



BUS RAPID TRANSIT (BRT) FEASIBILITY STUDY

PUBLIC MEETING #1

LUZERNE COUNTY TRANSPORTATION AUTHORITY

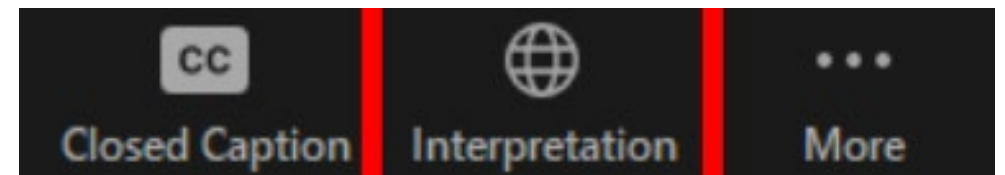
| August 18, 2026



Source: LCTA

Welcome!

- Please introduce yourselves in our chat
- Please stay on mute throughout the presentation
- **Translation**
 - For Spanish translation, select the Interpretation icon on your Zoom toolbar, then select “Spanish”
 - Para escuchar la presentación en español, seleccione el ícono de Interpretación en la barra de herramientas de Zoom, después seleccione “Spanish”



How to Participate

■ Polling Questions

- Polling questions will appear throughout the presentation
- Results will update live on screen

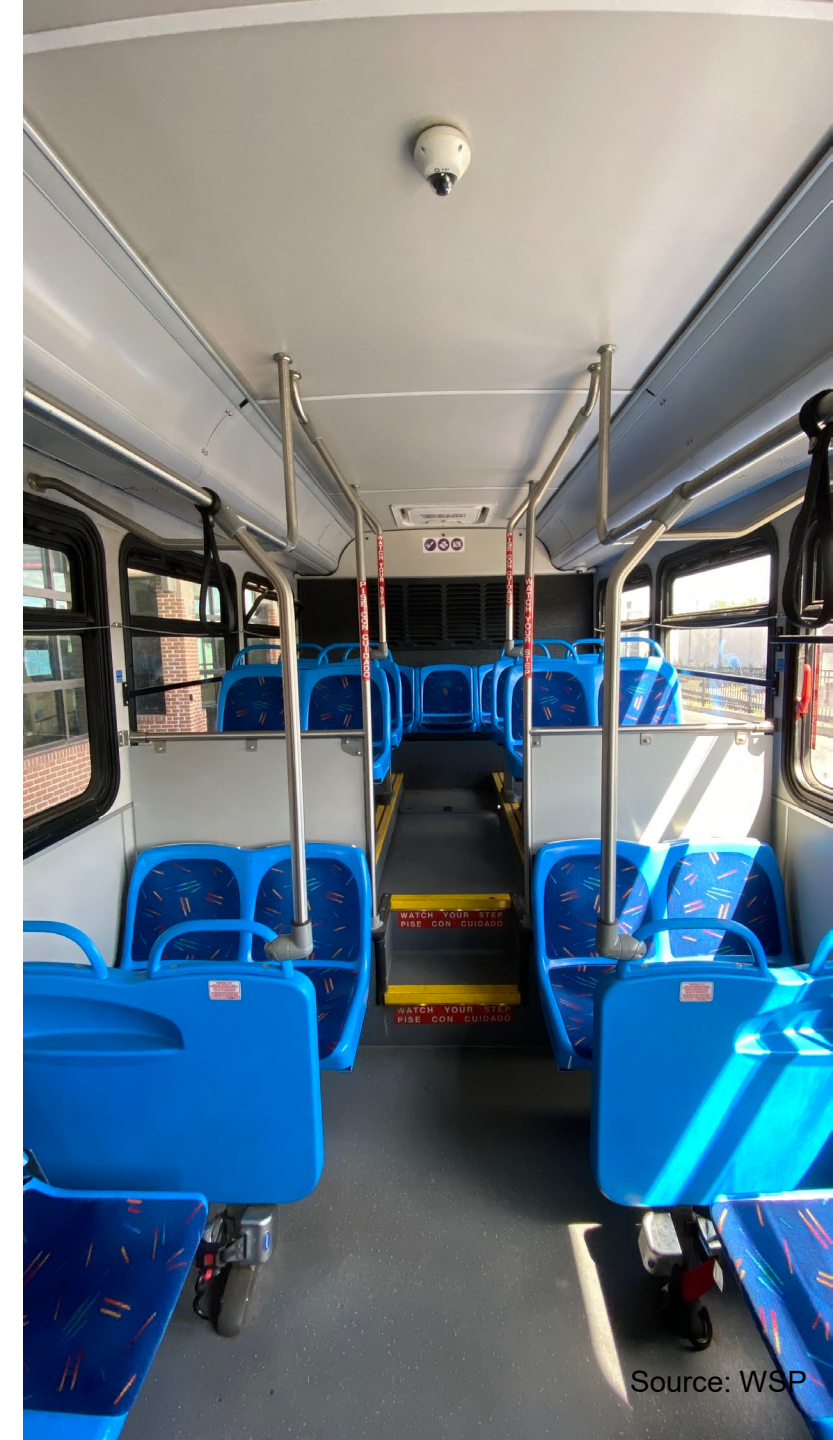
Go to **menti.com** in your internet browser and enter code **4771 9879**



