since the widening. All hours of the day and night vehicles can be heard accelerating to high speeds.	Driving
22539	Jul 24, 2025, 08:57 PM	Drivers turning right frequently turn right on red even though there is a clearly posted No Turn On Red sign.	Driving
22538	Jul 24, 2025, 08:55 PM	The township police could sit at this intersection all day and get rich from writing citation for drivers running the red lights in all directions. If you don't wait for traffic to clear the intersection after you get the green in your direction, you are likely to be in a crash.	Driving
22537	Jul 24, 2025, 08:53 PM	The width of the roadway is narrower than the width of a full-size pickup truck. The pedestrian path consumed more space than is available to have a lane for traffic that can safely pass in opposite directions without moving into the pedestrian lane.	Driving
22535	Jul 24, 2025, 08:50 PM	Vehicles normally stop beyond the posted stop sign which is in the incorrect location causing the vehicle to block the bike lane at the end of Patriot Drive. The stop sign should be moved back to the location of the stop line so the crosswalk is not blocked by a stopped vehicle and it would help prevent vehicles from stopping in the bike lane.	Bicycling
22534	Jul 24, 2025, 08:45 PM	Everyone knows that there are too many vehicles and that our roads can't handle much more. We also should all know that there will be more new homes and commercial construction built in the future, so we need to take immediate steps to at the least slow the drivers down and make sure they follow our traffic regulations. One possible solution is for Southwestern Butler County to earn the reputation that if you go over the speed limit, or do not obey traffic signs, you will get a ticket & possibly points. Youngblood and Evans roads are small	Driving



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		compared to many of our roadways but the number of vehicles exceeding the speed limits and blowing thru stop signs on these small roads is horrific.	
22519	Jul 24, 2025, 03:15 PM	There are two posted traffic signs as traffic leaves Cranberry Springs Drive and merges onto Rt. 228W that are opposed to each other, and it is causing very dangerous situations on Rt. 228W. One sign says to YIELD but the other says KEEP MOVING (?). Many vehicles merging onto Rt.228W do not yield but speed-up because of that second sign and cause very dangerous swerving and braking with the heavier traffic already on Rt. 228W. The sign to KEEP MOVING should be removed ASAP. Those drivers need to yield as they enter Rt. 228W. If there is no traffic on Rt. 228W, as with any other merging, THEN they can keep moving. NOT before. Thank you very much!!! Oh boy!	Driving
22494	Jul 24, 2025, 09:41 AM	No stopping at stop sign especially coming from freedom rd towards Rochester. With fairly new development across street, many walkers, children on bikes cross over Valleyview. Someone is going to get hit.	Driving
22493	Jul 24, 2025, 09:38 AM	Cars continue to stop here even with numerous signage saying not to	Driving
22492	Jul 24, 2025, 09:23 AM	Have to pull out so far to see cars coming since they planted trees I am basically in the road	Driving
22491	Jul 24, 2025, 09:19 AM	Road condition is horrible here people swerve to avoid potholes almost hit each other	Driving
22490	Jul 24, 2025, 09:16 AM	People cut over all the lanes at once without looking I have almost been hit here numerous times	Driving
22489	Jul 24, 2025, 09:15 AM	Need a stop sign there it is an accident waiting to happen	Driving
22484	Jul 23, 2025, 11:24 PM	Great work on the MSA Thruway but not many know what it actually serves. Signage that shows that you can get to UPMC, Target, Dick's, etc. may prevent people from getting to 228 and crossing 3 lanes of traffic to get to the light.	Driving
22483	Jul 23, 2025, 11:22 PM	A bypass for Zeli needs to be developed especially for events like the Thursday night summer events, Horse Trading Days, Miracle on Main, etc. Traffic still flowing on such busy days with families and many people is a recipe for disaster.	Driving
22482	Jul 23, 2025, 11:20 PM	Making the turn out of the shopping center is dangerous due to the hill on freedom road and speed of drivers.	Driving
22481	Jul 23, 2025, 11:17 PM	Absolutely crazy there is the ability to turn onto 228 from this road!	Driving
22480	Jul 23, 2025, 11:14 PM	High rate of speed by drivers on all of rolling road and rolling stops through all stops signs.	Walking
22479	Jul 23, 2025, 11:13 PM	High rate of speed on Thorn Hill, heavy truck traffic, people cutting off the corner when turning onto Rolling Rd when traveling north on TH, and sharp right turn when turning onto Rolling when traveling south on TH	Driving
22476	Jul 23, 2025, 09:34 PM	The traffic signal exiting this park and ride directly onto SR 528 is signed as "right turns only." The Butler Transit Authority (BTA) trips leaving Pittsburgh going towards Butler are not able to use the rear lot driveway onto Jo Deener Drive, and therefore have to loop across SR 19 and Zehner School Road. Allowing left turns by buses only would improve trip times by as much as five to 10 minutes for these BTA trips.	Transit
22475	Jul 23, 2025, 09:15 PM	This onramp is way too short	Driving
22473	Jul 23, 2025, 09:11 PM	Cranberry Township routinely tolerates illegal on-street parking along Graham Park Drive. In some cases, including as demonstrated (ironically) on the Township's own website homepage banner, the Township sets up parking spaces in the grass along this curve. Illegal parking compromises pedalcyclist and pedestrian safety on multiple fronts, from the risk of being "doored" to having to walk or bike around an	Other



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		<p>illegally parked car blocking a sidewalk or intersection. Also, park visitors at times will illegally park in handicapped parking spaces.</p> <p>The Township needs to strictly enforce the on-street parking ordinances and relevant state statutes in Graham Park year-round and charge those in violation. While the Township should be commended for hosting sporting events in the parks, if the events are so large where there is not enough parking, the events should be hosted elsewhere and/or alternate parking arrangements should be made off-site.</p> <p>Graham Park Drive is a public highway open to all. It is not leased or "taken over" by any of the sports teams or special event hosts - such action is illegal under Township ordinance and state law. The Township needs to ensure those who wish to use the other park facilities, whether by car, bike, or on foot, can do so safely.</p>	
22472	Jul 23, 2025, 09:09 PM	Northbound Franklin road drivers turning left onto north boundary road have difficulty seeing oncoming cars from Franklin road southbound due to trees and high speed driving.	Driving
22471	Jul 23, 2025, 09:06 PM	Cars turning onto Franklin road sometimes do not stop and pull too far forward because it is a blind turn.	Driving
22470	Jul 23, 2025, 09:04 PM	Blind turn	Driving
22469	Jul 23, 2025, 09:02 PM	<p>The volume of speeding motorists along Graham Park Drive is off the charts. It is important to note that the entirety of Graham Park Drive up to the halfway point of the rear (football field area) parking lot is a township-owned highway on the PennDOT Type 5 map, and therefore, the entirety of the Pennsylvania Vehicle Code is enforceable.</p> <p>If the Township has properly completed a traffic study to implement the 15 MPH speed limit per the Vehicle Code, it needs to be adhered to and enforced.</p> <p>I have personally observed motorists and even pedalcyclists routinely exceed the speed limit, including on one occasion a motorist almost breaking 40 MPH (per the flashing speed reminder sign) by the pickleball courts. Many are now using the park as a cut-through route to Powell Road and the Park Place development. Additionally, members of the various sports groups using the park (particularly the pickleball groups) are habitual offenders that speed and/or run stop signs.</p> <p>Repeated complaints on this issue made to the Township continue to fall on deaf ears. I am convinced nothing will be done until a young child is hit and killed by a speeding motorist. Aggressive traffic calming measures are urgently needed along Graham Park Drive including speed humps, raised pedestrian crosswalks, and wider chicanes. The Township CAN implement these cost-effective safety countermeasures but chooses not to do so. What will it take... a death?</p>	Other
22467	Jul 23, 2025, 08:55 PM	With a Wegmans being built here, there really needs to be alternative ways to access this shopping plaza or else it will cause excessive traffic through cranberry springs and rt 228. Can we connect to the north?	Driving
22466	Jul 23, 2025, 08:49 PM	Consider adding an additional on / off ramp to I79	Driving
22465	Jul 23, 2025, 08:47 PM	The implementation of median islands here similar to the section of Thomson Park Drive between Brandt Drive and the Costco Wholesale driveway would aid in traffic calming as motorists routinely exceed the 25 MPH speed limit in this area. It is understood that such an implementation may be restricted by	Bicycling

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		driveways in the area frequented by tractor-trailers and other large vehicles making wide turns.	
22464	Jul 23, 2025, 08:44 PM	Cranberry Township's failure to implement a roundabout at this intersection, as originally designed, is in my opinion a colossal planning failure. Vehicular speeds in this area are well above the posted 25 MPH limit. A roundabout would have provided significant traffic calming benefits and safety improvements for all highway users, including motorists, pedalcyclists, and pedestrians. The high traffic speeds make exiting Brandt Drive onto Thomson Park Drive very hazardous due to limited sight distances on the northbound approach.	Other
22463	Jul 23, 2025, 08:42 PM	Left turns both from Franklin road northbound into cranberry commons and from cranberry commons onto Franklin road northbound are simply dangerous at this intersection due to its proximity to the 228 intersection and frequent traffic backups. Consider implementing changes to the intersection which prevents all left turns.	Driving
22462	Jul 23, 2025, 08:40 PM	Cranberry Square Drive is literally screaming "please give me a [road] diet." There does not seem to be any logic for a five-lane roadway in this area. Traffic calming measures would be ideal in this area to improve pedestrian and pedalcycle safety.	Other
22461	Jul 23, 2025, 08:37 PM	Improper signage is placed within the right-of-way along Dutilh Road, including Yield to Pedestrian Channelizing Devices (YTPCDs) which incorrectly state "STATE LAW - STOP FOR PEDESTRIANS IN CROSSWALK[.]" Under Pennsylvania law, vehicles are required to yield to pedestrians, not stop. The signage should be removed and updated per PennDOT Publication 236 to match the relevant statute. See generally 75 Pa.C.S. § 3542(a) (relating to right-of-way of pedestrians in crosswalks, general rule).	Walking
22459	Jul 23, 2025, 08:29 PM	An ADA curb ramp, detectable warning surface, and pedestrian push button at the Freedom Road (SR 3020)/Haldeman Drive intersection is incorrectly installed where the push button is located past the detectable warning surface. This is in violation of the Americans with Disabilities Act and PennDOT Publication 148, Series TC-8800. I have personally observed multiple disabled pedestrians using wheelchairs unable to safely cross this intersection due to the inability to properly access the push button(s).	Walking
22457	Jul 23, 2025, 08:06 PM	The intersection of Franklin Road (SR 3021), Callery Road (SR 3014), and Garvin Road should be realigned into a roundabout to improve sight distances and reduce crashes. This project was recommended on a previous Cranberry Township Transportation Impact Fee-East project list for implementation.	Other
22455	Jul 23, 2025, 07:58 PM	Speeding is a major issue on this street.	Driving
22453	Jul 23, 2025, 07:56 PM	Drivers run this red light causing numerous accidents.	Driving
22452	Jul 23, 2025, 07:55 PM	People run this red light quite frequently making it unsafe.	Walking
22451	Jul 23, 2025, 07:53 PM	Drivers do not stop at stop signs and do not yield to pedestrians in crosswalks	Walking
22450	Jul 23, 2025, 07:52 PM	People speed down main street and do not stop for people crossing at any crosswalk throughout the town	Walking
22448	Jul 23, 2025, 07:24 PM	The number of drivers speeding through Graham park (it's a park, 15mph) is out of control, especially those cutting through either to or from Smiley Cookie Lane	Driving
22447	Jul 23, 2025, 07:21 PM	Crossing at any of the crosswalks along Freedom is dangerous due to drivers either not stopping before making a right on red.	Walking
22446	Jul 23, 2025, 06:54 PM	Improper roadway signage (wrong colors, fonts, sizes, locations, etc.), including Share The Road (W16-101), and several pedestrian crossing signs are installed in the Park Place development in violation of PennDOT Publication 236, the MUTCD, and Cranberry Township ordinances.	Other



