

An aerial photograph of a city intersection. A red-paved bus lane runs diagonally across the frame, with white text 'ONLY BUS' painted on it. Several cars are stopped at the intersection, including a white SUV, a grey sedan, and a yellow car. Pedestrians are walking on the sidewalks, and a person is riding a bicycle. The scene is set in a sunny, urban environment with trees and buildings in the background.

BUS RAPID TRANSIT FEASIBILITY STUDY

Existing Conditions

September 2026



LACKAWANNA
LUZERNE MPO



HAZLETON PUBLIC TRANSIT
Making Life Easier

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INTRODUCTION

STUDY OVERVIEW

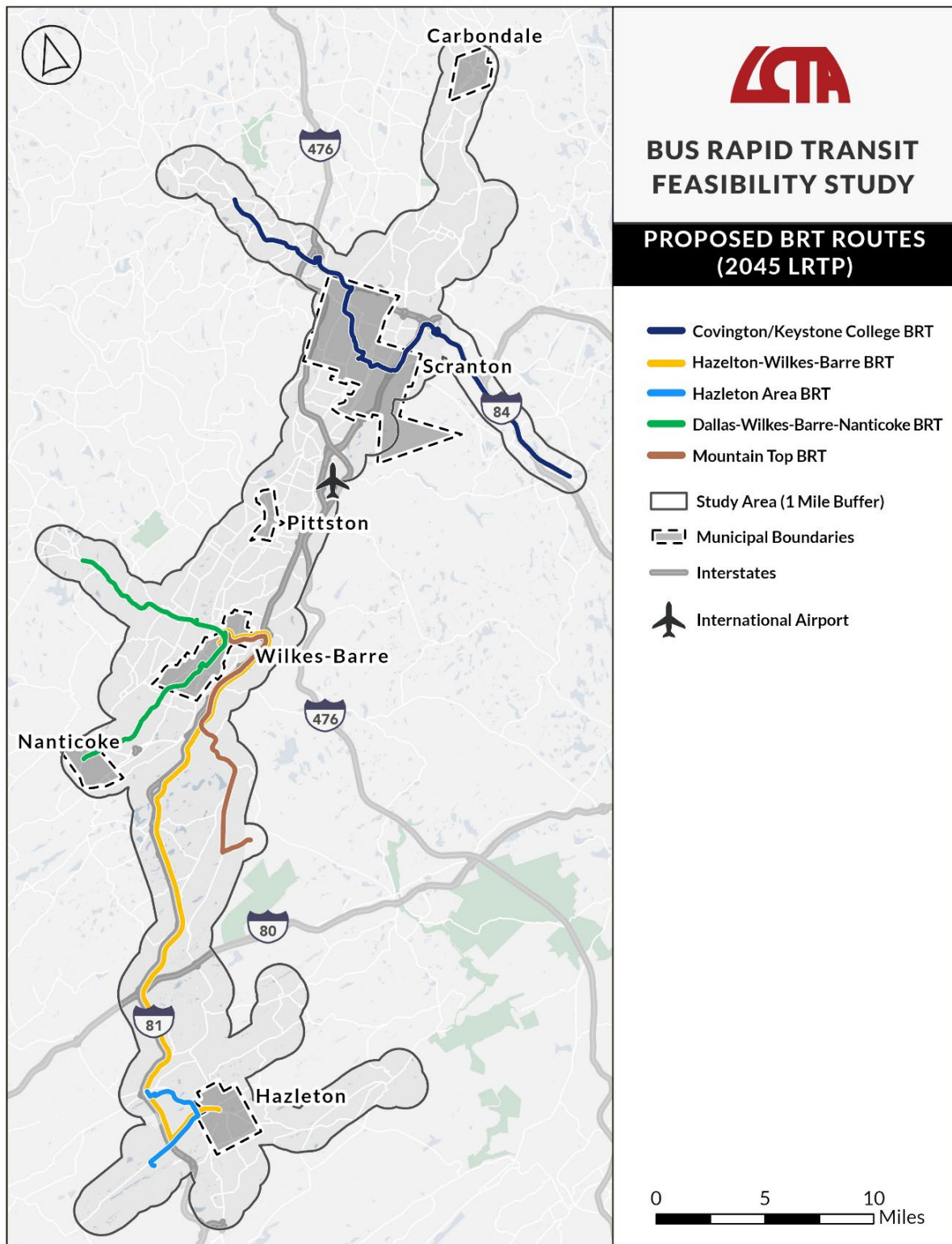
The Luzerne County Transportation Authority's Bus Rapid Transit (BRT) Feasibility Study is evaluating opportunities to connect communities in Lackawanna and Luzerne Counties, Pennsylvania through enhanced public transportation services known as BRT. BRT is a public transportation service that blends the flexibility of bus operations with levels of service and passenger amenities typically implemented for light rail or commuter rail service. This results in a transportation service that is quick, efficient, and flexible based on community needs. The BRT Feasibility Study (hereafter referred to as "the Project") is being led by the Luzerne County Transportation Authority (LCTA) and supported by the County of Lackawanna Transit System (COLTS), Hazleton Public Transit (HPT), and the Lackawanna-Luzerne Metropolitan Planning Organization (LLMPO).

Study Background

The Project builds upon previous planning efforts in Lackawanna and Luzerne Counties. The 2045 Long-Range Transportation Plan (LRTP), completed by LLMPO in 2021, identifies high-capacity and frequent transit as a key strategy for improving regional mobility. The 2045 LRTP recognizes BRT as a cost-effective, flexible, and scalable investment that could provide faster and more reliable service through features such as transit priority, enhanced stations, off-board fare collection, and dedicated bus lanes. It lists five potential BRT corridors connecting major destinations in the region (**Figure 1**). They are as follows:

- **Blue Line (Covington/Keystone College BRT):** this route travels along Route 307, Interstate 380 (I-380), I-81, Cedar Avenue, Route 11, and United States (US) 6 to connect Covington to Keystone College via Scranton.
- **Yellow Line (Hazleton-Wilkes-Barre BRT):** this route connects Hazleton and Wilkes-Barre via Broad Street, the Can Do Expressway, I-81, Route 309, and N. Wilkes-Barre Boulevard.
- **Light Blue Line (Hazleton Area BRT):** this route connects the Humboldt Industrial Park to Penn State Hazleton and the Valmont Industrial Park via the Can Do Expressway, Broad Street, Susquehanna Boulevard, Dressen Drive, and Kiwanis Boulevard.
- **Green Line (Dallas-Wilkes-Barre-Nanticoke BRT):** this route travels along E. Main Street, Sans Souci Parkway, Pennsylvania Avenue, and Route 309 to connect Dallas, Wilkes-Barre, and Nanticoke.
- **Tan Line (Mountain Top BRT):** this route would connect Mountain Top to Wilkes-Barre via Church Road, Route 309, I-81, and N. Wilkes-Barre Boulevard.

Figure 1. Proposed BRT Routes (2045 LRTP)



The LRTP also identifies Route 315 as a potential BRT corridor to connect Wilkes-Barre and Scranton, although a proposed alignment is not determined. **The 2045 LRTP recommends advancing the BRT concepts through a dedicated feasibility study to refine route alignments, prepare cost estimates, and develop an implementation plan—forming the basis of the Project.**

The 2045 LRTP also identifies three light rail transit (LRT) lines to complement the BRT network. Together, the LRT and BRT lines would strengthen the regional public transit network and spur economic development. The three proposed LRT routes are listed below:

- **Red Line:** this route connects Scranton and Wilkes-Barre, with stops at Mohegan Sun Pennsylvania and the Wilke-Barre Scranton International Airport.
- **Purple Line:** this route connects Kingston/Forty Fort to the Wilkes-Barre Scranton International Airport.
- **Orange Line:** this route connects Scranton to Carbondale, with stops in Dickson City, Olyphant, Jessup, among others.

It is important to note that LRT implementation is not funded at this time.

MEMO OVERVIEW

The Existing Conditions Memorandum (Memo) documents existing demographic, socioeconomic, and transportation conditions that will inform the overall Project. The objectives of this memo are to:

- Confirm the findings of previous regional planning efforts
- Identify opportunities to connect major ridership generators and activity centers
- Identify corridors where BRT has the potential to improve transit service

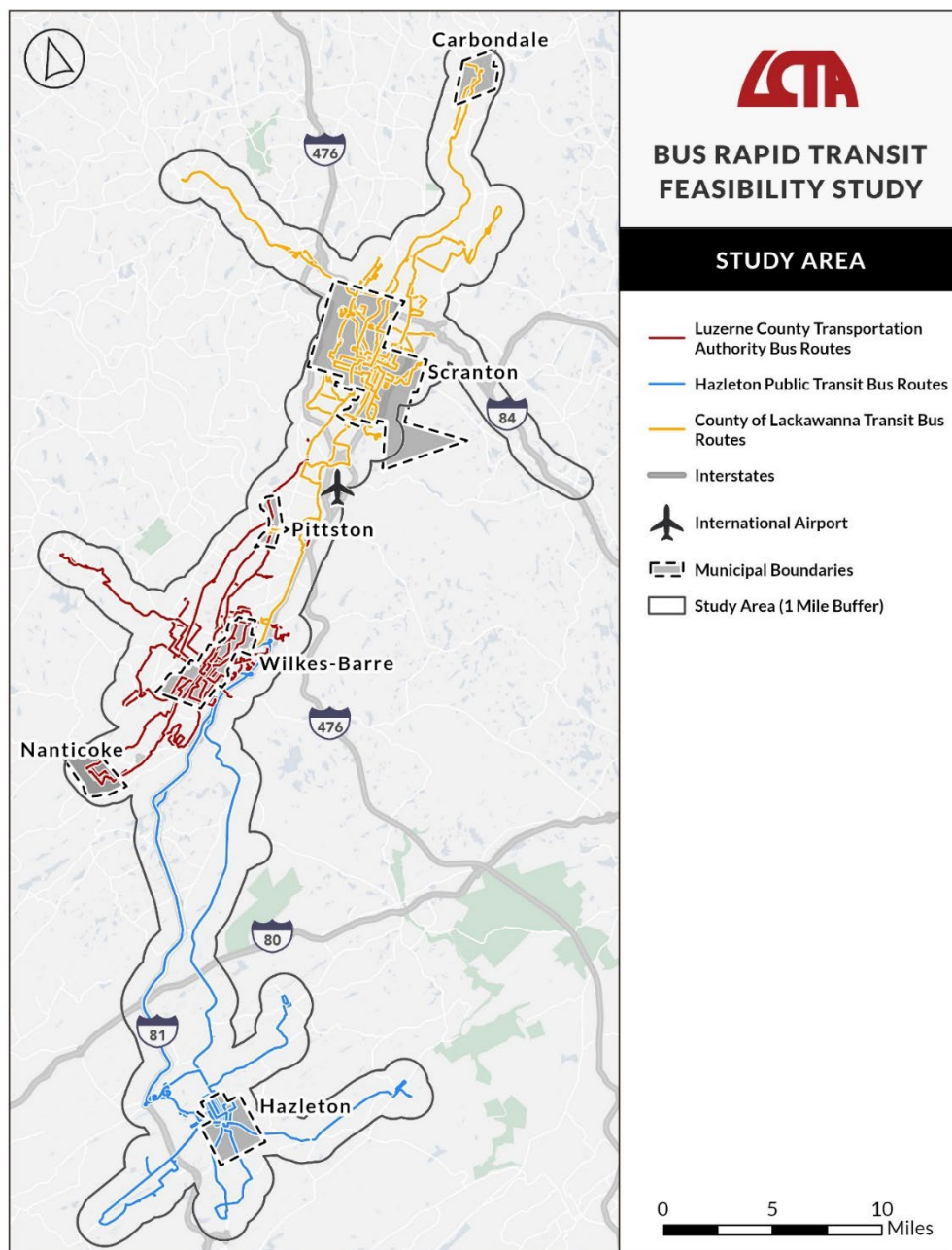
The memo is organized into the following sections:

- **Previous Plans and Studies:** Reviews prior plans to identify recommendations and planning priorities relevant to BRT services.
- **Community Assessment:** Examines population and demographic data for Lackawanna and Luzerne Counties to identify communities where improved transit service could provide the greatest benefits.
- **Land Use Analysis:** Evaluates existing and future land use patterns in the study area to determine where BRT corridors may be most viable.
- **Traffic and Travel Conditions:** Analyzes existing roadway and traffic characteristics to identify where BRT could either serve existing trips or improve congestion.
- **Transit Network Analysis:** Reviews existing fixed route bus services in Lackawanna and Luzerne Counties, including recent operations data, to inform BRT service planning.
- **BRT Best Practices:** Summarizes best practices for planning and implementing BRT to inform the next phase of the Project, Alternatives Development.

Study Area

The Project study area consists of a one-mile buffer surrounding the existing fixed route services operated by LCTA, COLTS, and HPT and the BRT routes proposed by the 2045 LRTP (**Figure 2**). A one-mile buffer reflects the broader catchment area associated with high-quality transit services, such as BRT, while also encompassing surrounding land uses and activity centers that influence ridership demand. The study area includes the region's major population centers: Scranton, Wilkes-Barre, Hazleton, Carbondale, Pittston, and Nanticoke. It also includes major transportation corridors, such as Interstates 80, 81, 84, 380, 476, and transportation facilities such as the Wilkes-Barre Scranton International Airport.

Figure 2. Study Area



PREVIOUS PLANS AND STUDIES

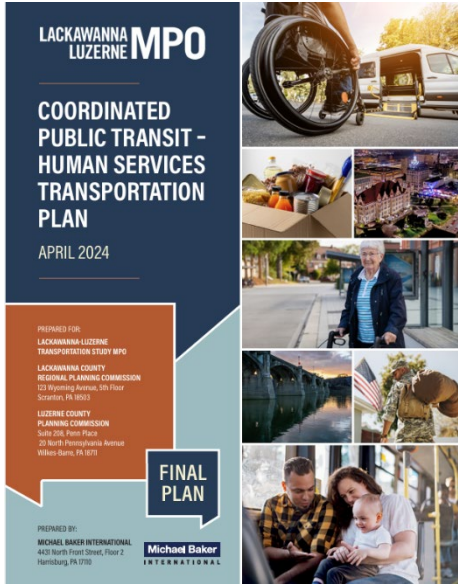
RELEVANT PLANS AND STUDIES

Previous plans and studies were reviewed to understand the high-level BRT vision proposed for the region. **Table 1** summarizes recent regional, local, and transit-specific plans and identifies the findings and recommendations most relevant to the Project. Additional information for each of the plans is provided in **Appendix A**.

Table 1. Review of Relevant Plans and Studies

Plan	Year	Overview	BRT-Related Findings & Recommendations
	2021	The 2045 Long Range Transportation Plan (LRTP) serves as a guide for making transportation-related decisions over a 25-year planning horizon.	Findings: - Public transit is a critical component of the Northeast Pennsylvania regional transportation system. - There is a need for stronger transit connections between major activity centers. Recommendations: - Implement BRT for the Scranton, Wilkes-Barre, and Hazleton areas, consisting of five routes and one additional tentative alignment (shown in Figure 1). <i>More information about these alignments can be found in the Study Background.</i> - Implement LRT routes connecting Scranton, Wilkes-Barre, and Carbondale. <i>More information about these alignments can be found in the Study Background.</i> - Continue coordination among regional transit providers. - Improve transit connections to the region's key employment centers and industrial parks. - Support improvements and expansions of fixed route and human services transportation.

Plan	Year	Overview	BRT-Related Findings & Recommendations
	2026	The 2050 Long Range Transportation Plan is the most recent LRTP update for the two-county region.	Recommendations: • Evaluate parking supply in downtown areas to right-size parking and avoid having an oversupply and encourage multimodal transportation to reduce demand for parking. • Improve mobility options for all users, especially the elderly, disabled, and economically disadvantaged communities. • Strengthen the connection between transportation planning and housing development. • Encourage multimodal transportation across the region. • Support and promote transit-related initiatives within the Lackawanna-Luzerne Metropolitan Planning Organization (LLMPO) region.
	2021	The Joint Comprehensive Plan is the land use and policy framework guiding development and public investment decisions across Lackawanna and Luzerne Counties through 2040. This is the complimentary document to the 2045 LRTP.	Recommendations: • Identify and implement projects to address regional transit needs, including modifying or expanding bus routes, extending hours of operation, improving connections to employment centers, implementing express bus service, and enhancing transit service between Wilkes-Barre and Scranton • Plan and implement BRT to connect population, employment, and education centers • Concentrate growth and reinvestment within designated Primary Growth Areas (PGA) and Secondary Growth Areas (SGA) • Support infill development and adaptive reuse in the downtown areas of Scranton, Wilkes-Barre, Pittston, and Hazleton. • Invest in the multimodal transportation network to meet employee and employer needs.

Plan	Year	Overview	BRT-Related Findings & Recommendations
	2024	The Coordinated Public Transit-Human Services Transportation Plan outlines strategies and projects to improve transportation services for seniors, people with disabilities, veterans, and low-income residents.	Findings: - Cross-county travel, and specifically travel between Scranton and Wilkes-Barre, was the most consistently cited gap in the regional transportation network. Recommendations: - Establish reliable cross-county transit service between Lackawanna and Luzerne Counties. - Expand the span of service on regional transit to include evenings and weekends, particularly for shift workers in the healthcare, warehousing, and hospitality sectors. - Improve transit access to county human services offices, healthcare facilities, and workforce development centers.
	2024	The Transit Development Plan (TDP) serves as a strategic blueprint for improving LCTA services. It is important to note that LCTA has already implemented several TDP recommendations. The service descriptions included later in this memo in the Transit Network Analysis reflect LCTA's updated service offerings.	Findings: - Identifies more frequent service and expanded spans of service as top priorities, particularly along key corridors where current headways limit ridership growth. Recommendations: - Improve connectivity between Luzerne and Lackawanna Counties through enhanced intercounty transit service. - Improve transit access to employment centers, educational campuses, medical facilities, and commercial destinations. - Increase service frequency along the system's most productive transit corridors.

Plan	Year	Overview	BRT-Related Findings & Recommendations
			- Expand the use of technology to improve customer information and service delivery. - Pursue capital investments that improve transit travel times and the overall customer experience. - Implement a new Wilkes-Barre–Hazleton route (two morning and two afternoon roundtrips per day) to supplement HPT service. This route would run along the proposed Yellow and Light Blue Line BRT corridors. - Implement a new Mountain Top route (60-minute weekday frequency). This route would correspond to the proposed Tan Line BRT corridor.
Hazleton Public Transit Transit Development Plan  pennsylvania DEPARTMENT OF TRANSPORTATION	2020	The Transit Development Plan for HPT informs service improvements and investment priorities over the five-year period from 2020 through 2025.	Recommendations: - Connect people to medical facilities, community services, education centers, and activity centers. - Integrate service with regional transit providers. - Attract and grow system ridership. - Improve bus stop signage and facilities. - Provide customer-friendly services, schedules, maps, and other materials. - Improve the directness of routes and minimize deviations. - Schedule routes to have recurring, consistent headways (e.g., every half-hour, hour, etc.). - Coordinate routes to enable simple transfers. - Add one midday express roundtrip on Route 15 to provide additional service to Wilkes-Barre. This recommendation has since been implemented.

TAKEAWAYS

Previous plans and studies establish a strong desire for public transit improvement and BRT investments in the study area. Key takeaways from **Table 1** include:

- **BRT is a sustained regional priority.** The 2045 LRTP identifies a five-route regional BRT network and calls for a dedicated feasibility study as the immediate next step.
- **Cross-county connectivity is a consistently identified gap in the regional transit network.** In most of the plans reviewed, the lack of reliable, direct transit services between Lackawanna and Luzerne Counties, and more specifically between Scranton and Wilkes-Barre, is identified as a critical unmet need. The 2045 LRTP, proposes LRT routes connecting Scranton and Wilkes-Barre. Given the clear desire to connect these two communities, further exploration of BRT service between Scranton and Wilks-Barre is warranted. The BRT Feasibility Study will assess potential BRT corridors between these two communities.
- **Access to many destinations remains a challenge.** The lack of efficient services to employment centers, especially new warehousing facilities, medical facilities, community services, education centers, and commercial destinations is cited in multiple plans.
- **Extended service hours are recommended** across several planning documents. This suggests that current service hours do not meet riders' needs.

These takeaways will inform later phases of the Project, including the identification of BRT alignments, corridor screening criteria and service design parameters.

COMMUNITY ASSESSMENT

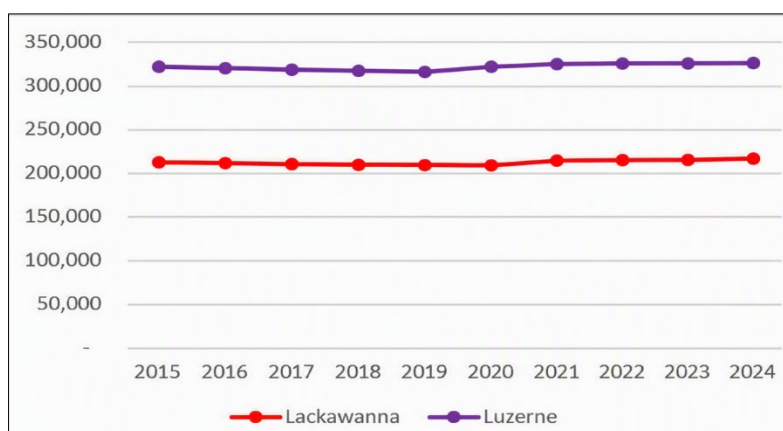
Population and demographic trends provide insight into current and future travel demands for public transit. This section presents community data at the county and census tract levels. All data is sourced from the 2024 American Community Survey (ACS) 5-Year Estimates unless otherwise noted.

POPULATION TRENDS

Since 2015, the two-county region's population has increased by 1.9 percent, an estimated 10,267 people (**Figure 3**). The City of Hazleton and the City of Wilkes-Barre account for most of this increase. Population projections estimate the combined two-county population will decline slightly through 2050¹, with both counties experiencing a decrease of about 8,000 residents (**Figure 4**). If existing demand levels remain for public transportation, coupled with limited population growth, it can be inferred that transit demand will remain relatively steady through 2050, with only slight declines anticipated.

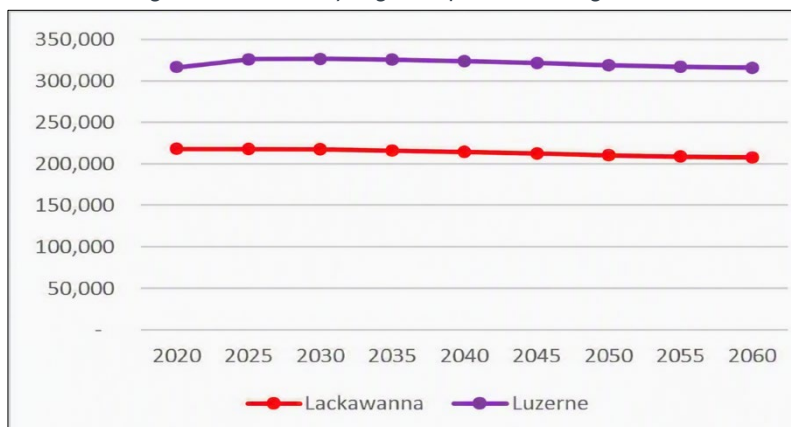
Approximately 471,221 residents live in Lackawanna and Luzerne County census tracts that intersect with the study area. **This equates to 87 percent of the two counties' combined population.** As shown in **Figure 5**, the study area encompasses the portions of the two-county region with the greatest population density. Future transit enhancements in the study area would benefit the region's major population centers.