Or **scan this QR code**

■ Zoom Chat

- Submit comments, questions, or concerns in the Zoom chat function at the bottom left-hand side of your screen
- Opportunity for Q&A following the presentation



Polling Question #1



Tonight's Agenda

- **Introductions**
- **Bus Rapid Transit Feasibility Study Overview**
- **What is Bus Rapid Transit?**
- **Existing Conditions**
- **Potential Alternatives**
- **Questions and Answers**
- **Next Steps**

INTRODUCTIONS



Project Sponsor



Project Consultants



Project Partners

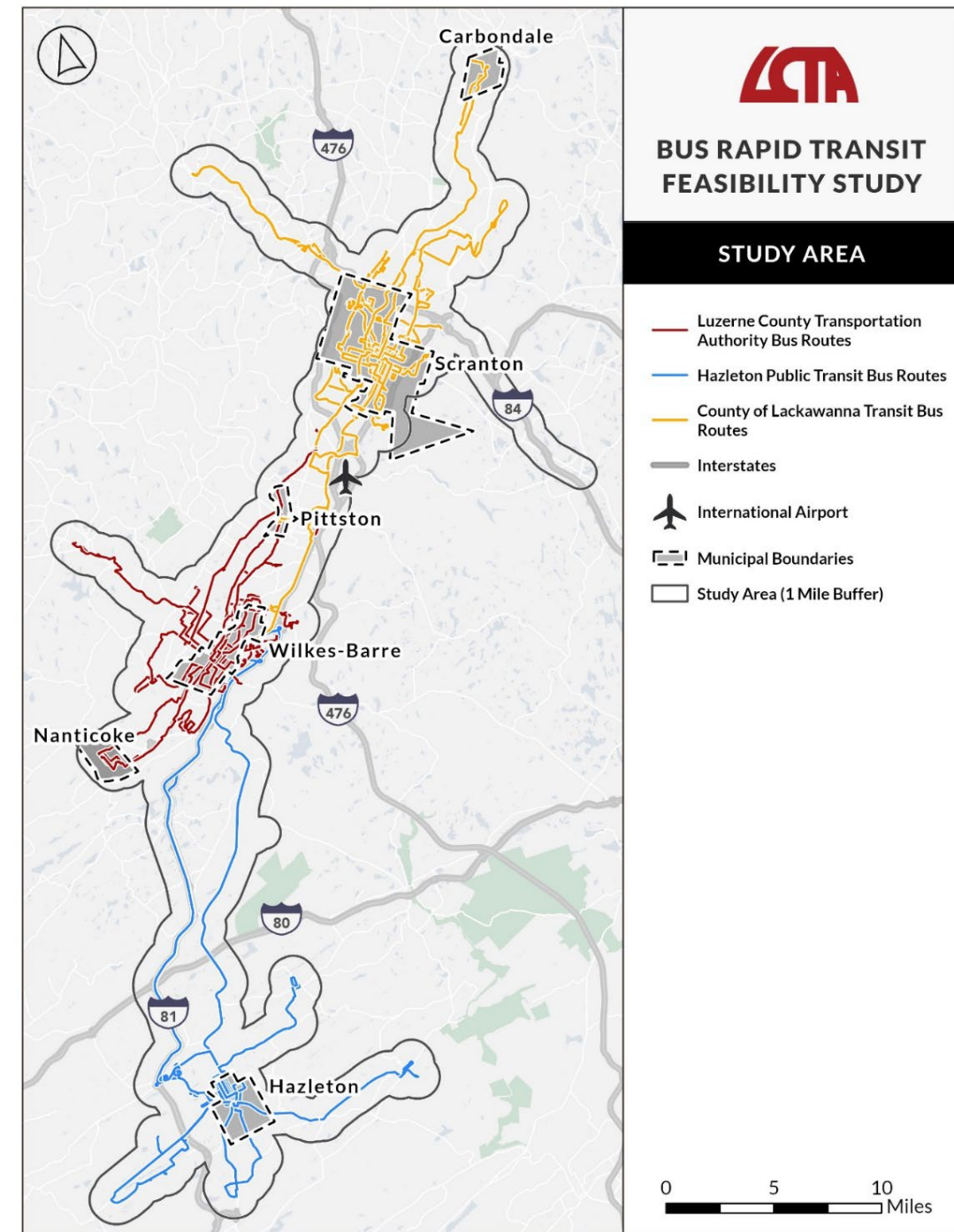


BRT FEASIBILITY STUDY OVERVIEW



Study Area Overview

- Encompasses a **one-mile buffer around existing LCTA, COLTS, and HPT fixed-route services** and LRT/BRT routes proposed in the 2045 LRTP
- Includes the **region's major population centers**: Scranton, Wilkes-Barre, Hazleton, Carbondale, Pittston, and Nanticoke
- Covers **major transportation corridors and facilities**, including Interstates 80, 81, 84, 380, and 476 and the Wilkes-Barre/Scranton International Airport



