



DRAFT

TRANSIT DEVELOPMENT PLAN

2024

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Westmoreland Transit

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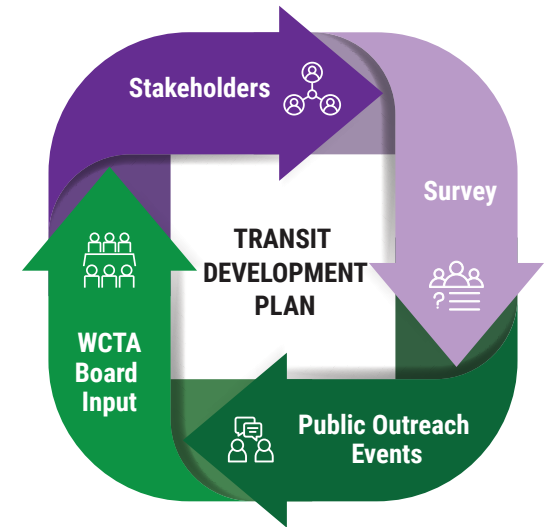
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EXECUTIVE SUMMARY

The Transit Development Plan (TDP) serves as a strategic blueprint for improvements to transit service for Westmoreland County. It evaluates current conditions, identifies future public transportation needs, and makes recommendations to connect our thriving communities and residents to the places they want to go. The Westmoreland County Transit Authority (WCTA) partnered with the Pennsylvania Department of Transportation (PennDOT) to undertake the planning process starting in December 2022.

WCTA is a municipal authority that provides public transit service in Westmoreland County in the southeastern portion of the Pittsburgh region. WCTA manages a fleet of buses that operate on both fixed routes and as on-demand shared-ride transportation service.

The planning process included a wide range of community input, engagement with the WCTA Board of Directors and stakeholders, and data analysis of existing transit service performance and the market for transit in Westmoreland County. The vision, mission, service goals and objectives established for the TDP are based on WCTA's Strategic Business Plan and input from the community obtained through the TDP process. The TDP aims to align with these service goals and support WCTA's vision: ***Westmoreland Transit connects people to life through mobility options.***



TDP Service Goals



Mobility Ensure service is accessible, available, and connects people to opportunities.



Choice Provide transportation choices that meet the needs of Westmoreland County residents and visitors.



Quality Deliver a safe, reliable, high-quality customer experience.



Partnership Strengthen community partnerships through transit.

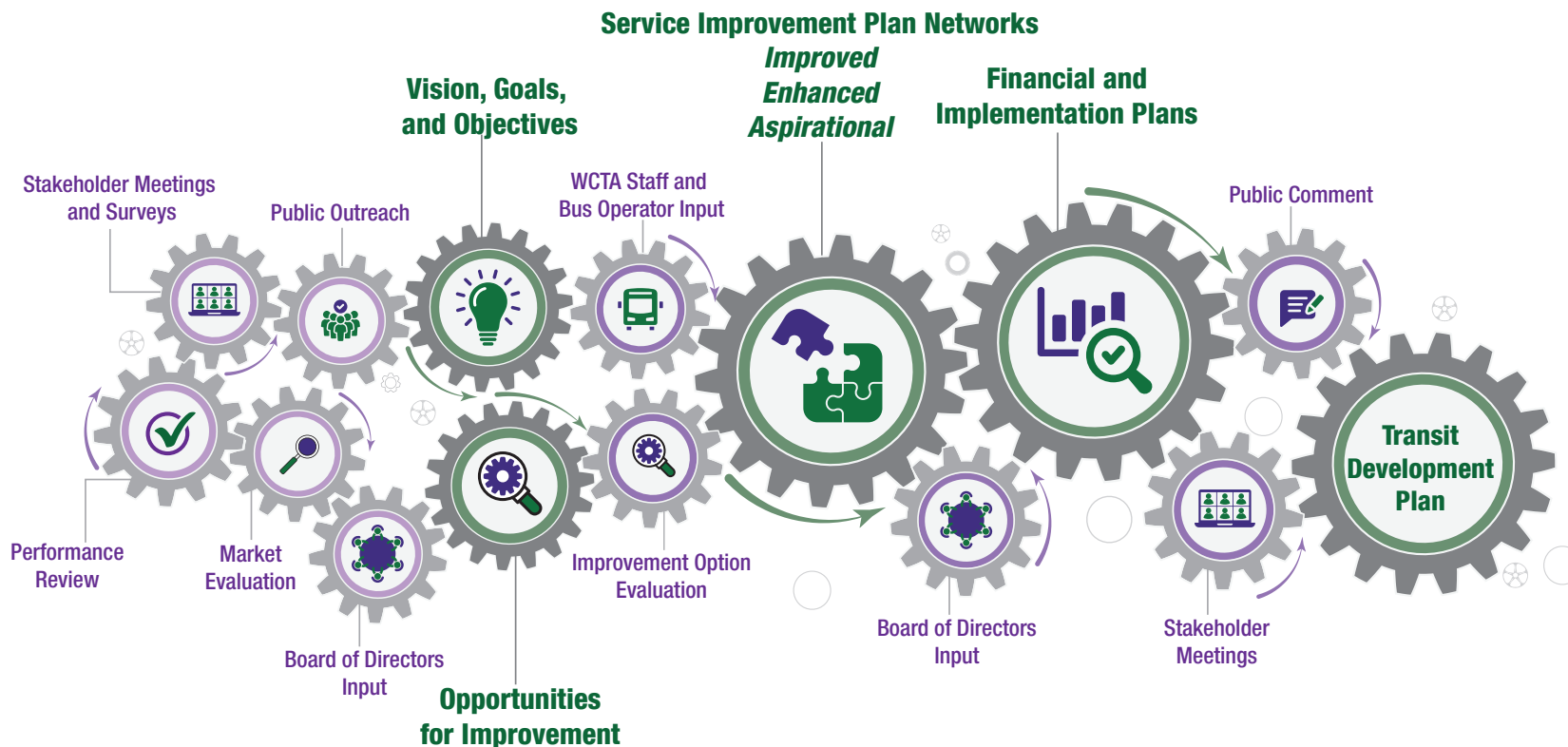
INTRODUCTION

What is a Transit Development Plan?

The Transit Development Plan (TDP) serves as a strategic blueprint for improvements to transit service for Westmoreland County over the next several years. This plan evaluates current public transportation conditions, identifies future public transportation needs, and makes recommendations to connect our thriving communities and residents to the places they want to go.

The Westmoreland County Transit Authority (WCTA) partnered with the Pennsylvania Department of Transportation (PennDOT) to undertake the planning process starting in December 2022. The development of the TDP followed the process and steps shown in Figure 1.

Figure 1. Planning Process



WCTA Organization and Governance

WCTA was formed in 1978 to oversee public transportation service in the City of Greensburg and the surrounding county. WCTA manages a fleet of buses that operate on both fixed routes and as on-demand shared-ride transportation service.

Board of Directors

WCTA is governed by a seven-member Board of Directors that is appointed by the Westmoreland County Board of Commissioners. The Board holds regularly scheduled meetings on the third Thursday of each month at the Westmoreland Transit Center, 42 Bell Way in Greensburg, that are open to the public.

The Board consists of the following members as of 2024:

- Chairman - Frank M. Tosto
- Treasurer - Debbie Irwin
- Secretary - Anthony Lizza
- Vice-Chairman - Rosie Wolford
- Assistant Treasurer - Dan DeBone
- Assistant Secretary - Roderick T. Booker
- Board Member - J. Wood Weissinger

Organizational Structure

WCTA's current organizational structure is shown in Figure 2.

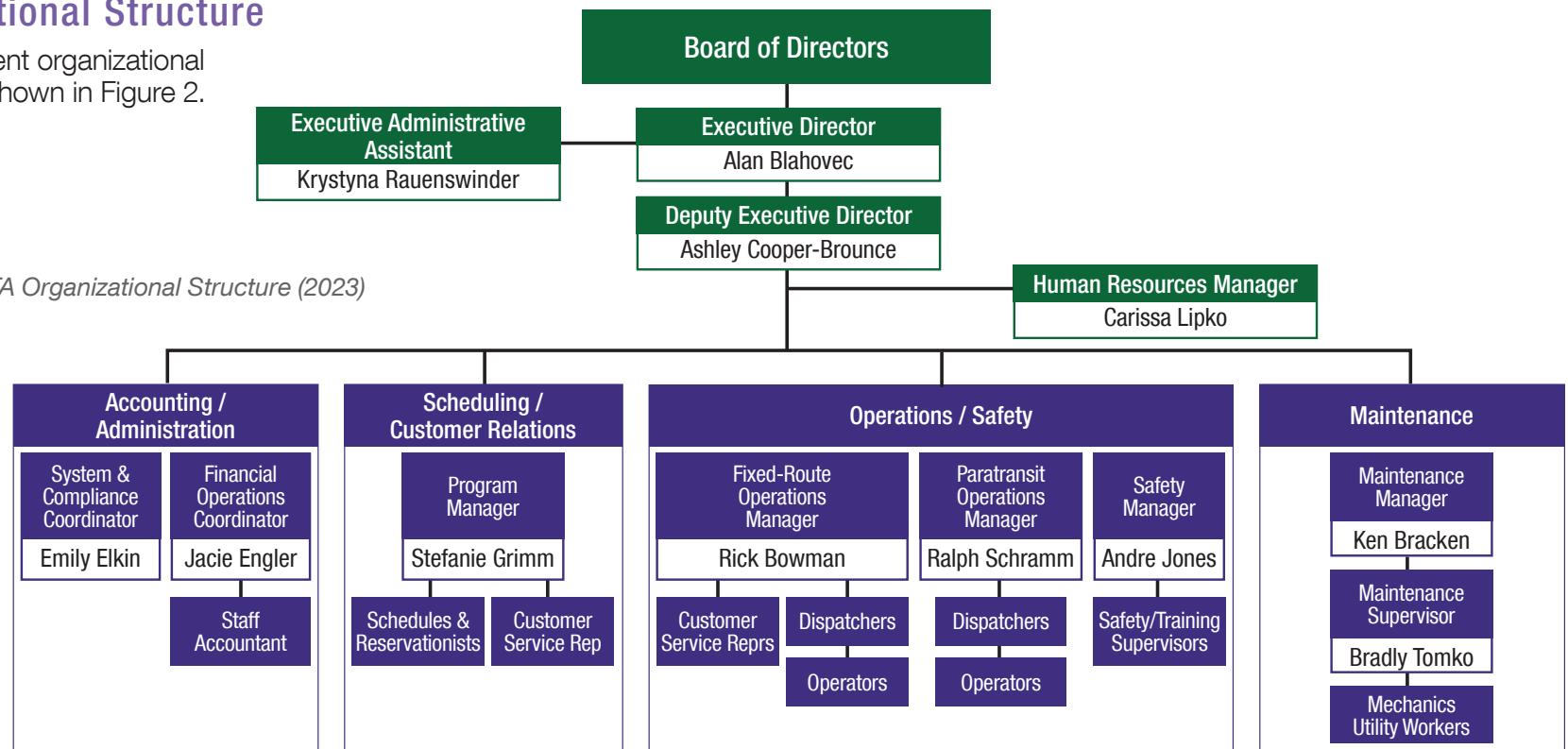


Figure 2: WCTA Organizational Structure (2023)

Vision, Mission, and Service Goals

The vision, mission, service goals and objectives established for the TDP were created based on priorities previously outlined by WCTA through its Strategic Business Plan, public feedback obtained through surveys and in-person open-house events, and regional stakeholder feedback. The vision, mission, service goals and objectives were presented to the WCTA Board of Directors for their input and confirmation during the planning process.

Vision Statement

The vision statement is a clear and shared picture of the future an organization seeks to create. WCTA has adopted the following vision:

Westmoreland Transit connects people to life through mobility options.

Mission Statement

The mission statement communicates the purpose of the organization to external stakeholders, system users, and agency employees. The following outlines the mission of WCTA:

Westmoreland Transit provides safe, reliable, stable transportation service designed to meet the County residents' needs and improve their quality of life.

Figure 3: WCTA Vision, Mission, and Service Goals



WCTA VISION

Westmoreland Transit connects people to life through mobility options.



WCTA MISSION

Westmoreland Transit provides safe, reliable, stable transportation service designed to meet the County residents' needs and improve their quality of life.