Figure 3. Total Population of the Two-County Region, 2015-2024



Source: 2024 ACS 5-Year Estimates

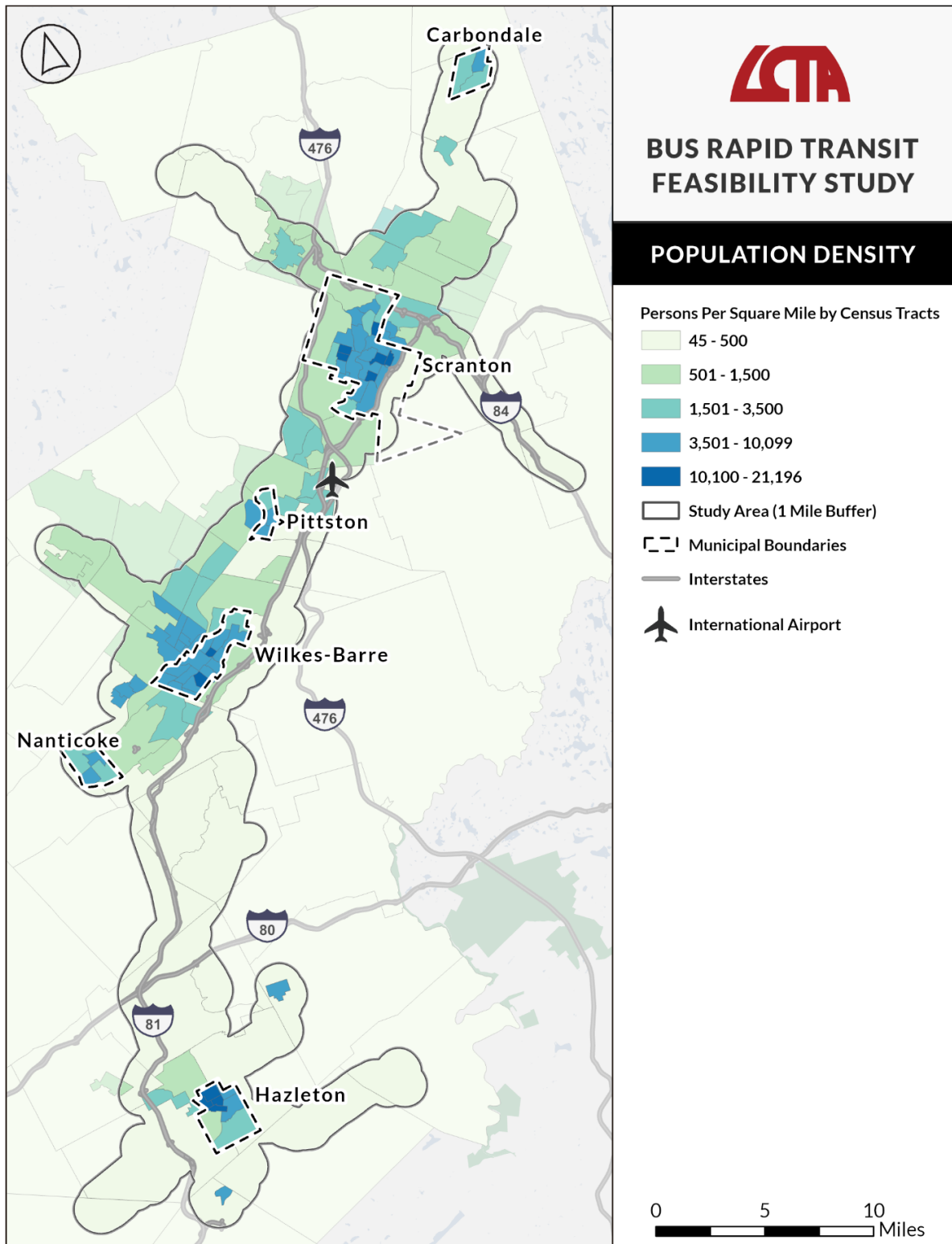
Figure 4. Two-County Region Population through 2050



Source: Woods & Pole Economics, Inc.

¹ Population projections sourced from 2025 Regional Projections prepared by [Woods & Pole Economics, Inc.](#)

Figure 5. Population Density, 2024

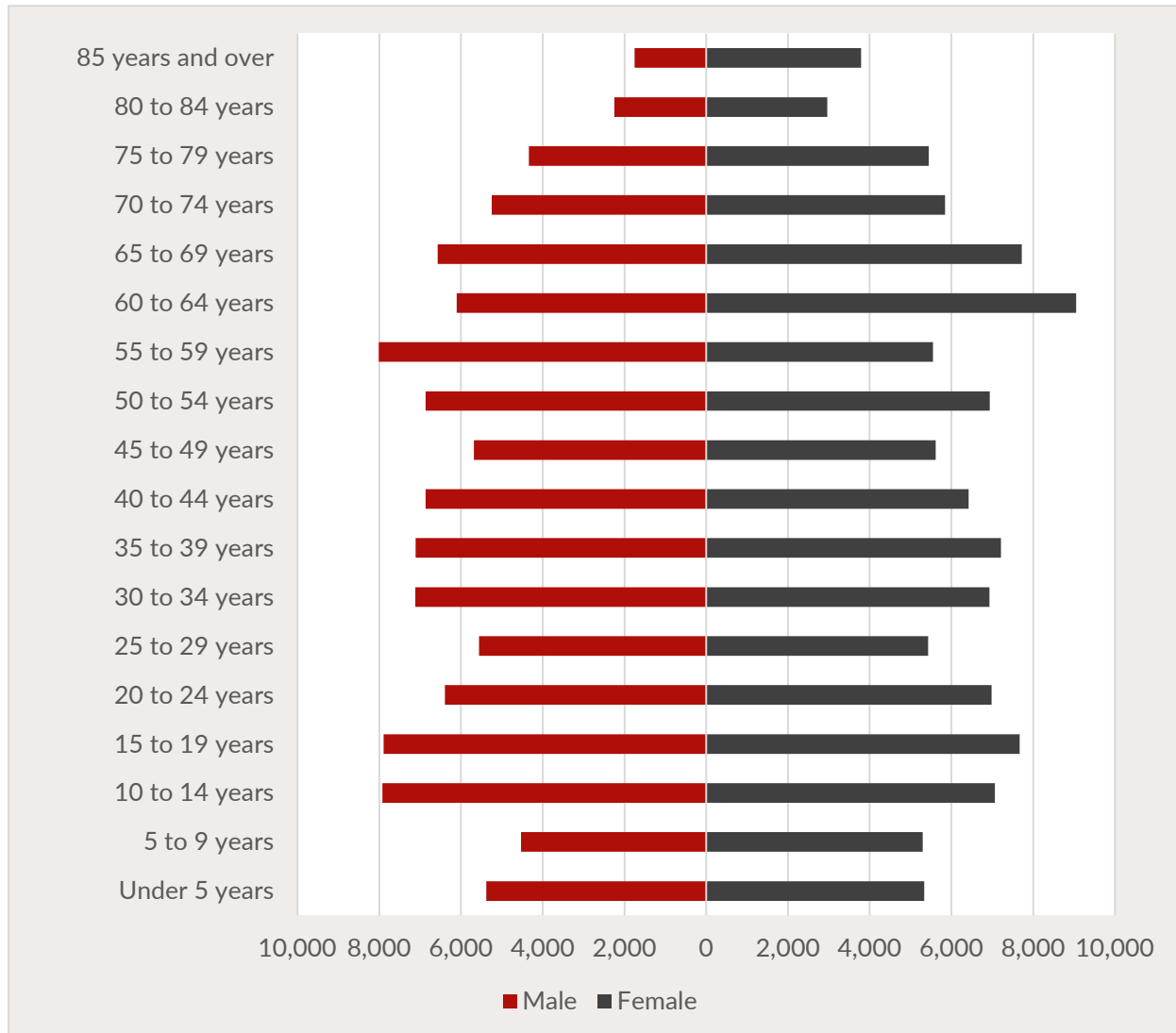


Source: 2024 ACS 5-Year Estimates

AGE DISTRIBUTION

Approximately 20 percent of the study area population is 65 years or older, 20 percent of the population is under the age of 18, and the remaining 60 percent is of working age (18 to 64 years old) (**Figure 6**). These rates are similar to Pennsylvania as a whole. **The balanced age distribution indicates that the BRT services will need to benefit multiple categories of riders and user needs, including students, commuters, and individuals who rely on transit for daily activities.**

Figure 6. Study Area Population by Age Cohort, 2024



Source: 2024 ACS 5-Year Estimates

TRANSIT PROPENSITY INDEX

Travel propensity supports a broader understanding of what populations are more likely to use public transit for their travel needs. **Analyzing where these populations are concentrated helps identify potential transit markets.** Analyzing population data can also help to identify corridors where BRT may provide the greatest community benefit.

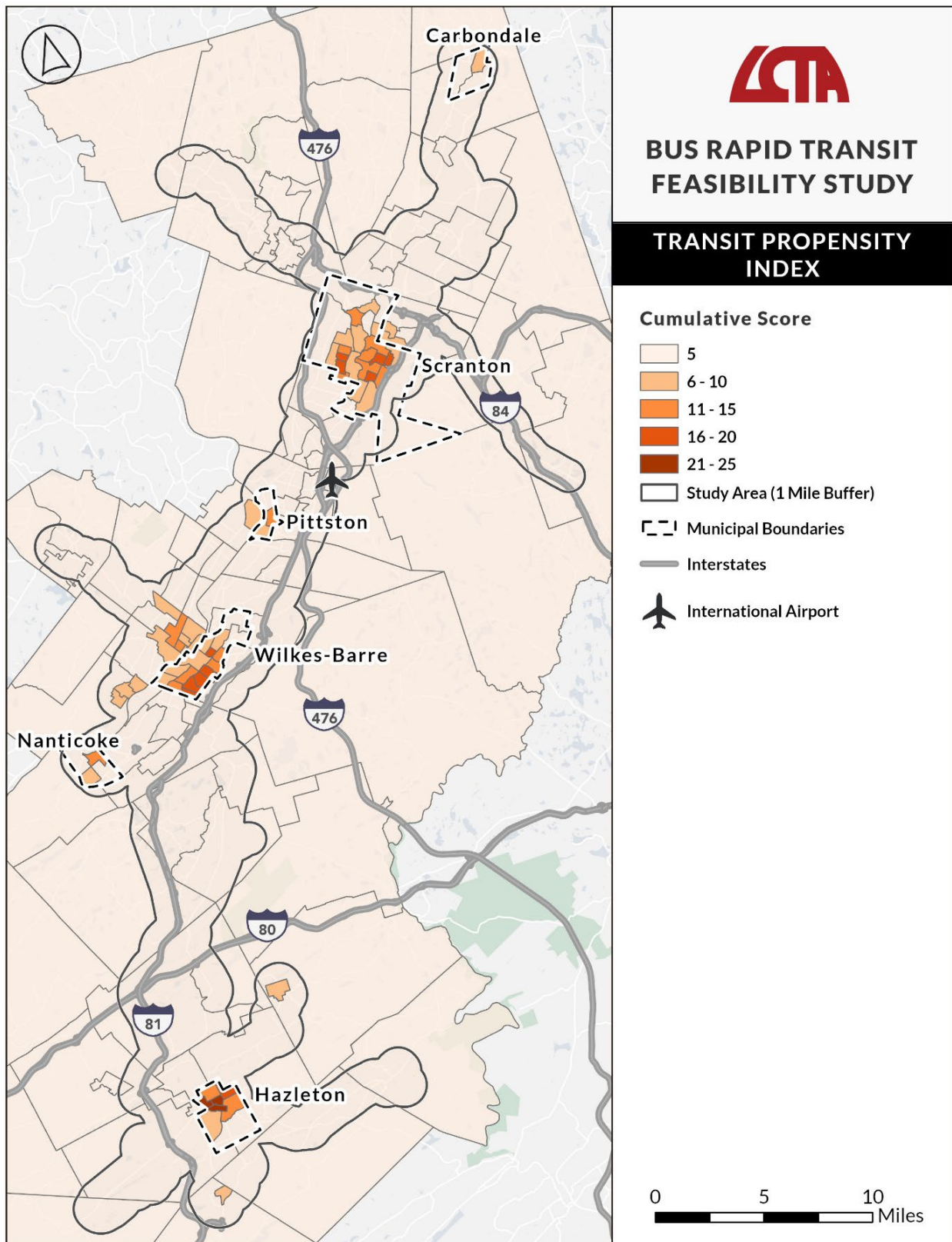
The Transit Propensity Index (TPI), shown in **Figure 7** indicates which census tracts in the study area are most likely to use transit based on demographic characteristics. Transit propensity is calculated based on the density of the following demographic groups within each census tract:

- Low-income residents
- Minority residents
- Limited English Proficiency (population that speaks English less than "very well") households
- Zero-vehicle households
- Persons with disabilities

By highlighting areas with high transit propensity, the TPI identifies where investments in BRT services will have the greatest community impact. More specific data for each demographic group is included in **Appendix B**.

The census tracts with the highest TPI scores, and therefore the greatest assumed transit propensity, are in downtown Hazleton. Scranton, Wilkes-Barre, Carbondale, Pittston, and Nanticoke also have relatively high TPI scores. All six of these communities also have relatively high population density, meaning that many people will be able to access BRT services operating in these communities.

Figure 7. Transit Propensity Index



TAKEAWAYS

Going forward, community data will be used to identify and evaluate potential BRT corridors and station locations. Overall, the community assessment suggests that **future investments in BRT would have the greatest impact in the region's three major population centers: Hazleton, Scranton, and Wilkes-Barre.** Other key findings include.

- **The study area captures the region's primary travel market**, encompassing almost 90 percent of the combined population of Lackawanna and Luzerne Counties.
- **The study area is home to sizable populations of youth, working adults, and older adults**, meaning future BRT services will need to be designed to serve a variety of potential riders and trip needs.
- The areas with the greatest transit propensity are primarily concentrated in areas that would be connected by the previously proposed **BRT and LRT alignments**, such as Scranton, Wilkes-Barre, and Hazleton.
- **Carbondale, Pittston, and Nanticoke also have relatively high transit propensity.** The Green Line BRT proposed by the 2045 LRTP would serve Nanticoke. The 2045 LRTP does not propose any BRT services to Carbondale or Pittston.

LAND USE ANALYSIS

Aligning investment in public transit service with existing and planned development patterns supports both the long-term service success and addresses transportation needs identified by previous plans. This section reviews both existing and future land use within the study area to identify areas where BRT may be best supported by the built environment.

EXISTING LAND USE

Existing land use data is used to identify key areas of ridership that can be served by BRT services. Existing land use data can also be used to determine potential station locations for future BRT services. Co-locating stations with heavy foot traffic, such as major activity or employment centers, provides a consistent pool of riders.

Major Activity Centers

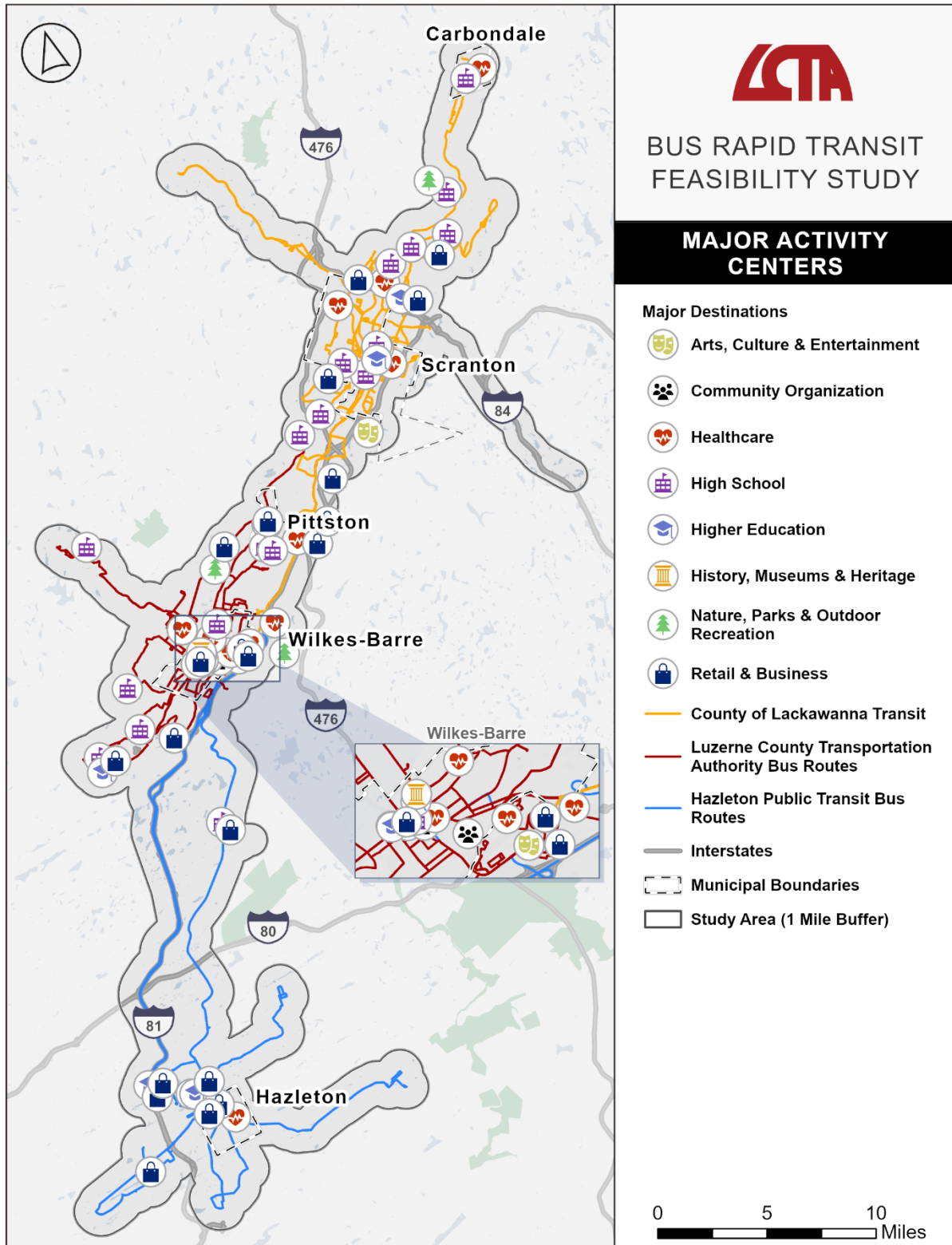
Major activity centers are locations that attract large numbers of people, generating significant transit ridership. They typically include employment centers, retail and business districts, healthcare facilities, colleges and universities, high schools, community organizations, arts and cultural destinations, museums and historic sites, and parks and recreational amenities. It is important to note that many activity centers are seasonal and therefore will generate varying levels of ridership throughout the year. For instance, travel to colleges and universities, high schools, arts and cultural destinations, museums and historic sites, and parks and recreational amenities can vary significantly by season.

Figure 8 shows major activity centers in the study area. As shown, these destinations are concentrated along the region's existing north-south transit spine, particularly within the downtowns of Carbondale, Scranton, Pittston, Wilkes-Barre, Nanticoke, and Hazleton. Notable trip generators include, but are not limited to:

- Shopping centers such as local Walmart's, Viewmont Mall, Church Hill Mall, Keyser Oak Shopping Center, Wyoming Valley Mall, Hazle Marketplace, and Laurel Mall.
- Educational facilities such as Luzerne County Community College, the University of Scranton, and the Pennsylvania State University satellite campuses in the area.
- High-density residential buildings such as Linden Crest Apartments and Bedford Apartments.
- Medical facilities such as Geisinger Healthplex and the Wilkes-Barre Veterans Affairs (VA) Medical Center.

Many of the region's major activity centers are already served by existing transit services. For the full list of major activity centers, refer to **Appendix C**.

Figure 8. Major Activity Centers



EMPLOYMENT CENTERS

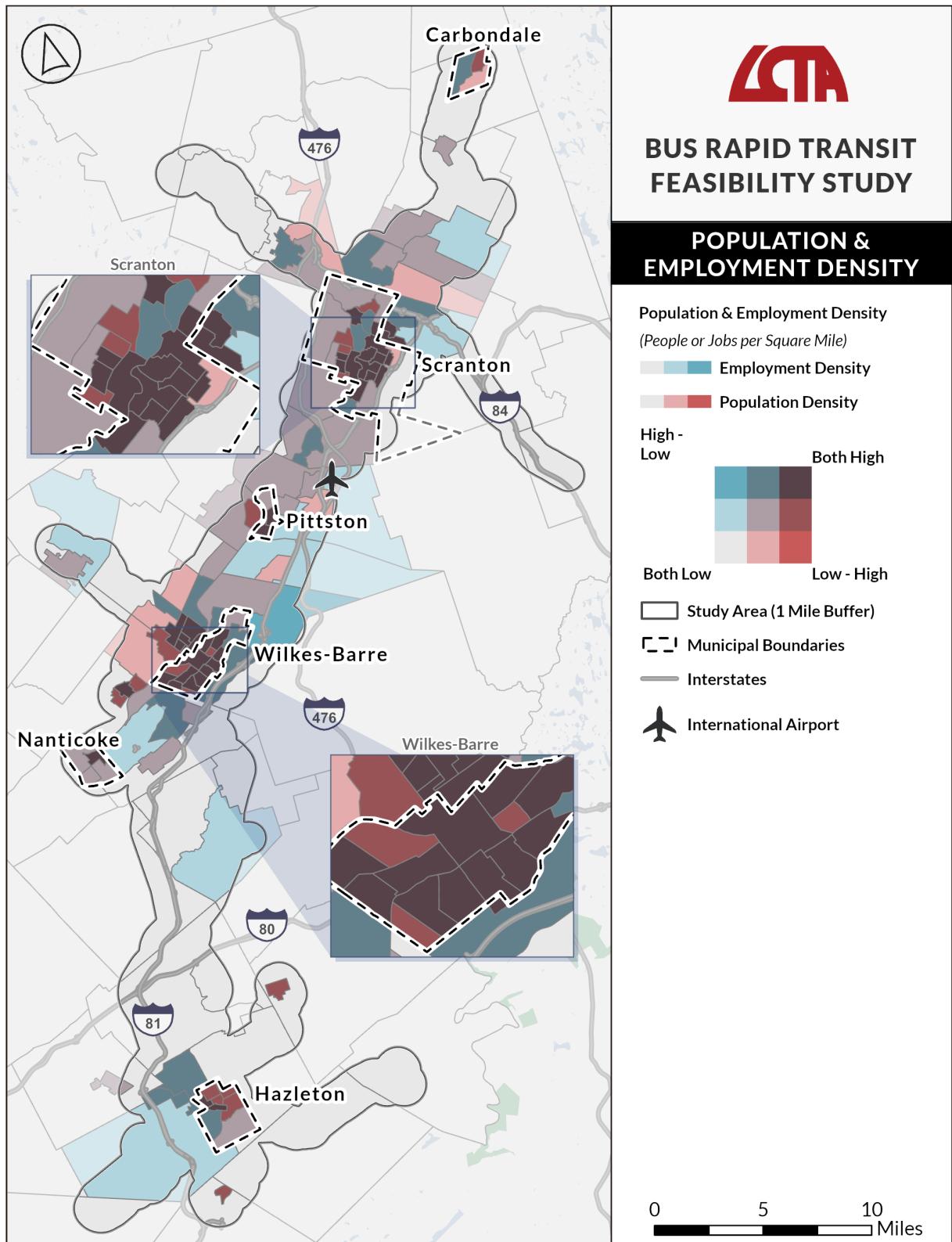
Employer data provides an additional layer of context for evaluating transit-supportive land use and ridership potential. Identifying major employment centers helps ensure transit services connect people to where jobs are located, maximizing both ridership and economic benefit.

Figure 9 shows where both employment and places of resident (referred to as population density) are concentrated across the study area. Areas with high employment density are shown in blue, while areas with high population density are shown in red. Areas with both high employment and population density are shown in purple. As shown, **the census tracts with the highest employment and population density are in the downtown areas of Scranton, Pittston, Wilkes-Barre, and Hazleton.** Areas with high employment density only are located:

- **Near the I-81 and I-84 interchange northeast of Scranton.** Major employers in this area include businesses in the Keystone Industrial Park. These employers could potentially be served by the proposed Covington-Keystone College BRT (i.e., Blue BRT Line) depending on where BRT stations are located.
- **East of I-81 between Pittston and Wilkes-Barre.** Major employers in this area include businesses in the CenterPoint Commerce & Trade Park, such as Lowe's Distribution Center, Benco, PepsiCo, and Amazon. The 2045 LRTP does not propose any BRT services for this area.
- **East of Nanticoke.** Major employers in this area include businesses in the Hanover Industrial Park. The Hanover Industrial Park could be served by the previously proposed Dallas-Wilkes-Barre-Nanticoke BRT (i.e., Green BRT Line) depending on where BRT stations are located.
- **West and southwest of Hazleton.** This area includes the Hazleton and Valmont Industrial Parks. Both of these facilities can be served by the previously proposed Hazleton Area BRT (i.e., Light Blue Line).

Overall, the LRTP BRT routes would serve several areas, such as Scranton, Wilkes-Barre, Nanticoke, and Hazleton, with both high population and employment density, and therefore high transit ridership potential. The 2045 LRTP did not propose any BRT routes serving Carbondale or Pittston, despite these areas hosting both high numbers of residents and job opportunities. There were also no BRT services proposed that would connect to any of the employment centers east of I-81 near Pittston. Future stages of the Project will analyze whether there are any feasible BRT alignments that could connect to the Carbondale or Pittston areas.