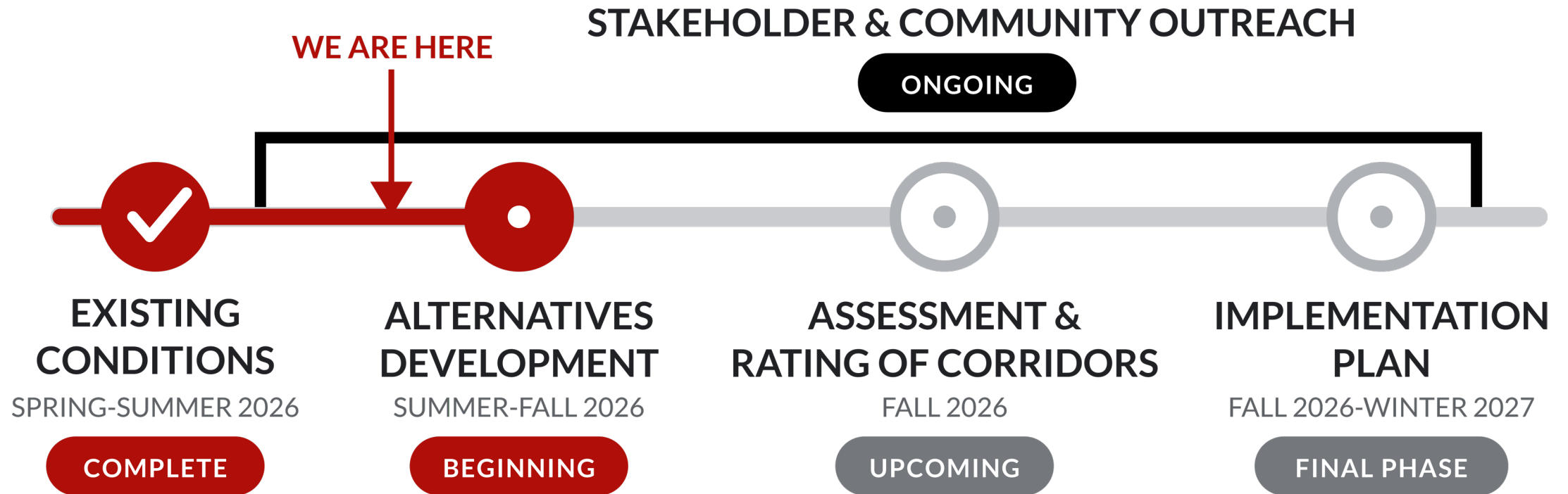
Study Outcomes

The BRT Feasibility Study will:

- Analyze the feasibility and expected benefits of **potential BRT and/or express routes**
- Develop a **screened and prioritized set of alternatives** based on technical analysis and community input
- Prepare **actionable recommendations** to improve transit service in Lackawanna and Luzerne Counties
- Produce a **phased implementation strategy** for the preferred alternative that includes both near-term and long-term improvements



