

BUS RAPID TRANSIT (BRT) FEASIBILITY STUDY

PUBLIC MEETING #1 Q&A

1. What are times for a standard route from one end to another?

The Project is currently in the Alternatives Development phase where a long list of potential BRT alternatives that can serve major corridors are being developed. At this time, running times for alternatives have not been developed as routes have not been solidified. In further phases of this Project, more information will be developed about potential travel times.

2. Will this study also analyze funding sources, or will that largely be left to the Metropolitan Planning Organization (MPO)?

The Project will identify potential funding opportunities when developing a phasing strategy as part of the study. There is no one source of funding to implement BRT and there are opportunities to utilize both state and federal funding sources.

3. Any discussion on a route from Hazleton to Mountain Top?

The [2045 Long Range Transportation Plan](#) recommended studying a BRT route between Hazleton and Mountain Top. This route is being studied during this Project's Alternatives Development phase.

4. How will the routes' stops be determined?

The Project will identify general stop locations in areas with ridership potential. Specific stop locations will be refined in future analysis; stops need to be reviewed for accessibility and other infrastructure improvements.

5. Could a Hazleton to Wilkes-Barre BRT route include a stop in Mountain Top?

The [2045 Long Range Transportation Plan](#) identifies two separate BRT routes serving these three communities – one connecting Hazleton to Wilkes-Barre and one connecting Mountain Top to Wilkes-Barre.

6. **Unique to this project, there are three transit agencies that serve the region. How will an operator be determined for a future BRT service? Will it be operated by just one agency, all three agencies, or a future, new agency?**

The Project is funded by the Luzerne County Transportation Authority (LCTA) but is analyzing potential BRT routes that travel into other operator's jurisdictions. Once preferred alternatives are identified, the region's three primary bus operators LCTA, the County of Lackawanna Transit Systems (COLTS), and Hazleton Public Transit (HPT)) will further discuss how to operate the service.

7. **Are all the communities identified in support of this? Have any communities expressed opposition?**

Generally, the communities within the Project study area are served by existing public transportation. To date, opposition to additional bus service has not been identified. Once a preferred alternative is identified, further outreach to communities may be necessary to refine stop locations and discuss capital improvements.