Figure 9. Employment and Population Density Across the Study Area, 2024



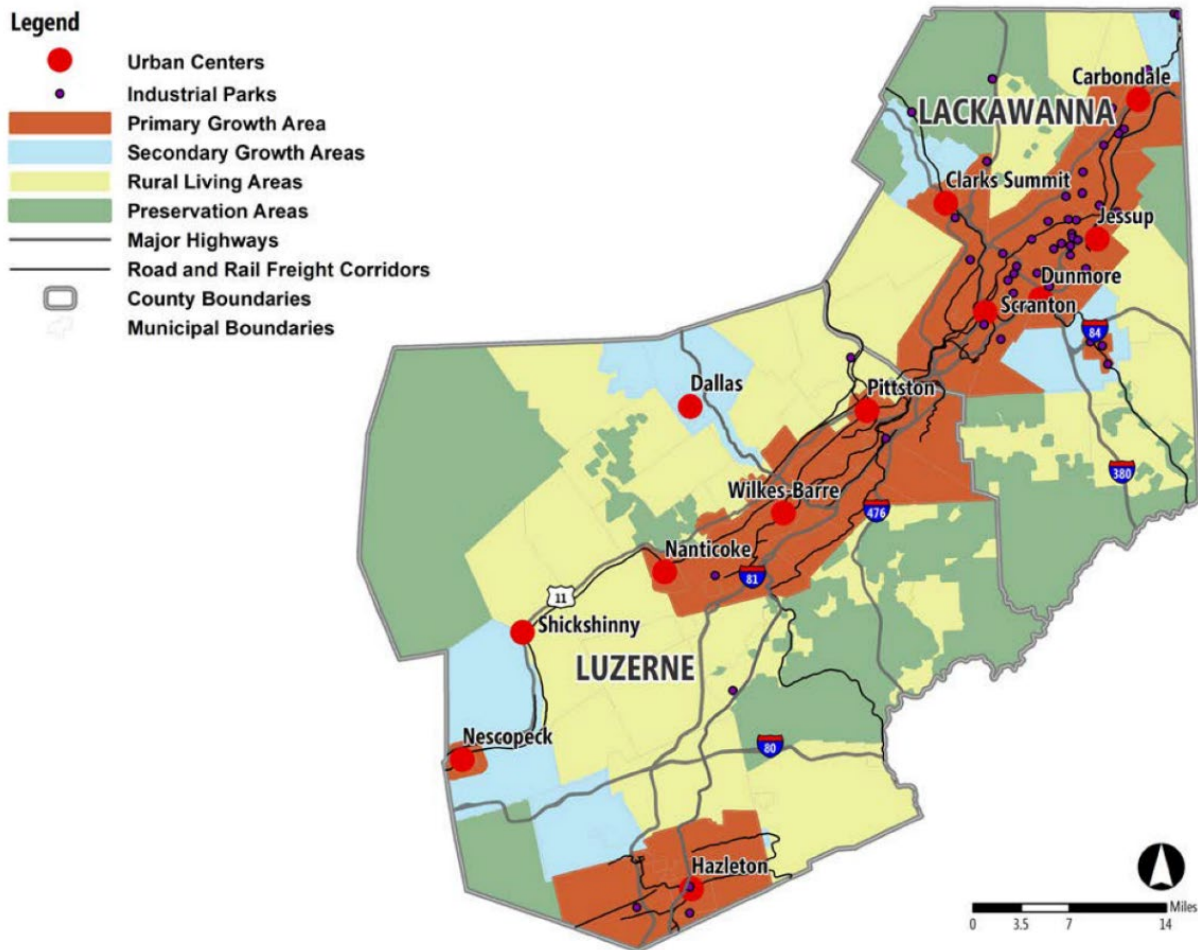
Source: US Census Bureau, Center for Economic Studies, LEHD & ACS 2024 5-Year Estimates

ZONING AND PRIMARY GROWTH AREAS

Transit supportive zoning can be utilized by BRT services to not only build ridership, but also to catalyze economic development across the Project study area. The Joint Counties Comprehensive Plan (2021) describes a regional growth framework focused on directing future development to Primary Growth Areas (PGAs). PGAs mostly encompass major population centers and existing transportation corridors. Over the next decade, it is anticipated that more growth and densification will occur in the PGAs, supporting future transit usage.

As shown in **Figure 10**, there is a nearly continuous band of PGAs extending from Carbondale through Scranton, Pittston, Wilkes-Barre, and Nanticoke. The Hazleton area is also designated as a PGA. The study area for the Project almost entirely aligns with the designated PGAs, demonstrating a strong relationship between regional land-use policy and the locations being considered for higher-capacity transit.

Figure 10. Regional Growth Framework



Source: 2045 Lackawanna-Luzerne Counties Joint Comprehensive Plan

Local zoning policies, plans, and ordinances also encouraging transit-supportive development throughout the study area. Some examples include:

- **Scranton-Abington Planning Association (SAPA) Comprehensive Plan** designates downtown Scranton as a City Center area with adaptive reuse and an infill-oriented mixed-use policy, intended to support a high level of transit service. The SAPA Comprehensive Plan also identifies several Borough Centers, community focal points and hubs of mixed-use activity that support residential, retail, and office uses. Borough centers are focused within Clarks Green, Clarks Summit, Dalton, and Dunmore.
- **Pittston's Zoning Ordinance** includes a purpose statement to "pursue and support downtown revitalization by encouraging increased density and upper-story residential development in the Central Business District."
- **The City of Hazleton Downtown Overlay District** establishes a zero minimum off-street parking requirement within the overlay, prohibits the use of vacant lots for parking, and requires that parking be located to the side or rear of buildings with access from alleys or side streets. These ordinances all help to encourage more transit ridership.

FUTURE DEVELOPMENT ACTIVITY

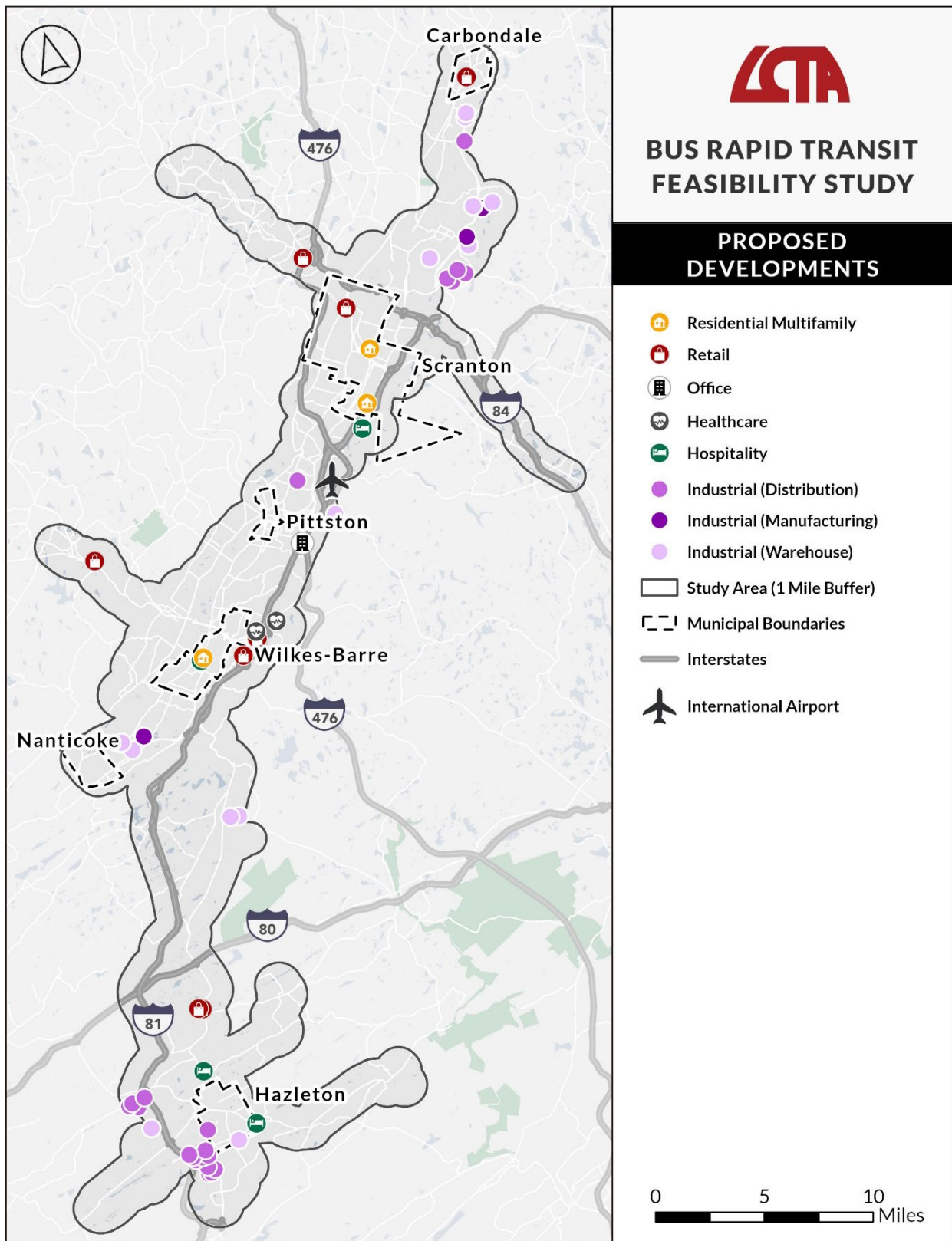
Considering future developments helps ensure BRT corridors serve long-term travel patterns. To better understand future development activity, commercial real estate data was sourced from CoStar, a third-party provider of commercial real estate information including planned and under construction buildings. **Figure 11** shows where proposed developments are located within the study area based on 2026 CoStar data. The data excludes proposed single-family homes. All the developments shown are expected to be completed over the next 9 years (i.e., by 2035).

While development activity will continue to evolve, the CoStar data indicates some clear trends:

- There are many industrial developments planned, including new warehouses, distribution facilities, and manufacturing facilities. Most of the planned industrial developments are located along US 6 between Scranton and Carbondale, in the Hanover Industrial Park, the Humboldt Industrial Park, or the Valmont Industrial Park. It is anticipated that these facilities will create jobs, potentially increasing demand for transit service to these areas, although exact employment projections are unknown.
- New multifamily housing projects are concentrated in Scranton and Wilkes-Barre.

Overall, the proposed development information further supports the need for enhanced transit services between the study area's major population and employment centers of Carbondale, Scranton, Wilkes-Barre, Nanticoke, Pittston, and Hazleton. The development data will be used to determine preferred alignments for BRT corridors.

Figure 11. Proposed Developments



TAKEAWAYS

Analysis of land use, zoning, primary growth areas, and future development confirms that the study area is well-positioned to support BRT service, relative to the region's existing activity patterns, employment concentrations, and development trends.

- Most **major activity centers are concentrated within the downtowns of Carbondale, Scranton, Pittston, Wilkes-Barre, Nanticoke, and Hazleton.** Notable trip generators include shopping centers, educational facilities, high-density residential buildings, and medical facilities.
- The census tracts with the **highest density of both population and employment are in Scranton, Pittston, Wilkes-Barre, and Hazleton.**
- The 2045 LRTP did not propose any BRT routes serving Carbondale or Pittston, despite these areas hosting both high numbers of residents and job opportunities.
- **The region's adopted growth management framework directly aligns with the Project's study area.** The Lackawanna-Luzerne Counties Joint Comprehensive Plan (2021) designates a nearly continuous band of PGAs extending from Carbondale through Scranton, Pittston, Wilkes-Barre, and Nanticoke. Hazleton is also a designated PGA.
- Future development, as of this time, is mostly concentrated near existing population centers. There is also substantial industrial development planned along US 6 between Scranton and Carbondale, in the Hanover Industrial Park, the Humboldt Industrial Park, and the Valmont Industrial Park. Previously proposed BRT services could connect to most new industrial developments except those proposed near US 6.

Land use data will be referenced during the Alternatives Development phase of the project to help evaluate corridor alignments, station locations, and opportunities for future ridership growth.

TRAFFIC AND TRAVEL CONDITIONS

This section examines existing traffic conditions and commuting patterns, identifying high-demand travel corridors that may be good candidates for BRT infrastructure enhancements, such as transit priority treatments.

The analysis presented in this section focuses on existing traffic and travel conditions. Looking ahead, proposed BRT improvements will also need to align with planned surface transportation projects and regional funding priorities. **Appendix D** includes information on capital projects and funding strategies that will be relevant to the design and implementation of future BRT services.

MAJOR ROADWAY CHARACTERISTICS

The study area is well served by a robust network of interstates. Interstate-81 (I-81) runs north-south, connecting Scranton, Pittston, Wilkes-Barre and Hazleton. Interstate-84 (I-84) runs east-west through Scranton, connecting to New York and Massachusetts. Interstate-476 (I-476) crosses the study area diagonally, connecting the region to Philadelphia. In addition, Interstate-80 (I-80) runs east-west through the southern section of the study area. Beyond the interstate system, the region is served by a network of state highways, arterials, collector roads, and local streets that provide access to employment centers, commercial districts, neighborhoods, educational institutions, and other community centers.

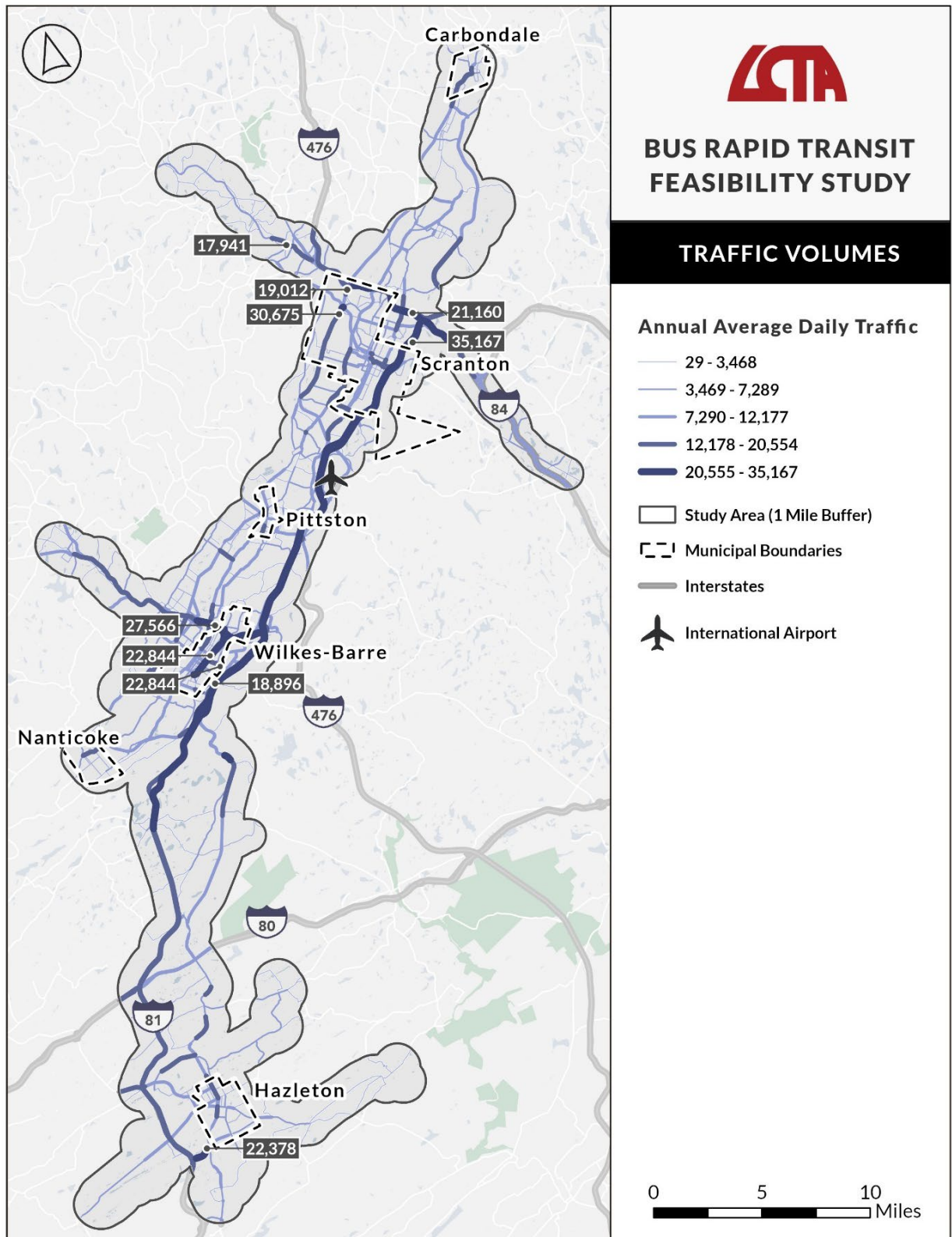
Traffic Conditions

Annual Average Daily Traffic (AADT) is the average number of vehicles that travel on a roadway each day over the course of an entire year, accounting for daily and seasonal traffic variations.

Figure 12 shows AADT for major roadways within the study area. The ten highest-volume corridors are as follows:

- I-81
- I-84
- US Route 6 (Grand Army of the Republic Highway)
- PA 307 (Scranton-Pocono Highway)
- PA 309 (Church Street/Hazleton Avenue)
- PA 424 (Arthur Gardner Highway/ Greater Hazleton Chamber of Commerce Beltway)
- PA 6006 (Scranton-Carbondale Highway)
- PA 6309 (Kidder Street/Main Boulevard)
- Dana Street/High Street/Wilkes-Barre Boulevard (Wilkes-Barre)
- Coal Street (Wilkes-Barre)

Figure 12. Traffic Volumes for Major Roadways



In the study area, the most congested corridor is I-81, particularly from just south of Wilkes-Barre to just north of Scranton, where it carries 25,000 to 35,000 vehicles per day. I-84 also carries high traffic volumes, particularly between Dunmore Borough and Scranton, where it carries 19,000 to 23,000 cars a day. PA 309 is also consistently congested as it crosses Wilkes-Barre, carrying between 21,000 to 28,000 cars daily. **Table 2** summarizes key characteristics for the roadways in the region with the highest AADT, as sourced from [PennDOT One Map](#).

The previously proposed BRT routes identified in the 2045 LRTP (shown previously in **Figure 1**) serve the roadways where existing travel demand is already concentrated. **Many of the highest-volume roads overlap with proposed BRT routes, including I-81, I-84, US 6, PA 307, PA 309, PA 93, and PA 11, among others.** By providing a fast, frequent, and reliable alternative to driving, BRT has the potential to reduce vehicle trips along these congested corridors. The volume of traffic along these corridors also has implications for the degree and extent of infrastructure enhancements that will be needed to ensure future BRT or express bus service remains fast and reliable.

Roadways in the study area with the highest AADT, identified in **Table 2**, vary in width, speeds, lane count and traffic volumes, indicating that conditions change considerably along the road network. Interstates generally operate with two to five lanes and posted speed limits of 65 to 70 miles per hour (mph). State roads identified in **Table 2** are mostly arterials or major collector roads, with speed limits ranging from 35 to 55 mph. Most of the state roads in the region vary in width and lane count as they travel through different land use contexts. The remaining routes shown in **Table 2** generally operate in lower-speed urban environments, with posted speed limits ranging from 25 to 35 mph. Despite this, some of these routes have AADT of up to 18,000 to 22,000 on some segments.

Table 2. Characteristics of Lackawanna and Luzerne County Roadways with Highest AADT

Type	Roadways	Name	Functional Classification	Lane Count	Width (ft)	Speed Limit (mph)	AADT	Overlap With BRT Routes
Interstates	I-81	American Legion Memorial Highway	Interstate	2-5	24-72	65	9,263 - 35,167	Hazleton Wilkes-Barre Scranton (Yellow Line)
	I-84	Fallen Trooper Memorial Highway	Interstate	2-3	24-36	65	20,554 - 21,260	Covington to Dalton (Blue Line)
	I-380	N/A	Interstate	2	24	70	10,554 - 11,968	Covington to Dalton (Blue Line)
US Routes	US 6	Christy Mathewson/Grand Army of the Republic/ Robert P. Casey Highway	Other Principle Arterial	2-3	24-36	55	4,946-17,941	Covington to Dalton (Blue Line)
State Roads	SR 11	Wyoming Avenue/ Scranton Expressway/Northern Boulevard/State Street/Birney Avenue	Major Collector	1-4	20-55	45	2,123 - 17,089	Covington to Dalton (Blue Line)
	SR 93	Broad Street	Minor Arterial	1-4	24-40	35	3,400 -15,547	Hazleton Area (Light Blue Line)
	SR 307	Scranton-Pocono Highway	Minor Arterial	2-3	22-45	45	2,508 - 15,337	Covington to Dalton (Blue Line)

Type	Roadways	Name	Functional Classification	Lane Count	Width (ft)	Speed Limit (mph)	AADT	Overlap With BRT Routes
	SR 309	Church Street/Hazleton Avenue/Hazleton McAdoo Highway/Hunter Highway/Memorial Highway/Mountain Boulevard/N Cross Valley Expressway/Tunkhannock Highway	Other Principle Arterial	2-3	18-50	35	3,718 - 27,566	Nanticoke to Dallas (Green Line), Hazleton Wilkes-Barre Scranton (Yellow Line), Mountain Top (Tan Line)
	SR 415	Memorial Highway	Other Principle Arterial	2-3	22-36	35	5,991 - 14,776	Nanticoke to Dallas (Green Line)
	SR 424	Arthur Gardner Highway/ Greater Hazleton Chamber of Commerce Beltway	Other Principle Arterial	1-2	12-40	50	287 - 22,378	No
	SR 924	Can Do Expressway/Center Street/Fifteenth Street/Washington Avenue	Other Principle Arterial	2-3	22-60	45	2,912 - 11,551	Hazleton Wilkes-Barre Scranton (Yellow Line), Hazleton Area (Light Blue Line)
	SR 2002	Main Street/Sans Souci Parkway	Local Road	2	25-34	35	5,225-13,405	Nanticoke to Dallas (Green Line)
	SR 2005	Blackman Street/Carey Avenue/Horton Street/West End Road	Local Road	2	28-39	35	6,711-13,421	Nanticoke to Dallas (Green Line)

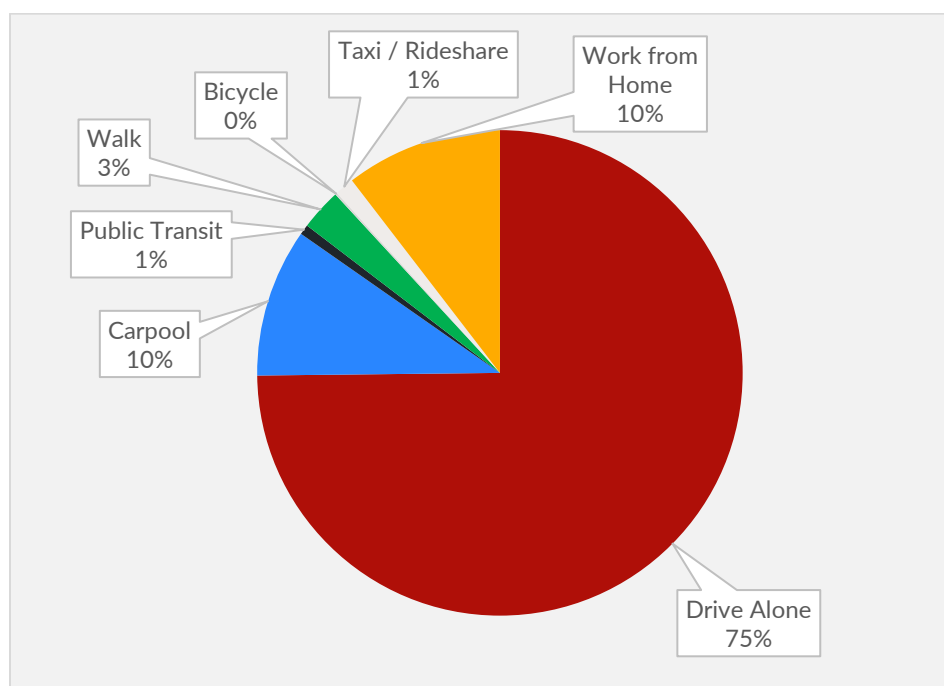
Type	Roadways	Name	Functional Classification	Lane Count	Width (ft)	Speed Limit (mph)	AADT	Overlap With BRT Routes
	SR 3022	Butler Drive/Butler Street/President Biden Expressway/South Street	Local Road	2-3	22-40	35	5,307 - 14,305	Covington to Dalton (Blue Line)
	SR 6006	Scranton-Carbondale Highway/Main Street/Canaan Street/Brooklyn Street	Other Principle Arterial	2-4	22-50	35	3,234 - 19,012	No
	SR 6309	Kidder Street/Mountain Boulevard/Spring Street/Wilkes-Barre Township Boulevard	Other Principle Arterial	2-3	22-38	35	4,744 - 16,789	No
Other Roadways	--	Dana Street/High Street/Wilkes-Barre Boulevard	Other Principle Arterial	2-4	34-62	35	1,215-22,844	No
	--	Coal Street	Other Principle Arterial	2-4	43-60	25	18,345	No
	--	Church Road	Major Collector	2	20	35	2,694	Mountain Top (Tan Line)
	--	Franklin Avenue/Pennsylvania Avenue	Minor Arterial	2-4	28-60	35	2,294-2,939	No
	--	Connell Street/ Pennsylvania Boulevard/Union Street	Major Collector	2	26-32	5	802 - 3,463	Covington to Dalton (Blue Line)

Source: [PennDOT One Map](#)

COMMUTING PATTERNS

Most people in the study area (85 percent) commute by car, truck, or van, with the vast majority driving alone instead of carpooling (**Figure 13**). Only 1 percent of study area workers currently commute via public transit, suggesting that BRT improvements could potentially help to grow commuter ridership by encouraging more people to commute via transit. Only 10 percent of study area workers work fully from home, indicating that there is a large potential market of co may be potential to grow commuter ridership through BRT improvements.