Project Schedule

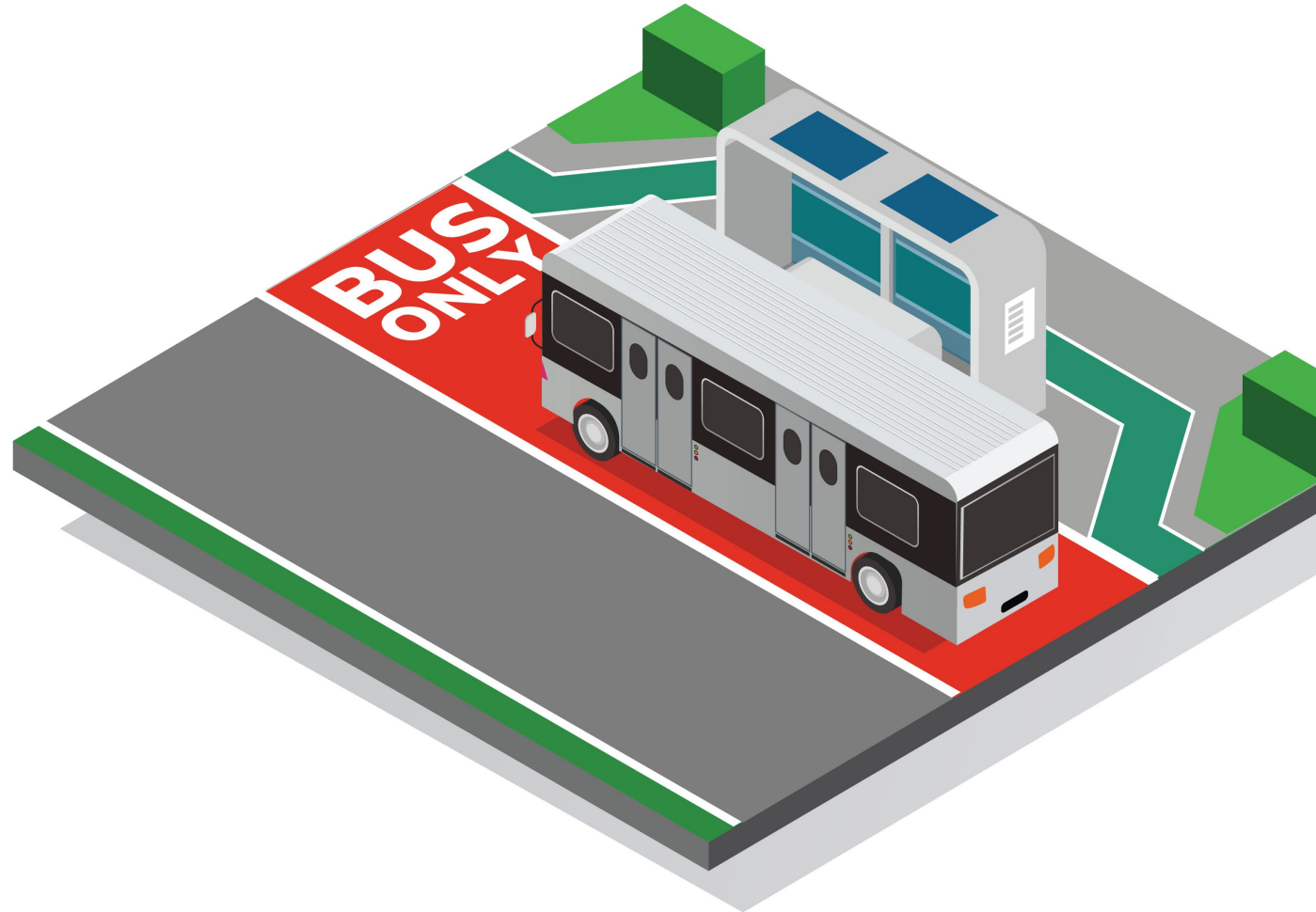


WHAT IS BUS RAPID TRANSIT?



What is Bus Rapid Transit?

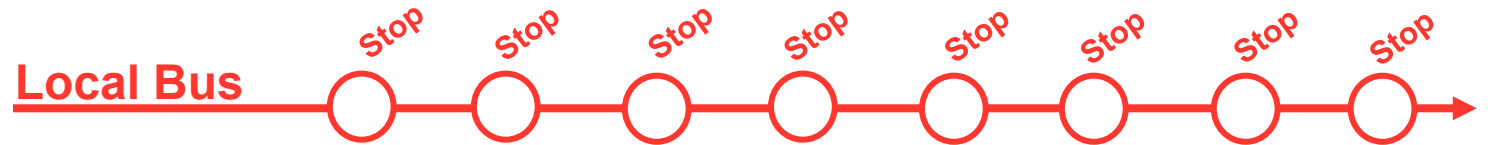
- **High-quality bus service designed to provide faster, more reliable, and higher-capacity service compared to local bus services**
- **Typically consists of a combination of the following features:**
 - Improved operating conditions through dedicated bus ways and signal preemption/transit signal priority
 - Improved service frequency
 - Improved stations with passenger amenities
 - Distinct service branding
- **Express bus can pull from BRT best practices but may operate differently**



How are Bus Operations Different?

Local Service

- Frequent stops
- All day operations with varied frequency
- Variable stop types



Express Service

- Clustered stops
- Peak service operations (commuters)
- Variable stop types



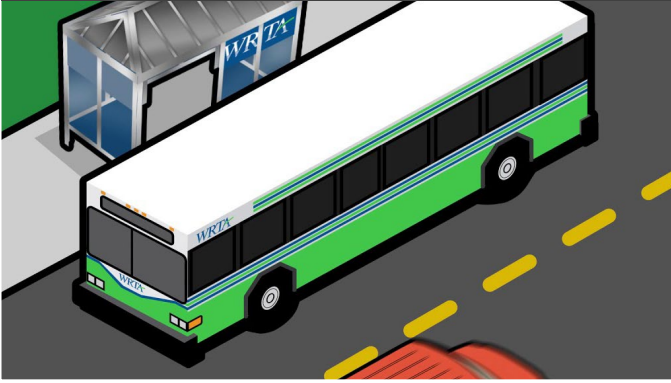
BRT Service

- Longer stop spacing
- All day operations with higher frequency
- Stations with amenities