TDP Service Goals



MOBILITY

Ensure service is accessible, available, and connects people to opportunities.



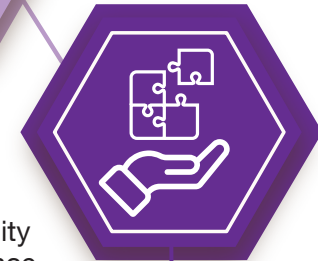
CHOICE

Provide transportation choices that meet the needs of Westmoreland County residents and visitors.



QUALITY

Deliver a safe, reliable, high-quality customer experience.



PARTNERSHIP

Strengthen community partnerships through transit.

REVIEW OF EXISTING SYSTEM

Overview of Existing System

WCTA is a municipal authority that provides safe and reliable public transit service in Westmoreland County in the southeastern portion of the Pittsburgh region. WCTA manages a fleet of buses that operate on both fixed routes and as on-demand shared-ride transportation service.

Services Provided

FIXED ROUTE BUS SERVICE

WCTA operates a series of fixed route regional and local bus services as well as commuter bus services. Fixed route services follow a predetermined route with set schedules and stops. Regional fixed route bus services connect riders between municipalities in Westmoreland County. Local fixed routes operate within cities, boroughs, and their surrounding neighborhoods. Commuter bus routes share the same characteristics of fixed route operations, but these routes are typically long-distance, transporting riders to urban employment centers. WCTA's commuter bus routes move Westmoreland County residents from Greensburg, Latrobe, Mount Pleasant, and New Kensington to Pittsburgh.

Currently, WCTA runs the following fixed route services shown in Table 2.

Table 2: Existing WCTA Routes

Route	Weekday Service	Saturday Service
Route 1-F: Greensburg – Pittsburgh Flyer	Yes	
Route 2-F: Latrobe – Pittsburgh Flyer	Yes	
Route 3-F: Mt. Pleasant – Pittsburgh Flyer	Yes	
Route 4: Greensburg – Pittsburgh	Yes	Yes
Route 5: Jeannette – Greensburg	Yes	Yes
Route 6: Irwin – Greensburg	Yes	
Route 8: Greensburg – Mt. Pleasant	Yes	Yes
Route 9: Greensburg – Latrobe	Yes	Yes
Route 9C: Ligonier – Greensburg	Yes	
Route 11: Johnstown - Latrobe	Yes	
Route 12/12B: Greensburg – New Kensington	Yes	
Route 14A/14B/14C: Local New Kensington	Yes	Yes
Route 14-F: New Kensington – Pittsburgh Flyer	Yes	
Route 14J: New Kensington-Westmoreland Business & Research - Pittsburgh Mills	Yes	Yes
Route 15: Avonmore – New Kensington	Yes	
Route 16: Greensburg – Countryside Plaza	Yes	
Route 17: Mt. Pleasant – Scottdale	Yes	Yes

Flyer (F) routes utilize the busways within Allegheny County to access downtown Pittsburgh. Fixed route weekday operations begin at 5:15 am and continue to 7:30 pm, although actual service time varies by route. Saturday operations begin at 8:00 am and continue to 6:30 pm and vary by route. No service operates on Sundays. Most regional and local fixed routes operate with a two-hour headway between buses on each route.

GO WESTMORELAND

GO Westmoreland is WCTA's shared-ride demand response service for the following programs in addition to being open to the general public:

- Senior Shared-Ride Program
- Medical Assistance Transportation Program (MATP)
- Americans with Disabilities Act (ADA) complementary paratransit
- Persons with Disabilities Program (PwD)

GO Westmoreland provides on-demand shared-ride trips without predetermined schedules and stops. The rider may share the transit vehicle with others and may not be taken directly from their origin to their destination in order to accommodate the needs of all passengers. Riders must apply in advance to use the service, and a reservation is required to take a trip—up to two weeks prior and at least one business day in advance before 12:00 pm. Trips can be scheduled by phone or online. Customers are provided a 30-minute pickup window that begins 15 minutes prior to their scheduled time.

Effective December 8, 2022, GO Westmoreland follows the service hours shown in Table 3. The service area is all of Westmoreland County and a 5-mile “buffer zone” around the county.

Table 3: Existing GO Westmoreland Service

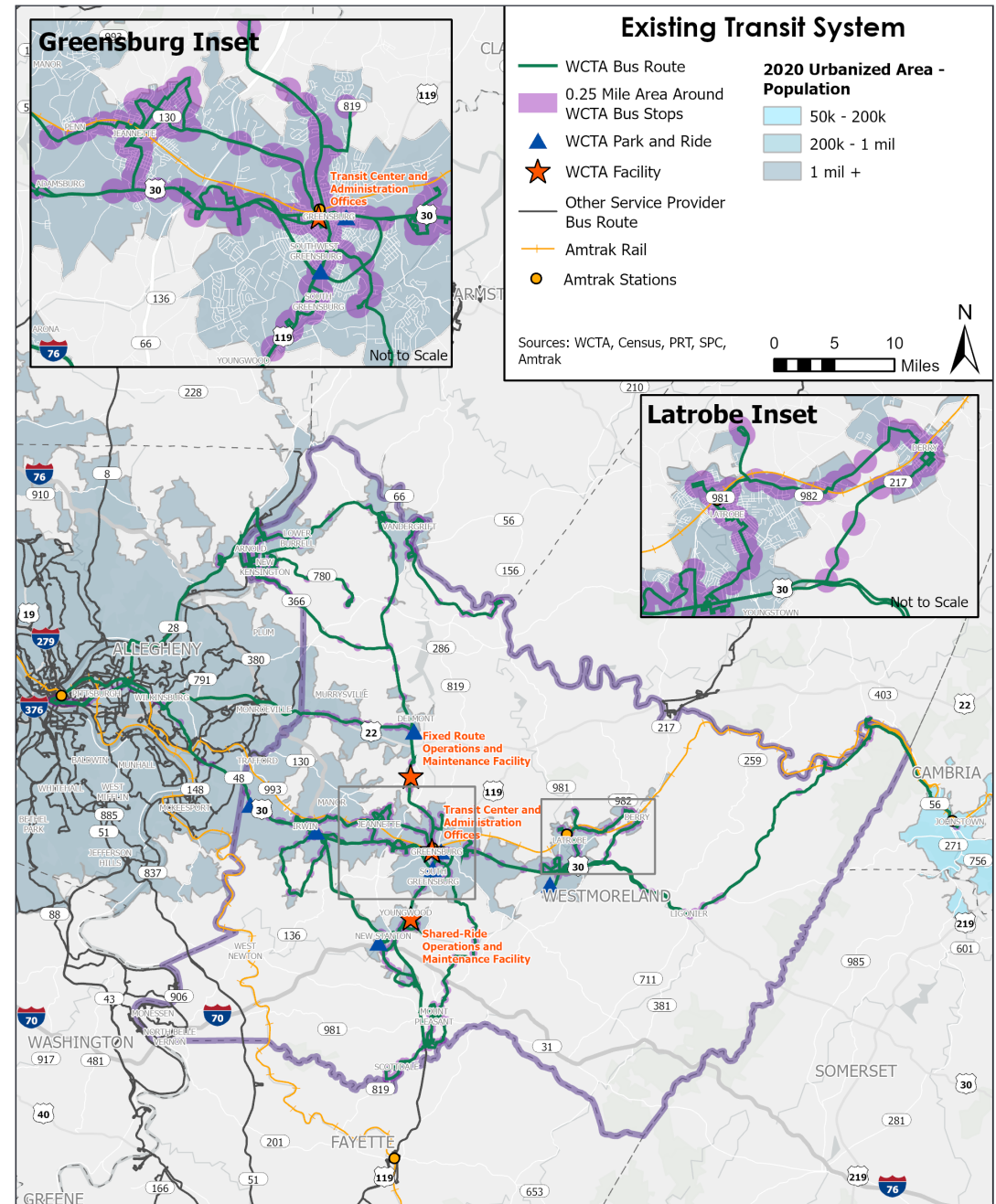
Service	Service Hours
Monday through Friday Service	
Work	7:00 am – 7:00 pm
Medical Trips	8:00 am – 5:00 pm
Shopping/Recreation	Tuesday/Thursday 9:00 am – 3:00 pm
*Pittsburgh (Allegheny County)	Wednesday/Friday Drops off at 9:00 am Returns between 2:00 pm and 3:00 pm
*Monroeville (Allegheny County)	Drops off at 9:00 am, 11:00 am, 1:00 pm Returns at 11:00 am, 1:00 pm, 5:00 pm
*Natrona Heights-Brackenridge-Tarentum-Cheswick-Aspinwall-Penn Hills-Verona-Oakmont (Allegheny County)	Drops off at 8:30 am, 11:00 am, 1:00 pm Returns at 10:30 am, 1:00 pm., 4:00 pm
*Johnstown (Cambria County)	Drops off at 10:30 am Returns at 3:00 pm
*Connellsville (Fayette County)	Drops off at 10:00 am and 12:00 pm Returns at 12:30 pm and 2:30 pm
Saturday Service	
Work	7:00 am – 4:00 pm
Medical Trips	8:00 am – 4:00 pm
Shopping/Recreation	10:30 am – 2:30 pm
Servicing Westmoreland County	No out of County trips

**Other riders are picked up and dropped off along the way during these trips*

Areas Served

WCTA serves 33 municipalities within Westmoreland County and provides commuter bus service to Pittsburgh in Allegheny County and to the City of Johnstown in adjacent Cambria County. The service area is 668 square miles covering a population of 296,066 according to the most recent 2022 National Transit Database (NTD) report. This includes both urbanized and rural areas. Figure 4 shows existing transit service in and around the county.

Figure 4: Existing Transit Service in Westmoreland County



System Profile

Table 4 shows a snapshot of system-level metrics as reported in WCTA's 2022 NTD report.

Fleet

Westmoreland Transit currently owns and operates a diverse fleet of vehicles for both its fixed route and GO Westmoreland services. Several buses in WCTA's fleet are powered by the alternative fuel compressed natural gas (CNG). As of October 2023, WCTA had 42 vehicles for fixed route service, 22 of which were commuter coaches, and 60 vehicles for GO Westmoreland service.

Facilities

OPERATIONS AND MAINTENANCE FACILITIES

The WCTA fixed route operations and maintenance facility is located at 1823 Business Route 66, Greensburg, PA. The facility was originally constructed in 2012 to provide indoor bus storage, work bays, and a washing facility. A natural gas fueling station was opened in this location in 2017. In April 2022, contracts were awarded to construct a new 16,000-square-foot garage on the property to provide storage for up to 20 vehicles. The WCTA shared-ride operations and maintenance facility is located at 203 Avenue B, Youngwood, PA. Locations are mapped in Figure 4.

Table 4: Westmoreland Transit System Profile

Metric	2022 Measure
Service Area	668 square miles
Service Area Population	296,066
Service Types	Bus (Fixed Route) Demand Response (Shared-Ride)
Service Days Operated	Monday – Saturday
Active Vehicles / Operated in Maximum Service	
Fixed Route	42 / 31
Shared-Ride	58 / 42
Unlinked Passenger Trips (Fixed Route)	
Average Weekday	542
Average Saturday	209
Annual Total	150,403
Unlinked Passenger Trips (Shared-Ride)	
Average Weekday	501
Average Saturday	201
Annual Total	139,981
Total Actual Vehicle Revenue Hours	
Fixed Route	42,284
Shared Ride	61,981
Total Actual Vehicle Revenue Miles	
Fixed Route	920,231
Shared Ride	1,228,299
Total Operating Expenses	\$11,420,097
Total Directly Generated Funds	\$537,503

Other Transportation Service Providers

Southwestern Pennsylvania includes ten counties, six of which border Westmoreland County to the north, west, and south. Somerset and Cambria counties border Westmoreland County to the east. The WCTA transit system operates in Westmoreland, Allegheny, and Cambria Counties, which leads to interactions with many of the transit agencies listed in the following section.