Figure 13. Commute Mode Share in the Study Area



The following analysis examines commuting patterns within the study area using U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES). LODES data is analyzed to understand commuting patterns within the study area that could be supported by future BRT.

In 2023, the study area supported 246,538 jobs. Approximately 67 percent of those employed in the study area also reside in the study area. **Table 3** and **Figure 13** show the study area census tracts with the highest concentrations of jobs held by study area residents. These census tracts are primarily located in Scranton, Wilkes-Barre, Plains Township, Hazle Township, and Pittston.

Table 4 and **Figure 14** show the census tracts with the highest concentrations of employees with residences in study area (i.e., where residents are commuting). Workers live across multiple municipalities rather than concentrated in a single location.

TAKEAWAYS

The traffic and travel conditions analysis shows that the previously proposed BRT corridors are aligned with the study's highest-demand travel corridors, with the exception of Scranton to Wilkes-Barre. The most important takeaways include:

- **The previously proposed BRT network follows the region's busiest travel corridors.** Most proposed routes overlap with the region's highest-volume roadways, indicating that the network serves corridors where travel demand is already established and where there is significant opportunity to attract riders.
- **Roadway conditions vary across the study area, reflecting the different roles each corridor serves.** These differences will help inform the type of transit priority improvements that are most appropriate for each segment of the proposed BRT corridors.
- **Most commuting trips remain within the study area.** Approximately two-thirds of workers both live and work within the region, with the largest concentrations of workers living in Scranton, Wilkes-Barre, Pittston, Plains Township, and Hazle Township. This demonstrates a strong market for regional transit serving workers.
- **Many study area residents are employed in the region's major industrial parks,** including CenterPoint Commerce & Trade Park, Hanover Industrial Park, Humboldt Industrial Park, and Valmont Industrial Park. Workers live across the study area, however, meaning commuters are traveling from several different areas to get to the large employment centers.

Table 3. Where Study Area Residents Are Employed – Top 10 Locations

Tract Number (County)	Municipality	Number of Residents Who Hold Jobs in the Study Area
1002 (Lackawanna)	Scranton	6,291
2001 (Luzerne)	Wilkes-Barre	5,709
2118 (Luzerne)	Plains Township	5,698
2170.01 (Luzerne)	Hazle Township	5,684
2101 (Luzerne)	Pittston	5,366
1128 (Lackawanna)	Moosic Borough	4,621
2146 (Luzerne)	Hanover Township	4,413
2152 (Luzerne)	Wilkes-Barre	3,634
2117.01 (Luzerne)	Jenkins Township	3,604
2155.02 (Luzerne)	Wright Township	3,385

Table 4. Where Study Area Residents Live – Top 10 Locations

Tract Number (County)	City	Number of Jobs Held By Study Area Residents
1111 (Lackawanna)	Archbald Borough	2,669
2114 (Luzerne)	Kingston Township	2,373
1112 (Lackawanna)	Blakely Borough	2,287
1104.01 (Lackawanna)	South Abington Township	2,245
2119 (Luzerne)	Plains Township	2,192
1125 (Lackawanna)	Taylor Borough	2,056
2166.02 (Luzerne)	Butler Township	2,046
2122 (Luzerne)	Swoyersville Borough	1,953
2105 (Luzerne)	Duryea Borough	1,911
1128 (Lackawanna)	Moosic Borough	1,905

Figure 14. Where Study Area Workers Live

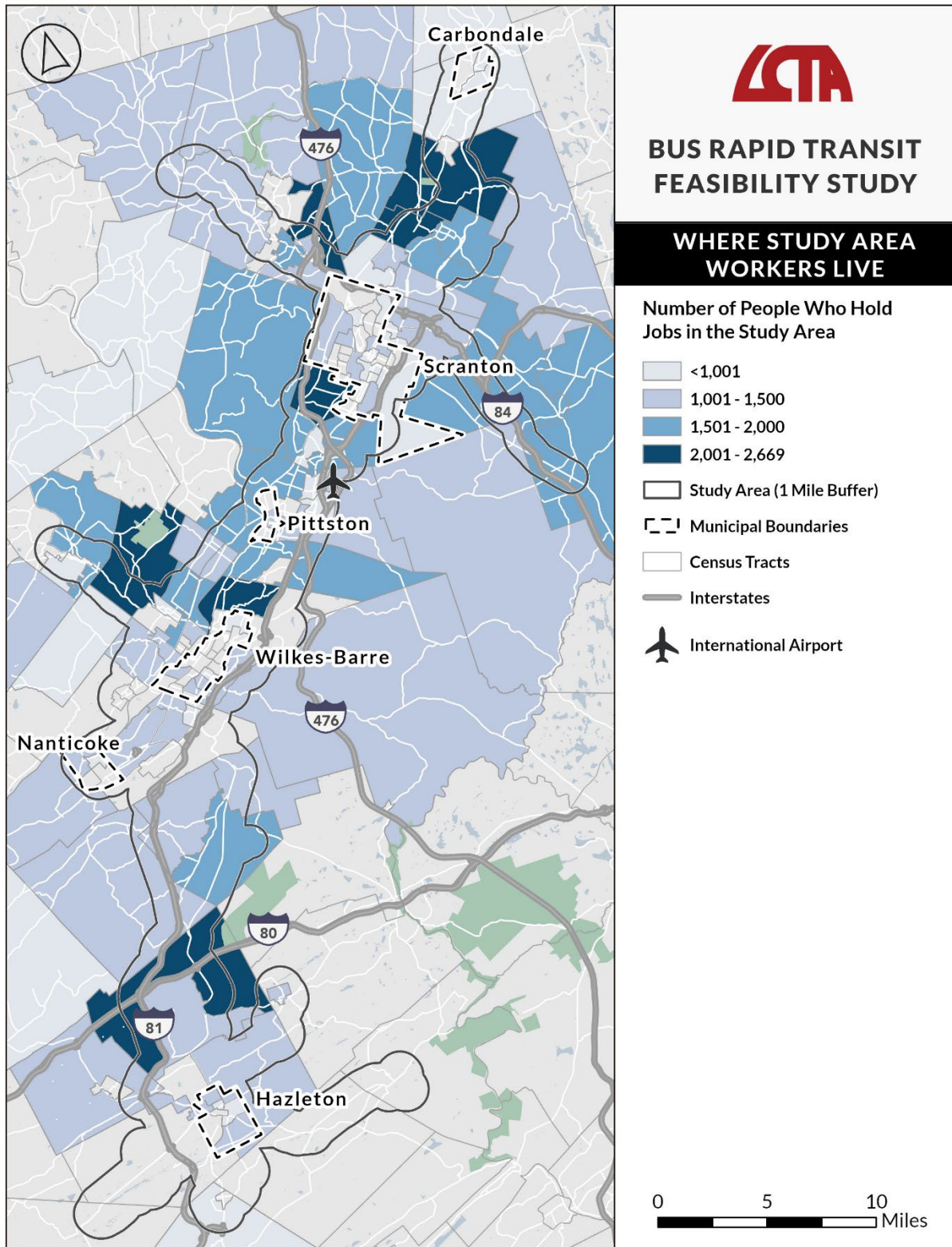
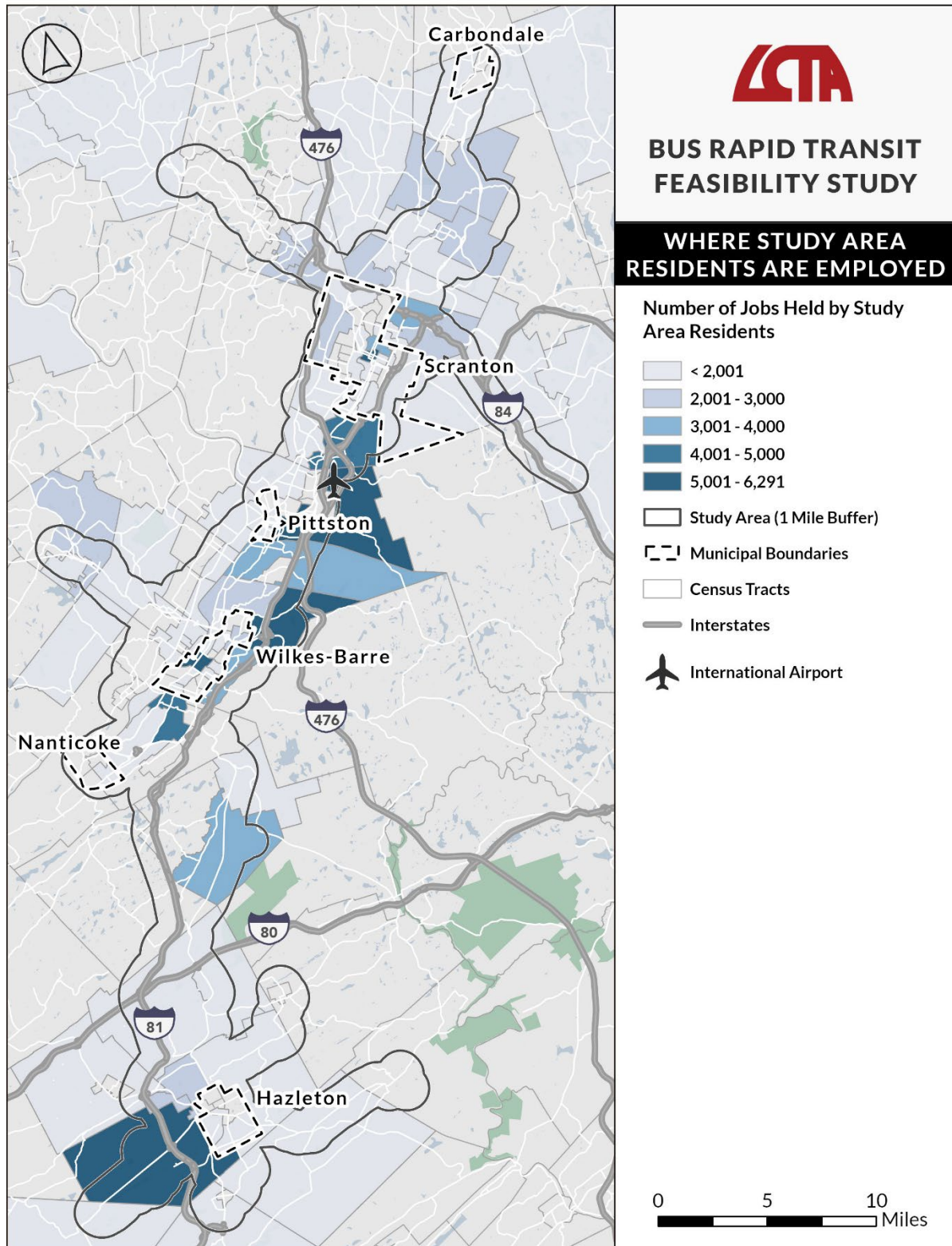


Figure 15. Where Study Area Residents Are Employed



TRANSIT NETWORK ANALYSIS

The study area is served by three public transit providers: the Luzerne County Transportation Authority (LCTA), the County of Lackawanna Transit System (COLTS), and Hazleton Public Transit (HPT). This section reviews recent ridership and performance data for these three agencies to better understand where transit demand is currently strongest and where BRT will attract the most riders.

TRANSIT NETWORK OVERVIEW

LCTA

LCTA serves the greater Wilkes-Barre area, operating twenty-one (21) regular fixed routes, ADA paratransit, microtransit (LCTA CONNECTS), and Shared Ride services. LCTA fixed route services are generally available from 5:00 AM to 11:00 PM on weekdays and 9:00 AM to 6:00 PM on Saturdays, but specific hours vary by route. Most routes operate on 40- to 65-minute headways. Some routes are available less frequently, operating limited roundtrips per day. **Figure 15** shows the LCTA fixed route system. **Table 5** summarizes key information for LCTA fixed route services.



Photo 1. LCTA Fixed Route Bus (Source: LCTA)

Figure 16. LCTA Bus Network

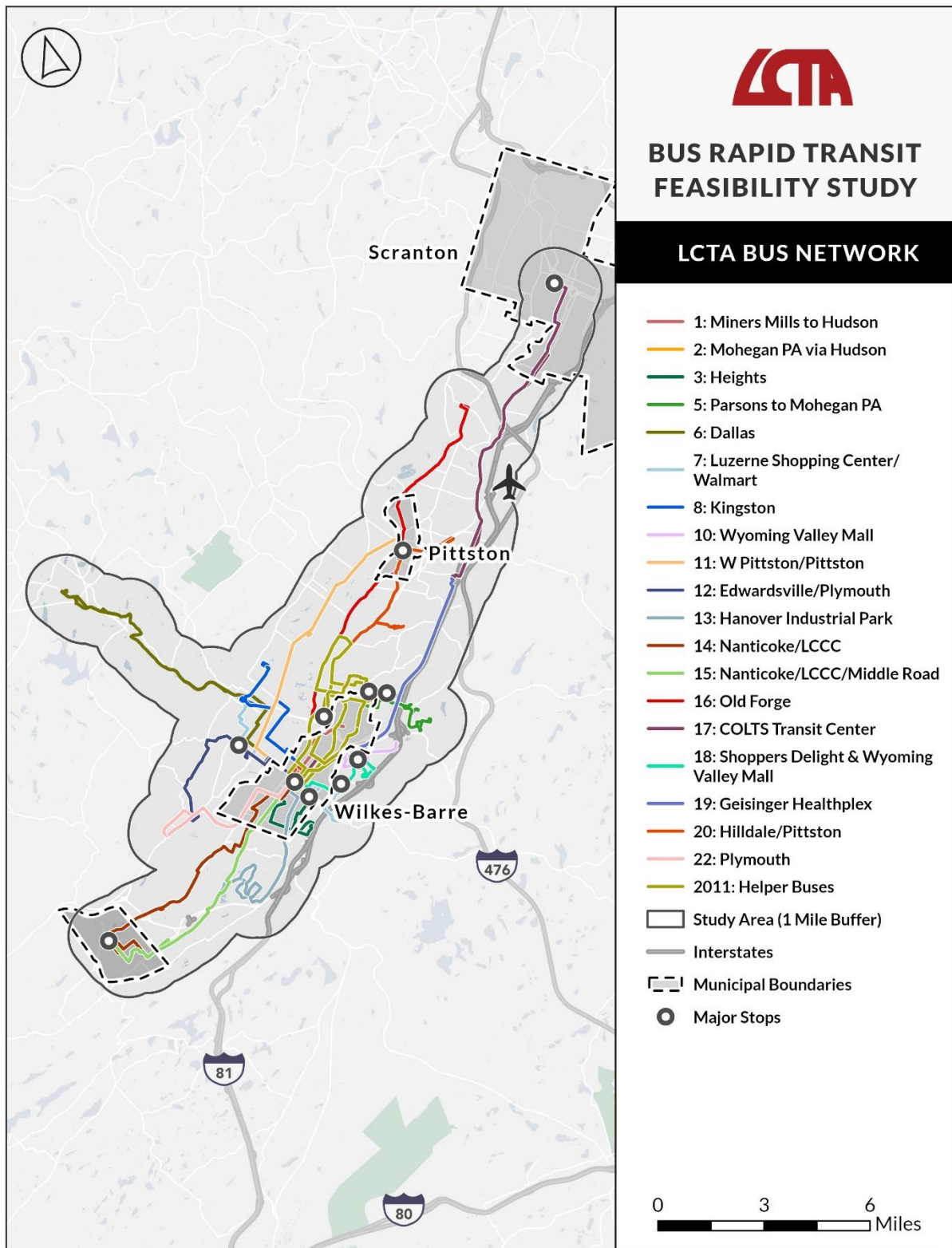


Table 5. Overview of LCTA Fixed Route Services

#	Name	Description	Service Days	Service Hours (Weekdays)	Service Hours (Saturday)	Weekday Frequency (Approx.)	Microtransit Connections
1	Mohegan via Miners Mills	Connects Downtown Wilkes-Barre to Mohegan Pennsylvania via Miners Mills.	Mon. – Sat.	5:30 AM – 6:49 PM	10:00 AM – 5:29 PM	65 min.	--
2	Mohegan via Hudson	Connects Downtown Wilkes-Barre to Mohegan Pennsylvania via Hudson.	Mon. – Sat.	5:30 AM – 6:55 PM	10:00 AM – 5:36 PM	65 min.	--
3	Heights	Serves Valley View Terrace, ALDI (Union Center), South Meade Street, and East South Street.	Mon. – Sat.	5:50 AM – 7:05 PM	9:00 AM – 5:35 PM	39 min.	--
5	Parsons / Mohegan	Serves Mohegan Pennsylvania, Wilkes-Barre Area Career and Technical Center, and the Social Security Administration.	Mon. – Sat.	5:15 AM – 6:44 PM	9:10 AM – 5:54 PM	65 min.	--
6	Dallas	Connects Wilkes-Barre to Dallas, stopping at Misericordia University.	Mon. – Sat.	5:00 AM – 6:33 PM	9:00 AM – 5:13 PM	67 min.	--
7	Luzerne Shopping Center	Connects Wilkes-Barre to the Luzerne Shopping Center via Edwardsville and Pringle.	Mon. – Sat.	6:30 AM – 11:03 PM	9:00 AM – 5:09 PM	58 min.	--
8	Kingston / Luzerne / Swoyersville	Serves the Luzerne Housing Authority in Kingston and the Luzerne Shopping Center.	Mon. – Sat.	7:30 AM – 6:49 PM	9:30 AM – 5:09 PM	66 min.	--

#	Name	Description	Service Days	Service Hours (Weekdays)	Service Hours (Saturday)	Weekday Frequency (Approx.)	Microtransit Connections
10	Wyoming Valley Mall	Serves the Wyoming Valley Mall, East End Shopping Center, and Wilkes-Barre Veterans Affairs (VA) Medical Center.	Mon. – Sat.	5:50 AM – 7:24 PM	9:00 AM – 5:15 PM	40 min.	--
11	West Pittston / Pittston	Connects Wilkes-Barre to Pittston.	Mon. – Sat.	5:00 AM – 9:08 PM	9:00 AM – 5:49 PM	80 min.	Yes
12	West Side Mall / Plymouth	Connects Downtown Wilkes-Barre to Edwardsville and Plymouth, stopping at the West Side Mall.	Mon. – Sat.	5:30 AM – 6:27 PM	9:00 AM – 5:57 PM	60 min.	--
13	Hanover Industrial Park	Serves Hanover Industrial Park, the Hanover Industrial Estates, and Ashley Park & Ride.	Mon. – Sat.	5:30 AM – 10:25 PM	9:00 AM – 5:25 PM	60 min.	Yes
14	Nanticoke / Luzerne County Community College (LCCC) via Sans Souci	Serves Hanover Mall, Bus Stop Café (Nanticoke Park), and LCCC.	Mon. – Sat.	5:00 AM – 10:52 PM	9:00 AM – 5:56 PM	60 min.	Yes
15	Nanticoke / LCCC via Main St	Serves Dundee Apartments, Bus Stop Café (Nanticoke Park), and LCCC.	Mon. – Sat.	5:15 AM – 5:40 PM	9:00 AM – 5:40 PM	72 min.	Yes
16	Old Forge via River Road	Connects Wilkes-Barre, Pittston, and Old Forge.	Mon. – Sat.	6:30 AM – 6:27 PM	9:00 AM – 5:57 PM	90 min.	Yes

#	Name	Description	Service Days	Service Hours (Weekdays)	Service Hours (Saturday)	Weekday Frequency (Approx.)	Microtransit Connections
17	Scranton	Connects Wilkes-Barre to Scranton via Pittston, stopping at the Wilkes-Barre VA Medical Center, Mohegan Pennsylvania, and Geisinger Healthplex at CenterPoint.	Mon. – Sat.	6:40 AM – 6:19 PM	9:00 AM – 3:55 PM	5 roundtrips / day	Yes
18	Shoppers Delight	Serves shopping areas near Wilkes-Barre, stopping at Walmart, Wyoming Valley Mall, and Target.	Mon. – Sat.	6:10 AM – 9:14 PM	9:00 AM – 5:24 PM	40 min.	--
19	Pittston Geisinger Healthplex	Connects Downtown Wilkes-Barre and the Geisinger Healthplex at CenterPoint.	Mon. – Sat.	5:30 AM – 9:25 PM	9:00 AM – 5:55 PM	84 min.	Yes
20	Pittston via Hilldale	Serves Wilkes-Barre Area High School, Inkerman Warehouses, Downtown Pittston, and ALDI.	Mon. – Sat.	6:30 AM – 7:10 PM	9:00 AM – 6:22 PM	67 min.	Yes
22	Plymouth	Connects Downtown Wilkes-Barre to Plymouth.	Mon. – Sat.	5:40 AM – 6:55 PM	9:00 AM – 4:25 PM	60 min.	--
24	Frances Slocum ¹	Seasonal service from Wilkes-Barre to Frances Slocum State Park.	Mon. – Sat.	10:00 AM – 5:20 PM	10:00 AM – 4:20 PM	3 roundtrips / day	--
Trippler	Trippler ²	Trippler service serving Wilkes-Barre Area High School.	Mon. – Fri.	7:15 AM – 4:05 PM	--	3 roundtrips / day	--

¹ Operates early June through Labor Day Weekend.

² Operates early September through early June.

COLTS

The County of Lackawanna Transit System (COLTS) is the primary public transit provider in Lackawanna County. COLTS operates twenty-two (22) fixed routes, ADA paratransit, and Shared Ride services. COLTS fixed routes are generally available from 5:15 AM to 1:00 AM on weekdays and 7:45 AM to 1:00 AM on Saturdays, with exact hours varying by route. Most fixed routes operate on 60-minute headways, with some routes running more or less frequently. **Figure 16** shows the COLTS fixed route system. **Table 6** summarizes key information for COLTS fixed route services.



Photo 2. COLTS Fixed Route Bus (Source: COLTS)

Figure 17. COLTS Bus Network

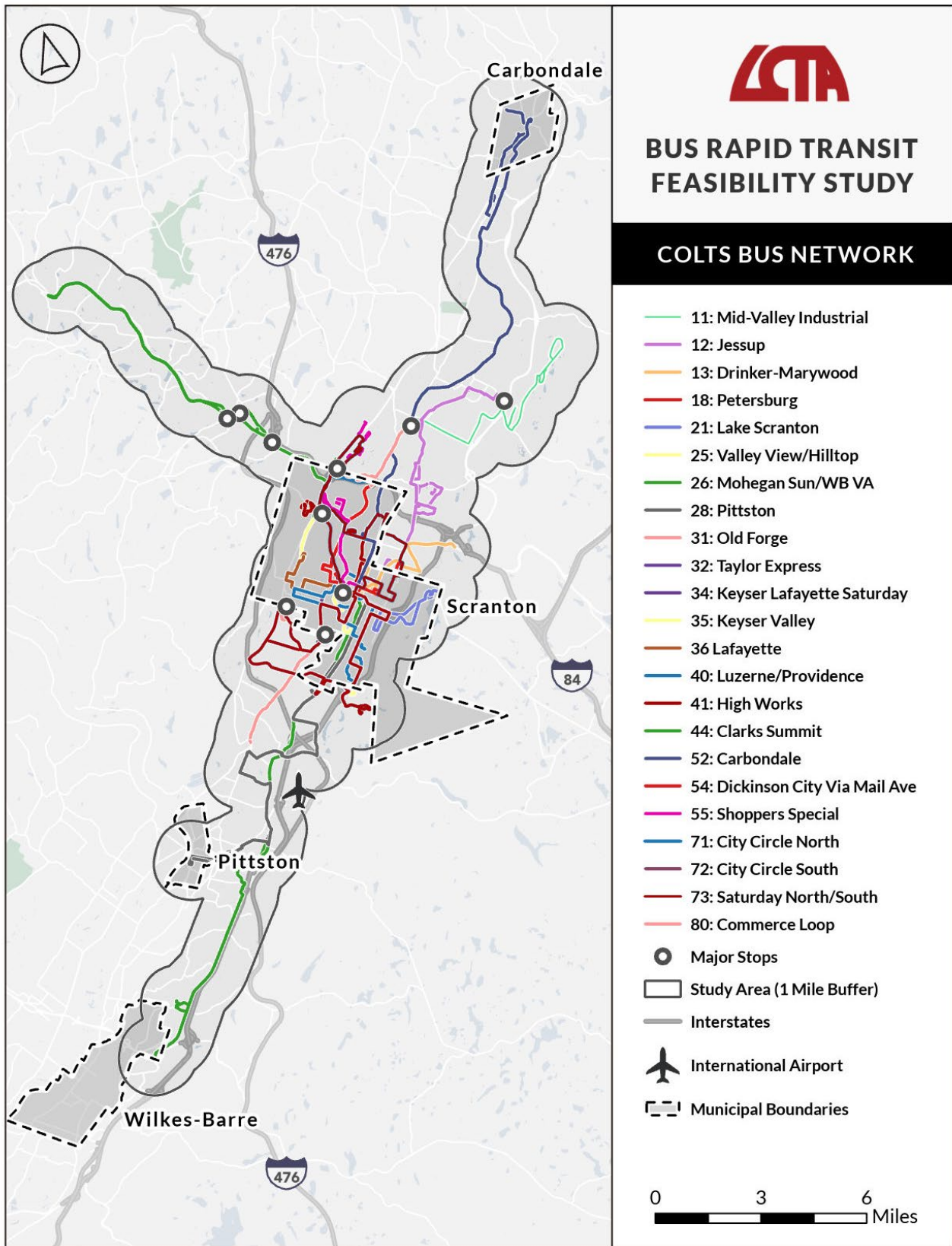


Table 6. Overview of COLTS Fixed Route Services

#	Name	Description	Service Days	Service Hours (Weekdays)	Service Hours (Sat.)	Weekday Frequency (Approx.)
9	Crowd Mover	Serves PNC Field on Scranton/Wilkes-Barre RailRiders game days.	Variable	Varies	Varies	1 trip pre-game & 1 trip post-game
11	Mid Valley Industrial Parks	Connects industrial and business facilities near Jessup and Olyphant, including the Mid Valley Industrial Park, Amazon, and Chewy.	Mon – Sat	5:25 AM – 6:35 PM	5:25 AM – 6:35 PM	8 roundtrips / day
12	Jessup	Connects Scranton to Jessup via Dunmore, Throop, and Blakely.	Mon – Sat	5:20 AM – 7:10 PM	7:20 AM – 7:10 PM	60 min.
13	Marywood / Drinker	Serves several schools in the Scranton area, including Marywood University, Lackawanna College, the University of Scranton, Dunmore High School, and Scranton Prep.	Mon – Sat	6:40 AM – 6:40 PM	10:15 AM – 5:15 PM	60 min.
18	Petersburg	Serves the Petersburg Corners area of Scranton, stopping at the Lackawanna County Government Center, Mulberry Tower, and the University of Scranton.	Mon – Sat	5:20 AM – 7:10 PM	7:20 AM – 5:10 PM	60 min.
21	Lake Scranton / Oakmont	Connects Downtown Scranton to the Lake Scranton area, stopping at Oakmont Garden Apartments and Lutherwood Apartments.	Mon - Fri	6:35 AM – 6:25 PM	--	90 min.
25	Valley View Terrace / Hilltop Manor	Serves the South Side of Scranton, including Valley View Terrace, Hilltop Manor, Connell Park/Little League Complex.	Mon – Fri	5:25 AM – 6:52 PM	--	60 min.
26	Mohegan Sun / Wilkes-Barre VA	Connects Scranton and Wilkes-Barre via Moosic, Avoca, and Dupont.	Mon – Fri	9:15 AM – 5:30 PM	--	3 hrs. 15 min.