ID	Date, Time	Comment	Category
22445	Jul 23, 2025, 06:51 PM	A truncated dome detectable warning surface is missing at the end of the Brush Creek Trail when entering Graham Park Drive. This is in violation of the Americans with Disabilities Act Accessibility Guidelines and multiple PennDOT standards. This portion of the trail was installed on or after March 15, 2012, which requires the installation of truncated dome detectable warnings at these locations.	Walking
22444	Jul 23, 2025, 06:38 PM	The Route 528 Park and Ride at this interchange is served by two public transit agencies, New Castle Area Transit Authority (NCATA) and Butler Transit Authority (BTA). Both authorities provide service weekdays via multiple trips between downtown Pittsburgh, the north shore of Pittsburgh, the City of Butler via Route 68 and 528, and the City of New Castle. There are a large number of "reverse commuters" or "partial trip" riders that do not travel the whole way to Pittsburgh. Oddly, there is no legal access for a pedestrian to cross Route 528 or Route 19 to access any of the major employers in this immediate area as all of the traffic signals have "NO PEDESTRIAN CROSSING" signs posted. Jackson Township should work closely with BTA, NCATA, and PennDOT to expand pedestrian access in this area. The Jackson Township Manager is also a member of the BTA Board of Directors and should be able to leverage both positions to facilitate these improvements.	Transit
22442	Jul 23, 2025, 06:19 PM	The recently installed bicycle lanes on Freedom Road (SR 3020) are nearly entirely non-compliant with PennDOT and FHWA regulations, making them unsafe for routine use by pedalcyclists. At this particular location, the bike lane was originally installed to the right side of a right-turn deceleration lane in direct violation of MUTCD Section 9E.02. Cranberry Township and PennDOT District 10 ignored multiple requests to correct these issues during pre-construction public meetings and open houses. Further requests were refused to until after construction of the widening project was complete. Even still today, signing and pavement markings for the bicycle lane remain incomplete and/or non-compliant. It is important to note that Pennsylvania law does not require cyclists to use a bike lane (exactly for these reasons), so cyclists alternatively have a legal right to resort to use of the entire right lane as an alternative. See generally 75 Pa.C.S. § 3301.	Bicycling
22440	Jul 23, 2025, 05:51 PM	228,freedom rd is a race track. Red light runners!	Driving
22439	Jul 23, 2025, 05:31 PM	Dangerous hidden driveway and a place where I have seen multiple accidents.	Driving
22438	Jul 23, 2025, 05:27 PM	There are hidden driveways near a bend which makes it difficult to see cars. People speed on this road making it unsafe for those who live in this area.	Driving
22434	Jul 23, 2025, 04:36 PM	drivers go through red lights	Driving
22429	Jul 23, 2025, 04:26 PM	Merging lane is too short to see traffic clearly.	Driving
22428	Jul 23, 2025, 04:25 PM	Unsafe intersection. Speeding	Walking
22419	Jul 23, 2025, 02:51 PM	People consistently speed down Old Ehrman road from both directions. There is no regard for the crosswalk painted on the road surface.	Walking
22418	Jul 23, 2025, 02:47 PM	People regularly make a left turn into Sheetz going eastbound. They ignore the no left turn sign posted here. Perhaps a sign stating Sheetz entrance next left may help.	Driving
22409	Jul 23, 2025, 01:32 PM	228 East needs expanded east of Franklin road due to stopped traffic/backups most afternoons	Driving
22408	Jul 23, 2025, 01:32 PM	1st, stop with the 2 lanes to 1 nonsense. I am tired of being cutoff and im tired of being stuck for miles behind trucks until the next 2 lane section, miles ahead. Put round a bouts Everywhere. Youve put in a couple. Now, finish the job. Get rid of lights by doing that. Where there must be lights, do Not have them change	Driving



ID	Date, Time	Comment	Category
		on a timer. Sensors only. This applies to all of Cranberry and, all of 228, all the way to Mars. There are so many accidents at intersections. Everywhere there's a red light adds to the chance of being rear ended by a distracted driver.	
22407	Jul 23, 2025, 01:22 PM	left turns from franklin northbound into cranberry commons often back up during rush hour. consider striping a left turn lane as drivers already position themselves in the center of the road to allow for passing on the right	Driving
22394	Jul 23, 2025, 11:28 AM	Both turning lanes on State Route 19 onto Glen Eden and North Boundary roads could benefit from a traffic signal adjustment of a "left turn yield on green".	Driving
22387	Jul 23, 2025, 10:12 AM	The stop light here really hinders the flow of traffic. Many of these stop lights on this road hinder the flow of traffic, especially the one in Beaver County at the 4 way intersection by the Mitsubishi business park, which the backup adds an extra 10 minutes to my 50 minute work commute. It would be really advantageous for southwestern Butler County to work with Beaver County on a solution to this issue, for morning traffic especially.	Driving
22385	Jul 23, 2025, 09:45 AM	Believe that the round about should have been a little bit wider. I have witnessed first-hand many tractor trailers run up over the edges of the roundabout due to not having enough room to be able to get their rigs and trailers around the circle.	Driving
22383	Jul 23, 2025, 09:38 AM	There should be an overhead light illuminating this intersection at night. the left turn from Franking onto Garvin is tricky at night because of the way the road bends back and goes downhill	Driving
22382	Jul 23, 2025, 09:35 AM	There should be NO LEFT TURN ALLOWED from Bucks Road onto Freedom Road,	Driving
22381	Jul 23, 2025, 09:32 AM	The people pulling out of Walmart do not stop for the right on red; when Short Street has the green arrow I have frequently had to stop for people pulling out without looking.	Driving
22380	Jul 23, 2025, 09:32 AM	Drivers From N. Boundary and Glen Eden should have their own green light, would alleviate a lot of accidents that happen at this intersection.	Driving
22379	Jul 23, 2025, 09:29 AM	Of all places to not have a round-about, this is it. Making a Left turn from Century Blvd onto Ehrman road is difficult because of the way the road bends there, it's even more difficult when drivers coming from the YMCA don't use their turn signals	Driving
22377	Jul 23, 2025, 08:56 AM	An additional lane needs to be added between the 228/Turnpike southbound ramp and the onramp at Warrendale. In the AM, there's usually more traffic on the southbound ramp than 79 and due to heavy truck traffic from the turnpike, obtaining highways speeds prior to the merge is usually impossible, which causes backups. Adding the additional lane on 79 would eliminate backups caused by slow moving traffic trying to merge onto 79 which is moving at highway speeds. This goes with the comment regarding the need for two lanes for the 228 onramp to 79. The onramp should look more like the Warrendale onramp, which was designed for high capacity when it was the primary onramp from Cranberry.	Driving
22374	Jul 23, 2025, 08:33 AM	Crossing Freedom Rd at any of the cross walks is dangerous because drivers do not stop before making a right on red.	Walking
22372	Jul 23, 2025, 08:29 AM	Making any turn onto Freedom from Bucks is unsafe due to the speed of traffic heading east on Freedom. Drivers come through the light at Haines School/Laporte and crest the small hill by Shop & Save at high speeds	Driving
22371	Jul 23, 2025, 08:26 AM	Biking along Freedom Rd is unsafe due to speeding cars and distracted driving.	Bicycling
22369	Jul 23, 2025, 07:44 AM	Haine school rd needs policing. People speeding and blowing the stop signs could probably pull 20+ tickets a day.	Driving
22367	Jul 23, 2025, 07:35 AM	Accidents here could be prevented with a stop sign, or possibly a light.	Driving



ID	Date, Time	Comment	Category
22365	Jul 23, 2025, 06:57 AM	Difficult to see traffic when merging. While looking back can't keep eyes on what's ahead.	Driving
22360	Jul 23, 2025, 01:35 AM	Lane signage and markings are not true to their position and causes sudden lane changes creating very hazardous conditions, driving East to West on Rt 228 towards Rt 19, where lanes are marked for I-79	Driving
22359	Jul 23, 2025, 01:29 AM	Parked cars on side of road make this intersecting very dangerous. The roads are not in line with each other, and pulling out from Rowan onto Franklin is very difficult because the property on the right often has vehicles blocking the traffic coming from the right.	Driving
22358	Jul 23, 2025, 01:25 AM	Crest of road does not allow clear view of vehicles approaching Fox Run Road from the west as you exit Fox Run. Many close calls due to poor sight range.	Driving
22357	Jul 23, 2025, 12:06 AM	Poor visibility looking south while turning from glen rape road onto freshcorn rd. The stop sign should probably be for vehicles traveling north on freshcorn instead of on glen rape.	Driving
22354	Jul 22, 2025, 11:20 PM	WHY is there not a stop sign here? This is an absolutely HORRIBLE intersection into two highly populated neighborhoods on a back road that was most certainly not designed to handle the volume of traffic it has!! Something needs done!	Driving
22352	Jul 22, 2025, 11:13 PM	speeders	Driving
22351	Jul 22, 2025, 11:12 PM	speeders don't realize the poor residents that live on both sides of this bend aren't able to see to pull into or out of their driveways.	Driving
22350	Jul 22, 2025, 11:11 PM	Even though there is a stop sign and the speed limit is 25MPH, drivers don't obey either. This is a blind spot as there's a hill. Unfortunately, many travelers are not residents of the road and don't seem to realize people don't know they're coming.	Driving
22349	Jul 22, 2025, 10:08 PM	Hard to see with the hill if another vehicle is on glen eden when trying to turn in or out of the neighborhoods	Driving
22347	Jul 22, 2025, 09:32 PM	Many people don't realize that there is no stop sign if you're continuing towards the left on Glen Eden. Maybe a "oncoming traffic does not stop" sign on the stop sign would help? I've seen multiple people almost get in accidents because people wave other people on at this intersection (from all directions, even the side that isn't supposed to stop).	Driving
22342	Jul 22, 2025, 08:12 PM	SOOOOO many people clog up this intersection thinking they can make it through the light but they cannot! I've seen people barely miss causing catastrophic accidents! I've had to go around cars that got stopped directly in front of me trying to turn left by the time my green light to go straight! The timing on the lights at freedom road x 19 and the lights behind on freedom road need synced or something because it's always congested.	Driving
22341	Jul 22, 2025, 08:11 PM	Cars always crossing the center line on the turn	Driving
22340	Jul 22, 2025, 08:05 PM	Don't know how but it would be fantastic if there were on ramps to 79N around here for those of us who live on this side of zellie. We could bypass all of the lights in town and decrease so much traffic if we could go a little south first, to pick up a northbound on ramp	Driving
22339	Jul 22, 2025, 07:58 PM	More of an inconvenience but the shrubbery on this corner of the drive thru bank makes it hard to view the on coming traffic from the left when you're on clay trying to turn right onto 68. So that, plus the curb being high, you usually end up having to take the turn wide so you end up needing to make sure no one's coming down the road too just to make sure you don't hit anyone in case you cross over lanes.	Other
22338	Jul 22, 2025, 07:54 PM	No sidewalks on this portion of the road despite there being Hemlock Square townhomes, Timberbrook, and more residential communities/homes on this half of town. No sidewalks until you reach the church - it's dangerous because	Walking