NEIGHBORING TRANSIT SERVICES

Pittsburgh Regional Transit (PRT) manages the transit system within Allegheny County and the City of Pittsburgh. WCTA Flyer routes use the PRT's busways, but WCTA does not stop at any stations along the busways. There is interaction in downtown Pittsburgh where WCTA commuter and regional fixed route (Route 4) services terminate. PRT Route 1, which provides a connection to downtown Pittsburgh via communities along the Route 28 corridor seven days a week, stops in New Kensington where connections are available to WCTA Routes 14A, 14B, 14C, and 14J. PRT Route 69 provides a connection from Trafford in western Westmoreland County to downtown Pittsburgh on weekdays and to Wilkensburg on weekends, however there

is no WCTA service in this area. ACCESS is a shared-ride program sponsored by PRT that provides service throughout Allegheny County and to destinations 1.5 miles from the county line in the adjoining counties seven days per week between 6:00 am and 11:00 pm.

Cambria County Transit Authority (CamTran) operates the transit system within Cambria County, including the City of Johnstown. WCTA's Route 11 to Johnstown terminates at the CamTran Transit Center, where connections are available to CamTran Routes 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, and 30.

Fayette Area Coordinated Transportation (FACT) operates transit services in Fayette County, including the City of Uniontown. FACT runs a route, the Westmoreland Connector, from Connellsville to Mt. Pleasant where connections can be made with WCTA Routes 8, 16, and 17 at Countryside Plaza.

Butler Transit Authority (Butler), Town & Country Transit (Armstrong), Indiana County Transit Authority (Indiana), Freedom Transit (Washington), Mid Mon Valley Transit Authority (Fayette, Washington, Westmoreland) provide transit service in the surrounding counties, but their networks have no overlap nor connections with WCTA transit service.

PASSENGER RAIL

Amtrak currently operates the once-daily per direction Pennsylvanian line, which runs between Pittsburgh and New York via Harrisburg and Philadelphia. It makes two stops in Westmoreland County—Greensburg and Latrobe. The Greensburg Amtrak Station is approximately 1,000 feet (two city blocks and a four-minute walk) from the Greensburg Transit Center. The Latrobe Train Station is approximately 1,000 feet from the nearest bus stop (Alexandria Street and Derry Street on Route 9). In 2022, PennDOT and Norfolk Southern railroad reached an agreement to expand passenger rail service to two trains per day—a change that is expected by 2026.

Transit Propensity

Socio-economic and demographic information is necessary to understand markets within Westmoreland County and areas with a higher likelihood of transit use. Multiple factors were combined into a single index called transit propensity. Propensity can be calculated for a given area by measuring the demographic traits correlated with higher-than-average transit ridership, such as age or income, and the population density of the area. Propensity is meant to transform multiple factors into a single summary that can be used to assess a population's needs and desires for public transportation. This analysis used the following factors when defining propensity:

- Population Density
- Persons with Disabilities
- Minority Population
- Senior Population (65+)
- Low-Income Population
- Student Population (5-21)
- Zero Car Households

Transit propensity should be considered along with other factors such as overall population and employment density. For example, an area may have a population with a high propensity for using transit but have a low density and therefore be challenging to efficiently serve.

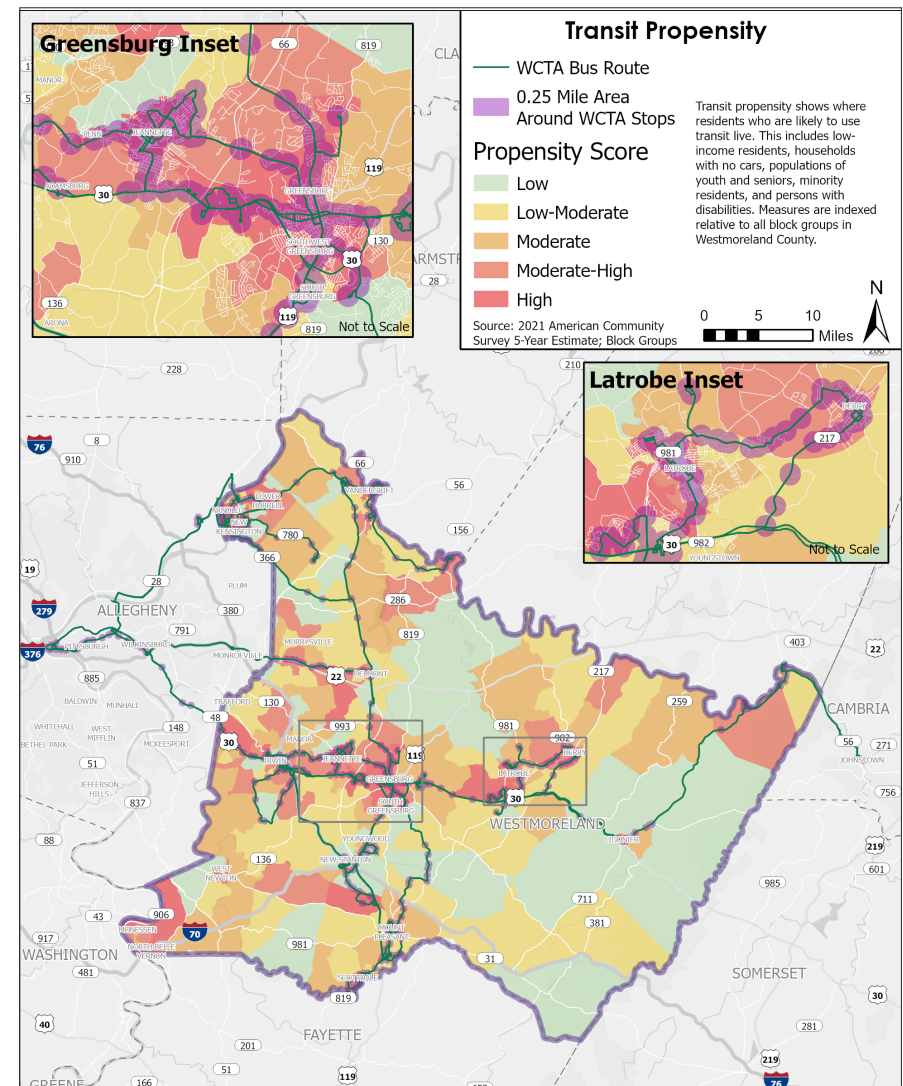
Figure 8 shows transit propensity for Westmoreland County. Much like the previous population density and employment density maps, the corridor from Latrobe towards downtown Pittsburgh demonstrates a clear pattern as it contains most of the areas categorized as High.

The majority of the Moderate-High and High propensity areas are adjacent to existing fixed route bus service.

A few higher-propensity areas that do not have service include:

- Low-density areas in the western portion of the county near Irwin and Murrysville
- Low-density areas surrounding Greensburg
- Low-density areas surrounding Monessen and North Belle Vernon (which are served by MMVTA)
- West Newton

Figure 8: Westmoreland County Transit Propensity



Mobility

Travel Patterns

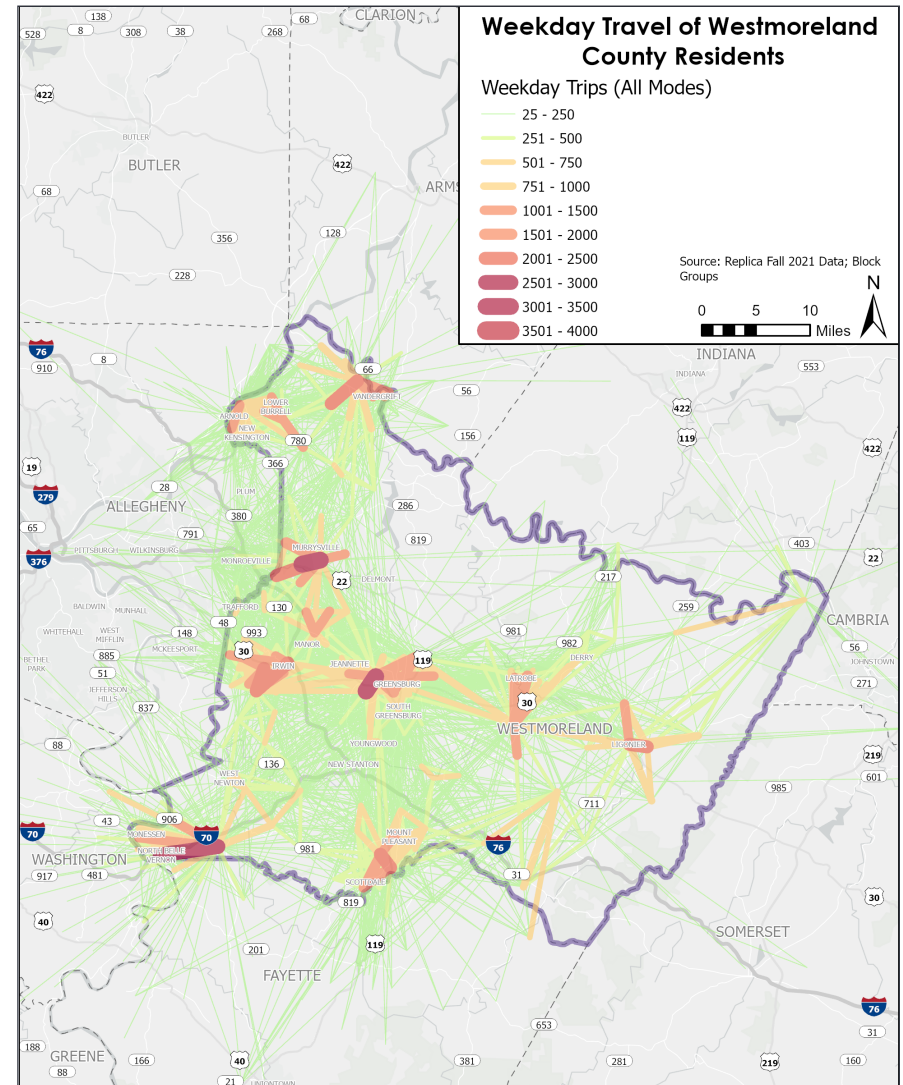
In order to best serve Westmoreland County residents with reliable, practical, and affordable transit options, it is important to understand how they travel. The mobility modeling tool Replica was used to better understand travel patterns of Westmoreland County residents. The most recently available data was used, Fall 2021, for an average Thursday (weekday) and Saturday (weekend).

Travel patterns analyzed include origin-destination, time of day, and trip purpose for all types of travel—not just public transit. The primary findings included:

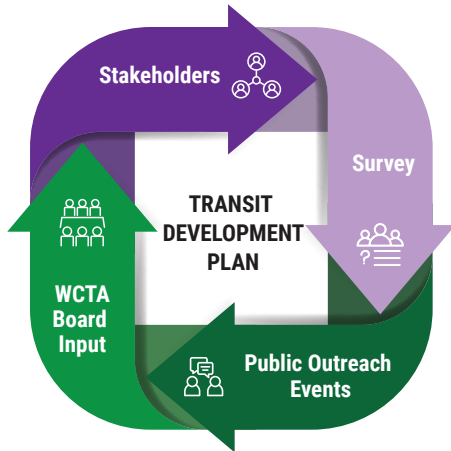
- Three-quarters of trips beginning in Westmoreland County also end in Westmoreland County.
- The strongest origin-destination relationships are between and within the densest population and development centers (Greensburg, Murrysville, North Belle Vernon, Irwin, etc.) and their surrounding municipalities (see Figure 9).
- There are relatively few trips between Westmoreland County and downtown Pittsburgh compared to travel within Westmoreland County or to eastern Allegheny County.
- Weekday travel peaks are from 6:00 am to 8:00 am and 2:00 pm to 6:00 pm, coinciding with commutes to and from work and school. Weekend travel is consistently heavy from 10:00 am to 7:00 pm but reaches its peak between 12:00 pm and 1:00 pm. Most weekend trips are for residents returning home from their weekend activities, which primarily include shopping and eating.

Overall, these travel patterns supported the need for transit options between and within Westmoreland County municipalities rather than focusing on connections to Pittsburgh, while this remains an important regional connection. Within Westmoreland County, transit options that provide service between residential and employment centers during the week and between residential and commercial centers on weekends would align with resident travel patterns.

Figure 9: Weekday Travel Patterns



PUBLIC OUTREACH



Public Input

An online and printed survey was distributed through print advertisements, social media, text and e-mail pushes to riders, and in-person. The survey was open between March 13 and April 23, 2023. In-person surveys were conducted on the morning of Tuesday March 21, 2023 at Carpenter Lane Park and Ride and onboard local service. Surveys were also conducted at the Westmoreland Transit Center on Monday April 3, 2023 between 7:45-10:15 am which is typically one of the busiest transit-riding times.