#	Name	Description	Service Days	Service Hours (Weekdays)	Service Hours (Sat.)	Weekday Frequency (Approx.)
28	Pittston	Connects Scranton to Pittston via Moosic, Avoca, and Dupont.	Mon – Sat	6:15 AM – 7:10 PM	7:15 AM – 7:00 PM	60 min.
31	Old Forge / Stauffer	Connects Scranton to Old Forge, stopping at Taylor Commons/Walmart, Taylor Public Library, Riverside High School, and the Old Forge Municipal Building.	Mon – Sat	5:15 AM – 6:55 PM	7:15 AM – 6:45 AM	48 min.
32	Taylor Walmart Express	Provides express service between Downtown Scranton and Taylor Commons/Walmart and Price Chopper.	Mon – Fri	7:45 AM – 3:15 PM	--	60 min.
34	Keyser Valley / Lafayette	Connects Downtown Scranton to Keyser Oak Shopping Center / Gerrity's, alternating between Luzerne Street and Lafayette Street.	Sat.	--	7:45 AM – 6:00 PM	60 min.
35	Keyser Valley	Connects Downtown Scranton to Keyser Oak Shopping Center / Gerrity's via Luzerne Street.	Mon. – Fri.	6:15 AM – 6:40 PM	--	60 min.
36	Lafayette	Connects Downtown Scranton to Keyser Oak Shopping Center / Gerrity's via Lafayette Street.	Mon. – Fri.	6:25 AM – 6:25 PM	--	60 min.
40	Luzerne / Providence	Trippler service to West Scranton High School.	Mon. – Fri.	6:55 AM – 3:35 PM	--	1 AM trip & 1 PM trip
41	High Works	Serves North Scranton, stopping at the Morgan Complex, Delaware Towers, and the Allied Terrace.	Mon. – Sat.	6:00 AM – 7:05 PM	8:27 AM – 6:05 PM	60 min.

#	Name	Description	Service Days	Service Hours (Weekdays)	Service Hours (Sat.)	Weekday Frequency (Approx.)
44	Clarks Summit	Connects Dickson City, Clarks Summit, and Factoryville, including Keystone College.	Mon. – Fri.	7:55 AM – 5:50 PM	--	75 min.
52	Carbondale	Connects Scranton to Carbondale via Dickson City, Blakely, and Jermyrn.	Mon. – Sat.	5:45 AM – 7:10 PM	6:45 AM – 7:10 PM	60 min.
54	Dickson City	Connects Scranton to Dickson City via Main Avenue.	Mon. – Sat.	6:20 AM – 6:25 PM	8:15 AM – 5:25 PM	60 min.
55	Shoppers' Special	Serves shopping areas north of Scranton, including Keyser Oak Shopping Center, Viewmont Mall, Wegmans, and Walmart.	Mon. – Sat.	6:15 AM – 7:00 PM	8:30 AM – 7:00 PM	60 min.
71	Evening City Circle North	Provides evening service in the northern area of Scranton.	Mon. – Sat.	7:00 PM – 12:55 AM	6:00 PM – 11:55 PM	60 min.
72	Evening City Circle South	Provides evening service in the southern area of Scranton.	Mon. – Sat.	7:00 PM – 12:53 PM	7:00 PM – 12:53 PM	60 min.
80	Commerce Loop	Connects Viewmont Mall to the Giant Market in Dickson City, serving shopping plazas and Dickson Corners in route.	Mon. – Sat.	7:15 AM – 6:15 PM	8:15 AM – 6:15 PM	60 min.

HPT

Hazleton Public Transit (HPT) is the primary public transit provider for the City of Hazleton and surrounding townships. HPT operates twelve (12) fixed routes and ADA paratransit services. HPT fixed routes are available from 5:00 AM to 10:00 PM on weekdays, 8:00 AM to 9:45 PM on Saturdays, and 11:00 AM to 5:45 PM on Sundays, with exact hours varying by route. Most routes are hourly, with some routes running on 90-minute or longer headways. **Figure 17** shows the HPT fixed route system. **Table 7** summarizes key information for HPT's fixed route services.



Photo 3. HPT Fixed Route Bus (Source: HPT)

Figure 18. HPT Bus Network

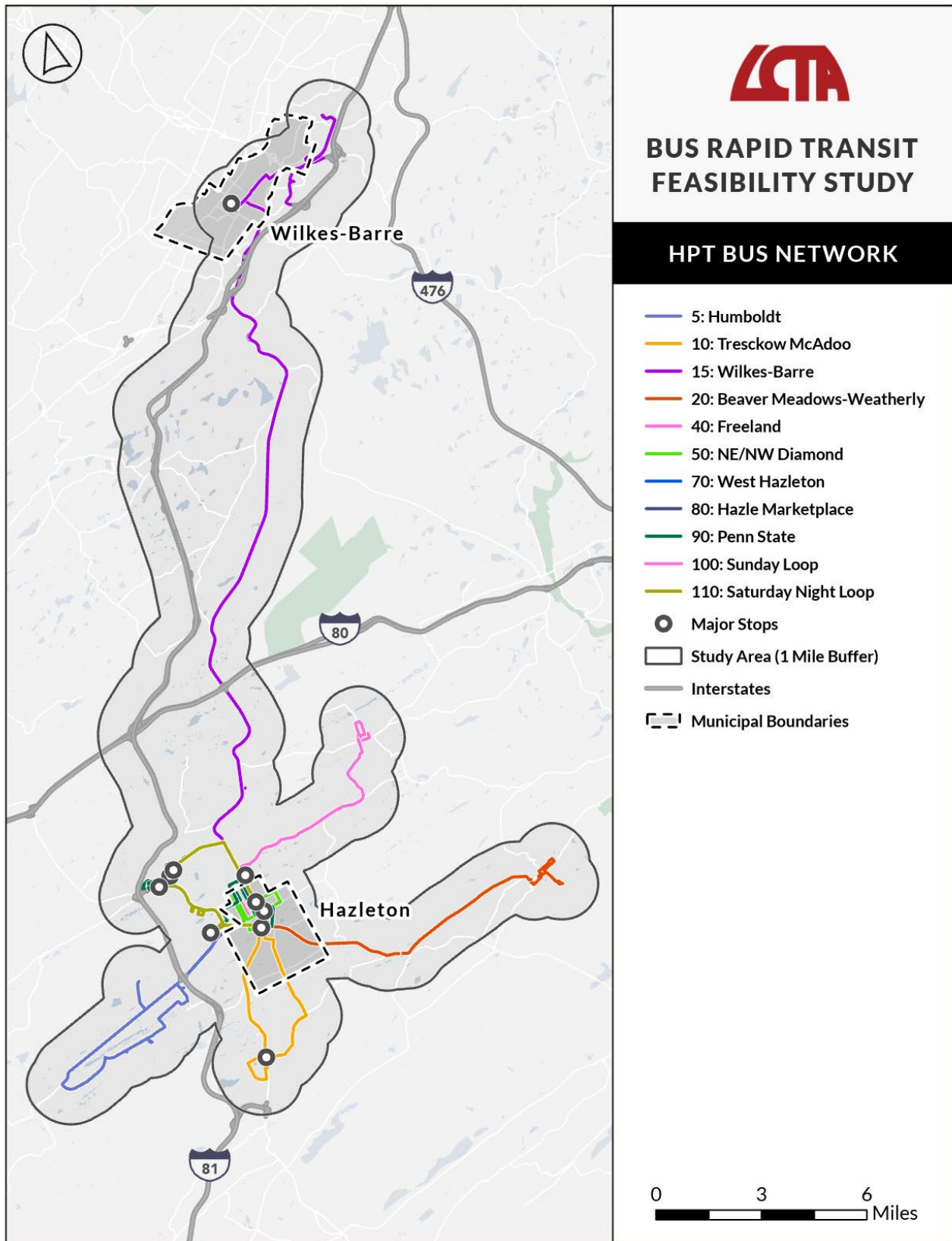


Table 7. Overview of HPT Fixed Route Services

#	Name	Description	Service Days	Service Hours (Weekdays)	Service Hours (Sat.)	Service Hours (Sun.)	Weekday Service Frequency (Avg.)
5	Humboldt Industrial Park	Connects Downtown Hazleton to the Humboldt Industrial Park.	Mon. – Fri.	5:03 AM – 5:48 PM	--	--	60 min.
10	McAdoo / Tresckow	Connects to Hazleton Heights, Tresckow, McAdoo, and Kelayres.	Mon. – Sat.	6:05 AM – 4:51 PM	9:00 AM – 3:46 PM	--	60 min.
15	Mountain Top / Wilkes-Barre	Connects Hazleton to Wilkes-Barre via Mountain Top.	Mon. – Sat.	8:30 AM – 3:25 PM	8:30 AM – 3:25 PM	--	3 roundtrips / day
20	Beaver Meadows / Weatherly	Serves Hazleton, Beaver Meadows, and Weatherly.	Mon. – Sat.	7:00 AM – 5:02 PM	8:00 AM – 4:55 PM	--	90 min.
40	Freeland	Connects Hazleton to Freeland.	Mon. – Sat.	5:00 AM – 5:59 PM	9:00 AM – 6:22 PM	--	60 min.
50	Northeast Diamond	Serves Hazleton via Diamond Avenue, Peace Street, and Grant Street.	Mon. – Sat.	8:00 AM – 5:40 PM	8:25 AM – 6:58 PM	--	90 min.
70	West Hazleton	Serves West Hazleton, stopping at Laurel Mall, Walmart, and Weis.	Mon. – Sat.	7:00 AM – 5:59 PM	9:00 AM – 5:55 PM	--	60 min.
80	Hazle Marketplace	Serves Hazle Township, stopping at Church Hill Mall, Beltway Commons, Laurel Mall, and Walmart.	Mon. – Sat.	6:30 AM – 6:18 PM	8:30 AM – 5:23 PM	--	60 min.
90	Penn State ¹	Connects Downtown Hazleton to Penn State University Hazleton.	Mon. – Fri.	7:15 AM – 9:57 PM	--	--	90 min.
95	Summer Loop ²	Loop that serves Downtown Hazleton, Hazle Township, and West Hazleton.	Mon. – Fri.	6:30 AM – 9:22 PM	--	--	60 min.
100	Sunday Loop	Loop that serves Downtown Hazleton, Hazle Township, and West Hazleton.	Sun.	--	--	11:00 AM – 5:45 PM	60 min.

#	Name	Description	Service Days	Service Hours (Weekdays)	Service Hours (Sat.)	Service Hours (Sun.)	Weekday Service Frequency (Avg.)
110	Saturday Night Loop	Loop that serves Downtown Hazleton, Hazle Township, and West Hazleton.	Sat.	--	6:00 PM – 9:45 PM	--	60 min.

¹ Route 90 only operates during Penn State University Hazleton's Fall and Spring Semesters, which run from approximately late August through early May.

² Route 95 only operates from early May through late August.

RIDERSHIP AND PERFORMANCE

Regional Trends

In Fiscal Year (FY) 2024-25, LCTA and COLTS both served around 750,000 fixed route passenger-trips, while HPT served about 150,000 passenger-trips (*Figure 18*). **This suggests that there is more transit demand in the Wilkes-Barre and Scranton areas compared to Hazleton.** This finding is expected, as Wilkes-Barre and Scranton have larger populations comparatively. Regional fixed route ridership has stabilized since the lows experience during the COVID-19 pandemic (*Figure 18*). Ridership has yet to reach pre-pandemic levels.

Fixed route ridership is relatively consistent across weekdays, with typical weekday ridership more than double typical Saturday ridership (*Figure 19*). Only HPT operates on Sundays, so average Sunday ridership is lower than either weekday or Saturday ridership.

Figure 19. Annual Fixed Route Ridership (FY 2018-19 through FY 2024-25)

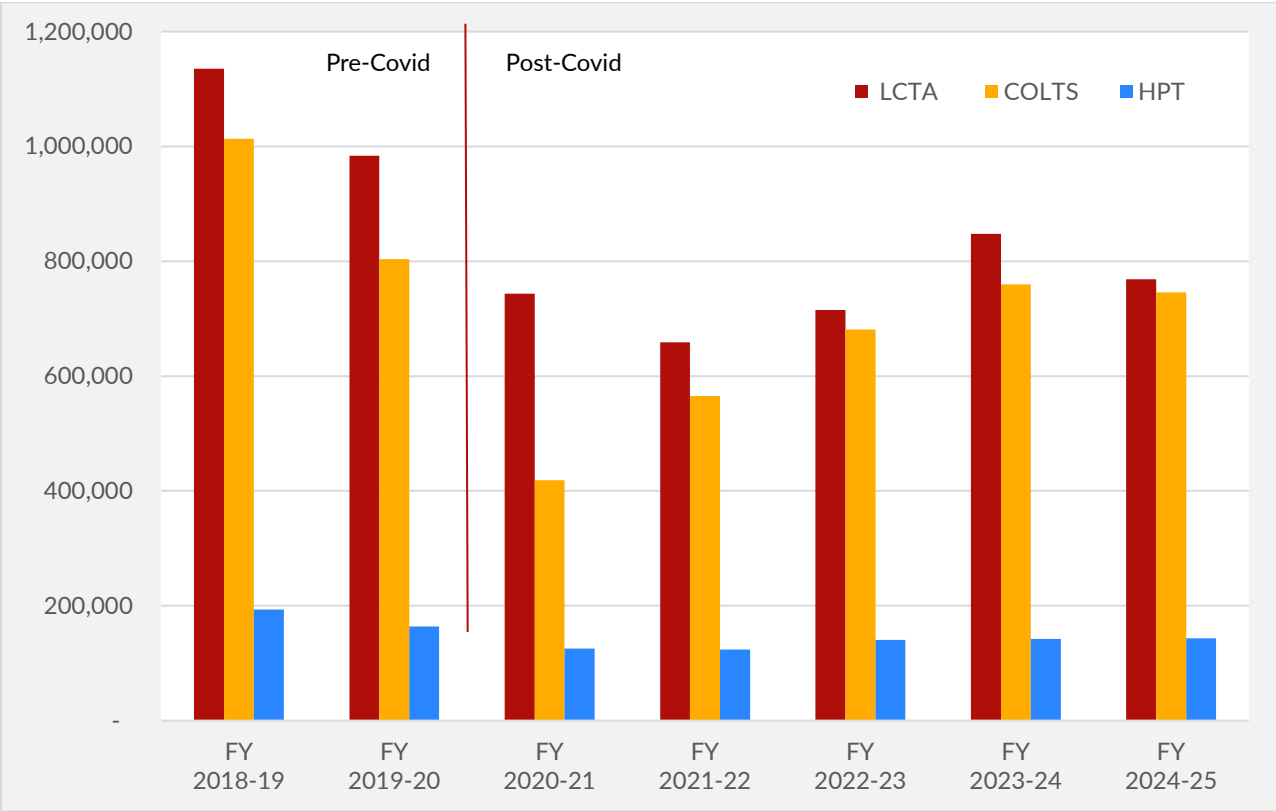


Figure 20. Fixed Route Ridership by Day of Week (FY 2024-25)

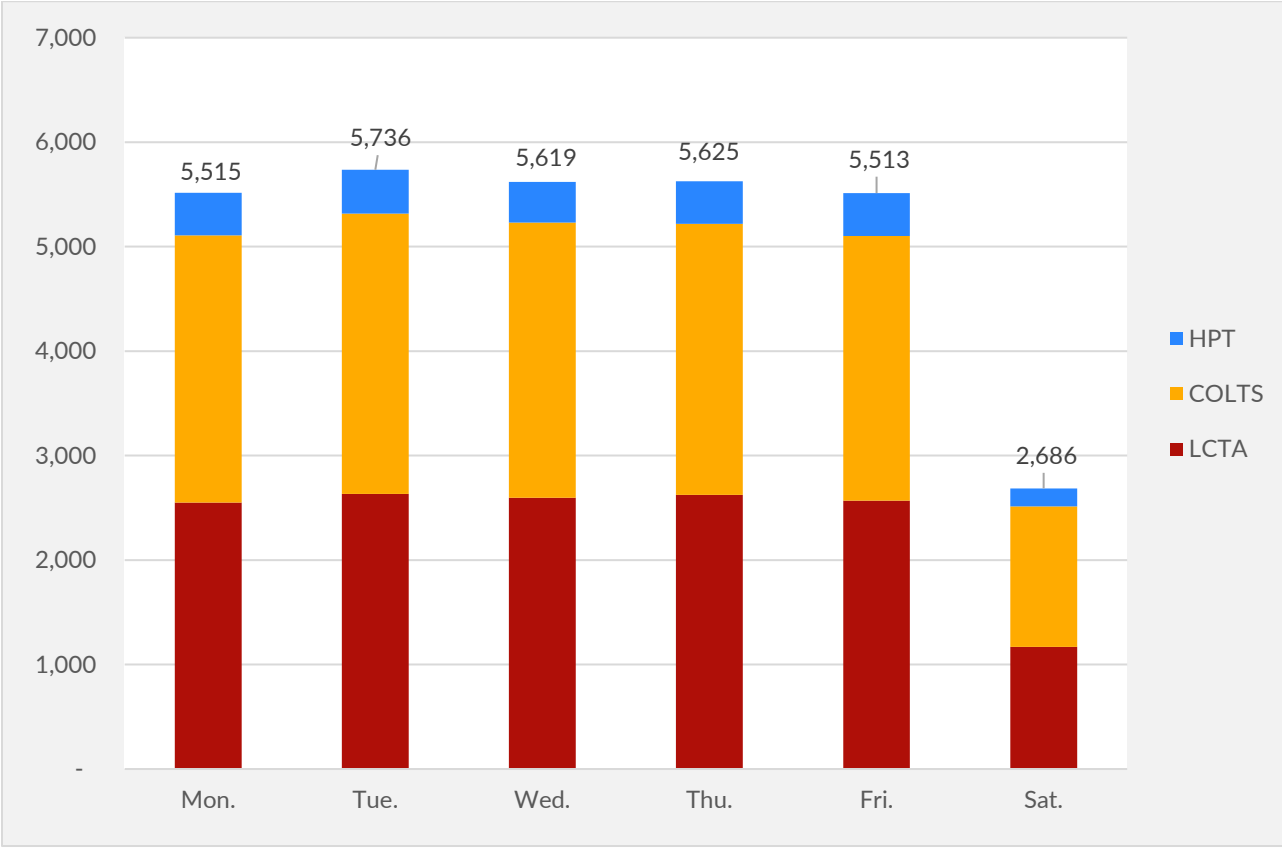
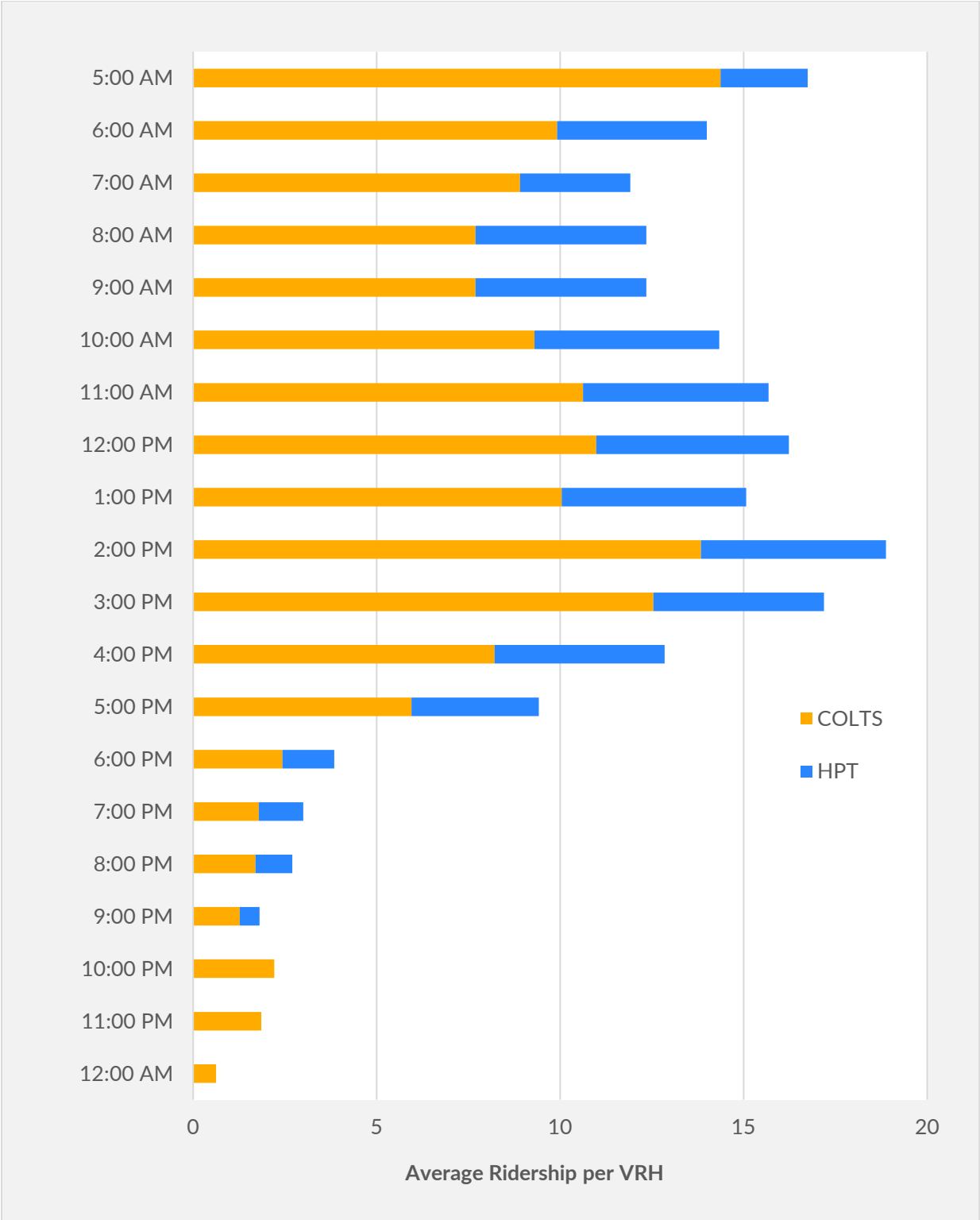


Figure 20 shows COLTS and HPT fixed route ridership by hour for FY 2024-25. Based on the data, the most significant ridership peak occurred during the midday period (11:00 AM to 3:00 PM). Starting around 3:00 PM, ridership levels then dropped significantly on both COLTS and HPT services. **Neither COLTS nor HPT experienced clear ridership peaks during the traditional commuting hours of 7:00 to 9:00 AM or 4:00 to 6:00 PM.** It is important to note that LCTA ridership totals are not included in **Figure 20** due to service schedules changes and data collection delays.