ID	Date, Time	Comment	Category
		drivers start speeding up on 68 exiting town. There's plenty of room to add a sidewalk.	
22336	Jul 22, 2025, 07:30 PM	The grasses/bushes are so tall you cannot see to turn left out of Costco.	Other
22335	Jul 22, 2025, 07:29 PM	The amount of people cutting through the daycare parking lot is a safety issue for many reasons. People are speeding through trying to cut off the corner stoplight and there are little kids present. There are also often people parking at the daycare and walking to Sheetz which is unsettling as people are loading/unloading their small children with transient people around that don't have any business being in that parking lot.	Other
22334	Jul 22, 2025, 07:23 PM	Road conditions are so deteriorated you can only drive on one side of the road.	Driving
22333	Jul 22, 2025, 07:22 PM	Cannot safely turn if more than 1 car is at the intersection.	Driving
22332	Jul 22, 2025, 07:19 PM	There's no reason to make the main road stop for the side roads, this is just one example, there's far too many 3 and 4 way stop signs in and around cranberry	Driving
22328	Jul 22, 2025, 07:03 PM	While I LOVE that a roundabout was placed here (studies have shown that they are safer and much better for traffic flow overall - please put in more of these!), the entries into the roundabout are neither curved or narrow enough to force drivers to slow down before entering. Many drivers just careen through. Also, we need some signs educating people on how to properly use a roundabout: that yield does not mean stop if no else is there, and to use turn signals to indicate if another driver is safe to enter because you are exiting. Or maybe an aggressive social media campaign?	Driving
22327	Jul 22, 2025, 06:58 PM	Merging onto the interstate here is difficult because it's hard to see the traffic until it's time to merge, and there is very little on ramp. It's also on a hill so some drivers slow down far too much trying to merge, or are forced to use the curb as extra on ramp space.	Driving
22325	Jul 22, 2025, 06:35 PM	The amount of vehicles that run the lights at 19-228 and Freedom Road is ridiculous. 5-6 cars go through after the light has already turned green for the other traffic.	Driving
22324	Jul 22, 2025, 06:35 PM	I would like to second the comment about this walking area. The sidewalk abruptly ends and makes it a dangerous place for pedestrians to walk and for vehicles to navigate them--especially if the vehicle is coming into town and has gained speed down the hill. With the Timberbrook neighborhood and new Glade Run development, I anticipate more foot traffic here headed into Zelienople. An extended sidewalk would be appreciated.	Walking
22317	Jul 22, 2025, 06:00 PM	Coming out of the Clearbrook development on Haldeman, you always need to be extra careful as those driving on Freedom Rd often run through red lights. It's happened 2 times so far that I have witnessed and I know many others in the neighborhood have witnessed as well.	Driving
22314	Jul 22, 2025, 05:49 PM	The amount of people that run the light when it's red from all directions of this intersection daily is ridiculous. I've almost been hit several times, and watched someone get Tboned by someone running the red light one day. The lights turn green and you have to wait for upwards of 5 or more cars running the light before you can go.	Driving
22311	Jul 22, 2025, 05:35 PM	This is a frightening intersection	Driving
22310	Jul 22, 2025, 05:32 PM	This corridor is 50 mph and most people drive at 65-80! It used to be monitored by police but not in many years now	Driving
22306	Jul 22, 2025, 04:55 PM	Red light at West New Castle Road needs updated. More so with turn times and drivers need to stop at the white lines on the road.	Driving
22305	Jul 22, 2025, 04:52 PM	Many drivers who go 79N seem to slow down going up hill to get off at Evans City Exit. Drivers also ride the fast lane trying to by pass drivers who do the speed limit to cut them off to exit. Everyday it's brakes on 79 there	Driving



ID	Date, Time	Comment	Category
22304	Jul 22, 2025, 04:50 PM	Drivers constantly blowing the stop signs..someone is gonna get hit.	Driving
22303	Jul 22, 2025, 04:49 PM	It seems like drives who get off of little creek exit treat the yield sign more like a stop sign. Not sure if it's due to the curve of the turn going right. Every day I'm stuck behind drivers literally stopping and checking for on coming cars.	Driving
22302	Jul 22, 2025, 04:48 PM	Drivers constantly blowing thru the stop signs here.	Driving
22301	Jul 22, 2025, 04:48 PM	Rolling Rd @ Thorn Hill it's not safe	Driving
22300	Jul 22, 2025, 04:47 PM	Biking along Freedom Rd is unsafe due to speeding cars and distracted driving. Without a barrier between cars and the bike lane, cyclist are at risk.	Bicycling
22299	Jul 22, 2025, 04:43 PM	Cars often run red lights at the intersection of Freedom Rd, Rt 19, and 228	Driving
22297	Jul 22, 2025, 04:40 PM	Vehicles often do not yield to pedestrians at the crosswalk even when the pedestrian has the right of way/signal	Walking
22291	Jul 22, 2025, 04:08 PM	Haldeman and freedom. Too many people blow through the red light	Transit
22286	Jul 22, 2025, 03:50 PM	Too many drivers wait until the last seconds and then merge right across one to three lanes to get on interstate 79, especially south bound. Includes switching lanes in the intersection with Cranberry Springs Rd, the last light before ramp for 79. Need enforcement. Also, drivers exiting from Cranberry Springs Rd to Rt 228 west are supposed to keep moving in their lane and then merge left if they don't want to get on interstate 79. Frequently drivers stop and wait for traffic to clear before moving left. They put themselves and the vehicles behind them at risk of collision.	Driving
22284	Jul 22, 2025, 03:40 PM	Needs a new efficient light	Driving
22283	Jul 22, 2025, 03:33 PM	Signage is not clear for the route 228 underpass when exiting from 79 northbound. Sign says MSA Throughway. People don't realize that is for an underpass to the north side of 228. Needs better name. Too many drivers get off the 79 exit, head east on 228 and then immediately merge across 4 lanes to turn left at light. Guessing they don't understand the sign. Maybe sign needs to have a diagram plus name change.	Driving
22279	Jul 22, 2025, 03:25 PM	People drive so fast on Freedom road that every time the light turns green you have to look twice because at least 2 cars fly thru the red light going down Freedom road	Driving
22278	Jul 22, 2025, 03:24 PM	Berm on reservoir side of Lindsey Rd is non-existent. There is guard rail and then dropoff. Causes oncoming vehicles to stay towards center line. Especially dangerous when large vehicles like trucks. Maybe speed limit needs to be reduced/enforced.	Driving
22276	Jul 22, 2025, 03:23 PM	Intersection has 2 lanes that turn immediately after the light into one lane. No passing is allowed so cars constantly cut each other off. I actually was ran off the road by a driver a few months ago because I was unable to merge. This should either be two lanes farther past the light or one lane should be eliminated.	Driving
22274	Jul 22, 2025, 03:11 PM	Traveling North into Zeli, this should probably transition into a right turn only lane, and a thru lane. Everyone tries to "beat" the merge here, only to end up at the same light anyway. Just my opinion though.	Driving
22271	Jul 22, 2025, 03:00 PM	Pedestrians still attempt to cross on the wrong side of this road. Clean up the faded crossing.	Walking
22270	Jul 22, 2025, 02:57 PM	Too many people are getting into this exit at the absolute last second, even driving across the solid white lines to accomplish this.	Driving
22268	Jul 22, 2025, 02:54 PM	With the addition of the apartments across the street, it is difficult to see opposing traffic from the left-turn lane from heading out of Bilo. It is not a protected turn, either. The stoplight was a good addition, this turn was always	Driving



ID	Date, Time	Comment	Category
		perilous, but you can't see across from you because of how the intersection is angled.	
22266	Jul 22, 2025, 02:47 PM	There is a sidewalk North of this, and ample shoulder space South of this. But this particular section of road becomes narrow and hazardous for walking.	Walking
22265	Jul 22, 2025, 02:44 PM	I've sent complaints to Jackson Twp before. Speeding along this section of road is out of hand. You can witness vehicles doing 70+ daily between at least Zeli and the Sheetz.	Driving
22264	Jul 22, 2025, 02:43 PM	68 25 mph zone is hardly ever adhered to. People fly down at 55 and I live on 68, they'd rather stop to tell me how unsafe I am on the road caring for my lawn than slow down. People gun it up the hill and don't slow down coming into town	Other
22261	Jul 22, 2025, 02:21 PM	Making the left from Thompson Park onto Rochester doesn't need to be a green arrow, yellow arrow, red arrow then yellow arrow again. Just stay yellow arrow, give the folks from Norman the green right of way and then red. The changing ruins the flow and momentum.	Driving
22260	Jul 22, 2025, 02:20 PM	People drive waaaay too fast along this part of the road. Need more police to monitor speeding.	Driving
22259	Jul 22, 2025, 02:18 PM	This intersection backs up all the time turning left from Executive onto Freedom. I frequently have to cut through the lower Cranberry Mall lot to avoid blocking the intersection.	Driving
22258	Jul 22, 2025, 02:18 PM	If there is any construction or lane obstruction, like an accident or something, the whole town shuts down. Traffic gets blocked up for miles. We need additional roads to get in and out of town or add more exits off the highway after target so drivers that live farther North can bypass all this and reduce traffic.	Driving
22257	Jul 22, 2025, 02:15 PM	People don't realize it IS legal to turn left onto Rochester from Graham School road and grab the center lane. (I specifically asked Cranberry Twp police) Better signage to indicate this is allowed would be great.	Driving
22256	Jul 22, 2025, 02:13 PM	This whole parking lot is a disaster. Especially if you need to get gas. It would really be nice if they move the entrance and exit to the gas station off of the main road. Instead you have to drive into the parking lot, steer around all the cars trying to exit onto Cranberry sq drive, steer around them again when they are trying to enter the gas station entrance or get to the exit, then when you leave you have to again drive though the parking lot and veer around pedestrians and cars looking for parking spots.	Driving
22255	Jul 22, 2025, 02:11 PM	So many people run the red lights and/or block the intersection. Use cameras to ticket offenders	Driving
22254	Jul 22, 2025, 02:06 PM	Turning left was really poorly planned all along Perry Hwy. Cars are driving very fast and the drivers leaving the businesses have to use the turn lane to turn left. You never know if they are going to merge or stop. I've also seen head on collisions where drivers are trying to merge coming from both directions and hit each other. There should be back road added along the business that take the drivers to an already established stop light so they can safely turn into traffic.	Driving
22253	Jul 22, 2025, 01:58 PM	Adding an on/off ramp here would really help reduce traffic in town. For those of us who live on the North side of Cranberry we could bypass all the stoplights and traffic by using an exit here.	Driving
22251	Jul 22, 2025, 01:53 PM	The sidewalk along boundary road is maybe 1 or 2 feet away from the street. In some places it is literally touching the street. There are no curbs or guardrails protecting walkers from being hit by a car. Cars are driving by very fast. It is just a matter of time before someone gets hit. I would like to see some guard rails placed along the sidewalk to protect pedestrians.	Walking
22249	Jul 22, 2025, 01:39 PM	This intersection is becoming extremely dangerous for walking, bicycling or driving. This intersection is surrounded by 4 house with multiple children in each home. People do not even slow down most of the time. A 12yr old girl was just in bad bicycle accident at this intersection a few weeks ago trying to avoid a truck that blatantly ran the stop sign without looking or slowing! Happens everyday all day long. Especially bad in the morning and evening. Police have	Walking