To supplement the survey, two open-house style events were held. On March 21, 2023 an event was held at the Transit Center during peak transfer periods to solicit input from current users. On April 1, 2023 the project team hosted a booth at the Spring

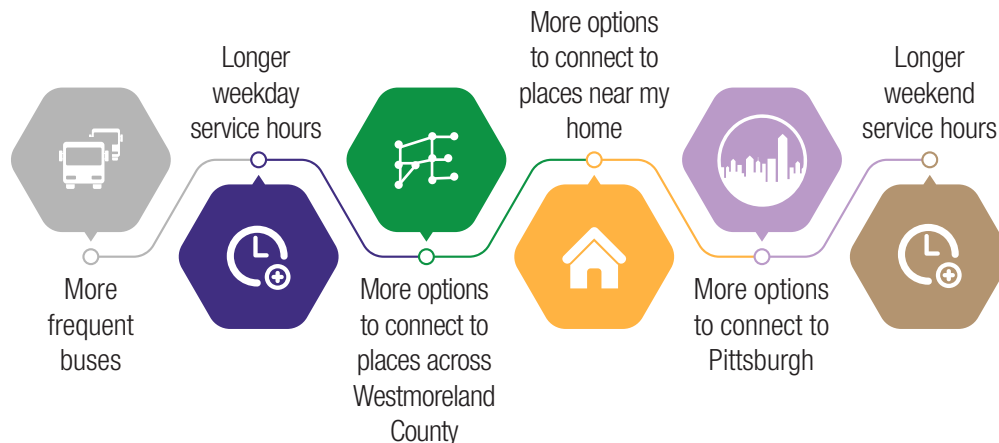
In addition to analysis and review of the existing system, the TDP was shaped by public input, stakeholder interests, and WCTA Board of Director feedback.

WCTA solicited input through a variety of outreach activities. Information about the TDP planning process was posted on the WCTA website and promoted on social media. Physical copies of this information were also provided through fact sheets, postcards, and bus posters. A survey was published in print and digital formats and was supplemented with in-person open-house style events.

Spectacular Festival, a popular community event. Attendees at these events were encouraged to share their priorities for improvement and complete the survey.

The public survey received 477 responses from likely Westmoreland County residents (448 online surveys and 29 paper/in-person surveys). Additional responses were filtered out due to respondents providing zip codes beyond what would be expected from a typical Westmoreland County transit user.

Important Transit SERVICE Improvement



SERVICE IMPROVEMENT PLAN

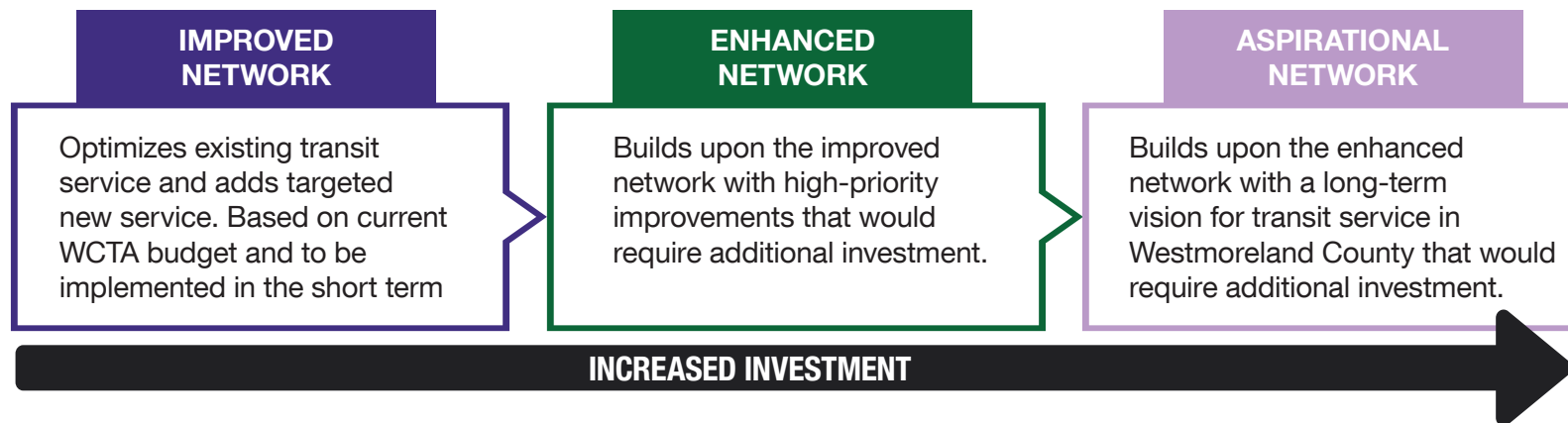
Service Recommendations

Service improvement options were developed through a collaborative process with WCTA staff, including input from several bus operators at a service planning workshop. The improvements aim to achieve the vision, mission, and service goals of the TDP, and address needs and opportunities identified through the planning process.

Recommendations for improved service were influenced by four key design principles:

- **Service Legibility** – routes and schedules should be easy to understand and navigate, regardless of the user’s familiarity with the system.
- **Route Linearity** – routes should travel in a linear and direct path to reduce travel time and improve system comprehension.
- **Bidirectional Service** – routes should be aligned so that inbound and outbound stops mirror each other on the same street where possible. This enables passengers to be dropped off in the same location they were picked up. Long, one-way loops should be avoided.
- **Service Classification** – the type of service offered in an area should match its needs and routes should be designed for a particular purpose.

Improvement options were developed and packaged into three service plan alternatives that represent increasing levels of investments:



A summary of the recommendations included in each alternative network are listed below, including changes to individual routes and system-wide summary maps. Individual route maps, showing changes to routes in more detail, are included after the three networks. All levels of service (frequency of buses and service hours) are at a planning-level and are subject to refinement as WCTA undergoes its scheduling and budgeting processes.

Improved Network

The improved network optimizes existing routes to emphasize areas with higher demand and market for service. Improving service legibility or ease of understanding for customers was also an overarching design principle. Areas of high or low ridership were identified by looking at route productivity and confirmed from WCTA bus operator experience.

The improved network consists of the following recommendations:

FLYER ROUTES

- **Route 1-F:** Adjust stop order in Greensburg to create a more direct and faster travel to the Transit Center to/from the west via Pittsburgh Street and Otterman Street.
- **Route 2-F:** Realign route to remove the stop at the Westmoreland Mall due to low use and for faster travel.
- **Route 3-F:** Realign route to truncate at sheltered stops at the corner of Main St and Pennsylvania Ave to connect with Route 1-F. Customers would transfer to/from 1-F for travel to/from Pittsburgh
- **Route 14-F:** Extend the Westmoreland County end of the route to North Washington via PA 66 and Apollo (note, this is in Armstrong County) for additional connections.

LOCAL ROUTES

- **Route 4:** Realign route to truncate at the Wilksburg Park and Ride on the Martin Luther King Jr. East Busway, where frequent connections are available to Pittsburgh Regional Transit (PRT). Increase Saturday frequency to approximately 120 minutes (two hours) from 240 minutes (four hours).
- **Route 5:** Remove service at Hempfield Point Plaza/Home Depot due to low use and for faster travel.
- **Route 6:** Realign route to truncate at the North Huntingdon Walmart, replacing service on the existing Herminie loop with new microtransit service. Increase frequency to 90 minutes from 120 minutes.
- **Route 8:** No change in Improved Network
- **Route 9:** Realign to split into two routes to improve service legibility.
 - 9A: Provides local service to Derry, Latrobe, Lawson Heights similar to existing local Route 9, but with minor adjustments to streamline routing and connect with 9B at the Lawson Height Walmart.
 - 9B: Provides cross-county service between Lawson Heights Walmart and Greensburg similar to existing Route 9, but with alignment to serve Frye Farm Rd/Mountain View Medical Park and Brookside Apartments/Slate Creek Apartments. The first morning trip starts and last afternoon trip extends to Ligonier directly via US 30.
- **Route 11:** Adjust route service patterns to alternate round trips between Greensburg to Johnstown (three round trips per day) and Greensburg to Ligonier (two round trips per day, and five total with Johnstown service pattern). Remove extension from Seward to Robindale Heights due to low use and for faster travel. Operate Monday, Wednesday, and Friday.

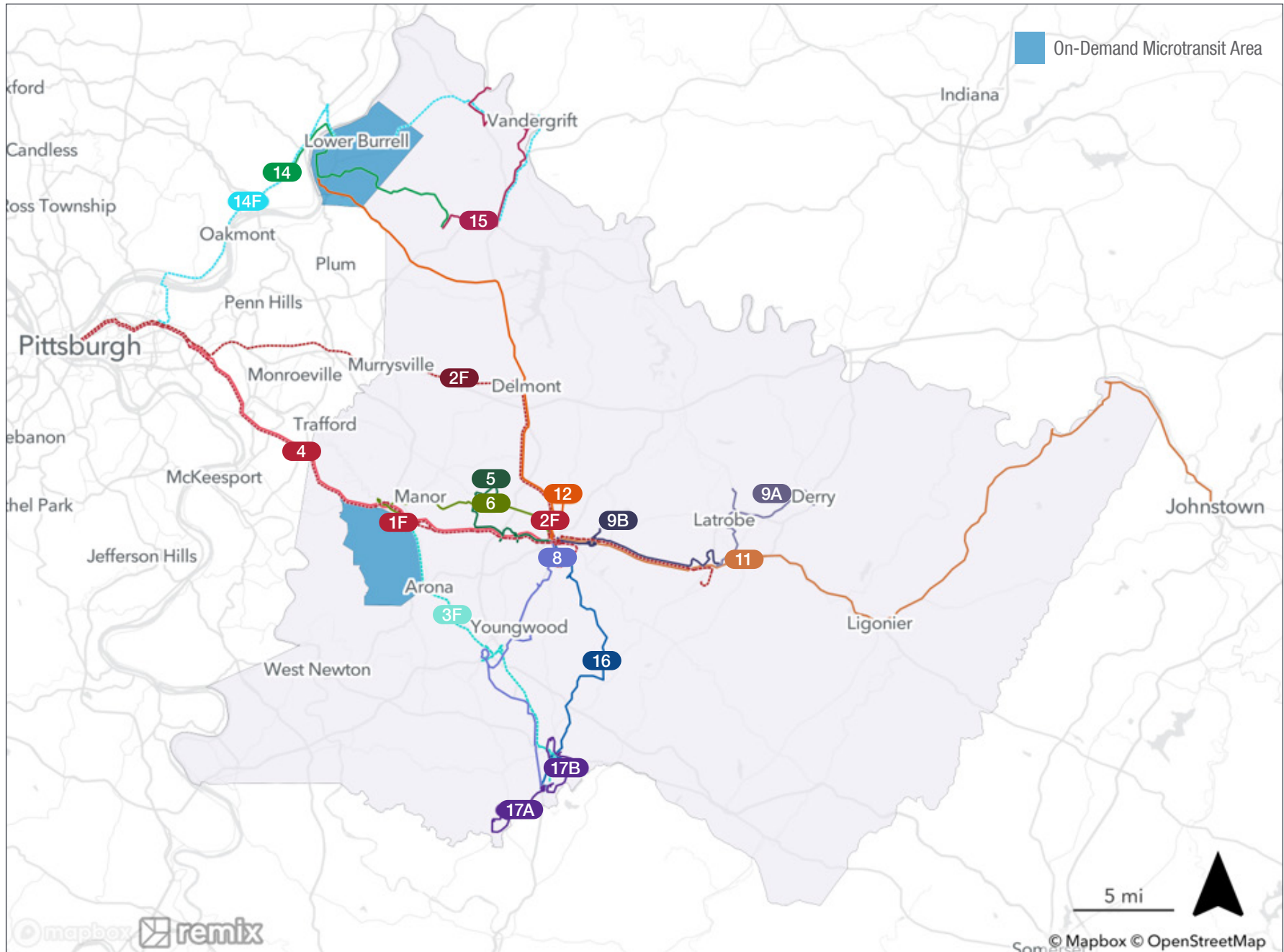
Improved Network

- **Route 12:** Remove existing 12B trips (which travel via Lower Burrell on first morning and last afternoon trip) and replace with full trips on the normal Route 12 alignment between Greensburg and New Kensington to improve service legibility.
- **Route 14:** Realign existing routes 14A, 14B, 14C, 14-J, and 14-J-S into one fixed route between Pittsburgh Mills Walmart and Westmoreland Business and Research Park via New Kensington, Arnold, and Tarentum (note, this is Allegheny County). Supplement with a microtransit zone to maintain and expand service to new areas of New Kensington and Lower Burrell. Extend service hours compared to existing routes to 7:30 a.m. to 6:30 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays.
- **Route 15:** Realign routing to connect between Westmoreland Business and Research Park (connection to Route 14) and Leechburg (note, this is Armstrong County) via Oklahoma and Vandergrift. Discontinue fixed route service to Avonmore given low use and for faster travel to Vandergrift-area destinations. Increase frequency to 120 minutes from variable frequency ranging from two to four hours.
- **Route 16:** Realign routing in Mt. Pleasant for faster travel and to improve on-time performance. Discontinue service along Bessemer Rd and provide bidirectional service along W Main St and Washington St.
- **Route 17:** Realign routing in a few locations (typically one or two streets over) to streamline service and improve service legibility and bidirectionality.