Figure 21. COLTS and HPT Fixed Route Ridership by Hour (FY 2024-25)



Ridership by Route

The majority of the routes with the highest average weekday ridership are operated by COLTS or LCTA (**Figure 21**). This is expected, as COLTS and LCTA both serve more ridership overall. The six routes with the highest weekday ridership all make intercity connections (**Figure 21**), suggesting there is demand for improved connections between communities.

Many of the routes with the highest weekday ridership serve shopping centers or malls (**Figure 21**). These include LCTA Routes 7 (Luzerne Shopping Center) and 18 (Shoppers Delight), COLTS Route 55 (Shopper's Special), and HPT Route 80 (Hazle Marketplace). This indicates significant demand for service to commercial centers, likely for shopping or for employment purposes.

In FY 2024-25, the most productive routes, as measured by ridership per vehicle revenue hour, were COLTS Routes 32 (Taylor Walmart Express) and 40 (Luzerne/Providence) and HPT Route 80 (Hazle Marketplace) (**Figure 22**). COLTS Route 40 is a tripper service to West Scranton High School, so it is unsurprising that it serves a large volume of ridership during relatively little time. Both COLTS Route 32 and HPT Route 80 serve shopping centers, reinforcing the need for transit to commercial centers.

It is important to note that many of LCTA's fixed routes were modified during FY 2024-25 as LCTA implemented recommendations from its TDP. **Given the various changes to the LCTA fixed route network, ridership per hour was undercounted. This means that the productivity values shown in Figure 22 for the LCTA routes are below actual values.**

Figure 22. Average Weekday Ridership by Route (Top 20) (FY 2024-25)

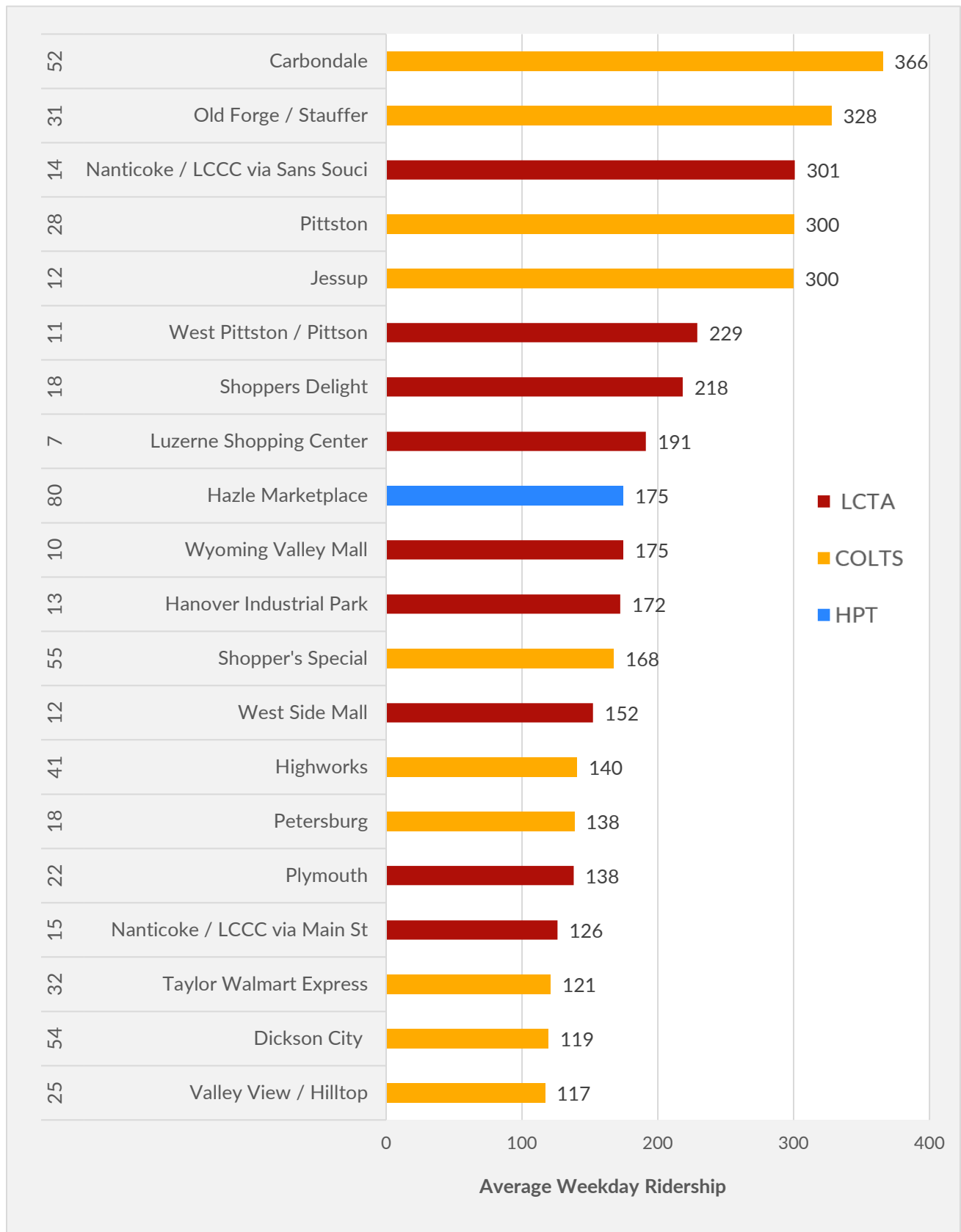
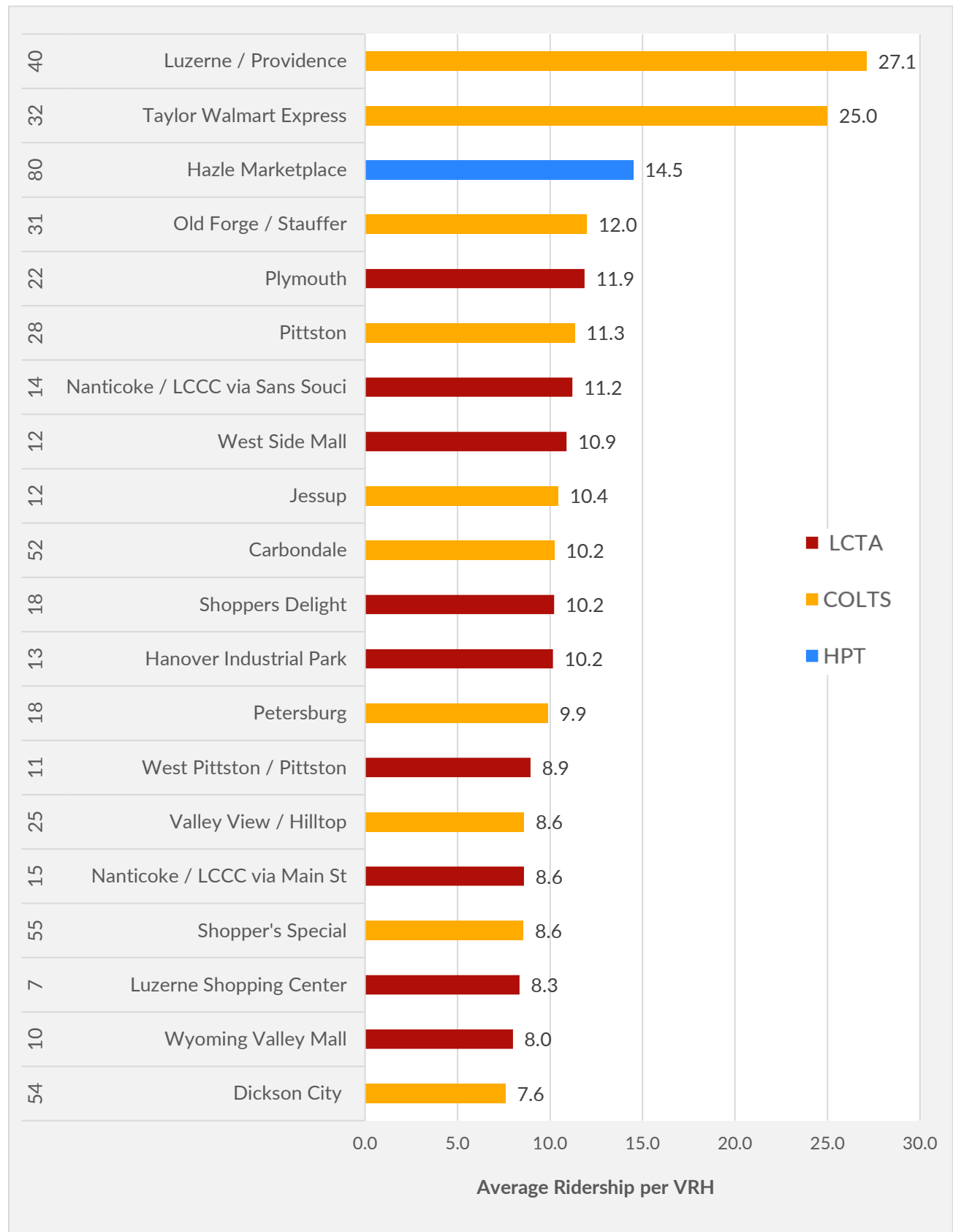


Figure 23. Productivity by Route (Top 20) (FY 2024-25)

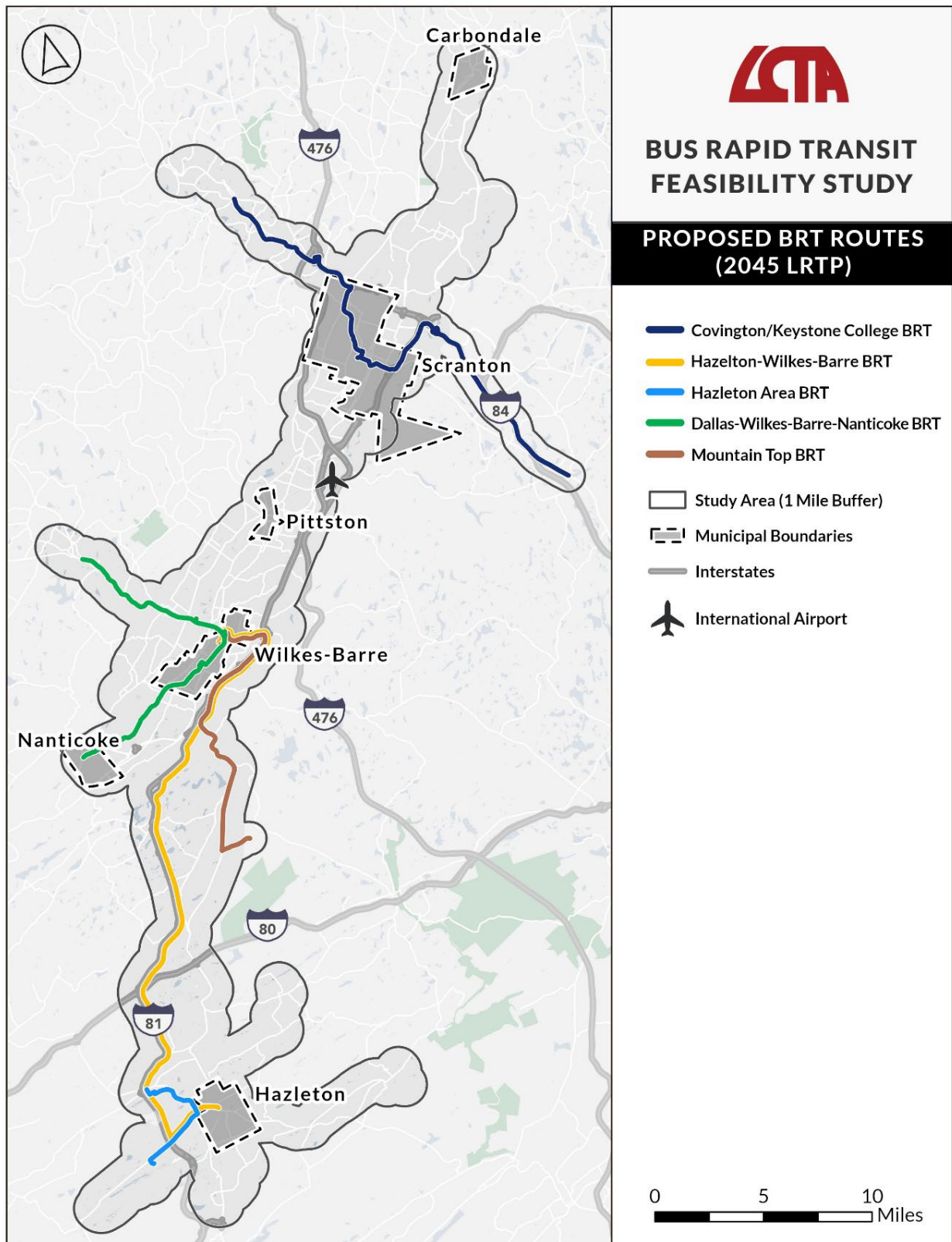


OVERLAPS WITH PROPOSED BRT ROUTES

Several existing fixed routes overlap with the BRT routes proposed by the 2045 LRTP (shown again in *Figure 23*). These routes serve varying levels of ridership:

- LCTA Routes 6 (Dallas) and 14 (Nanticoke / Luzerne County Community College (LCCC)) serve corridors along the Green Line (Dallas-Wilkes-Barre-Nanticoke BRT). Route 14 is one of LCTA's most productive routes, while Route 6 is one of the least. This suggests it will be more effective to apply a segmented approach to future service or infrastructure improvements along the Green Line.
- LCTA Route 17 connects Wilkes-Barre and Scranton via Route 315, similar to the tentatively proposed Route 315 BRT corridor identified in the 2045 LRTP. In FY 2024-25, Route 17 served 126 passenger-trips per weekday. Further analysis will be needed to determine how to best leverage future investments in BRT or express bus services to grow ridership along this corridor.
- COLTS Route 44 (Clarks Summit) overlaps with part of the Blue Line (Covington/Keystone College BRT). It served 15 passenger-trips per weekday during FY 2024-25. This suggests there may not be adequate ridership demand along the corridor to justify investments in the BRT, such as enhanced stations, off-board fare collection, and transit signal priority.
- HPT Route 15 (Mountain Top / Wilkes-Barre) served 4.8 passenger-trips per hour in FY 2024-25. While Route 15 connects Hazleton and Wilkes-Barre, it differs from the previously proposed Yellow Line (Hazleton-Wilkes-Barre BRT) because the Yellow Line would use I-81, which would reduce travel times compared to using local roads.
- The previously proposed Light Blue Line (Hazleton Area BRT) would overlap with areas currently served by HPT's Route 70 (West Hazleton) and Route 5 (Humboldt Industrial Park). In FY 2024-25, Route 70 served 8.2 passenger-trips per hour, while Route 5 served 1.6 passenger-trips per hour. It will be useful to apply a segmented approach when planning future service or infrastructure improvements for the Light Blue Line.

Figure 24. Proposed BRT Routes (2045 LRTP)



PLANNED AND PROPOSED SERVICES

Additional public transportation opportunities within the region will impact travel demand and ridership patterns in the future. This section quickly reviews planned services that will impact the future transit environment in the study area.

Scranton-New York Rail Service

Currently, there are no intercity, regional, or commuter passenger rail services to or from the study area. The Federal Railroad Administration (FRA) and Pennsylvania Department of Transportation (PennDOT) are analyzing how to restore passenger rail service between Scranton and New York City, New York. The project is advancing through the FRA's Corridor Identification & Development Program, which guides intercity passenger rail development throughout the country. As of February 2026, the project is in the Project Planning phase; the next stage will be Preliminary Engineering.

If implemented, the new Scranton-New York rail service would provide three roundtrips per day, making intermediate stops at Stroudsburg and Mount Pocono, Pennsylvania, and Blirstown, Dover, Montclair, Morristown, and Newark, New Jersey. For Lackawanna and Luzerne County residents, the new rail service would provide a direct connection to economic opportunities in New Jersey and New York.

IMPLICATIONS

The Scranton-New York rail service is still years away from being implemented. While this means there will be no immediate impacts to the current study effort, **upcoming phases will analyze whether there are viable BRT corridors that could serve Scranton Station to help residents access the future rail service.**

TAKEAWAYS

The transit network analysis reviews existing fixed route services in the study area. The high-performing fixed routes identified in this chapter are good candidates for future service and capital improvements. Key takeaways from the transit network analysis are presented below:

- To capture typical ridership demand, **future BRT should operate Monday through Friday.** Future services should also **provide ongoing service throughout the day**, not just during traditional commuting periods.
- Existing ridership patterns indicate demand for transit services to and from the region's **commercial and shopping centers.** There is also evidence of demand for improved connections **between communities.**

- Several existing fixed routes overlap with the BRT routes proposed by the 2045 LRTP. These routes serve varying levels of ridership, suggesting that a **more detailed ridership analysis may be needed to determine which segments should be prioritized** for future service and infrastructure improvements.
- Notably, the 2045 LRTP does not explicitly recommend any BRT corridors between Scranton and Carbondale. The 2045 LRTP tentatively recommends using Route 315 to provide BRT service between Scranton and Wilkes-Barre; however, it does identify a specific alignment. Some of the existing fixed routes with the most ridership connect Carbondale and Scranton (COLTS Route 52) or serve the corridor between Scranton and Wilkes-Barre, including Pittston (COLTS Route 28 or LCTA Route 11). Further analysis is needed to determine if there are any potential alignments along these two corridors (Carbondale-Scranton and Scranton-Pittston-Wilkes-Barre) that could be served by BRT services.

BRT BEST PRACTICES

OVERVIEW

The [Federal Transit Administration](#) (FTA) defines BRT as “a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.” This chapter summarizes BRT best practices and highlights BRT case studies. Information presented in this section will be used to identify BRT opportunities in the next phase of work.

BEST PRACTICES

BRT systems typically combine a wide range of design features and technologies. A BRT system is generally composed of the following:

- Dedicated lanes
- Easier and faster fare collection, often off board
- Frequent, all-day service
- Fewer stations at key locations
- Intersection treatments
- High capacity and accessible vehicles
- Enhanced stations and wayfinding
- Distinct branding

Table 8 provides examples of how these elements have been implemented across different BRT systems. Two case studies in particular (the Health Line in Cleveland, Ohio, and the Silver and Laker Lines in Grand Rapids, Michigan) are explored in greater detail in **Appendix E**. The degree of implementation (e.g. having buses using standard traffic lanes versus having dedicated bus lanes) depends on several factors, including ridership demand, community needs, funding constraints, and the built environment. The toolkit of service and infrastructure enhancements presented in **Table 8** is the basis of elements considered as part of the Alternatives Development phase of this project.

Express bus service, which can serve as a near-term implementation solution for BRT, pulls from elements of the BRT best practices, but operate differently. For instance, express bus services typically have clustered stops, while BRT services have stops spaced further apart (**Figure 25**). Express bus stops typically have fewer amenities than BRT stations. Express bus services typically serve peak commuting periods, while BRT services operate all day. It is anticipated that the BRT Feasibility Study will evaluate options for both BRT and express bus services when considering near and long-term opportunities for public transportation improvements in the region.

Figure 25. Typical Stop Spacing for Different Types of Bus Services

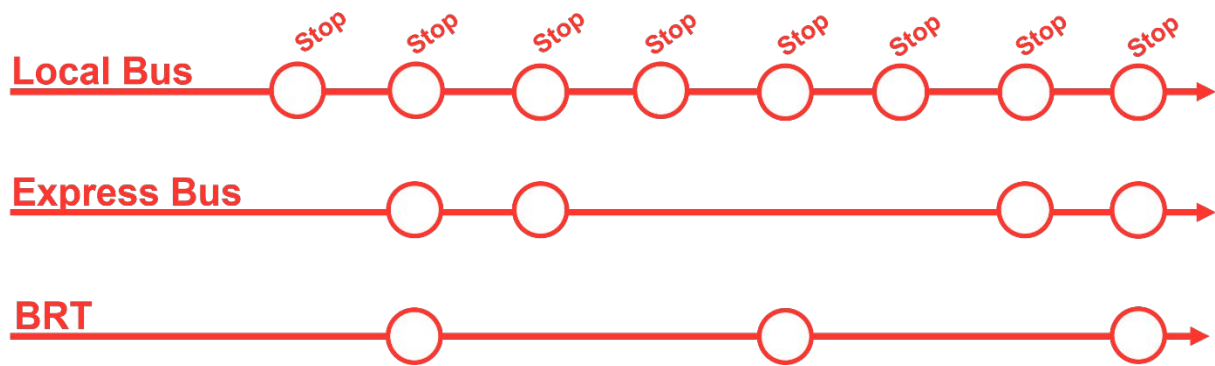


Table 8. BRT Elements & Implementation Examples

Element	Description	Implementation Examples
Dedicated lanes	Roadway space reserved exclusively or primarily for buses to minimize conflicts with general traffic and improve travel speed and reliability. Low impact option: mixed traffic lanes (i.e., no dedicated lanes) Medium impact option: Business Access and Transit (BAT) lanes High impact option: physically separated, dedicated lanes	 Van Ness BRT, San Francisco, CA
Easier and faster fare collection	Off-board fare collection via ticket vending machines, website, or an app to improve travel times. High impact option: ticket vending machines for pre-paid fares.	 Metro Rapid Route A, Madison, WI

Element	Description	Implementation Examples
Frequent, all-day service	Service that operates short, consistent intervals throughout the day, providing a convenient and dependable option for riders and minimizing wait times. Low impact option: 20–30-minute headways for limited periods of the day High impact option: 10-minute or faster headways all day	 The Pulse BRT, Richmond, VA
Fewer stations at key locations	Connects major employment and activity centers with increased stop-spacing to reduce stop times and improve speed. Low impact option: 0.25 – 0.5-mile distance between stations High impact option: 0.75+ mile distance between stations	 The Pulse BRT, Richmond, VA
Intersection treatments	Street intersection improvements that reduce delays at signalized intersections. Medium impact option: turn restrictions High impact option(s): transit signal priority or queue jump lanes	 East Colfax BRT, Denver, CO
High-capacity and accessible vehicles	Larger, low-floor buses equipped with multiple doors and accessibility features to accommodate more passengers and enable easier boarding. Low impact option: standard low floor 40-foot buses High impact option(s): low-floor 60-foot buses or articulated buses	 Metro Orange Line, Minneapolis, MN

Element	Description	Implementation Examples
Enhanced stations and wayfinding	Stations are designed with amenities such as shelters, level boarding, seating, lighting, and real-time passenger information. Low impact option(s): amenities such as unique signage and real-time passenger information High impact option(s): enhanced amenities such as elevated platforms, fare ticket machines, real-time arrival displays, high-visibility lighting, etc.	 The Pulse BRT, Richmond, VA
Distinct branding	A consistent visual identity, including vehicle design, station signage, and marketing, that distinguish BRT from other services and make the system easy to recognize and navigate. Low impact option(s): distinct name and branded digital materials High impact option(s): custom vehicles, distinct name, branded visual identity through maps, signage, schedules, and social media	 VelociRFTA, Roaring Fork Valley, CO

APPENDIX A

APPENDIX A: PREVIOUS PLANS AND STUDIES DETAILS

This appendix provides additional details on the regional, local, and transit-specific plans reviewed for the BRT Feasibility Study.

Joint County Comprehensive Plan & Long-Range Transportation Plan (2045 Long-Range Transportation Plan) (2021)

The 2021 Lackawanna-Luzerne Counties Joint Comprehensive Plan and Long-Range Transportation Plan (LRTP) were developed concurrently. This section discusses recommendations from both plans.

2045 LONG-RANGE TRANSPORTATION PLAN

Long Range Transportation Plans serve as a guide for making transportation-related decisions over a 25-year planning horizon. Updated every five years, the [2045 LRTP](#) recognized public transit as a critical component of the Northeast Pennsylvania regional transportation system and emphasized the need to strengthen transit connections between major population centers, employment hubs, educational institutions, and other key destinations.