ID	Date, Time	Comment	Category
		been notified and still no police presence. I am not criticizing the Zelie Police Dept. by any means. But nothing has been or is being done. A lot of people walk and bike to the park and pool and have to be extra aware when crossing this intersection.	
22244	Jul 22, 2025, 01:25 PM	People very rarely fully stop at this intersection. Walking or driving is getting very dangerous!	Walking
22233	Jul 22, 2025, 12:48 PM	Side walks or walkways continued past Firestone	Walking
22230	Jul 22, 2025, 12:43 PM	So many people use Culvert as a short cut to avoid turning left off of Main St at Dunkin. This intersection is always difficult to get through coming from McKim st or from Culvert/Green. Drivers on W Beaver fly on this road with little regard for anyone trying to cross into traffic from Spruce, Pine, Hazel, or McKim streets. And with the new Glade Run development coming in soon, I fear it will only get worse in the next couple of years.	Driving
22228	Jul 22, 2025, 12:32 PM	This is a very rough road with multiple potholes. Although it was repaired not long ago, it is still very rough, and it is already deteriorating again.	Driving
22227	Jul 22, 2025, 12:31 PM	East 228 lanes are very rough. We call it the washboard area.	Driving
22226	Jul 22, 2025, 12:28 PM	No one understands how roundabouts work. People slam on brakes instead of merging. Use entry point as stop signs.	Driving
22225	Jul 22, 2025, 12:27 PM	Cars fly by faster than posted speed limit and do not stop for pedestrians	Walking
22224	Jul 22, 2025, 12:26 PM	Dangerous intersection. Poor signal patterns. Should be blinking green arrow to allow to turn left from rt 19 south to Rowan.	Driving
22223	Jul 22, 2025, 12:25 PM	No one, not even cops, stop for pedestrians.	Walking
22222	Jul 22, 2025, 12:24 PM	Many people run this red light from Short Street on to Route 19 because light cycle is too short.	Driving
22221	Jul 22, 2025, 12:24 PM	Please make the light a flashing yellow when turning left onto Haine school rd. It takes so long sitting there	Driving
22220	Jul 22, 2025, 12:22 PM	The light turning left on to 19 needs to be longer	Driving
22219	Jul 22, 2025, 12:22 PM	Poor ramp configuration. Rear-end collisions due to stopped traffic. Difficult to see traffic coming from Interstate 79 ramp to connector when coming from Route 19.	Driving
22218	Jul 22, 2025, 12:22 PM	The volume of traffic appears to exceed the capacity of the center turning lane, resulting in frequent swerving as drivers attempt to enter or exit safely.	Driving
22217	Jul 22, 2025, 12:21 PM	Many drivers on freedom rd drive through this red light as they are going so fast. Makes it very difficult and scary leaving the Clearbook neighborhood	Driving
22216	Jul 22, 2025, 12:20 PM	Stopped traffic on Interstate 79 north during morning commutes. Problem will only get worse as more homes are built in Cranberry Township and along 228 corridor, Wegmans opens, and more businesses institute "return to office" mandates in Cranberry Woods.	Driving
22214	Jul 22, 2025, 12:17 PM	Drivers that speed. The speed will change from 25 to 35. Some drivers go above 35mph.	Driving
22211	Jul 22, 2025, 12:17 PM	Drivers frequently get in wrong lane here. Many near miss crashes are drivers at the last minute switch from MSA Thurway to ramp to 228 East.	Driving
22210	Jul 22, 2025, 12:15 PM	"Weave" area of traffic merging onto 79 north or traffic merging off 79 north to 228 creates dangerous stopped traffic on Interstate 79 during weekday morning commutes.	Driving
22208	Jul 22, 2025, 12:07 PM	Once Freedom Road was opened to a four lane road it has become a speedway. I do not see police anywhere when I drive this stretch. The speed limit is 35 mph, when I do the speed limit, I get beeped at, yelled at, and almost hit as people are flying around me.	Driving



ID	Date, Time	Comment	Category
22207	Jul 22, 2025, 12:01 PM	Be careful, cars are speeding and do not like to share the road.	Walking
22205	Jul 22, 2025, 11:49 AM	Cars at the stop sign on old Route 19 rarely recognize that oncoming traffic on Glen Eden does not stop. Particularly dangerous when a car on Glen Eden is making the bend/a left turn.	Driving
22204	Jul 22, 2025, 11:46 AM	Turning left onto 19 from both Glen Eden & North boundary without a designated turn arrow. Specifically, if on Glen Eden, turning left to go north on 19 is very difficult due to the steep hill and limited visibility of oncoming traffic in the opposite direction.	Driving
22202	Jul 22, 2025, 11:44 AM	Drivers coming down the hill from Freshcorn -entering the roundabout on Glen Eden Rd rarely slow down. They expect other drivers to stop for them.	Driving
22198	Jul 22, 2025, 11:41 AM	Cars stay in the turn lane to Graham school road -to pass the cars staying on Rochester road -- at the intersection they pull into the left lane to stay on Rochester - I have seen two crashes here as the person pulling out of Graham thinks the car is turning onto Graham and it is safe to pull out -	Driving
22197	Jul 22, 2025, 11:41 AM	Nobody slows down going from Glen Eden to Unionville Rd.	Driving
22196	Jul 22, 2025, 11:40 AM	Having another entrance/exit to I79 here would go a long way to alleviate the ever increasing traffic along 19, specifically serving the northern part of Cranberry Township.	Driving
22195	Jul 22, 2025, 11:40 AM	Not many actually stop when they come out of this road from the Meeders plan on to Rt 19. It's dangerous during morning rush hour	Driving
22194	Jul 22, 2025, 11:39 AM	Cars run the yellow to red light all the time - blocking traffic at the Freedom - 19 and 228 intersection -	Driving
22192	Jul 22, 2025, 11:39 AM	Cars pulling out to get in the far right lane to 228 - blocking all the lanes of traffic	Driving
22191	Jul 22, 2025, 11:38 AM	Cars pulling out from behind the burger king and crossing three lanes to get in the far left lane to route 19!	Driving
22187	Jul 22, 2025, 11:22 AM	Blind spots on Glen Eden road and the intersection of manor creek farms and sunset circle. Lack of visibility and lack of traffic controls (stop signs) have resulted in serious T-bone crash.	Driving
22186	Jul 22, 2025, 11:21 AM	People easily go over 50 mph on Glen Eden - very dangerous with the hills and curves	Driving
22184	Jul 22, 2025, 11:19 AM	Horrible intersection of 19/228. The traffic is so far back up on 19, the light does not allow enough traffic to get through, hence the number of people who run the light	Driving
22183	Jul 22, 2025, 11:06 AM	There are so many accidents here because people run red lights.	Driving
22177	Jul 22, 2025, 09:01 AM	people run red lights here, on powell and freedom and Rte 12 and Freedom, the turning lane	Driving
22176	Jul 22, 2025, 08:54 AM	With a future development in the area, the intersection of Glen Eden Road and Unionville Road will see increased traffic volumes and could potentially benefit from a roundabout to keep traffic flowing and reduce any safety concerns.	Driving
22172	Jul 22, 2025, 08:44 AM	All of the above. Crossing , driving , walking, cycling	Other
22166	Jul 22, 2025, 06:42 AM	The entrance from PA 228 onto South I-79 needs 2 lanes all the way to the merge point to I-79, or access to SB I-79 BEFORE the Turnpike (76) entrances. This infustructor causes unnecessary traffic back-up. Especially since there is only 2 lanes on I-79 where all of this traffic needs to merge.	Driving
22165	Jul 22, 2025, 06:20 AM	The intersection of Autumn Hill and Powell needs stop signs at all ways. Cars going 40+ in a 25 with no stop signs. Residents have difficulty backing onto Powell due to high speed and non stopping cars from Autumn Hill. This area has small children and walkers every day,slowing the cars down would increase safety there. Also the speed of cars on Powell needs to be regulated more frequently.	Driving



ID	Date, Time	Comment	Category
22164	Jul 22, 2025, 05:52 AM	High grass on the south side of this property blocks the view on cars driving down Little creek road to enter the new roundabout from East. The poor view undermines the intended advantage of the roundabout when coming from the North: a stop sign would be more appropriate. Who is responsible for keeping the grass/vegetation along the street down?	Driving
22151	Jul 21, 2025, 08:10 PM	Walking and driving in the Perry Way/Evans St/Toll Gate area are unsafe. It is a "speed zone" for many drivers even at 2 o'clock in the morning!!! Over a period of at least a year, someone drives up Perry Way from Toll Gate Rd then turns onto Evans Street and can be heard traveling up Evans St in the count of approximately 3 seconds is the whole way up Evans St and gone!!! CLEARLY over the speed limit and the vehicle has an extremely loud muffler. The sound is enough to wake a person from sleep. It happens on a somewhat regular basis. Always in the late hours. The police need to sit in these areas in unmarked cars and do something! Also there us a woman driver that tailgates then passes other cars going inTHE SAME DIRECTION! It has been reported to Jackson Twp police, even a photo of the license number reported, but nothing seems yo happens! It IS an unsafe area.	Other
22147	Jul 21, 2025, 06:46 PM	Perry Way has become a race track and a drag strip from Evans street to tollgate road ! My mom is elderly and scared to get her own mail for fear of being hit by a car !! It's only a matter of time till somebody is seriously injured or killed !!!!	Walking
22142	Jul 21, 2025, 03:53 PM	This turn is in a "double turning" area where people going either direction can use it, however people seem to use it as an actual lane and will try to hurry un and speed through this area to get to the light ahead while those trying to actually turn here, and follow the lines of when to enter the lane, are almost getting hit by impatient and arrogant drivers who do not understand that it is NOT A LANE! Not to mention that if you actually turn onto this throughway, people almost immediately slam on their brakes after turning to try and turn left or right into one of the food locations which is fine but usually there are not turn signals involved and also they will sit for longer than necessary deciding where to go which backs traffic up into a dangerous location on the highway if multiple people turn one after the other. Also, at night there is almost ZERO light to see this throughway road and there are condos behind the businesses that use this road to get home but they are almost unable to when it is dark since the light is pretty non-existent which almost causes people to drive over the triangle median there. It is just a BAD intersection all around!!	Driving
22131	Jul 21, 2025, 12:36 PM	Cycling or walking over this bridge is super dangerous - have seen many close calls here as drivers aren't always paying attention or can't see pedestrians -- updating this bridge would encourage more park visits, especially with the new development happening on Glen Eden	Bicycling
22130	Jul 21, 2025, 12:10 PM	This pedestrian crossing isn't lit. Whenever I come down the road at night, I can't see the crossing until I'm right at it.	Driving
22129	Jul 21, 2025, 12:09 PM	This parking lot is prone to flash flooding that can be deceptively hazardous for vehicles.	Driving
22128	Jul 21, 2025, 12:08 PM	Turning out of this neighborhood onto Powell Rd is very difficult. There is no visibility around the corner and people take the road much faster than the posted 25 mph. I would like to see traffic calming measures on this road and some sort of mirror or other way to aid visibility.	Driving
22127	Jul 21, 2025, 12:06 PM	those that are walking from the foxmoor apartments to sheetz or ymca are at risk because there are no side walk in this small section between the ymca side walk and under the bridge to the foxmoor apartments (garvin road)	Walking
22126	Jul 21, 2025, 12:01 PM	no side walk for the new residents to walk to the north boundary park. this places pedestrians at risk.	Walking
22125	Jul 21, 2025, 11:58 AM	lots of accidents on this corner. would help if there was a sidewalk here with a railing	Transit

ID	Date, Time	Comment	Category
22124	Jul 21, 2025, 11:32 AM	This triangle causes issues. No one knows how to navigate it properly. And the road does not seem wide enough. It is difficult for 2 cars to pass not even thinking about pedestrians or bicyclists.	Driving
22122	Jul 21, 2025, 11:15 AM	This intersection with no stop sign is very difficult to navigate, particularly during high traffic times. When I go west, I usually go up through the parking lot to avoid it, which means I am driving in a busy parking lot with pedestrians. I would love to see a roundabout here.	Driving
22119	Jul 21, 2025, 11:11 AM	I myself haven't walked or biked under the turnpike here, but only because I see how unsafe it is. I see people who walk there and am always worried for them. When I drive, the narrow shoulders make me nervous.	Walking
21697	Jul 12, 2025, 02:48 PM	This corner is a hazard for driving, walking and biking. Numerous accidents.	Driving

Open Comment Results

Tell us about your safety concerns based on your experiences when walking, biking, taking transit, or driving in southwest Butler County.