ON-DEMAND MICROTRANSIT

- Pilot on-demand service in a zone in New Kensington, Arnold, Mount Vernon, and Lower Burrell with service on weekdays from 8:45 a.m. to 6:15 p.m. and on Saturday from 8:30 a.m. to 6:00 p.m. Connections to Route 14 are available at several points, including Central City Plaza (connection to Route 16 and PRT Route 1 too) and Giant Eagle.
- Pilot on-demand service in a zone between Irwin and Herminie to maintain coverage in areas served by existing Route 6 and add new connections. Operate between 8:30 a.m. and 5:30 p.m. of weekdays. Provide service to Norwin Hills Shopping Center, Walmart, Target, Giant Eagle (connections available to Route 6), and to Pennsylvania Ave (connection available to Route 4).

Figure 14: Improved Network Summary Map



Enhanced Network

The enhanced network expands on the improved network by prioritizing improvements in line with public input: more frequent buses on key routes, longer service hours, more connections within Westmoreland County.

Additional investment would be needed, and funding has not been identified to implement these changes.

The enhanced network consists of the following recommendations:

FLYER ROUTES

- Monitor ridership for need-based improvements such as adding additional trips as warranted by demand.

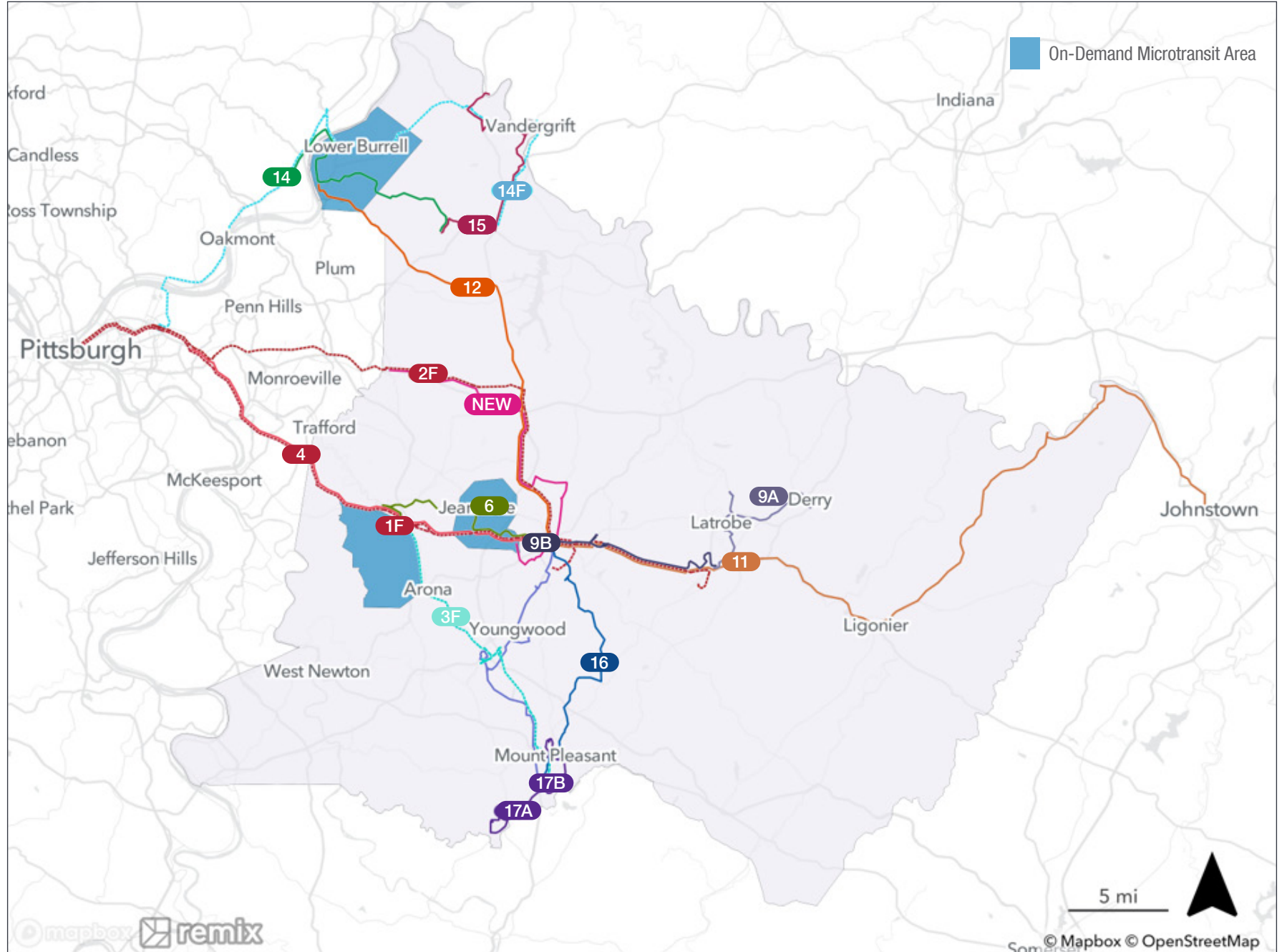
LOCAL ROUTES

- **Route 4:** Adjust Saturday alignment to match the weekday route. Extend weekday service hours to 8:00 p.m.
- **Route 5 and Route 6:** Merge into one route, which will operate on weekdays and on Saturday. Add a microtransit zone in Jeannette to replace the Route 5 local loop. Extend weekday service hours to 8:00 p.m. and Saturday service hours to 6:00 p.m.
- **Route 8:** Extend Saturday service hours to 6:00 p.m.
- **Route 9A:** Extend weekday service hours to 8:00 p.m.
- **Route 9B:** Extend weekday service hours to 7:30 p.m.
- **Route 15:** Extend the service hours of Route 15 to 5:30 p.m.
- **Southwest Greensburg and Local Murrysville:** Add a new connection to south Greensburg and Murrysville to be operated on weekdays and Saturday with a 180-minute frequency.

ON-DEMAND MICROTRANSIT

- Pilot on-demand service in a zone between west Greensburg and Jeannette to maintain coverage in areas served by the existing Route 5 local loop and add new connections. Operate between 7:00 a.m. to 8:00 p.m. on the weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays. Provide service to Giant Eagle, Walmart, and connections to Route 6 and Route 4.
- Extend the hours of the New Kensington zone to 7:30 a.m. to 6:30 p.m. and on Saturday from 8:00 a.m. to 6:00 p.m.
- Extend the service hours of the Irwin-Herminie zone to 6:15 a.m. to 8:00 p.m. on weekdays.

Figure 15: Enhanced Network Summary Map



Aspirational Network

The aspirational network improves on the enhanced network by focusing on increased options for transit users. Routes with higher demand and key connections receive additional service, and new connections to high demand areas will be established.

Additional investment would be needed, and funding has not been identified to implement these changes.

The aspirational network consists of the following recommendations:

FLYER ROUTES

- Monitor ridership for need-based improvements such as adding additional trips as warranted by demand.

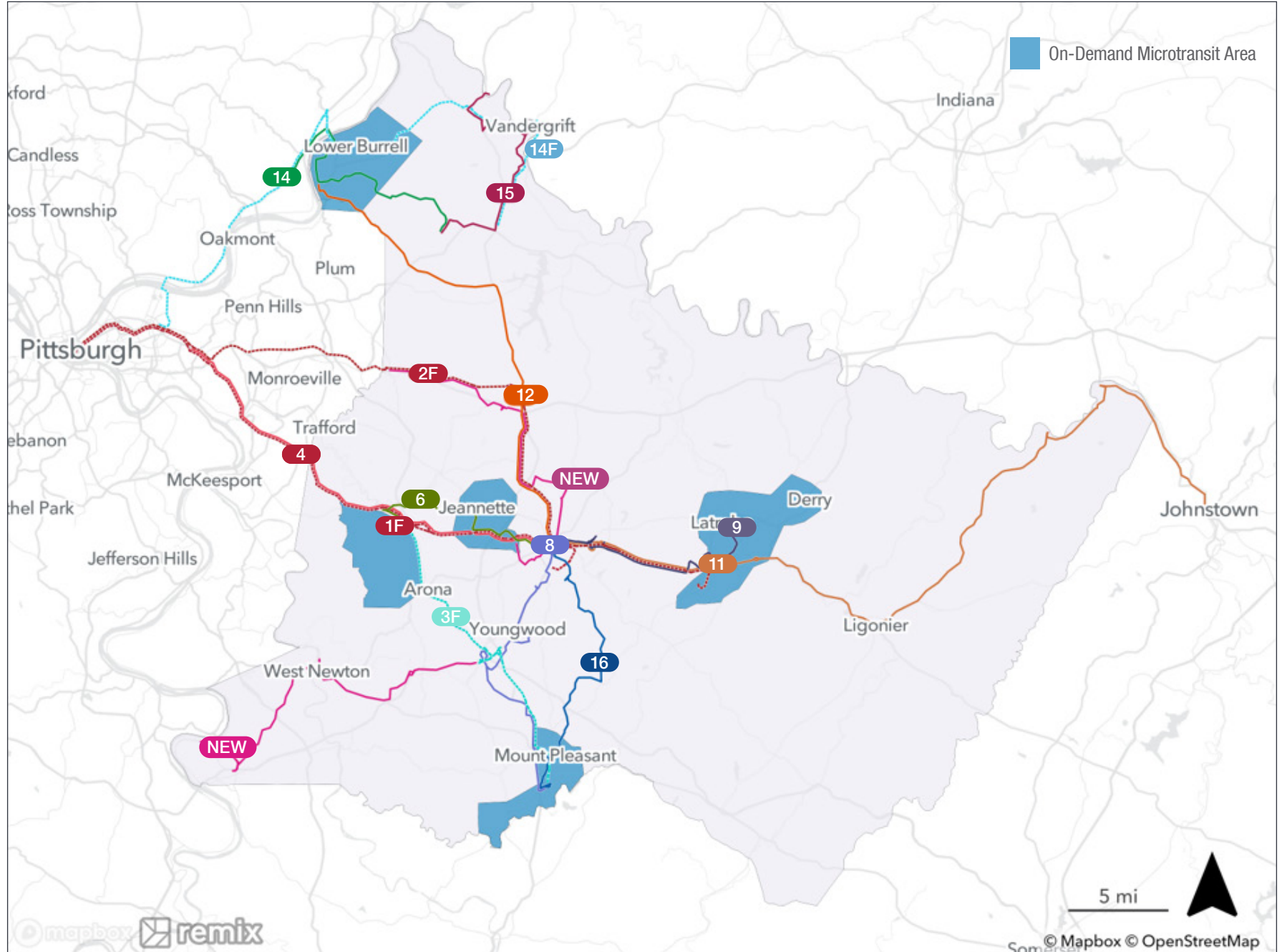
LOCAL ROUTES

- **Route 4:** Increase weekday and Saturday frequency to 60-75 minutes from 120 minutes.
- **Route 6:** Increase weekday and Saturday frequency to 60 minutes from 120 minutes.
- **Route 8:** Increase weekday and Saturday frequency to 60 minutes from 120 minutes.
- **Routes 9A and 9B:** Realign Route 9B from improved and enhanced networks to extend into Latrobe with 60-minute frequency on weekdays and Saturday. Supplement with a microtransit zone in place of local Route 9A (see to right).
- **Route 14:** Increase weekday and Saturday frequency to 60 minutes from 120 minutes.
- **Route 16:** Increase weekday frequency to 60 minutes from 120 minutes.
- **Southwest Greensburg Local Route:** Increase frequency to 90 minutes from 180 minutes in the enhanced network.
- **Murrysville Local Route:** Increase frequency to 90 minutes from 180 minutes in the enhanced network.
- **New Stanton-Monessen Route:** Add new regional route connecting New Stanton, West Newton and Monessen, operating on weekdays with 120-minute frequency from 8:00 a.m. to 5:00 p.m.