Express Bus and BRT Examples

Youngstown, OH - WRTA



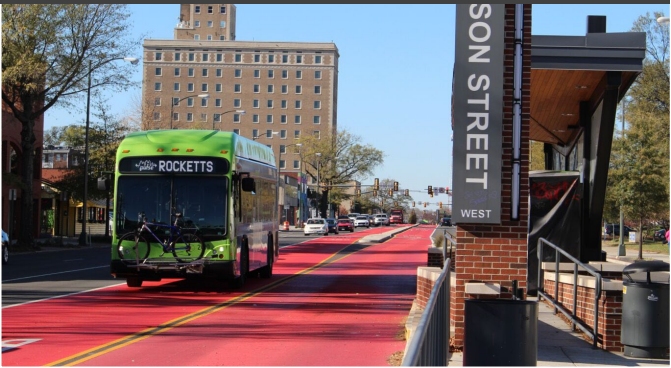
- Operates two express bus routes that connect Downtown Youngstown with Downtown Warren and the Lordstown industrial corridor
- Features include **limited stops**

Grand Rapids, MI – Silver & Laker Lines



- Silver Line (9.6 miles) connects downtown Grand Rapids with residential neighborhoods. Laker Line (13 miles) connects university campuses and medical centers
- Features include **transit signal priority, dedicated lanes, offboard payment, branding**

Richmond, VA – The Pulse



- Spans 7.6 miles, connecting major retail, mixed-use, employment, educational, and healthcare destinations
- Features include **dedicated bus lanes, platform-level stations, transit signal priority, branding**

Pittsburgh, PA - University Line



- Will span 6 miles, connecting Downtown, Uptown, and Oakland employment, medical and university centers
- Improvements include **dedicated bus lanes, enhanced stations, all-door boarding, transit signal priority, bicycle and pedestrian amenities, branding**