Relevant Recommendations (LRTP)

The 2045 LRTP identifies a high-level regional BRT model for the Scranton, Wilkes-Barre, and Hazleton areas. The proposed BRT routes are as follows:

- **Blue Line (Covington/Keystone College BRT):** this route travels along Route 307, Interstate 380 (I-380), I-81, Cedar Avenue, Route 11, and United States (US) 6 to connect Covington to Keystone College via Scranton.
- **Yellow Line (Hazleton-Wilkes-Barre BRT):** this route connects Hazleton and Wilkes-Barre via Broad Street, the Can Do Expressway, I-81, Route 309, and N. Wilkes-Barre Boulevard.
- **Light Blue Line (Hazleton Area BRT):** this route connects the Humboldt Industrial Park to Penn State Hazleton and the Valmont Industrial Park via the Can Do Expressway, Broad Street, Susquehanna Boulevard, Dressen Drive, and Kiwanis Boulevard.
- **Green Line (Dallas-Wilkes-Barre-Nanticoke BRT):** this route travels along E. Main Street, Sans Souci Parkway, Pennsylvania Avenue, and Route 309 to connect Dallas, Wilkes-Barre, and Nanticoke.

- **Tan Line (Mountain Top BRT):** this route would connect Mountain Top to Wilkes-Barre via Church Road, Route 309, I-81, and N. Wilkes-Barre Boulevard.

Route 315 is also identified as potential BRT corridor to connect Wilkes-Barre and Scranton, although a proposed alignment is not determined. **The BRT Feasibility Study will evaluate the feasibility of these previously proposed routes, including the potential Route 315 corridor, along with other relevant alternatives identified during the study process.** The 2045 LRTP also recommended three light rail transit (LRT) lines:

- **Red Line:** this route would connect Scranton and Wilkes-Barre, with stops at Mohegan Sun Pennsylvania and the Wilke-Barre Scranton International Airport.
- **Purple Line:** this line would connect Kingston/Forty Fort to the Wilkes-Barre Scranton International Airport.
- **Orange Line:** this line would link Scranton to Carbondale, with stops in Dickson City, Olyphant, Jessup, among others.

The 2045 LRTP states that LRT should be a second step after BRT given the increased costs. Other relevant recommendations from the 2045 LRTP include:

- Continue coordination among COLTS, LCTA, and HPT to deliver higher-quality, cross-county service, specifically within the Hazleton, Scranton, and Wilkes-Barre urbanized areas
- Improve transit connections to the region's key employment centers and industrial parks
- Support improvements and expansions of fixed route and human services transportation

JOINT COMPREHENSIVE PLAN (2021)

The [Joint Comprehensive Plan](#), titled "*Preserving Our Cities. Preserving Our Lands*," is the land use and policy framework guiding development and public investment decisions across Lackawanna and Luzerne Counties through 2040. The Joint Comprehensive Plan frames multimodal transportation, including active transportation, transit, BRT, passenger rail, and light rail, as central to the region's future. **The transportation chapter identifies BRT as a planned investment for the two-county area.** The plan's land use framework is structured around Primary Growth Areas (PGAs) and Secondary Growth Areas (SGAs) that define where transit-supportive density and infill development should occur, directly shaping the land use context in which future BRT corridors would operate.

During the outreach for the comprehensive plan, stakeholder focus groups noted that enhanced transit was a top need for the region, calling on transit organizations to expand both routes and service hours. Participants noted that employees lack adequate transportation access to existing and new industrial parks and employment centers, and the region's vehicle dependency places heavy stress on the regional road network. Figure A-1 summarizes key findings from the stakeholder focus groups.

Figure A-1. Joint Comprehensive Plan (2021) Stakeholder Focus Group Findings



Source: LLMPO

RELEVANT RECOMMENDATIONS (COMPREHENSIVE PLAN)

- Identify and implement projects to address regional transit needs, including modifying or expanding bus routes, extending hours of operation, improving connections to employment centers, implementing express bus service, and enhancing transit service between Wilkes-Barre and Scranton
- Plan and implement BRT to connect population, employment, and education centers
- Concentrate growth and reinvestment within designated PGAs, then SGAs
- Support infill development and adaptive reuse in the downtown areas of Scranton, Wilkes-Barre, Pittston, and Hazleton
- Invest in the multimodal transportation network to meet employee and employer needs

2050 Long-Range Transportation Plan (2026)

The [2050 LRTP](#) is the most recent LRTP update for the two-county region. It reiterates the importance of improving transit service coverage, frequency, and reliability across both counties, including increasing cross-county connections among the three transit providers.

RELEVANT RECOMMENDATIONS

Recommendations from latest LRTP that further support the vision outlined in the 2045 LRTP are listed below:

- Evaluate parking and encourage multimodal transportation in urban areas
- Improve mobility options for all users, especially the elderly, disabled, and economically disadvantaged communities
- Strengthen the connection between transportation planning and housing development
- Encourage multimodal transportation across the region, especially within downtown areas, via sidewalk connectivity and improved access to buses/trains
- Support and promote transit-related initiatives within the Lackawanna-Luzerne Metropolitan Planning Organization (LLMPO) region

LCTA Transit Development Plan (2024)

LCTA completed its first [Transit Development Plan](#) (TDP) in 2024. The TDP serves as a strategic blueprint for improving LCTA services. Improvements are organized into three network tiers representing increasing levels of investment:

- Improved Network: improvements that would optimize existing service within current budget constraints
- Enhanced Network: improvements that would build on the Improved Network, with some high-priority improvements requiring additional investment
- Aspirational Network: the long-term vision for transit in Luzerne County.

The TDP identifies more frequent service and expanded spans of service as top priorities, particularly along key corridors where current headways limit ridership growth. The TDP also recognizes that the highest concentrations of population density, employment density, and transit-dependent households in Luzerne County are along the Wilkes-Barre to Scranton corridor, which falls within the study area for the BRT Feasibility Study.

RELEVANT RECOMMENDATIONS

Higher-level recommendations that support the objectives of the BRT Feasibility Study include:

- Improve connectivity between Luzerne and Lackawanna Counties through enhanced intercounty transit service
- Improve transit access to employment centers, educational campuses, medical facilities, and commercial destinations
- Increase service frequency along the system's most productive transit corridors
- Expand the use of technology to improve customer information and service delivery
- Pursue capital investments that improve transit travel times and the overall customer experience

It is important to note that LCTA has already implemented several TDP recommendations. The service descriptions included in the later Transit Network Analysis reflect LCTA's updated service offerings. Notable service changes made by LCTA since 2024 include:

- Implementing a new microtransit service (LCTA CONNECTS) to help riders make first/last mile connections
- Service span and frequency improvements
- Alignment changes
- Additional Saturday service

The Aspirational Network presented in the TDP included two new routes that parallel previously recommended BRT corridors:

- A new Wilkes-Barre–Hazleton route (two morning and two afternoon roundtrips per day) that would supplement HPT services. This route would serve areas along the Yellow and Light Blue Line BRT corridors
- A new Mountain Top route (60-minute weekday frequency) that would directly correspond to the Tan Line BRT corridor.

Coordinated Public Transit-Human Services Transportation Plan (2024)

The most recent [Coordinated Public Transit-Human Services Transportation Plan](#) (Coordinated Plan) for Lackawanna and Luzerne Counties was adopted by LLMPO in April 2024. It was developed in coordination with COLTS, LCTA, HPT, and human services stakeholders. The Coordinated Plan outlines strategies and projects to improve transportation services for seniors, people with disabilities, veterans, and low-income residents. **The plan identifies cross-county travel as the most consistently cited gap in the regional transportation network**, with stakeholders noting that the absence of reliable, direct transit between Scranton and Wilkes-Barre is a barrier to accessing employment, medical care, workforce programs, and social services.

RELEVANT RECOMMENDATIONS

The recommendations most relevant to the BRT Feasibility Study include:

- Establish reliable cross-county transit service between Lackawanna and Luzerne Counties
- Expand the span of service on regional transit to include evenings and weekends, particularly for shift workers in the healthcare, warehousing, and hospitality sectors
- Improve transit access to county human services offices, healthcare facilities, and workforce development centers

HPT Transit Development Plan (2020)

HPT adopted its most recent TDP in 2020. The TDP informs service improvements and investment priorities over the five-year period from 2020 through 2025. The TDP identifies four goals to guide the recommendations, each supported by specific objectives:

- Connect people to desired locations
- Protect and enhance the environment
- Provide efficient, safe, and reliable service
- Support the economic vitality of the region

RELEVANT RECOMMENDATIONS

The TDP objectives aligned with the current BRT Feasibility Study effort are:

- Connect people to medical facilities, community services, education centers, and activity centers
- Integrate service with regional transit partners and providers
- Attract and grow system ridership
- Improve bus stop signage and facilities
- Provide customer-friendly services, schedules, maps, and other materials

The overarching service recommendations relevant to the BRT Feasibility Study are:

- Improve the directness of routes and minimize route deviations
- Schedule routes to have recurring, consistent headways (e.g., every half-hour, hour, etc.)
- Coordinate routes to enable simple transfers
- Add one midday express roundtrip on Route 15 to provide additional service to Wilkes-Barre. This recommendation has since been implemented.

TAKEAWAYS

Previous plans and studies establish a strong, consistent foundation for future BRT and express bus investments in the study area. *Figure A-2* recaps how previous plans and studies align with the objectives of the current BRT Feasibility Study.

Figure A-2. Plans Comparison Matrix

PLANNING OBJECTIVE	LONG-RANGE TRANSPORTATION PLANS (LRTPs)	TRANSIT DEVELOPMENT PLANS (TDPs)	COMPREHENSIVE PLANS & LAND USE POLICIES	RELEVANCE TO BRT
 Improve regional mobility	✓	✓	✓	HIGH
 Improve access to employment	✓	✓	✓	HIGH
 Strengthen regional connectivity	✓	✓	MODERATE	HIGH
 Support economic development	✓	MODERATE	✓	HIGH
 Improve customer experience	MODERATE	✓	LOW	HIGH
 Improve transit technology	LOW	✓	LOW	HIGH
 Expand transportation options	✓	✓	✓	HIGH
 Improve equity and accessibility	✓	✓	MODERATE	HIGH

KEY TAKEAWAY



Across major regional planning documents, there is broad alignment with the goals of the Regional BRT Feasibility Study, indicating strong policy support for enhanced regional transit service.

LEGEND



Strong Alignment
Plan strongly supports this objective



MODERATE
Plan moderately supports this objective



LOW
Plan does not directly address or minimally supports this objective



BOTTOM LINE

The consistency of these objectives across plans provides a solid foundation for advancing Bus Rapid Transit in northeastern Pennsylvania.

APPENDIX B

APPENDIX B: DEMOGRAPHIC DATA

This appendix summarizes the geographic distribution of key demographic groups across the study area. The analysis focuses on the following groups, all of which are more likely to rely on public transit:

- Low-Income Population
- Minority Population
- Limited English Proficiency (population that speaks English less than "very well")
- Zero-Vehicle Households
- Persons with Disabilities

The data presented in this appendix represents either county-level or census block group-level statistics. This data informed the Transit Propensity presented in the main body of the BRT Feasibility Study. Data is sourced from the 2024 American Community Survey (ACS) 5-Year Estimates.

LOW-INCOME POPULATION

A total of 74,955 residents in the study area live below the federal poverty level, meaning the overall poverty rate is 16.1 percent (**Table B-1**). This figure exceeds Pennsylvania's statewide poverty rate of 12.5 percent.

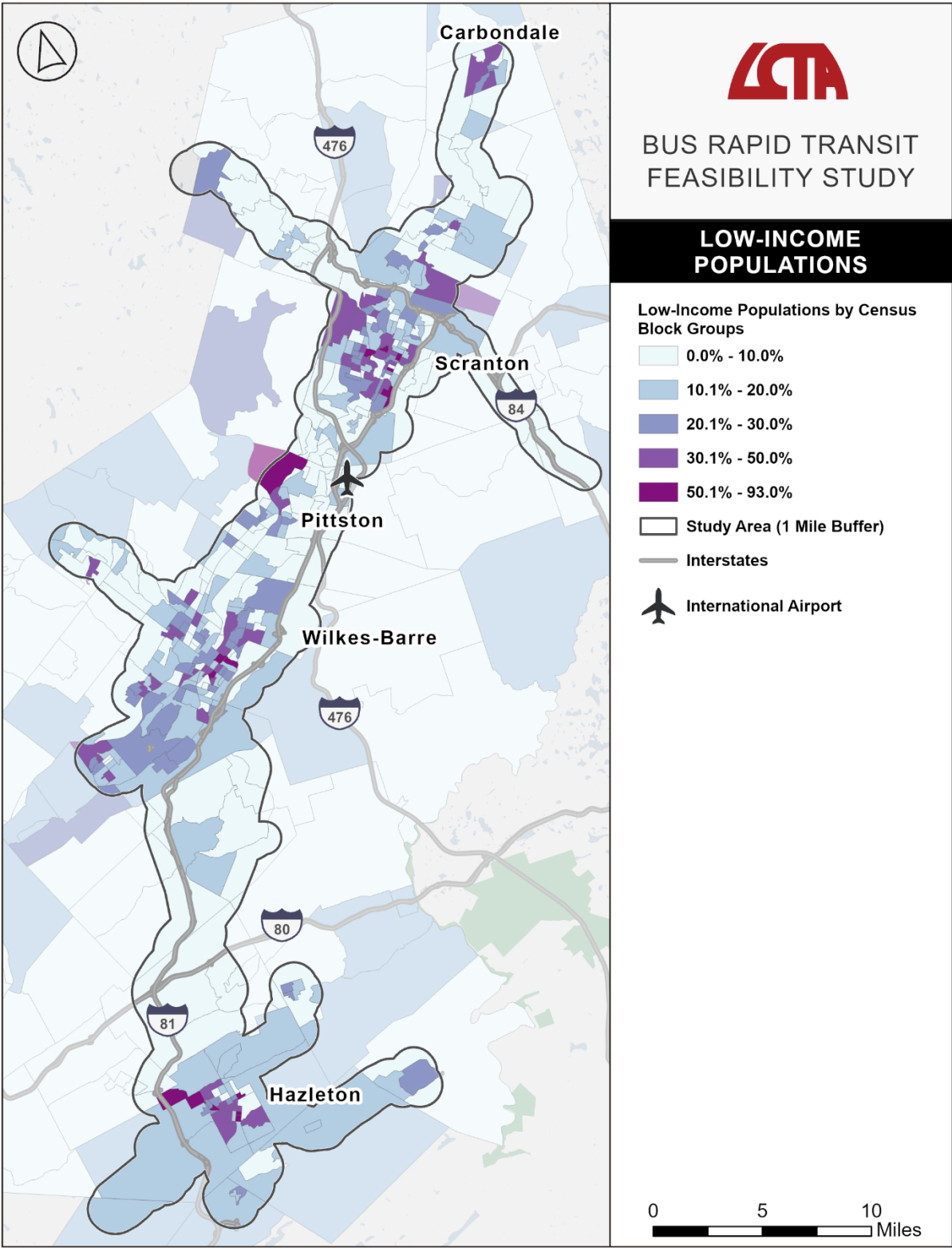
The most severely impoverished block groups are concentrated in the urban cores of Scranton and Wilkes-Barre, where several block groups record poverty rates between 60 percent and 93 percent (**Figure B-1**). High concentrations of low-income residents are also present in downtown Pittston and the City of Hazleton.

Table B-1. Low-Income Population, 2024

	Total Population	Low-Income Population	Percent Low-Income
Lackawanna	208,287	29,906	14.4%
Luzerne	316,636	48,510	15.3%
Study Area	466,445	74,955	16.1%

Source: ACS 5-Year Estimates, 2024

Figure B-1. Low-Income Population, 2024



Source: ACS 5-Year Estimates, 2024

MINORITY POPULATION

The study area has a minority population of 123,495 residents, representing 25.6 percent of the total population (**Table B-2**). This is meaningfully higher than Pennsylvania's statewide minority share of approximately 20 percent. Minority populations are more concentrated in Luzerne County than in Lackawanna County.

The study area's minority residents are concentrated in distinct areas (**Figure B-2**). Sixty block groups have minority population shares of 50 percent or higher. These specific block groups are located primarily in the Hazleton area, where several block groups have minority shares ranging from 81 to 84 percent, and in downtown Scranton.

Table B-2. Minority Populations, 2024

	Total Population	Minority Population	Percent Minority
Lackawanna	216,146	44,026	20.4%
Luzerne	327,675	84,669	25.8%
Study Area	482,989	123,495	25.6%

Source: ACS 5-Year Estimates, 2024

LIMITED ENGLISH PROFICIENCY (LEP) HOUSEHOLDS

A total of 7,638 of households in the study area (3.8 percent of the total) are classified as limited English proficiency (LEP) households (**Table B-3**), meaning they include at least one member who speaks English less than "very well." These households may face barriers to accessing transit information, schedules, and customer service.

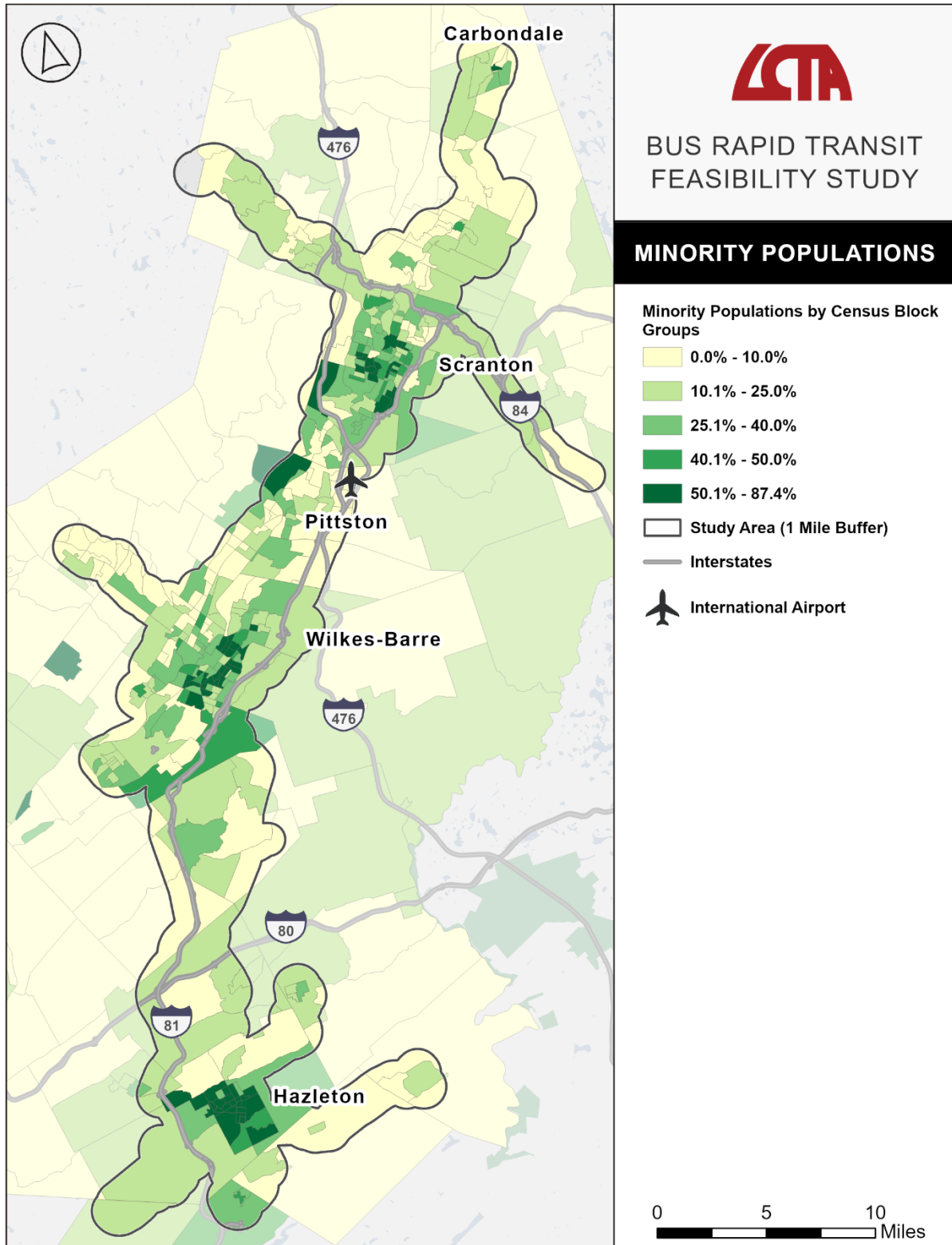
Most LEP households are concentrated in Hazleton, Scranton, and Wilkes-Barre (**Figure B-3**). The block groups with the highest concentration of LEP households, located primarily in the Hazleton area, have LEP household rates ranging from 30 to 73 percent.

Table B-3. Limited English Proficiency Households, 2024

	Total Households	LEP Households	Percent LEP Households
Lackawanna	88,263	2,041	2.3%
Luzerne	135,055	5,565	4.1%
Study Area	198,966	7,638	3.8%

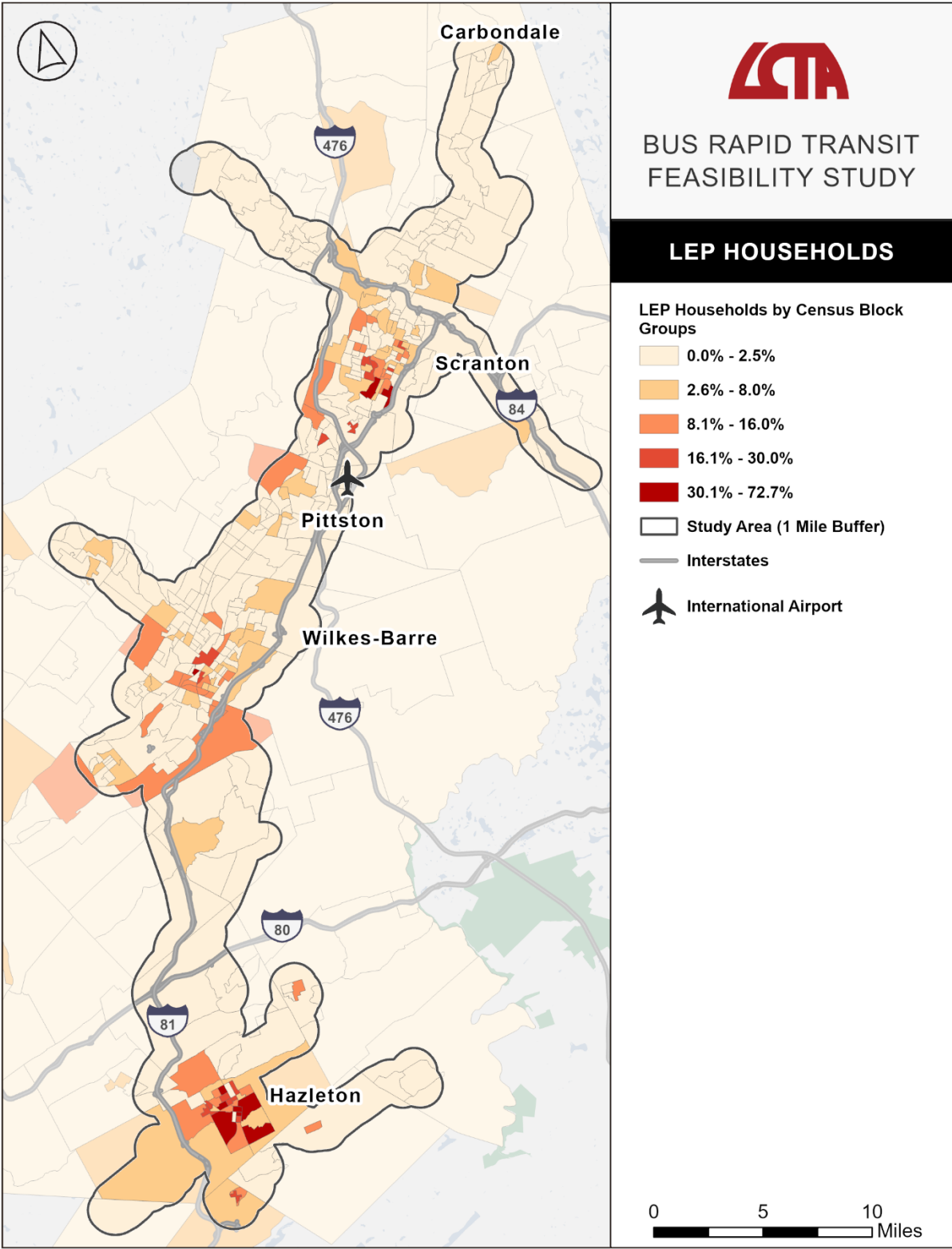
Source: ACS 5-Year Estimates, 2024

Figure B-2. Minority Populations, 2024



Source: ACS 5-Year Estimates, 2024

Figure B-3. Limited English Proficiency Households, 2024



Source: ACS 5-Year Estimates, 2024

ZERO-VEHICLE HOUSEHOLDS

Zero-vehicle households are the most directly transit-dependent population: without a private vehicle, public transit becomes one of the best options for travel. Across the study area, 10.2 percent of households have no access to a vehicle (**Table B-4**), more than the statewide average of 8 percent. Most zero-vehicle households are concentrated in the downtown areas of Scranton, Wilkes-Barre, and Carbondale, where several block groups have zero-vehicle household rates above 40 percent (**Figure B-4**).