ON-DEMAND MICROTRANSIT

- Add microtransit zone in Mount Pleasant/Scottsdale as a replacement for Route 17 for new connections, increased flexibility, and frequency. Extend hours by one hour to 5:00 p.m. on weekdays and Saturdays.
- Add microtransit zone in Latrobe/Derry as a replacement for local Route 9A for new connections, increased flexibility, and frequency. Realign Route 9B to extend from Lawson Heights Walmart to Latrobe (see to left).

Figure 16: Aspirational Network Summary Map



ROUTE 1-F

Improved

More direct bus service

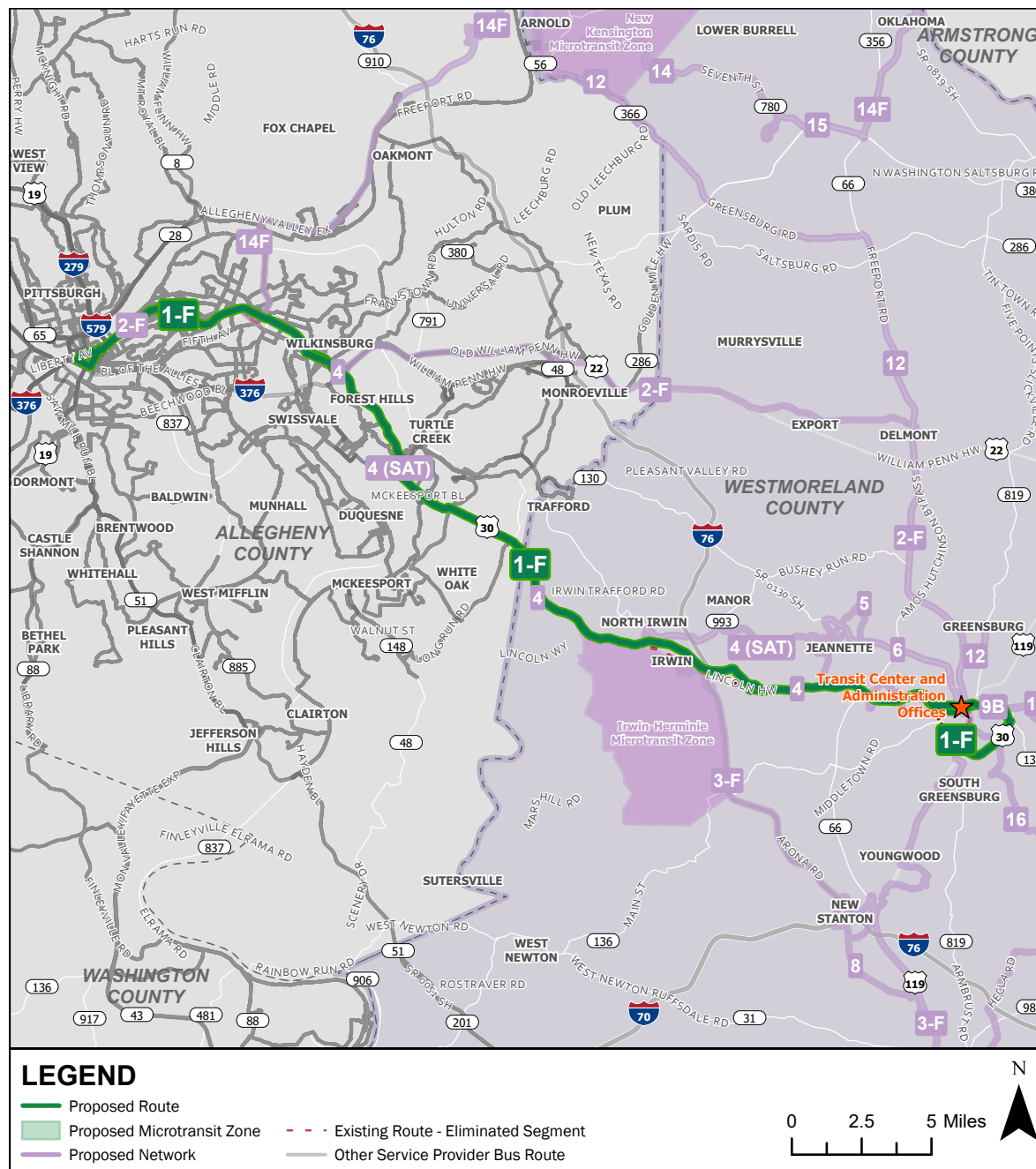
- Adjust stop order in Greensburg to create a more direct and faster travel to the Transit Center to/from the west via Pittsburgh Street and Otterman Street.

Route 1-F	Weekday	Saturday
Frequency (mins.)	20 - 35	—
Service Hours	5:15 a.m. - 8:40 a.m. (7 trips) 3:40 p.m. - 7:40 p.m. (7 trips)	—

Enhanced and Aspirational

- Monitor ridership for need-based improvements such as adding additional trips as warranted by demand.

IMPROVED NETWORK MAP



ROUTE 2-F

Improved

 More direct bus service

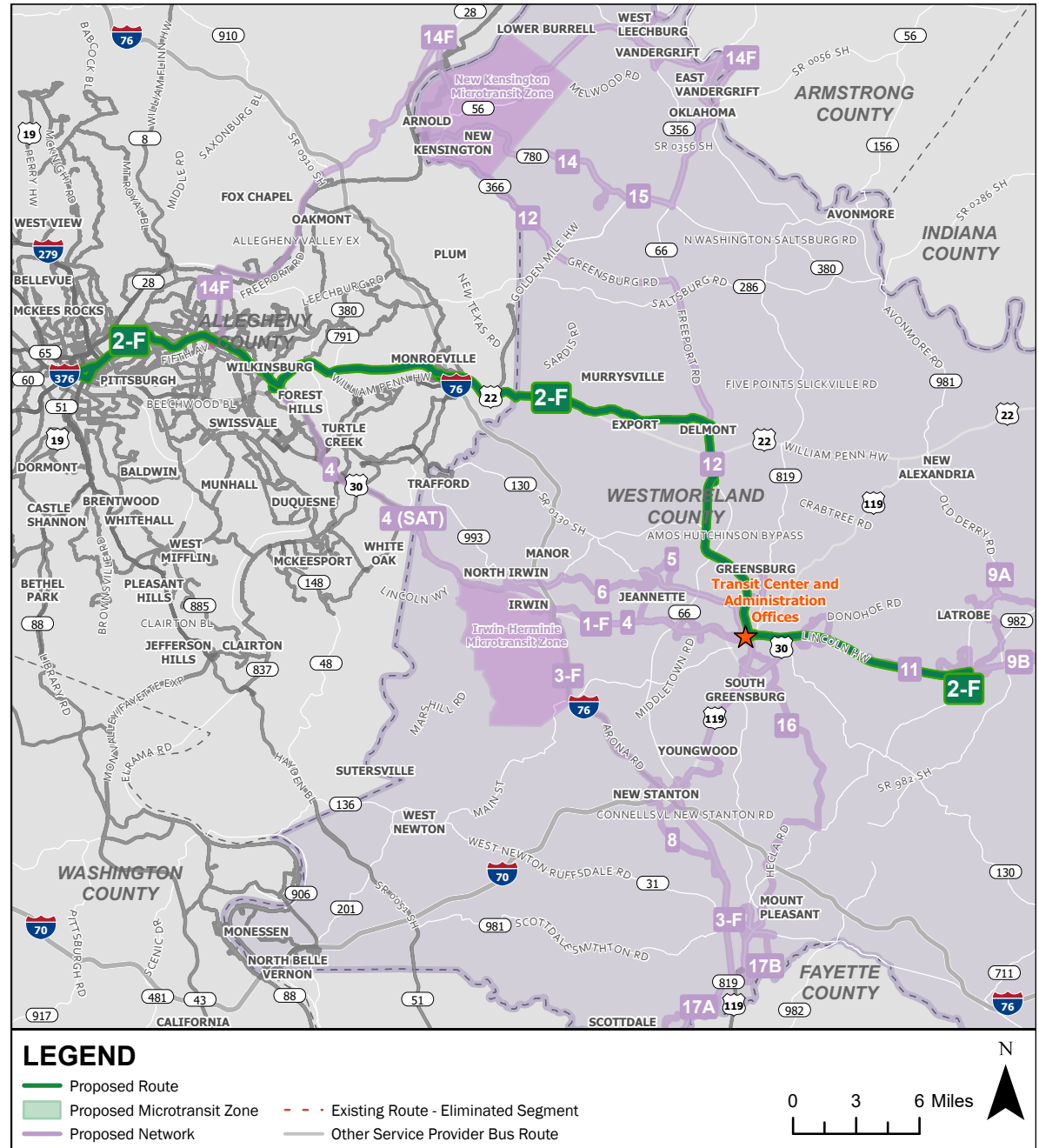
- Realign route to remove the stop at the Westmoreland Mall due to low use and for faster travel.

Route 2-F	Weekday	Saturday
Frequency (mins.)	30 - 50	—
Service Hours	5:20 a.m. - 8:15 a.m. (3 trips) 3:40 p.m. - 7:00 p.m. (3 trips)	—

Enhanced and Aspirational

- Monitor ridership for need-based improvements such as adding additional trips as warranted by demand.

IMPROVED NETWORK MAP



ROUTE 3-F

Improved

Right-size service to demand

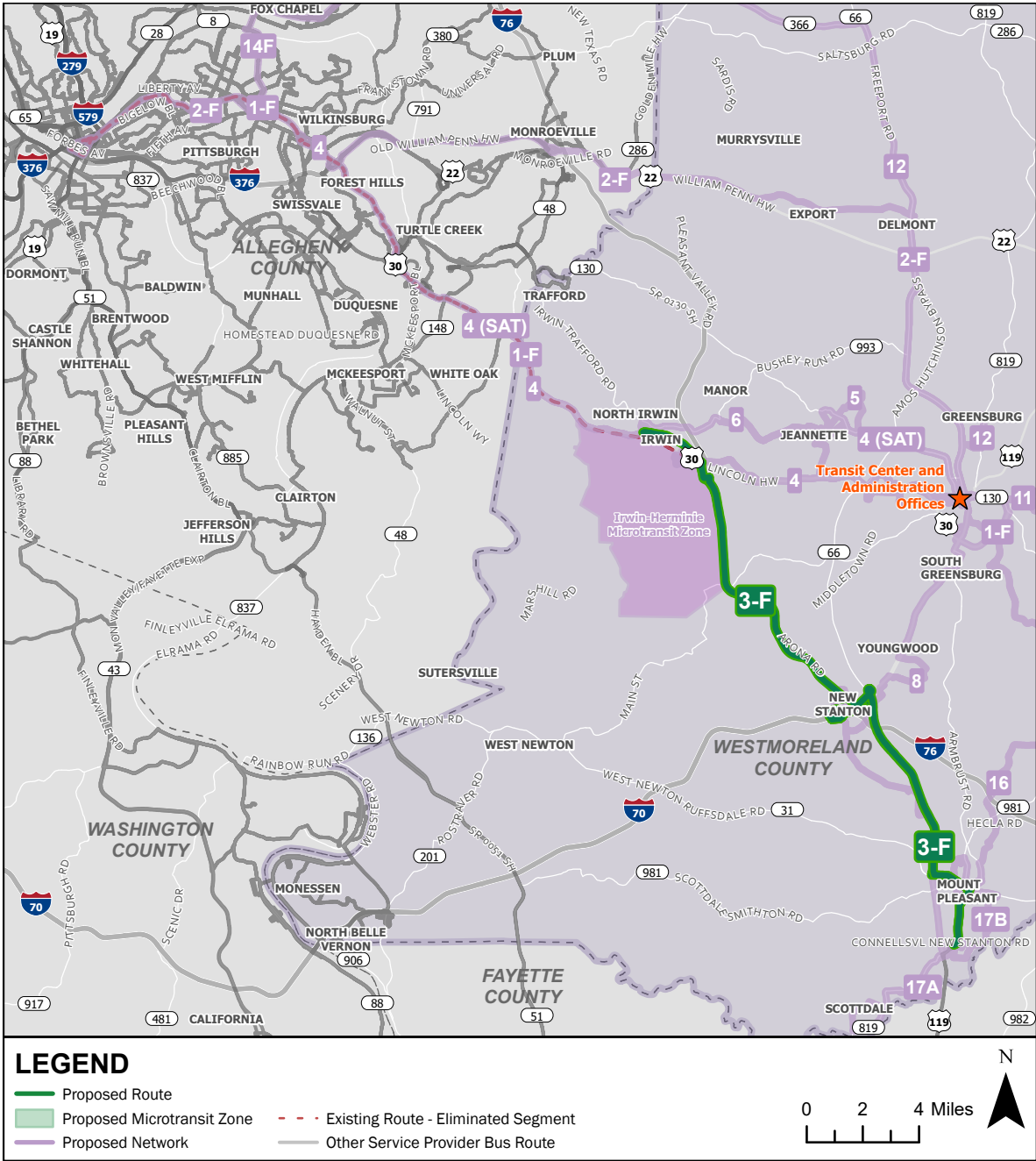
- Realign route to truncate at sheltered stops at the corner of Main St and Pennsylvania Ave to connect with Route 1-F. Customers would transfer to/from 1-F for travel to/from Pittsburgh.