Polling Questions #2 & #3

EXISTING CONDITIONS

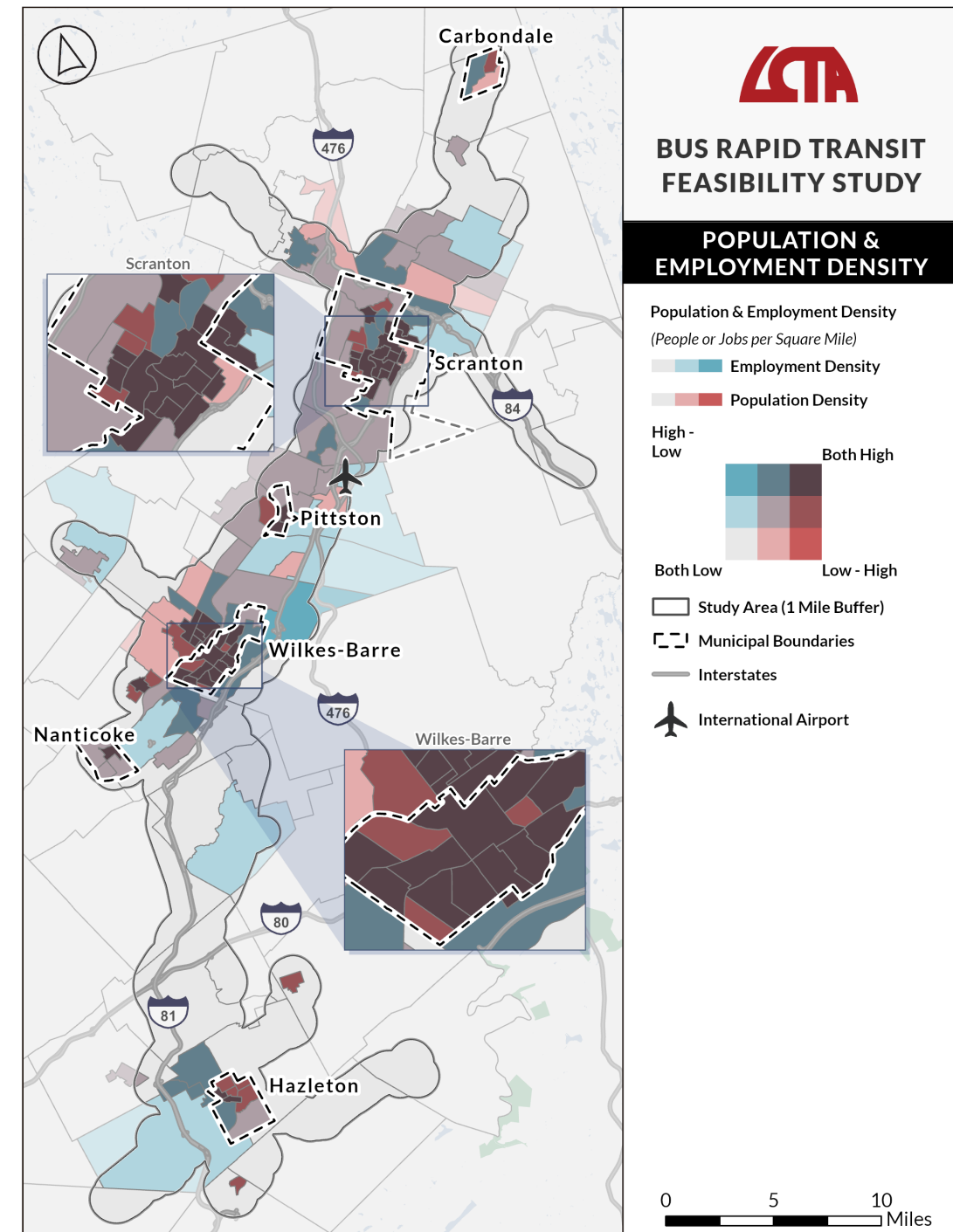


Source: Adobe

Study Area Characteristics

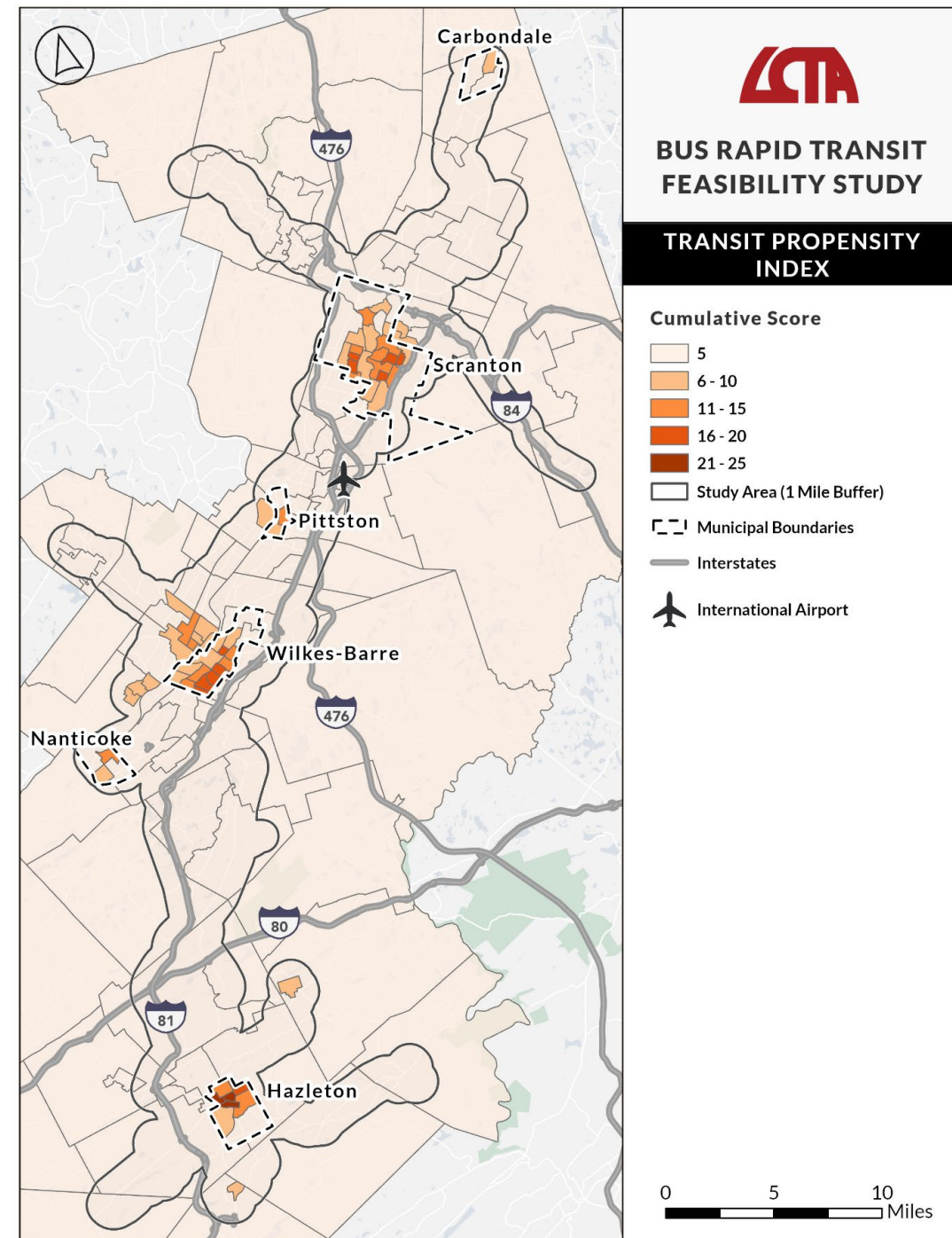
- The study area captures the region's primary travel market, **encompassing almost 90 percent of the combined population** of Lackawanna and Luzerne Counties
- Most commuting trips remain within the study area, with approximately **two-thirds of workers both living and working within the region**

The study area captures approximately 471,000 residents – 87% of the two-county population – and nearly 247,000 jobs.