ID	Date/Time	Comment
23541	Aug 15, 2025, 06:54 PM	Traveling from 228 on Kristoffer drive, drivers don't have a stop sign when crossing Makenzie way. It is a 3 way stop with 3 directions having stop signs and those drivers expect the drivers from 228 or coming onto Kristoffer drive to stop. I have witnessed some drivers confused and stop even if they don't have a stop sign and the others at the stop signs confused and start to proceed and many near accidents. Also the pampus grass on that island prevents some drivers from seeing who is coming from 228.
23529	Aug 15, 2025, 12:56 PM	The intersection at Route 68 and Lindsey Road (RT 528) is causing traffic delays and very dangerous driving conditions. Drivers make dangerous turns and run through the red light to avoid the heavy traffic backup. If there was a no turn on Red when turning left from Lindsey Road onto RT 68 from 2 pm until 6 pm would alleviate this problem.
23488	Aug 14, 2025, 05:19 PM	Drivers turning right off of Dutilh Rd. near Burger King and cutting across to left turn lanes instead of going to signal at Short St. Should block off that turn, make them go to other signal. Should give signal at Executive Dr. And Freedom Rd. heading west a 5-8 second green light ahead of the signal changing at "JoAnn's " /Sheetz. Backs up constantly especially during rush hour. Should not allow right on red turn coming out of Sheetz. Drivers blocking straight lane traffic on green while cutting across to straight lanes. Drivers in general do not stop for red lights or STOP signs. Rolling stops. Drivers do not signal turns.
23439	Aug 12, 2025, 08:04 PM	Route 19 and intersections in Cranberry need to have reflective lines and/or better reflectors. When it's inclement weather, the few reflectors do not do anything as glare from incoming traffic prohibits visibility on the road. Ty. 19 is a MAJOR CORRIDOR. Markings must be better. In addition, Freedom Rd also needs better reflective lines and/or reflectors. For example the intersection of Executive Drive and Freedom Rd is a nightmare at night and inclement weather. Traveling toward art 19 is terrible. The lines are not visible. Someone may be in the wrong turning lane with oncoming traffic.
23378	Aug 12, 2025, 08:48 AM	The severe lack of traffic enforcement in cranberry. I've lived here for 4 years and have seen maybe 4 traffic stops. If revenue is the cause of this I would task a traffic enforcement officer to just sit at us 19 and freedom. I avoid that intersection at all costs because of the blatant red light runners and for almost being hit multiple times. Aside from that everyone collectively is doing 15 to 25 mph on any given road unless they see the rare police officer.
23373	Aug 12, 2025, 06:34 AM	Everyone appears to be so important they are making stop signs optional as well as red lights. Going in and out of lanes of traffic to get the next red light is going to lead something serious happening if there is not some kind of consequence for these dangerous actions.
23356	Aug 11, 2025, 08:52 PM	Traffic on freedom has become really bad. Also there are always people running the lights on freedom and 19. Something should be done about that. Maybe a red light camera or something
23311	Aug 11, 2025, 02:51 PM	Street Parking should be allowed in certain areas especially in certain neighborhoods where it doesn't affect traffic. It does not have to be all the time, but there should be some flexibility for residents.
23283	Aug 11, 2025, 10:21 AM	Many people also FLY down the back roads..Franklin, Peters and Warrendale. Tailgating and speeding
23271	Aug 11, 2025, 09:51 AM	Road coming out to 19 behind Denny's should be right turn from 19 only. No exit onto 19. People wanting to come out of there onto 19 usually want to cross lanes all the way to turn



ID	Date/Time	Comment
		lanes for 228.
		Still see numerous people holding their phones and talking or texting.
23257	Aug 11, 2025, 09:29 AM	This is a great effort thanks! I think we could use more share the road signs, and maybe share videos on social media with safe passing advice for cars when going around cyclists.
23256	Aug 11, 2025, 09:28 AM	My husband is a frequent bicyclist around Cranberry Township, and we're consistently disappointed in the lack of consideration by other drivers. He has been yelled at, spat at, cursed out, and even pushed to the side of the road from drivers who do not respect that bicyclists may share the road with drivers.
23245	Aug 11, 2025, 09:19 AM	it is nearly impossible to walk or bike in Cranberry. There are minimal sidewalks and small shoulders on most of the roads. Even in Graham Park, there is no dedicated bike lane. You have to drive with the traffic and that can be treacherous.
23244	Aug 11, 2025, 09:17 AM	No one ever stops for pedestrian crosswalks and there are a lot of places that have room for sidewalks to connect neighborhoods but don't have sidewalks. Its not safe to walk or ride bikes (especially kids) around the area.
22940	Jul 31, 2025, 03:19 PM	People running red lights especially at rts.19/228. People do not stop at stop signs- rolling stops on residential streets. Speeding and tailgating.
22929	Jul 31, 2025, 11:38 AM	Cranberry Township, like most suburbs, is pedestrian un-friendly to the point of being blatantly dangerous. One of the biggest issues I've experienced are sidewalk gaps--sections where the sidewalk suddenly stops because it was too inconvenient or costly to continue, where the sidewalk is sometimes picked up again a couple hundred feet down the road, sometimes a couple miles. I'd love to see the Township undertake more 'missing links' projects, and specifically focus on areas where there a both a large number of pedestrians and a glaring safety issues, such as the Turnpike underpass along Rochester, rather than merely connecting housing developments.
22737	Jul 27, 2025, 06:02 PM	No one stops at stop signs anywhere in the township. There are too many cars on the road and no one has patience. One of the problems is backing out of parking lots because people have no consideration to let anyone back out. The lights need to be changed so only one side can go at a time. The light across from Monte Cellos is an example. Everyone wants to go first and sometimes it is bad. Also people go too fast on Haine School Road from one stop sign to the next and it makes it difficult to back out of the driveway. You cannot see over the road especially on the school side coming up the hill. There needs to be a way so people do not tailgate.
22676	Jul 26, 2025, 04:54 PM	Speeding on Mars Crider and failure to yield at crosswalks in Seven Fields. Red light jumping on 228 in Seven Fields. Lack of shoulders for cyclists on any road in southwest Butler county.
22581	Jul 25, 2025, 12:05 PM	I cannot pinpoint this intersection the map, however, Freedom and Haldeman is a serious safety concern. Vehicles traveling on Freedom are consistently running the red light which creates a very dangerous situation for people pulling out of the Clearbrook plan from Haldeman Drive and turning onto Freedom Road. Thank you for your consideration.
22536	Jul 24, 2025, 08:51 PM	Neighbors are afraid to back out of their driveways and to cut the grass in their yards that are close to a roadway. Personally, after living and driving in Southwest Butler County for over 45 years, I'm not sure if there is even one roadway that I frequently travel on that doesn't concern me with having too much traffic.
22512	Jul 24, 2025, 11:42 AM	One of the most common near miss accidents that happened on Perry Highway involve individuals pulling out of a business in crossing over the traffic lines to get to the middle lane. There should be a right turn only provision put on Highway 19 to prevent this. This happens both northbound and southbound and I personally see roughly 5 near miss accidents per day. There are also some significant traffic flow issues with the lights along 19 that probably need to be recalibrated to avoid the bog
22495	Jul 24, 2025, 09:42 AM	People generally do not know the rules of the road especially when entering a roundabout.



ID	Date/Time	Comment
22454	Jul 23, 2025, 07:57 PM	As an avid walker and runner throughout Zelienople, there are so many issues with drivers not stopping at stop signs and not yielding to pedestrians. It is very unsafe.
22449	Jul 23, 2025, 07:36 PM	There simple isn't enough time in the day make comments on all the locations I'd like to. Cranberry Township police need to enforce basic traffic laws. The speeding, running red lights, not stopping before making a right on red, not stopping at stop signs, and not looking for pedestrians when making any turns is out of control. I can't think of a single intersection in Cranberry where I haven't seen these issues. I frequently run the sidewalk along the southern side of Freedom between Haines School and Bucks and the speed of cars coming into Cranberry on the widened road is excessive with no controls.
22430	Jul 23, 2025, 04:27 PM	Some intersections in zelienople are not safe for walking. More would walk if safe. Speeding is a concern on 288 on western end in zelienople.
22410	Jul 23, 2025, 01:34 PM	Police forces and public services including schools need a major influx of cash from all of the homes being built. We, the ones who already live here, are being screwed because youre not collecting the fare share to add public services or add on to our schools in real time. This applies to Cranberry schools and Mars.
22406	Jul 23, 2025, 01:06 PM	The traffic light at Bilo and Beer 4 Less. Being that the light is offset, it is causing confusion for some drivers coming from either of those directions .
22384	Jul 23, 2025, 09:39 AM	<p>Please go back to enforcing the law. I walk or run every day in my neighborhood (Rolling Road/Parkwood Road); less than 1% truly stop at stop signs. I have counted; this is NOT an exaggeration. Many go through stop sign well over 20 mph; or just take their foot off the accelerator.</p> <p>I believe within the next 1-2 years there will be deaths on the new section of Freedom Road. Adding the second lane has made this a drag strip, people are easily going 20 mph over the speed limit. Adding sidewalks and bike lanes are great, until you use them and are afraid of getting hit because of the speed. In addition, trying to cross at Commonwealth, Thorn Hill or Haine School is dangerous whenever drivers turning right on red DO NOT STOP, or even look. It doesn't matter that you have a walk signal when people do not obey the law.</p> <p>The amount of fine amounts the Township could make is enormous, even though I am against this. It is the only way to get people to stop speeding/obey the law.</p>
22378	Jul 23, 2025, 09:25 AM	Drivers from N. Boundary and Glen Eden should have their own traffic signal, both directions should not have a green light at the same time. This is an easy fix, rather than making turning lanes.
22363	Jul 23, 2025, 06:33 AM	<p>This is simple</p> <ol style="list-style-type: none"> 1) Start ticketing more drivers who run RED lights!!!!!! 2) Get serious about speeding. 3) Tailgating cause a large portion of crashes. <p>Bottom line is enforcing the driving regulations we have.</p>
22337	Jul 22, 2025, 07:42 PM	Speed cameras and red light cameras would help
22330	Jul 22, 2025, 07:06 PM	We need to follow the example of the Netherlands when it comes to pedestrian and bike safety (they have the right of way, ALWAYS), and controlling traffic speed not with speed limits but with creating natural psychological barriers like narrower streets and tighter curves. Also, "safety when taking transit"?? What transit? Pedestrians and bikes would be far safer if we had public transit and reduced the number of cars on the road.
22318	Jul 22, 2025, 06:01 PM	No issues. I feel the new sidewalks are a great addition and allow a safe way to walk around on nice evenings to get ice cream etc
22298	Jul 22, 2025, 04:41 PM	The intersection of rt 19 and 228 in cranberry township is dangerous and my daughter was hit years ago in the passenger side rear from someone not paying attention and running a red light. The woman was very aggressive in her behavior. Drivers run red lights alot in that intersection. You really have to watch for drivers doing that at that intersection.