Route 3-F	Weekday	Saturday
Frequency (mins.)	N/A	—
Service Hours	5:20 a.m. - 6:00 a.m. (1 trip) 6:00 p.m. - 6:50 p.m. (1 trip)	—

Enhanced and Aspirational


- Monitor ridership for need-based improvements such as adding additional trips as warranted by demand.

IMPROVED NETWORK MAP



ROUTE 14-F

Improved

 More options to connect to Pittsburgh

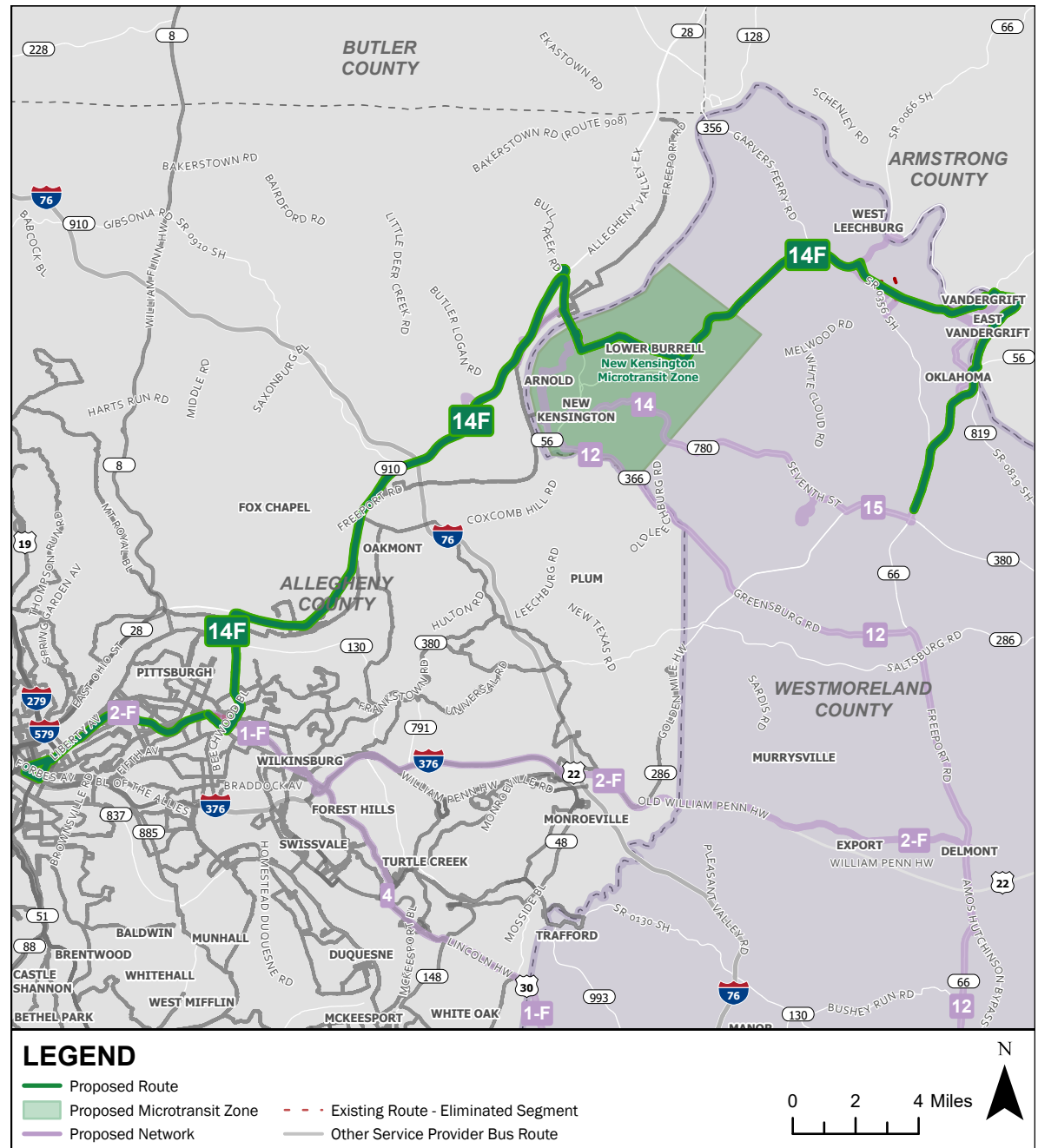
- Extend the Westmoreland County end of the route to North Washington via PA 66 and Apollo (note, this is in Armstrong County) for additional connections.

Route 14-F	Weekday	Saturday
Frequency (mins.)	N/A	—
Service Hours	6:00 a.m. - 7:40 a.m. (1 trip) 5:00 p.m. - 6:40 p.m. (1 trip)	—

Enhanced and Aspirational

- Monitor ridership for need-based improvements such as adding additional trips as warranted by demand.

IMPROVED NETWORK MAP



ROUTE 4

Improved

- More frequent buses
- More options to connect to Pittsburgh

- Realign route to truncate at the Wilkesburg Park and Ride on the Martin Luther King Jr. East Busway, where multiple high-frequency connections are available to Pittsburgh Regional Transit (PRT). This includes future connections to PRTX, PRT's bus rapid transit service.
- Increase Saturday frequency to approximately 120 minutes (two hours) from 240 minutes (four hours).

Route 4	Weekday	Saturday
Frequency (mins.)	120 - 130	120 - 130
Service Hours	6:00 a.m. - 6:00 p.m.	9:00 a.m. - 6:00 p.m.

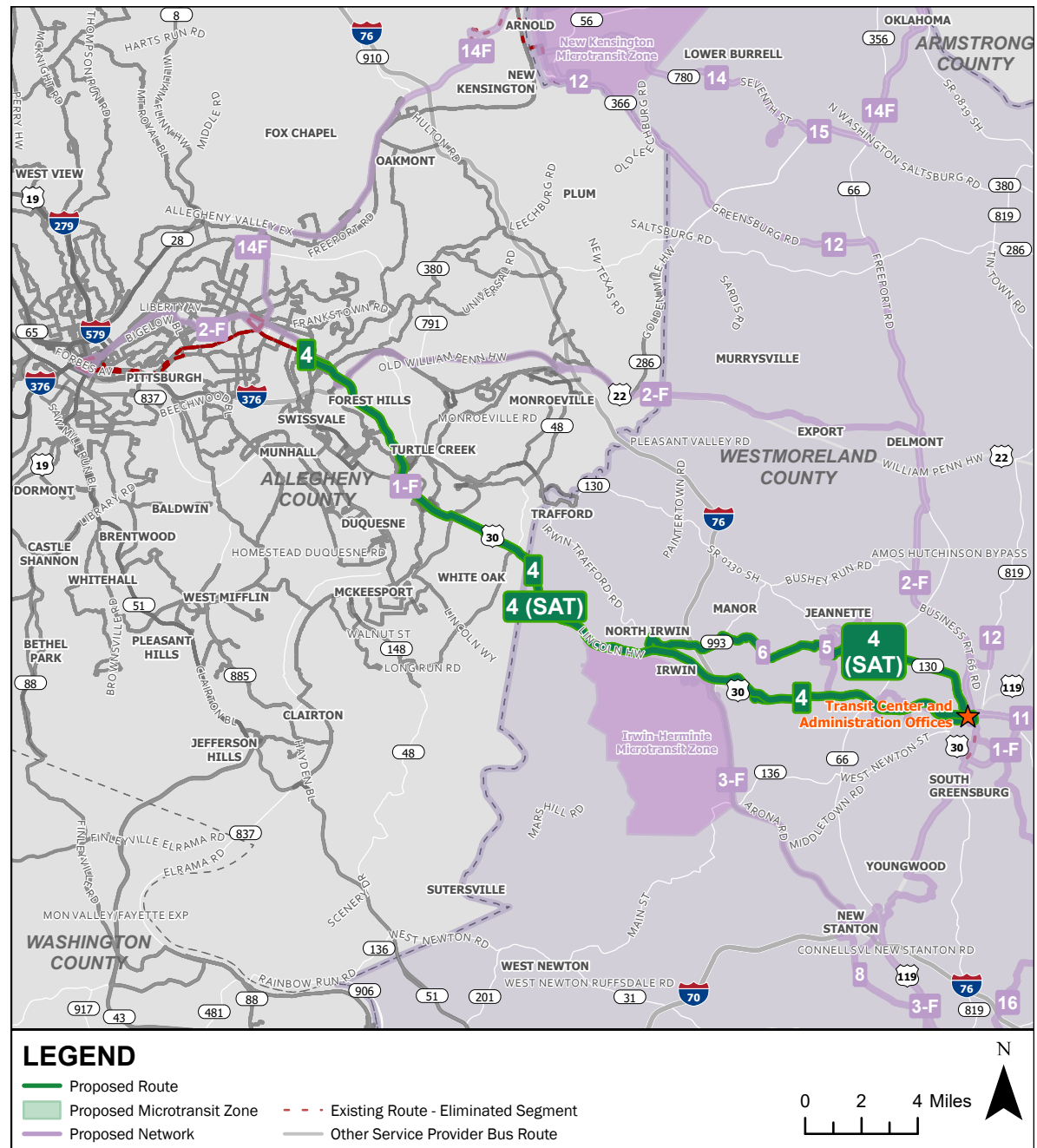
Enhanced

- More direct bus service
- Longer service hours
- Adjust Saturday alignment to match the weekday alignment included in the improved network plan.
- Extend weekday service hours to 8:00 p.m.