Table B-4. Zero Vehicle Households, 2024

	Total Households	Zero-Vehicle Households	Percent Zero-Vehicle Households
Lackawanna	88,263	8,298	9.4%
Luzerne	135,055	12,819	9.5%
Study Area	198,966	20,293	10.2%

Source: ACS 5-Year Estimates, 2024

PERSONS WITH DISABILITIES

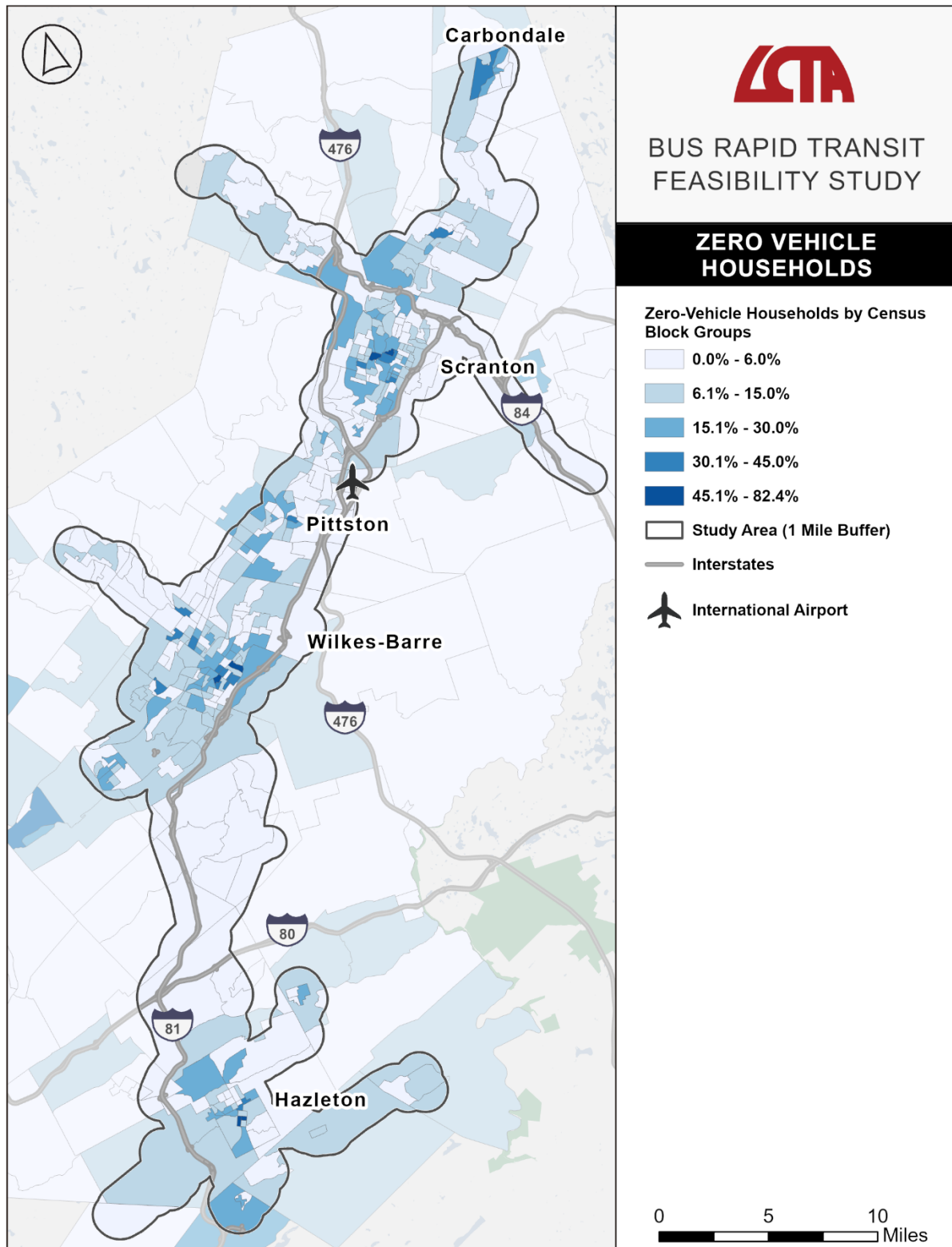
Individuals with disabilities often have unique transportation needs and may rely on public transit to access employment, healthcare, education, shopping, and community services. Among the study area residents for whom disability status is available, 19 percent have at least one disability (**Table B-5**), exceeding Pennsylvania's statewide disability rate (14 percent). The prevalence of disability is similar across both counties. The major population centers in the study area (Hazleton, Wilkes-Barre, and Scranton) have the highest concentration of residents with disabilities (**Figure B-5**).

Table B-5. Persons with Disabilities, 2024

	Total Population	Persons with Disabilities	Percent Persons with Disabilities
Lackawanna	164,270	30,909	18.8%
Luzerne	251,363	46,566	18.5%
Study Area	367,234	69,781	19.0%

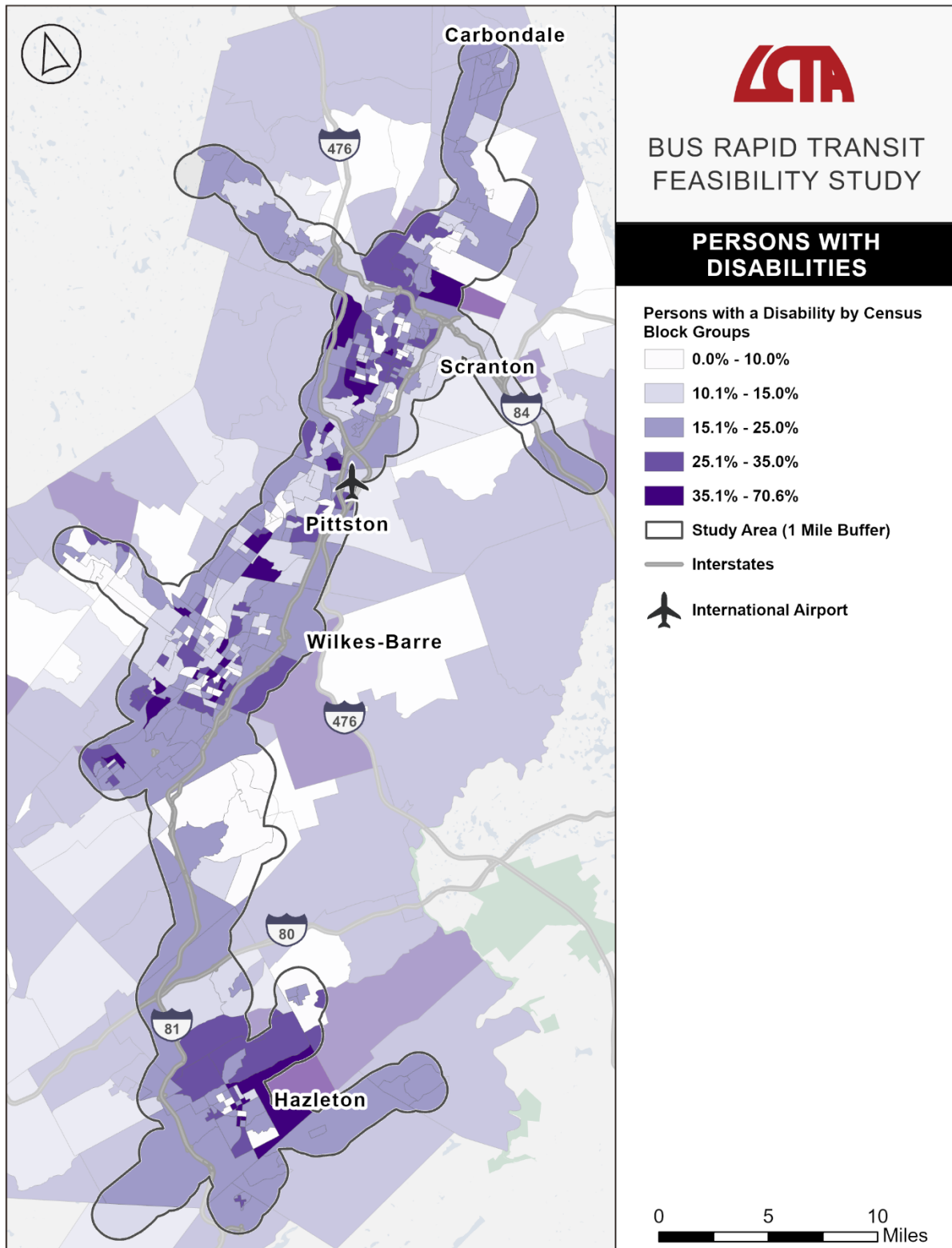
Source: ACS 5-Year Estimates, 2024

Figure B-4. Zero Vehicle Households, 2024



Source: ACS 5-Year Estimates, 2024

Figure B-5. Persons with Disabilities, 2024



Source: ACS 5-Year Estimates, 2024

APPENDIX C

APPENDIX C: MAJOR ACTIVITY CENTERS

This appendix lists major activity centers in the study area for the BRT Feasibility Study. It is important to note that this list is not all inclusive. To see where the activity centers are located throughout the study area, please refer to **Figure 8** of the Existing Conditions Memo.

Table C-1. Major Activity Centers in the Study Area

Name	Facility Type	Municipality	County
Valley View High School	High School	Archbald Borough	Lackawanna
Archbald Pothole State Park	Nature, Parks & Outdoor Recreation	Archbald Borough	Lackawanna
Carbondale Family Health Center	Healthcare	Carbondale City	Lackawanna
Carbondale Area High School	High School	Carbondale City	Lackawanna
Dickson High School	High School	Dickson City Borough	Lackawanna
Viewmont Mall	Retail & Business	Dickson City Borough	Lackawanna
Lehigh Valley Hospital - Dickson City	Healthcare	Dickson City Borough	Lackawanna
Penn State Scranton	Higher Education	Dunmore Borough	Lackawanna
Keystone Industrial Park	Retail & Business	Dunmore Borough	Lackawanna
Jessup High School	High School	Jessup Borough	Lackawanna
PNC Field	Arts, Culture & Entertainment	Moosic Borough	Lackawanna
Old Forge Junior Senior High School	High School	Old Forge Borough	Lackawanna
Olyphant High School	High School	Olyphant Borough	Lackawanna
Valley View Business Park	Retail & Business	Olyphant Borough	Lackawanna
South Scranton High School	High School	Scranton City	Lackawanna
University of Scranton	Higher Education	Scranton City	Lackawanna
Scranton Technical High School	High School	Scranton City	Lackawanna
West Scranton High School	High School	Scranton City	Lackawanna
Allied Rehab Hospital	Healthcare	Scranton City	Lackawanna
Geisinger Community Medical Center	Healthcare	Scranton City	Lackawanna

Commonwealth Health Regional Hospital of Scranton	Healthcare	Scranton City	Lackawanna
Riverside Junior Senior High School	High School	Taylor Borough	Lackawanna
Stauffer Industrial Park	Retail & Business	Taylor Borough	Lackawanna
Dallas High School	High School	Dallas Township	Luzerne
Hanover Industrial Estates / Route 29	Retail & Business	Hanover Township	Luzerne
Nanticoke Industrial / Tradeport Area	Retail & Business	Hanover Township	Luzerne
Hanover Area High School	High School	Hanover Township	Luzerne
Hazleton Area Career Center	Higher Education	Hazle Township	Luzerne
Hazleton Area High School	High School	Hazle Township	Luzerne
Church Hill Mall	Retail & Business	Hazle Township	Luzerne
Laurel Mall	Retail & Business	Hazle Township	Luzerne
Humboldt Industrial Park	Retail & Business	Hazle Township	Luzerne
Downtown Hazleton	Retail & Business	Hazleton City	Luzerne
Lehigh Valley Hospital- Hazleton	Healthcare	Hazleton City	Luzerne
Hazleton Shopping Center	Retail & Business	Hazleton City	Luzerne
Memorial High School	High School	Jenkins Township	Luzerne
CenterPoint Commerce & Trade Park	Retail & Business	Jenkins Township	Luzerne
First Hospital Wyoming Valley	Healthcare	Kingston Borough	Luzerne
Name	Facility	Municipality	County
Luzerne County Community College	Higher Education	Nanticoke City	Luzerne
Nanticoke Area High School	High School	Nanticoke City	Luzerne
Downtown Pittston	Retail & Business	Pittston City	Luzerne
Wyoming Valley Alcohol & Drug Services	Healthcare	Pittston City	Luzerne
Grimes Industrial Park	Retail & Business	Pittston Township	Luzerne
Geisinger Healthplex CenterPoint	Healthcare	Pittston Township	Luzerne

Wilkes-Barre Scranton International Airport	Retail & Business	Pittston Township	Luzerne
Wilkes-Barre VA Medical Center	Healthcare	Plains Township	Luzerne
Geisinger Wyoming Valley Medical Center	Healthcare	Plains Township	Luzerne
Wilkes-Barre Area High School	High School	Plains Township	Luzerne
Seven Tubs Nature Area	Nature, Parks & Outdoor Recreation	Plains Township	Luzerne
Wyoming Valley West High School	High School	Plymouth Borough	Luzerne
Penn State Hazleton	Higher Education	Sugarloaf Township	Luzerne
Humboldt Industrial Park	Retail & Business	West Hazleton Borough	Luzerne
United Way of Wyoming Valley	Community Organization	Wilkes-Barre City	Luzerne
Volunteers in Medicine	Healthcare	Wilkes-Barre City	Luzerne
James M Coughlin Junior Senior High School	High School	Wilkes-Barre City	Luzerne
Greater Wyoming Valley YMCA	Community Organization	Wilkes-Barre City	Luzerne
Downtown Wilkes-Barre	Retail & Business	Wilkes-Barre City	Luzerne
Wilkes-Barre General Hospital	Healthcare	Wilkes-Barre City	Luzerne
American Red Cross	Community Organization	Wilkes-Barre City	Luzerne
Wilkes University	Higher Education	Wilkes-Barre City	Luzerne
King's College	Higher Education	Wilkes-Barre City	Luzerne
Luzerne County Courthouse	History, Museums & Heritage	Wilkes-Barre City	Luzerne
F.M. Kirby Center for The Performing Arts	Arts, Culture & Entertainment	Wilkes-Barre City	Luzerne
John Heinz Institute Of Rehabilitation Medicine	Healthcare	Wilkes-Barre Township	Luzerne
Wyoming Valley Mall	Retail & Business	Wilkes-Barre Township	Luzerne
Arena Hub Plaza	Retail & Business	Wilkes-Barre Township	Luzerne
Mohegan Sun Arena	Arts, Culture & Entertainment	Wilkes-Barre Township	Luzerne

Crestwood High School	High School	Wright Township	Luzerne
Crestwood / Mountain Top Business Parks	Retail & Business	Wright Township	Luzerne
Wyoming Ave Commercial Corridor	Retail & Business	Wyoming Borough	Luzerne
Wyoming Valley Levee Trail System	Nature, Parks & Outdoor Recreation	Wyoming Borough	Luzerne
Pittston Area High School	High School	Yatesville Borough	Luzerne

APPENDIX D

APPENDIX D: RELEVANT CAPITAL PROJECTS & STRATEGIES

The BRT Feasibility Study is evaluating opportunities for BRT and/or express bus service in Lackawanna and Luzerne Counties. Proposed BRT improvements need to be aligned with regional transportation priorities and coordinated with other, planned transportation investments to receive capital funding. This appendix summarizes relevant capital projects that have already been programmed through the 2027-2030 Transportation Improvement Program (TIP). It also summarizes relevant capital investment strategies identified in the 2024 Congestion Mitigation Process (CMP). The information presented in this appendix will inform alternatives development and ensure the final BRT Feasibility Study recommendations have a realistic path to implementation.

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

The Lackawanna-Luzerne Metropolitan Planning Organization (LLMPO) 2027-2030 TIP identifies the region's highest priority transportation projects and shows the estimated cost and projected timeline for completion. The TIP also presents a fiscally constrained, multi-year implementation program outlining how and when each project will be implemented. The LLMPO TIP is divided into three major sections:

- **Highway / Bridge:** This section covers surface transportation improvement projects, including roadway, bridge, intersection, safety, bicycle/pedestrian, streetscape, and park-and-ride improvements.
- **Interstate:** This section covers projects related to the Interstate Highway System, including major reconstruction, capacity, operational, and safety improvements.
- **Transit:** This section covers public transit investments and programs, including transit facilities, fleet and equipment purchases, passenger amenities, transfer facilities, real estate acquisition, and service enhancement initiatives undertaken by LCTA, COLTS, and HPT.

Table D-1 lists relevant projects from the 2027-2030 TIP. The projects are sourced from the Highway / Bridge and Transit TIPs. It is important to note that the following project categories and types were not included in **Table D-1**, as they are less relevant to BRT planning and implementation:

- Projects outside of the study area for the BRT Feasibility Study.
- Projects that were only included in the Interstate TIP.

- Bridge rehabilitations, removals, replacements, or preservation activities.
- Pavement resurfacing and/or rehabilitation.
- Installation of railroad / highway crossing warning devices.
- Preventive maintenance for transit vehicles.
- Replacement of transit vehicles.
- Standard operating assistance for public transit services.
- Security and information technology (IT) services for the region's three major public transit providers.

Table D-1 will be used to identify whether future BRT improvements could take advantage of planned transportation investments.

2024 CONGESTION MANAGEMENT PROCESS

The 2024 CMP is a federally required planning tool that provides a framework for evaluating, monitoring, and managing traffic congestion across the LLMPO region. It identifies 45 priority congestion corridors and intersections and develops a data-driven understanding of congestion causes, travel patterns, and potential mitigation strategies.

The CMP guides future investments. It directly influences transportation project development and funding decisions by helping LLMPO determine which congestion issues should receive further study, investment, or implementation. It supports and informs the Long-Range Transportation Plan (LRTP), TIP, and other regional planning efforts by providing performance-based data, identifying priority corridors, and evaluating potential congestion management strategies before major capacity improvements are considered.

As the CMP is a planning tool, it does not explicitly recommend capital projects. However, the CMP recommends strategies that can be used by LLMPO to prioritize future capital investments. **Table D-2** presents the CMP Corridor Strategy Toolbox shown in the CMP. Bold text indicates the strategies that would be most directly supported by future BRT or express bus services.

Table D-1. Relevant TIP Projects

TIP Source	Location			Project Details			
	Corridor Name	Municipality	In the Project Study Area?	Project Name	Improvement Type	Est. Construction Bid Date	Relevance to BRT Feasibility Study
Highway / Bridge	State Route (SR) 8002	Dunmore Boro	Yes	Tigue Street Park-and-Ride	Park-and-Ride Lot	2026	High
	SR 309	Luzerne Boro	Yes	Union St @ 309 Park-and-Ride Study	Park-and-Ride Study	2028	High
	SR 3013 (Main Street)	Scranton City	Yes	SR 3013 Main Street Signal Corridor Phase 2	Existing Signal Improvements	2026	Medium
	East Mountain Boulevard	Wilkes-Barre Township	Yes	East Mountain Boulevard Street Improvements	Add Lanes	N/A	Medium
	S. Main Street	Wilkes-Barre	Yes	Wilkes-Barre City Streetscapes	Streetscapes	2026	Medium
	SR 6309, SR 315, SR 2061	Wilkes-Barre City, Wilkes-Barre Township, Plains Township	Yes	Kidder Street and Mundy Street Crossroads Improvement	Intersection Improvements	2026	Low
	SR 11 and SR 92	West Pittston Boro	Yes	SR 11 and SR 92 Intersection Improvements	Intersection Improvements	2026	Low
	SR 424	Hazle Township	Partially	SR 424 Corridor Improvements	Intersection Improvement	2027	Low
	SR 924 and SR 309	Hazleton City	Yes	Hazleton Creek Corridor Improvements	Intersection Improvements	2027	Low

	SR 307 and SR 4024	South Abington Township	Partially	SR 307 and Winola Road Safety Improvements	Safety Improvements	2027	Low
	SR 309 and SR 2045	Butler Township	Partially	SR 309 and SR 2045 Safety Improvements	Safety Improvements	2027	Low
	SR 1014	Jessup Boro	Yes	Jessup Borough Hill Street (SR 1014) Sidewalks	Bicycle and Pedestrian Facilities	2027	Low
	N/A	Scranton City	Yes	Lackawanna River Heritage Trail to Steamtown Pedestrian Bridge	Bicycle and Pedestrian Facilities	2027	Low
	Main Avenue	Dickson City	Yes	Dickson City Streetscape Phase IV	Bicycle and Pedestrian Facilities	2027	Low
	N/A	Pittston City	Yes	Riverfront Trail Extension Phase 2	Bicycle and Pedestrian Facilities	N/A	Low
Transit	--	Scranton, Dunmore, Throop, and Dixon City	Yes	Evening transit service between 8:00 pm and 12:00 AM. (COLTS)	Job Access Reverse Commute	2027	Low
	--	--	Yes	Real estate acquisition. (LCTA)	Real Estate Acquisition	2027	High
	--	--	Yes	Passenger facility to enable transfers. (LCTA)	Transfer Facility	2027	High

Source: Lackawanna-Luzerne MPO 2027-2030 Transportation Improvement Program (TIP)

Table D-2. CMP (2024) Corridor Strategy Toolbox

Category	Examples
DEMAND MANAGEMENT STRATEGIES	Transportation Demand Management
	- Alternative work hours - Telecommuting - Ridesharing Implementing Park-and-Ride Lots - Congestion pricing - Emergency Ride Home programs Alternative mode marketing & education - Safe Routes to School programs - Employer-landlord parking agreements - Preferential or free parking for HOVs - Parking management
	Public Transit Improvements
	- Reducing transit fares Premium transit Transit capacity expansion Increased route coverage or frequencies Real-time information on routes
	Bicycle / Pedestrian / Trail
	New sidewalk construction - Designated bicycle lanes on local streets - Improved facilities at major destinations - Improved safety on existing facilities - Exclusive non-motorized right-of-way Complete Streets
	Land Use / Growth Management
	- Design guidelines for transit- and pedestrian-oriented development - Mixed use development - Infill development - Demand management agreements - Trip reduction ordinance
OPERATIONAL MANAGEMENT STRATEGIES	Purchase Right-of-Way for Future Projects
	Corridor Preservation / Management
	Access Management
	Increases in Capacity
	Incident Management
	ITS & Transportation Systems Management
	- Traffic signal coordination - Intermodal enhancements - Goods movement management - Dynamic messaging - Advanced traveler information systems - Integrated corridor management - Transit signal priority (TSP) - Channelization Intersection improvements Bottleneck removal - Vehicle use limitations and restrictions Geometric improvements for transit - Improved signage
	Managed Lanes
	- High-occupancy vehicle lanes - High-occupancy toll lanes - Reversible lanes

Source: Lackawanna-Luzerne MPO Congestion Management Process (April 2024)

Note: **Bolded text** indicates the strategies most relevant to the BRT Feasibility Study.

APPENDIX E

APPENDIX E: BRT CASE STUDIES

HEALTH LINE (CLEVELAND, OHIO)



Opened	2008
Length	9.43 miles (7.1 miles center lanes)
Stations	36
Station Spacing	0.3 miles
Capital Cost	\$200m (2008)
Peak buses	24
Bus type	63' articulated
Hours	24/7
Wait time	15. min peak
Ridership	6,000/weekday

The Health Line (originally called the Euclid Corridor Transportation Project) is operated by the Greater Cleveland Regional Transit Authority (GCRTA). It runs along Euclid Avenue from Downtown to East Cleveland. The “Health Line” brand name was the result of a long-term naming rights deal with the Cleveland Clinic and University Hospitals.

The Health Line connects Cleveland’s two largest regional employment and activity centers, Downtown and University Circle. GCRTA markets the service as having a rail-like image: fast, simple, safe, and first-class, characterized by exclusive bus lanes, frequent, 24/7 service, precision docking at stations, level boarding between bus and platform, transit signal priority, off-board fare collection, and real time passenger displays.

SILVER & LAKER LINES (GRAND RAPIDS, MICHIGAN)



Opened	2020
Length	19 mi. 100% BAT Lanes
Stations	27
Station Spacing	0.7 mi.
Capital Cost	\$111m (2017)
Peak buses	16
Bus type	40' and 60' articulated
Hours	5:50 am -11:30 pm
Wait time	10 min peak
Ridership	8,900/weekday

Grand Rapids, with a population of 200,000, is one of the smaller US cities with a multi-line BRT network. The transit system, called The Rapid, currently features two BRT lines: the original Silver Line, which opened in 2007, and the Lake Line, which followed in 2020. Both lines are considered “BRT Lite” in that they do not operate in bus-only lanes but instead uses Business Access-Transit (BAT) lanes in the right or curbside lane of the street. General through traffic is discouraged from using the BAT lanes, but they can be used by other vehicles to turn in and out of entrances and cross streets along the route. Despite its “BRT Lite” categorization, other features of the Silver and Laker lines are full-scale BRT: frequent service, faster speeds than comparable local bus service, large and prominent stations, passenger amenities such as canopies and seating, near-level boarding, real-time information, a dedicated bus fleet, and separate branding identity.