ID	Date/Time	Comment
22289	Jul 22, 2025, 04:07 PM	Haldeman and Freedom. Too many fucking people fly through that light ten seconds after it turns red.
22281	Jul 22, 2025, 03:26 PM	<p>I live in Zelienople. There are multiple points entering the small town where roads merge into one lane. Often times the lanes are used to pass all the merged drivers despite multiple signs stating no passing.</p> <p>In addition, despite there being signage stating pedestrians have the right away in the borough, no cars will stop for pedestrians or bikers alike. I had to honk multiple times to warn drivers of people attempting to cross the street. Its very disappointing to see so many people in our small town behave in this manner.</p>
22277	Jul 22, 2025, 03:24 PM	<p>1. Ongoing concerns for many years of excessive speeds on North Boundary Road, especially between north boundary circle and Franklin road intersection. Excessive speeding especially during peak hours of 4pm-7pm weekdays. Very dangerous for walkers, bike riders, persons crossing at crosswalk signal near Pinehurst Plan, as well as cars entering and exiting the plans, and those attending events at the nearby park.</p> <p>2. Requesting directional lines be considered on route 19 intersection with North Boundary Road. Cars approaching and turning onto route 19 North and Southbound from both intersecting roads are hesitating and often unsure of proper turn lanes. I have witnessed cars being cut off and cars hesitating not knowing when to turn thus causing backups and potential accidents especially during peak traffic times.</p> <p>3. Route 228 approaching Cranberry route 19 intersection: concern with traffic lanes passing over route 79 bridge. Better signage and more visible road markings may help. Cars speeding and changing lanes at last minute to enter route 79 S & turnpike exit. Definitely feel this roadway should be better marked prior to bridge overpass area to avoid last second changes.</p>
22252	Jul 22, 2025, 01:54 PM	I live in Clearbrook and our red-light is dangerous. We barely get time to get out and when the light changes red on freedom, people blow thru it going way faster then 35mph. I think our light needs to be longer for us to get out of our neighborhood. We get like 2 seconds if that cuz like I said we cant just go when it turns green cuz people driving down freedom road fly thru that light even when its red. Then we have to sit there for an ungodly amount of time for the next green light. I've lived here for over 7 years and that light has always been dangerous for our neighborhood. We would like to have more time to have a green light. This is the intersection of freedom road and haldman drive. Into clearbrook.
22250	Jul 22, 2025, 01:41 PM	<p>Will be submitting list of multiple locations that have an increased probability of incidents as a result of increasing ADT and existing intersections based on historical ADT that appears to be obtained in early 1990's after US19 expansion. Many existing ingress/egress locations along US 19 would never be approved with current ADT and are the major contributors to incidents/near misses.</p> <p>I know matching funding from Federal and State is based on ADT, projected ADT, incidents (primarily deaths) and projected impact post correction.</p> <p>Public input is a small variable that aides in ROW acquisition or in many cases use of exiting Federal, state and county infee property that has been enjoyed by the juxtaposed properties. I agree obtaining community/user input, should make it easier in preparing impact documentation for funding and permits.</p> <p>Per your request I will send input...</p>
22247	Jul 22, 2025, 01:37 PM	Running stop signs and going wrong way on 1way street Zelienople borough
22246	Jul 22, 2025, 01:35 PM	Freedom road intersection of Clearbrook neighborhood! People running the red light all the time.
22240	Jul 22, 2025, 01:08 PM	In Cranberry Township the biggest problem I think is the turn lanes on 19. People drive full speed in these turn lanes while trying to merge. This allows head on collisions. Drivers do not know how to use the turn lanes. They don't know how fast they are allowed to go in them and



ID	Date/Time	Comment
		how long they're allowed to drive in them. I would think you could add some landscaping barriers that had special arrows where you were allowed to turn
22237	Jul 22, 2025, 12:58 PM	People consistently run red lights. Rt19 and 228 are a good example but also Freedom Rd & Powell. They are traveling too fast coming from Beaver County to stop at the light. There are large trees on Glen Eden Rd across from the old Busters Cabin that are going to fall on someone and kill them. I have reported this before but learned it's a state road. Regardless, someone is going to get killed.
22236	Jul 22, 2025, 12:56 PM	People need to slow down all over cranberry Twp. Also everyone runs the red lights. More police presence everywhere please. Also lots of people still using their phones while driving. Please pull over & ticket.
22232	Jul 22, 2025, 12:45 PM	The constant speeding and tailgating on Freedom Road is horrible. It feels like no police ever monitor this. My neighborhood is at the intersection of Freedom and Haldeman and the amount of people that run this light is ridiculous. I can't keep count how many times it happens daily! Someone is going to get very hurt or worse at this intersection. Also Why waste all this money on a sidewalk on Freedom if residents don't even feel safe to walk on it for fear of being hit by speeding cars.
22229	Jul 22, 2025, 12:34 PM	Freedom Rd and Haldemann Dr in cranberry. Cars drive too fast down the hill and go through the red light. I live at the Clearbrook housing development and that is our main red light to turn onto freedom rd. Many accidents and near accidents occur here everyday. Maybe a flashing sign indicating a red light would help as the sun goes into your eyes driving down the hill.
22213	Jul 22, 2025, 12:17 PM	Drivers that speed. The speed will change from 25 to 35. Some drivers go above 35mph.
22209	Jul 22, 2025, 12:12 PM	I'm waiting for an accident to happen at this crossing. Drivers go excessive speeds on Mercer Road when it's only 25mph. Most drivers don't want to stop at the stop sign. I've had to use my horn numerous times when on 19 north passing Mercer Road.
22203	Jul 22, 2025, 11:46 AM	There are so many new plans being built causing more drivers to (naturally) be on the roads. The roads are overly busy in Cranberry. Zeli and Harmony. There are too many people for the roads and intersections to safely handle.
22201	Jul 22, 2025, 11:43 AM	The drivers who speed way above the speed limit. There are times when I'm driving on 19 south heading towards Harmony and I have drivers tailgating me the whole way til there is a passing zone.
22199	Jul 22, 2025, 11:42 AM	Too many people in Cranberry Twp run red lights - block intersections and use turn lanes as speedways to get ahead of cars in the straight lanes -
22193	Jul 22, 2025, 11:39 AM	I have big concerns with school buses merging on to the 79 south interchange at harmony/zelenople (exit 87). This on ramp is a quick merge point and school buses are unable to get up to appropriate speed to merge creating a danger for themselves and cars behind them. I feel as though it would be more appropriate to require buses to merge at the next exit (exit 88) where there is more appropriate time to merge and get to speed or that they be required to use route 19 instead.
22182	Jul 22, 2025, 10:33 AM	I live in Natrona Hgts. We love to come to Cranberry to go shopping and eat at new places in town. I have worked for years in law enforcement and have noticed how many cars and trucks are going through Red Lights, maybe 2 or 3 after the light has turned and at stop signs just hitting their brakes at stop signs, Not Stopping just drifting through. At the main intersections, like Rt. 228 and Rt. 19, if I'm first in line I will always wait because I know more people will run this Red Light. Speeding is also a big factor, People are always in a hurry to get to the next red light. Better to drive a little slower and get there on time. I Hope my comments Help ! To the Police in that area, Please Be Safe, and make it Home after your Shift. Thanks You !
22173	Jul 22, 2025, 08:47 AM	In zelenople people no longer feel the need to stop at stop signs. No one is held accountable for their driving. Everyone is only looking out for their own needs. Entitlement!
22171	Jul 22, 2025, 07:47 AM	Red light runners are the worst I have ever seen. Total disregard for red lights. Install cameras. Issue tickets.
22170	Jul 22, 2025, 07:42 AM	Wrong area for me. Someone should be looking at route 356 in sarver and buffalo twp. In southeast butler county. It is dangerous the whole way through there



ID	Date/Time	Comment
22167	Jul 22, 2025, 06:46 AM	In the LEFT turning lane from 228 to Rt 19 South, the turning traffic light is only green for 10 sec, which is WAY TO SHORT. I understand that whole intersection is very busy, but only 5 cars (per lane, max) can turn into S Rt 19 from 228 per light change. Traffic backs up so much causing lots of people to go through the red light causing a high probability of accidents to happen
21660	Jul 11, 2025, 04:30 PM	Everything was just fine



SOUTHWEST BUTLER COUNTY

Multi-Municipal Safety Action Plan

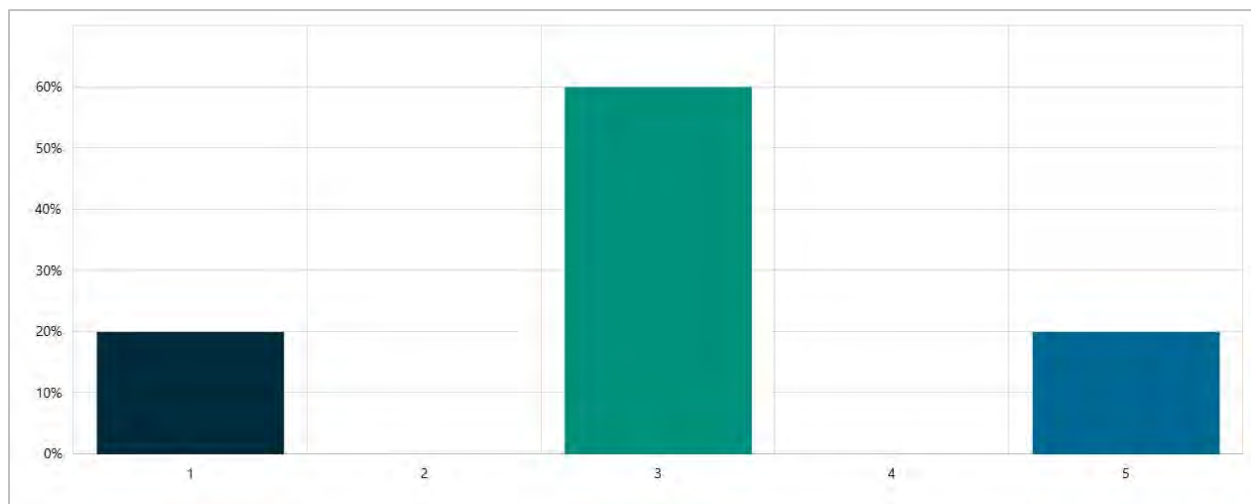


Appendix B2: PHASE TWO

Appendix B2: Phase 2

5-Point Likert Scale Survey Question and Results

Based on your review of the draft Safety Action Plan, how would you rate the overall quality and effectiveness of the plan in addressing safety issues and improving conditions for all road users?





Community Member Feedback Letter

BRENDAN A. LINTON

1100 Elm St., Suite 200, P.O. Box 16066, Zelienople, PA 16066

February 22, 2026

Via First Class Mail and Email

Borough of Harmony
Attention: Mr. Greg Such, Council President
217 Mercer Street
Harmony, PA 16037

Via Email

Borough of Zelienople
Attention: Mr. Gregg Semel, Council President
111 West New Castle Street
Zelienople, PA 16063

Via First Class Mail

Township of Jackson
Attention: Mr. Jay Grinnell, Chairman
140 Magill Road
Zelienople, PA 16063

Via Email

Township of Cranberry
Attention: Mr. Bruce Hezlep, Chairman
2525 Rochester Road, Suite 400
Cranberry Township, PA 16066

IN RE: SOUTHWEST BUTLER COUNTY MULTI-MUNICIPAL SAFETY ACTION PLAN

Dear Council Members and Supervisors:

As an over two-decade Butler County resident and frequent pedalcyclist which travels through your municipalities, I request that you promptly reject adoption of this Safety Action Plan as presented.