Study Area Characteristics

- The previously proposed BRT network follows the **region's busiest travel corridors** (as measured by average annual daily traffic (AADT)) and overlaps with several existing fixed routes
- The areas with **populations more likely to use public transit for their travel needs (i.e., higher transit propensity)** are located in Scranton, Wilkes-Barre, and Hazleton, followed by Carbondale, Pittston, and Nanticoke



Existing Fixed Routes

- Fixed route ridership is relatively consistent across weekdays, with **typical weekday ridership more than double typical Saturday** ridership
- Fixed route **ridership peaks midday / early afternoon.**
- 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 connections **between communities.**
- Only a few existing routes provide service between Lackawanna and Luzerne Counties (COLTS Route 26 and LCTA Route 17)



Challenges Facing the Study Area

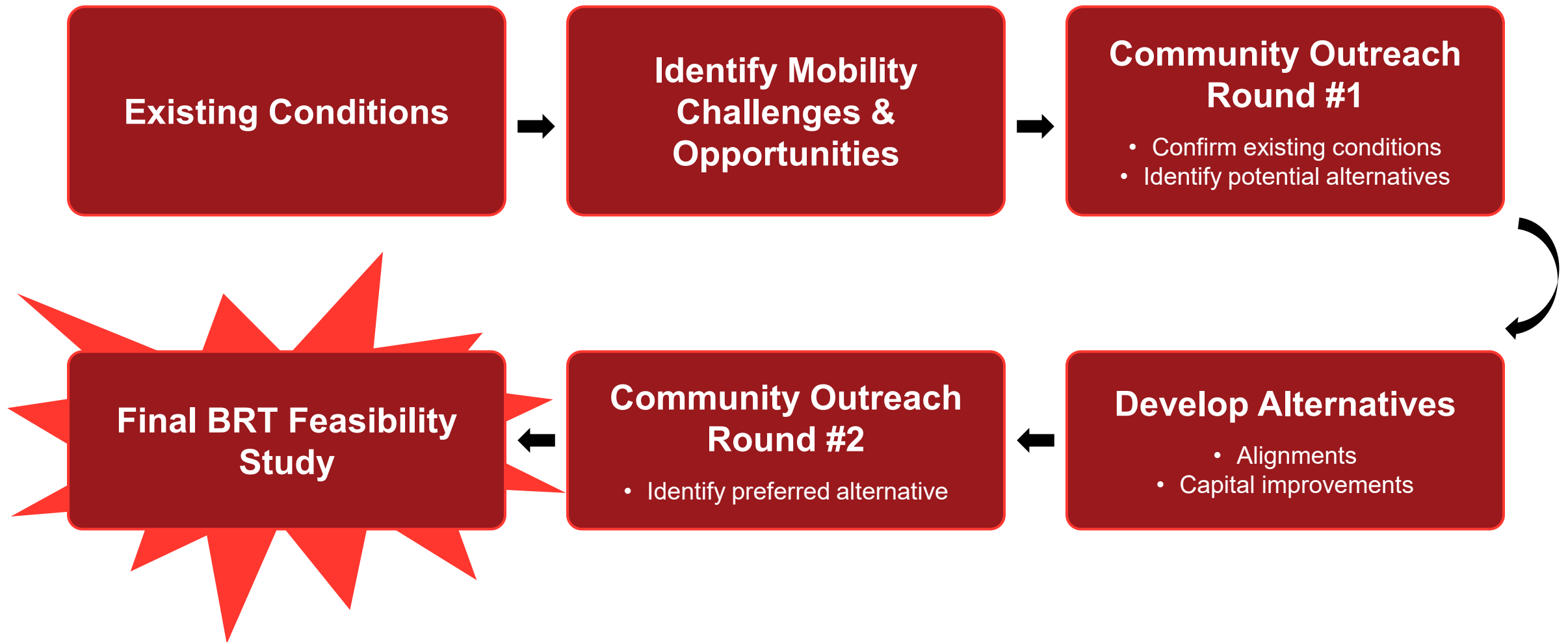
- **Congested travel corridors** specifically along I-81, I-84, and PA 309, have implications for both vehicle traffic and transit services
- **Cross-county connectivity** has been a consistently identified gap in the regional transit network
- There is a need for **more frequent** and **more reliable** transit connections
- There are several areas with **moderate to high transit propensity**: Scranton, Wilkes-Barre, Hazleton, Carbondale, Pittson, and Nanticoke