The Plan, as currently drafted, is woefully inadequate, incomplete, and poorly prepared. It will achieve the exact opposite of its intended goal of promoting "safe streets for all." There are a significant number of critical deficiencies in the Plan which warrant correction before it is remotely worthy of consideration:

1. The Plan routinely states that "shoulders would be expanded" for use by pedalcyclists under multiple proposed safety improvement projects which is in direct conflict with state law and a recent ruling by the Supreme Court of Pennsylvania.

Pedalcycles - the legal term for bicycles - are "vehicles" and part of "traffic" upon a "roadway," the latter of which is statutorily defined as to exclude the sidewalk, berm, or shoulder. See 75 Pa.C.S. § 102. Since at least 1977, and clearly defined through amendments under Act 3 of 2012, the "roadway" is a pedalcyclist's primary location to operate within the flow of traffic.¹ See generally 75 Pa.C.S. § 3301.

Last year, our Supreme Court unanimously rejected a decades-long legal hypothesis of several Butler County municipalities, and law enforcement therein, that pedalcyclists are arbitrarily required to operate on the shoulder or berm. Pennsylvania law "does not mandate a [pedalcyclist] must always and immediately vacate the roadway for faster moving vehicles." *Commonwealth v. Linton*, 337 A.3d 467, 480 (2025).

This Plan, through its multiple statements of "enhancing the roadway" with "shoulders ... expanded to allow bicycle users to have space to ride without conflict with motorists," blatantly ignores the law and our Supreme Court by relegating pedalcyclists to a place where they are five times more likely to be involved in a collision.² All such references implying or expecting shoulder use by pedalcyclists should be removed from the Plan and replaced with safety measures compliant with Pennsylvania law, including but not limited to those under the Powell Road "complete street" in Cranberry Township and State Route 68 improvements in Zelienople Borough. Why are "Bicycles May Use Full Lane" (R4-11) signs and/or bicycle shared lane markings not recommended here, or anywhere in the Plan, as legally compliant alternatives?

If references to pedalcycles using shoulders are retained in the Plan as currently presented for implementation, your municipalities should not expect pedalcyclists - including myself - to use such "enhanced shoulders." We will operate upon the roadway in the same travel lanes as motorists, as explicitly authorized by Pennsylvania law and interpreted as such by our Supreme Court.

¹ This legislation extensively amended the Vehicle Code to improve pedalcyclist safety, including adding a new requirement for motorists to overtake pedalcyclists "within not less than four feet at a careful and prudent reduced speed," then authorizing motorists to cross double-yellow lines, including in no-passing zones, to help them facilitate that requirement. See generally 75 Pa.C.S. § 3303(a)(3), § 3307(b)(1).

² See "PennDOT Bicycle Driver's Manual," available at https://www.pa.gov/content/dam/eopap/wp-pagov/en/pennidot/documents/public/pubforms/publications/pub_380.pdf (last viewed Feb. 21, 2026) at 5, citing John Forester, EFFECTIVE CYCLING (MIT Press 1985).



2. The Plan includes incomplete crash data, specifically incidents in Cranberry Township not obtained via the Pennsylvania Crash Information Tool ("PCIT"), and appears to omit two high-profile pedalcyclist fatalities in the study area, one of which falls within the five-year study range.

After cross-referencing maps in the draft Plan, there is at least one crash missing from the study's data set obtained from non-PCIT sources. This particular incident, occurring in July 2022, was a hit-and-run crash involving a pedalcyclist in Cranberry Township where the motorist was charged with two summary offenses and pled guilty. The Cranberry Township Police Department has been known to target pedalcyclists, later fabricating records to categorize pedalcyclist-related incidents as "information received" or a similar designation which may not be captured by a search performed under a study of this nature.

Although the five-year data analysis range meets the original contractual obligations of the engineering team, the selected date range omits one cyclist fatality: Aleksander Teimouri on December 26, 2018 along Rochester Road in Cranberry Township.³ Additionally, although the PCIT-related mapping shows fatality markings in the general vicinity, another map on page 17 of the Plan does not appear to properly identify the fatality of cyclist Arron Jones on State Route 19 in Cranberry Township near Saint Francis Way.⁴ This crash involving a motorist occurred on November 21, 2023, and is within the Plan's studied date range.

3. The proposed Gudekunst and Zehner School Road project in Jackson Township utilizes a "shared use path" which, under Pennsylvania law, does not provide clearly defined legal protections for pedalcyclists and may lead to additional pedalcyclist-motorist collisions at intersections.

While PennDOT encourages use of these facilities in various planning and design manuals, there is no clear statutory definition for a "shared use path" in Pennsylvania, and such a facility may be construed as a sidewalk.⁵ Given such a facility is not part of a "roadway" or "highway," pedalcyclists using one have vastly different legal rights and responsibilities.⁶ Under the law, vehicles are only required to yield to pedestrians on sidewalks at crossing driveways, as well as within marked crosswalks and unmarked crosswalks. Pedalcyclists do not become "pedestrians" upon using a sidewalk. *See* 75 Pa.C.S. § 102, §§ 3542 *et seq.*

The Plan should incorporate cycling infrastructure that is clearly compliant with Pennsylvania law to avoid the potential for future collisions between pedalcyclists and motorists, where the cyclist erroneously believes they have the right-of-way at a crosswalk or driveway over other vehicular traffic. Fortunately, if this feedback is ignored by your municipalities and such "shared use paths" are retained in the Plan for implementation, Pennsylvania law no longer requires use of such facilities by pedalcyclists, and they may use the roadway like other traffic. *See* 75 Pa.C.S. § 3505(f) (deleted Dec. 21, 1998, P.L. 1126, No. 151).

4. The Plan fails to address urgent safety issues and current non-compliant infrastructure across the four participating municipalities which could be easily corrected with far less expensive, more cost-effective safety countermeasures.

Out of the recommended projects, critical short-term safety enhancements for existing deficient pedalcycle and pedestrian facilities are largely absent from the Plan's implementation schedules across all four participating municipalities.

Rather than "shooting for the stars" with multi-million dollar long-term projects, changes are urgently needed in several locations to correct safety concerns with high risk of injury or death to pedestrians, pedalcyclists, and in some cases, even motorists. Among them are the following:

³ Pittsburgh Tribune-Review, "Cranberry man biking home from work struck, killed by suspected drunk driver," available at <https://archive.triblive.com/local/pittsburgh-allentown/cranberry-man-biking-home-from-work-struck-killed-by-suspected-drunk-driver/> (last retrieved Feb. 21, 2026).

⁴ WTAE.com, "Cranberry family mourns cyclist killed in crash involving car on Rt. 19," available at <https://www.wtae.com/article/one-person-in-the-hospital-after-crash-involving-car-and-bicycle-in-cranberry-township/45815834> (last retrieved Feb. 22, 2026).

⁵ The Vehicle Code (Title 75) vaguely references a "pedalcycle path" under Chapter 35 in four sections; however, the term "pedalcycle path" is not defined anywhere under Section 102 - the definitions section - or any other place in the Code.

⁶ *See Commonwealth v. Miller, T.*, No. 1500 EDA 2024 (Pa. Super. Aug. 7, 2025), citing *Commonwealth v. Linton*, 337 A.3d 467, 470 (Pa. 2025) (reversing a Montgomery County pedalcyclist's DUI conviction because the pedalcyclist was on a sidewalk, and his brief crossing of a street was a *de minimis* infraction warranting dismissal under the Crimes Code, 18 Pa.C.S. § 312).



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Page 3

- Safety improvements along most of Graham Park Drive in Cranberry Township, where speed sign data in 2024 and most of 2025 obtained through a recent Right-to-Know Law request indicates motorists travel routinely more than double or triple the posted 15 MPH speed limit
 - Improperly installed and maintained bicycle lanes along Freedom Road (SR 3020) in Cranberry Township funded through federal grant monies, which are nearly entirely non-compliant with PennDOT and federal Manual on Uniform Traffic Control Devices ("MUTCD") regulatory requirements, that Cranberry Township and PennDOT Engineering District 10-0 representatives continue to refuse to correct
 - Removal and replacement of non-PennDOT and non-MUTCD compliant bicycle "Share The Road" signage along and near Tollgate School Road in Jackson Township
 - Improvements along Perry Way in Jackson Township and South Oliver Avenue in Zelienople Borough where multiple survey comments reflect resident concerns with speeding motorists, including a juvenile pedalcyclist reportedly struck by a motorist
 - Restoration of bicycle shared lane markings along Haine School Road, Graham Park Drive, Graham School Road, Rolling Road, and multiple other locations in Cranberry Township popular with pedalcyclists which have not been maintained over the years
 - Numerous non-compliant curb ramps and sidewalks – some newly constructed – in blatant violation of the Americans with Disabilities Act (and other related federal and state laws) throughout the four municipalities in areas with high pedestrian traffic and/or citizens using wheelchairs or mobility devices
5. **The Plan's overall engagement with the public and key stakeholder groups was - and remains - very poor; does not fulfill the contractual obligations entered between the municipalities and engineering consultants, and the Plan's draft appears to contain false details regarding an "outreach" event.**

Although the Plan incorporated an online survey and feedback map which received hundreds of responses, the Plan remains plagued with a major lack of transparency, poor engagement with members of the public, and exclusion of key stakeholders with knowledge on pedestrian and bicycle safety. Following a comparison between the draft Plan and contractual obligations entered between AECOM and Cranberry Township, dated on or about April 15, 2025, several key steps and deliverables have been omitted:

- Task 2.2 of the Scope of Work states "major stakeholders" may include a host of governmental agencies and other similar entities, including "bicycle and trail organizations" and "community leaders" that comprise "various interests and expertise," yet Table 3.1 of the Plan, on page 27, lists a number of personnel interviewed. Few, if any, appear directly linked to the pedestrian and bicyclist community, such as an organization like Bike Pittsburgh (BikePGH). Cranberry Township previously declined to accept my direct offer to assist with this Plan's development as an avid cyclist and relevant "stakeholder."
- Under Task 2.4, the Scope of Work indicates two public meetings - one "listening session" in an "open house" style for the public, and a second virtual public meeting to "review the draft plan." Neither meeting has been held as required by the contract, yet Cranberry Township and Zelienople Borough are scheduled to pass resolutions this week at public meetings to adopt this Plan. What is the rush?
- Consultants were present at the Cranberry Township Community Days on July 11, 2025 (see Plan, pages 31-32) where the Plan states that "feedback [was] gathered" at a vendor booth, an event which was not widely advertised, but buried in a media toolkit.⁷ Given nearly all people attending Community Days drive a car to get there, I doubt this meets the Plan's goal and your consultant's obligation to hold a "listening session targeting underrepresented communities." Upon filing a Right-to-Know Law request to obtain this and other study-related survey results, Cranberry Township initially denied this portion of request, requiring an appeal to be filed.⁸ During the course of the appeal, a sworn affidavit submitted to the Pennsylvania Office of Open Records ("OOR") states that consultant Andy Waple "represented ... that we did not receive any specific comments/concerns at the event." Was feedback collected during Community Days and included in the Plan, or was it not? Please clarify this discrepancy.

⁷ See "Safety Action Plan Media and Press Kit" at 4, available at <https://hdp-us-prod-app-kh-spp-files.s3.us-west-2.amazonaws.com/8617/5156/7025/SWBCSAP-PressKit.pdf> (last retrieved Feb. 22, 2026).

⁸ *Brendan Linton v. Cranberry Township (Butler)*, OOR Dkt. AP 2025-3246, available at <https://www.openrecords.pa.gov/Appeals/DocketSheet.cfm?docket=20253246> (last viewed Feb. 22, 2026), see also *E. Stroudsburg Univ. Fd'n. v. OOR*, 995 A.2d 496 (Pa. Cmwlth. 2010) (requiring disclosure of certain records in possession of a third party contracted by an agency to perform a "governmental function").



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- The published draft Plan contains multiple missing or incomplete sections, including an executive summary and all appendices, as well as numerous spelling and mapping errors. There have been practically zero public announcements of this document being available for review. The only advertisements I can locate were published on the Zelienople Borough website and Cranberry Township Facebook page, the latter of which was on February 21 - well within the February 13 to 27 review period - and while two municipal adoptions of this Plan are pending before the review period concludes.

All of the above is in stark contrast to recent "Safe Streets for All" studies in western Pennsylvania, one completed by the City of Erie in June 2025, and a second ongoing in Allegheny County which is managed by the same engineering consultants as those involved with this Plan.⁹ Under both of these other studies, in-person and virtual meetings were held with concerned residents and the public, establishing clear transparency and two-way dialogue. Why was none of this completed for southwestern Butler County?

In closing, as someone who travels over 3,000 miles per year on a pedalcycle, and has done so across 26 Pennsylvania counties and numerous other states, I can assure you this Plan as presented will not meet any of the goals it sets to achieve. I continue to consider Butler County generally - but specifically Cranberry Township - as the most dangerous place to walk or bike in the Commonwealth of Pennsylvania. That will likely not change with a single project of significance this Plan seeks to someday implement.

This Plan reinforces that municipalities in southwestern Butler County will continue to ignore ongoing and immediate safety issues impacting the most vulnerable road users, but also the laws designed to protect us, an issue that many of the Commonwealth's other 2,551 municipalities don't seem to have. The sudden finalization of this Plan and rush for its adoption before it is even complete continues to demonstrate lack of transparency and erosion of public trust. As municipal officials, are you committed to "actionable, community-driven solutions" or just saying "we did a study" that will lead to more injuries and deaths?

While I was initially encouraged by the rollout of this study and the Plan's development, the published draft recommendations have left me tremendously disappointed. The numerous deficiencies and omissions, along with critical errors of law, necessitates this Plan's prompt rejection by your respective municipalities.

Respectfully yours,

Brendan A. Linton

Brendan A. Linton

cc: Mayor Thomas M. Oliverio, Borough of Zelienople
Andrew Spencer, Borough of Zelienople
Mayor Cathy Rape, Borough of Harmony
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⁹ See "City of Erie Comprehensive Safety Action Plan is Now Available," available at https://www.erie.pa.us/news_detail_T13_R32.php (last retrieved Feb. 22, 2026), see also "Allegheny County Safety Action Plan," available at <https://engagekx.mysocialpinpoint.com/alleghenycountyactionplan> (last retrieved Feb. 22, 2026).

Press Kit



One Region.
One Vision.
Zero Fatalities.

**HELP US MAKE
ROADS SAFER.**

**Safety Action Plan
Media and Press Kit**



PROJECT OVERVIEW



Southwest Butler County is developing a Multi-Regional Safety Action Plan to improve roadway safety across Cranberry Township, Jackson Township, Zelienople Borough, and Harmony Borough. This proactive planning effort is funded by the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program, a national initiative to prevent roadway fatalities and serious injuries.

The Safety Action Plan is a collaborative effort that brings together local municipalities, regional partners, and community members to create safer, more accessible, and more equitable streets for everyone. The plan emphasizes a data-driven, community-informed, and equity-centered approach to roadway safety—prioritizing areas of greatest need and addressing disparities that affect vulnerable road users.

Grounded in the Safe System Approach and guided by Vision Zero principles, the plan recognizes that humans will make mistakes and that the transportation system should be designed to minimize the consequences of those errors. It will focus on identifying key safety challenges and implementing strategies that improve safety through engineering, education, and enforcement.

Whether traveling by car, bike, foot, or transit, everyone deserves to reach their destination safely. The Safety Action Plan aims to create a transportation system that reduces crash risks, protects lives, and supports the long-term safety and mobility goals of the region.

The consultant team leading the development of the plan includes AECOM as the prime consultant, with support from subconsultants Kimley-Horn and French Engineering. Together, the team brings extensive expertise in transportation planning, safety analysis, public engagement, and equitable infrastructure solutions.

VISIT OUR WEBSITE
TO DOWNLOAD THE TOOLKIT



<https://bit.ly/SWBCSafetyActionPlan>

SWBCSAP
Hashtags

#SpeakUpSWButler
#SafeRoadsStartWithYou
#SaferStreetsForAll

ABOUT THE VISION ZERO INITIATIVE

What is Vision Zero?

Vision Zero is a global initiative to eliminate traffic-related fatalities and serious injuries. Originally launched in Sweden in 1997, Vision Zero treats traffic deaths as preventable—not inevitable—and reframes roadway safety as a public health issue. Since then, it has gained traction across the United States, including local, regional, and state-level commitments to reimagine transportation systems that prioritize human life.

Unlike traditional approaches that focus on individual behavior, Vision Zero acknowledges that people will make mistakes. It emphasizes the need to design transportation systems that anticipate human error and minimize the severity of crashes. This means safer roads, lower speeds, safer vehicles, and stronger post-crash care.

Why It Matters

Every year, tens of thousands of people die in crashes on U.S. roads. In 2022 alone, an estimated 43,000 people lost their lives in traffic-related incidents—many of them children, older adults, and other vulnerable road users. Traffic injuries are the eighth leading cause of death globally and the top cause of death for children aged 5–14 and young adults aged 15–29.

Vision Zero matters because it saves lives. It shifts the conversation from blaming individuals to designing safer systems for everyone—whether they walk, bike, drive, or use transit or a mobility device. It addresses historic disparities in transportation access and safety and focuses on equity for all road users.

The Safe System Approach

Vision Zero is rooted in the Safe System Approach, which integrates five key elements to create multiple layers of protection:

- **Safe Road Users:** Encourage responsible behavior and protect vulnerable users.
- **Safe Vehicles:** Leverage vehicle design and technology to prevent and reduce crash severity.
- **Safe Roads:** Design infrastructure that accommodates human mistakes and reduces crash impact.
- **Safe Speeds:** Manage speeds to survivable levels, especially in high-conflict areas.
- **Post-Crash Care:** Ensure rapid and effective emergency response to reduce fatalities.

These elements are guided by six principles: death and serious injury are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Goals of Vision Zero

- Eliminate all traffic fatalities and severe injuries.
- Create safer, more equitable transportation networks.
- Redesign streets to protect all users, not just drivers.
- Promote a culture of shared responsibility and proactive safety.

VISION ZERO IS NOT A SLOGAN OR A ONE-TIME PROGRAM—it is a bold, long-term commitment to end traffic violence and ensure that everyone can travel safely.

AT-A-GLANCE: PURPOSE, GOALS, AND ENGAGEMENT



Key Messages

- Everyone deserves to travel safely. The Safety Action Plan is focused on protecting all users, regardless of travel mode or ability.
- Public input is essential. Community feedback will directly inform safety priorities and solutions.
- This plan unlocks future opportunities. A completed plan positions the region to pursue additional federal and state funding to implement improvements.
- Roadway safety is a shared responsibility. Residents, agencies, and partners all have a role in making local streets safer.



Project Goals

- Identify high-crash areas and transportation safety challenges.
- Engage local stakeholders and community members in the planning process.
- Develop a list of data-backed, prioritized safety strategies.
- Create a clear roadmap for implementation and future funding applications.



Public Engagement Snapshot

The project includes multiple ways for the public to get involved:

- **Community Survey:** Open now on the project website
- **Interactive Map:** Pinpoint areas of concern across the four municipalities
- **Public Events:** Cranberry Community Days on July 11 from 4–8 p.m. at Cranberry Township Community Park
- **Planning Committee Meetings:** Bringing together agency and local leadership
- **Stakeholder Interviews:** Capturing the perspectives of emergency services, transit, and other partners



Fast Facts

- **Municipalities Involved:** Cranberry Township, Jackson Township, Zellenople Borough, Harmony Borough
- **Funding Source:** U.S. DOT Safe Streets and Roads for All (SS4A)
- **Planning Timeline:** Summer 2025 – Spring 2026
- **Public Engagement Methods:** Project website, survey, interactive map, public meeting events, committee meetings
- **Consultant Team:** Led by AECOM with supported from Kimley-Horn and French Engineering

FOR QUESTIONS OR MEDIA INQUIRIES, PLEASE CONTACT:

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**SOUTHWEST
BUTLER COUNTY**
Multi-Municipal Safety Action Plan

Fact Sheet (Phase Two)



SOUTHWEST BUTLER COUNTY Multi-Municipal Safety Action Plan

Cranberry Township | Jackson Township
Zelienople Borough | Harmony Borough

PROJECT OVERVIEW

The municipalities comprising the southwest Butler County region are developing a Multi-Municipal Safety Action Plan to improve roadway safety across Cranberry Township, Jackson Township, Zelienople Borough, and Harmony Borough. Funded through the US Department of Transportation's Safe Streets and Roads for All (SS4A) program, this collaborative effort aims to eliminate traffic fatalities and serious injuries by taking a data-driven and community-informed approach.

Guided by the Safe System Approach and Vision Zero principles, the plan will tackle key safety challenges through proactive strategies in engineering, education, and enforcement. The goal is to create a transportation system that anticipates human error and protects everyone on the road—whether they are driving, biking, walking, or using transit.

Your feedback plays a vital role in making our roads safer. Together, we can reduce serious crashes and save lives across southwest Butler County.

WHAT WE HEARD FROM THE COMMUNITY

Community members shared clear and consistent feedback about safety challenges across southwest Butler County. Residents highlighted concerns with speeding, distracted driving, and congestion, while also calling for safer sidewalks, crosswalks, and bike connections. Many emphasized the need for stronger traffic enforcement and proactive planning to keep pace with rapid development. Input also pinpointed specific corridors and intersections where improvements are most urgently needed.



Online Safety Survey
161 responses



Interactive Map
408 location-based comments



General Comments
57 submissions



Website
850+ visits



Stakeholder Input
6 interviews with agencies, nonprofits, first responders, and community leaders



FREQUENTLY ASKED QUESTIONS

What is a Safety Action Plan?

A data-driven, community-informed roadmap identifying major crash causes and outlining strategies in engineering, education, and enforcement to improve roadway safety.

Why is this plan being developed?

To advance Vision Zero by reducing serious injuries and fatalities on local roads. Funded by USDOT's SS4A program, the plan will guide safety investments and policies.

Who is this plan for?

All roadway users—drivers, pedestrians, cyclists, scooter users, and transit riders—aiming to make local travel safer and more accessible for everyone.

Who is leading this effort?

A collaboration among Cranberry Township, Jackson Township, Zelienople Borough, and Harmony Borough with support from agencies, emergency responders, advocates, and the public.



Key Objectives

- Eliminate serious crashes and injuries
- Improve safety for all users
- Strengthen regional collaboration
- Create actionable, community-driven solutions



Why It Matters

- Pinpoint high-risk areas
- Recommend safety and policy fixes
- Engage the public in solutions
- Guide future funding and programs



Plan Will Answer

- Who is most affected
- What key safety issues exist
- Why certain risks are higher



Looking Ahead

Once adopted, the Safety Action Plan will help position the region to pursue the final round of SS4A funding, as well as other state and federal grant opportunities—bringing southwest Butler County one step closer to safer, more connected roadways for everyone.

Project Timeline: Where We Are