POTENTIAL ALTERNATIVES

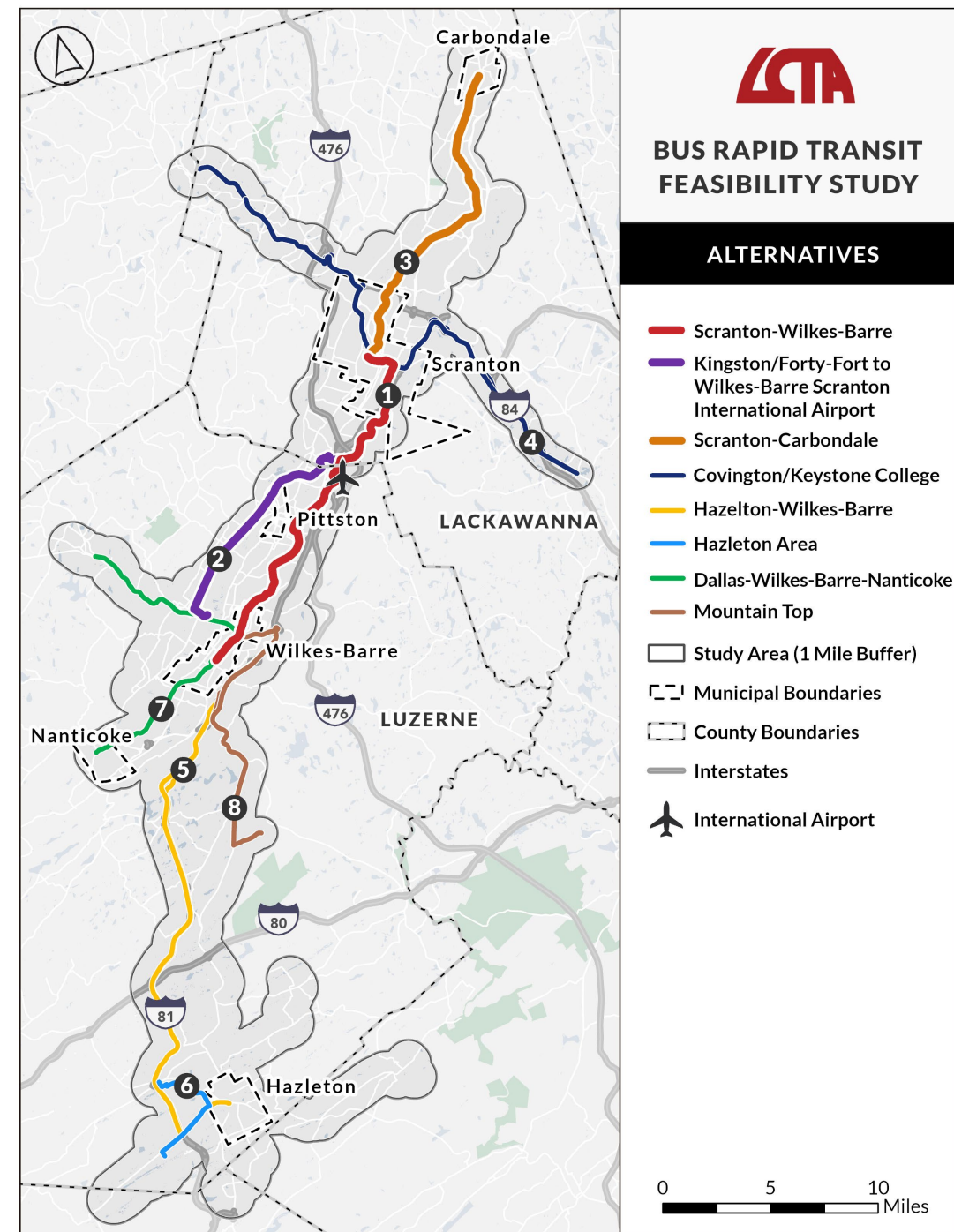


Project Process



Previously Identified Alternatives

1. **Red Line:** Scranton-Wilkes-Barre
2. **Purple Line:** Kingston/Forty-Fort to Wilkes-Barre Scranton International Airport
3. **Orange Line:** Scranton-Dickson City-Jessup – Carbondale.
4. **Blue Line:** Covington/Keystone College
5. **Yellow Line:** Hazleton-Wilkes-Barre
6. **Light Blue Line:** Hazleton Area
7. **Green Line:** Dallas-Wilkes-Barre-Nanticoke
8. **Brown Line:** Mountain Top-Wilkes-Barre





Polling Questions #4 & #5

NEXT STEPS AND QUESTIONS



Question and Answers

- **Zoom Chat**

- Submit comments, questions, or concerns in the Zoom chat function at the bottom left-hand side of your screen
- All questions will be included on Questions & Answers page posted to the project website





Stay Involved in the Project

■ Project Website

- <https://www.lltsmpo.com>
- Documents & Resources, News

■ Contact Information

- Kathy Bednarek
- kbednarek@lctabus.com

■ Fall/Winter Engagement

- Survey #2 (Fall 2026)
- Public Meeting #2 (Late Fall/Winter 2026)

THANK YOU