Aspirational


- More frequent buses
- Increase weekday and Saturday frequency to 60-75 minutes from 120 minutes

IMPROVED NETWORK MAP



ROUTE 11

Improved

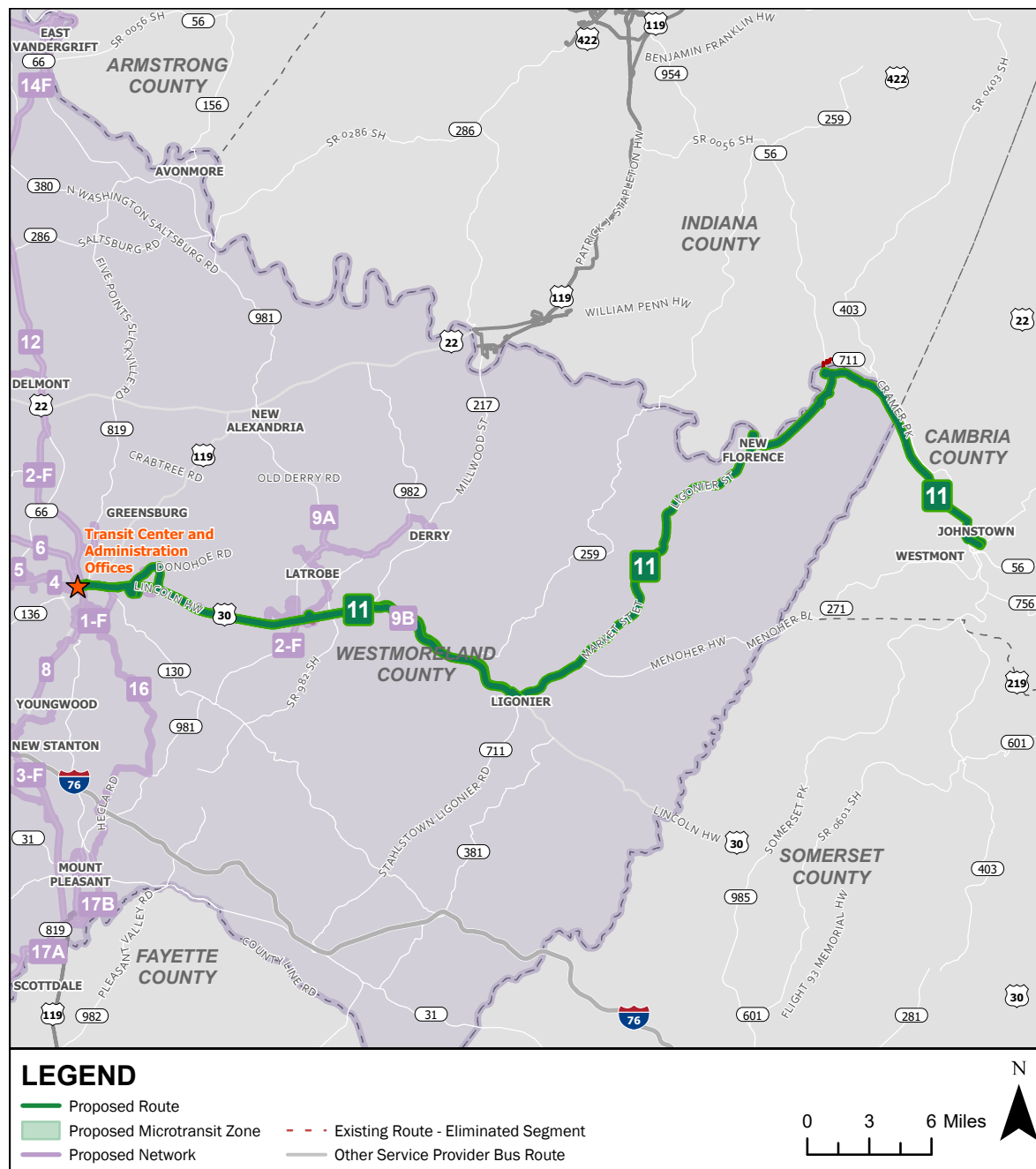
 Right-size service to demand

 More direct bus service






- Adjust route service patterns to alternate round trips between Greensburg to Johnstown (three round trips per day) and Greensburg to Ligonier (two round trips per day, and five total with Johnstown service pattern).
- Remove extension from Seward to Robindale Heights due to low use and for faster travel.
- Operate Monday, Wednesday, and Friday.

Route 11	Weekday	Saturday
Frequency (mins.)	140 (Greensburg - Ligonier) 280 (Ligonier - Johnstown)	—
Service Hours	6:00 a.m. - 6:30 p.m. (M-W-F)	—

IMPROVED NETWORK MAP




Improved

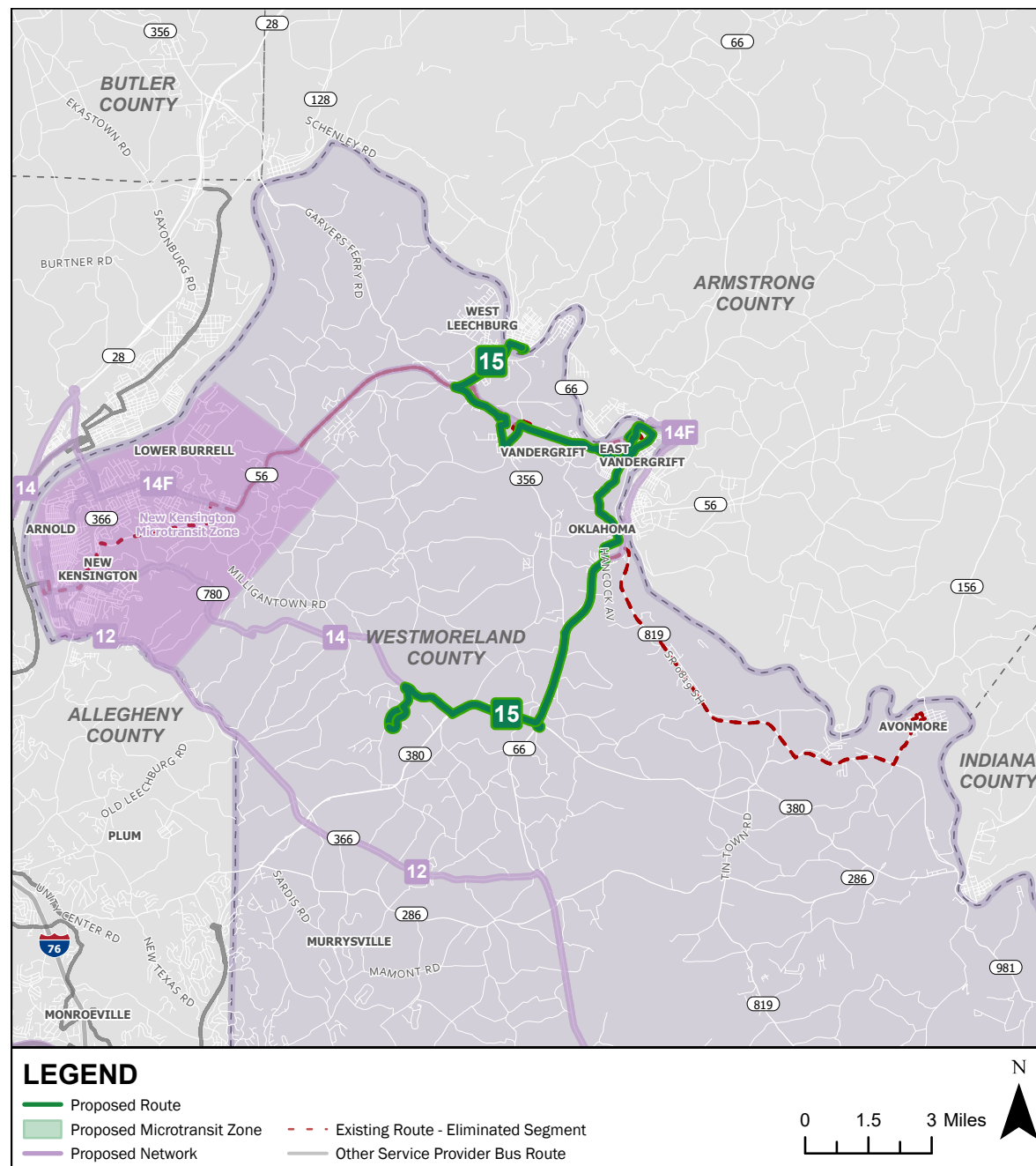
-  More frequent buses
-  More direct bus service
-  Longer service hours
-  Right-size service to demand
-  More connections within Westmoreland County
 - Realign routing to connect between Westmoreland Business and Research Park (connection to Route 14) and Leechburg (note, this is Armstrong County) via Oklahoma and Vandergrift.
 - Discontinue fixed route service to Avonmore given low use and for faster travel to Vandergrift-area destinations.
 - Increase frequency to 120 minutes from variable frequency ranging from two to four hours.

Route 15	Weekday	Saturday
Frequency (mins.)	120	—
Service Hours	8:00 a.m. - 4:30 p.m.	—

Enhanced

-  Longer service hours
 - Extend weekday service hours to 5:30 p.m.

IMPROVED NETWORK MAP



ROUTE 16

Improved

More direct bus service

- Realign routing in Mt. Pleasant for faster travel and to improve on-time performance. Discontinue service along Bessemer Rd and provide bidirectional service along W Main St and Washington St.

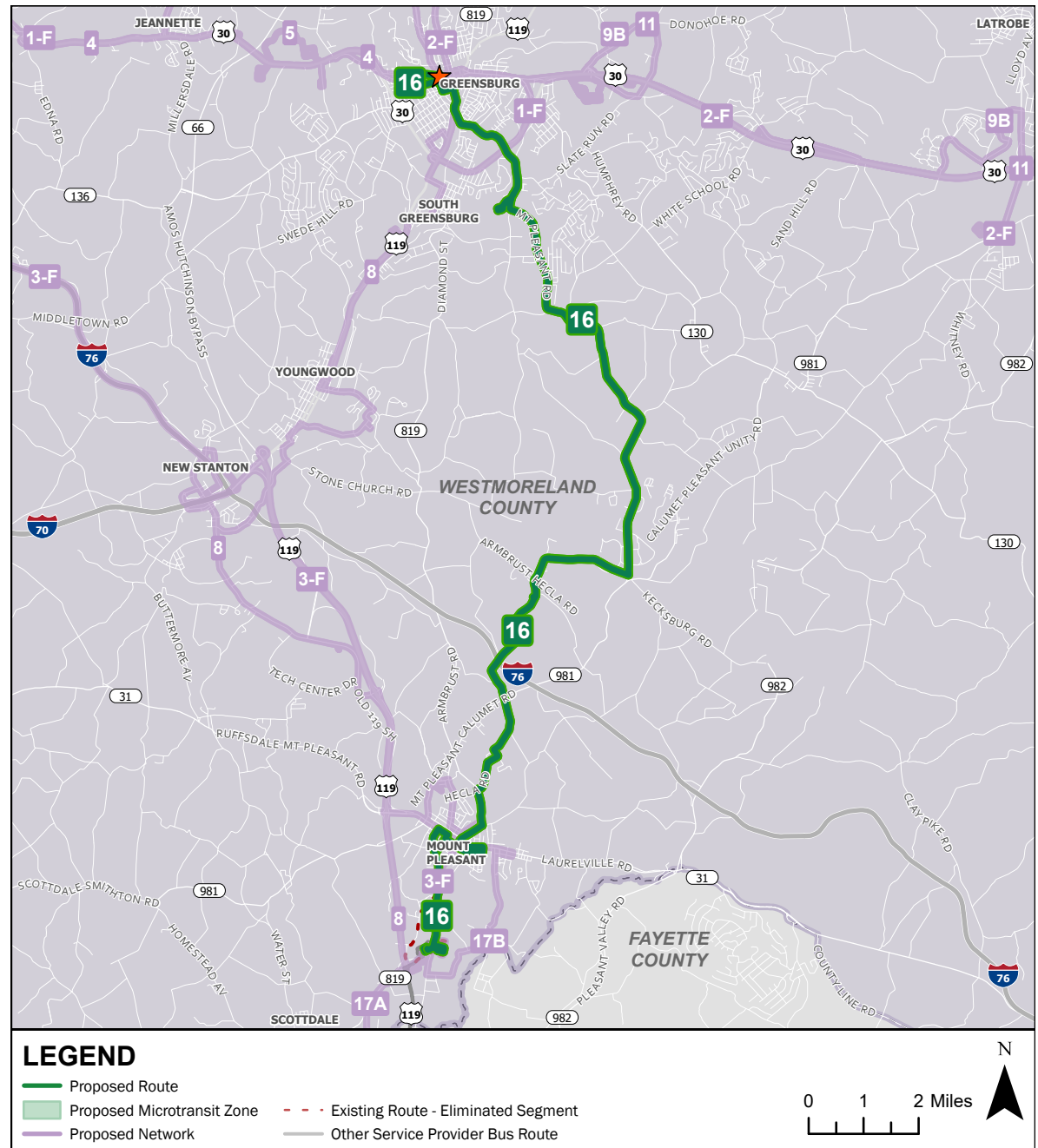
Route 16	Weekday	Saturday
Frequency (mins.)	120	—
Service Hours	8:15 a.m. - 6:00 p.m.	—

Aspirational

More frequent buses

- Increase weekday frequency to 60 minutes from 120 minutes.

IMPROVED NETWORK MAP



ENHANCED NETWORK MAP

Enhanced



More connections within Westmoreland County

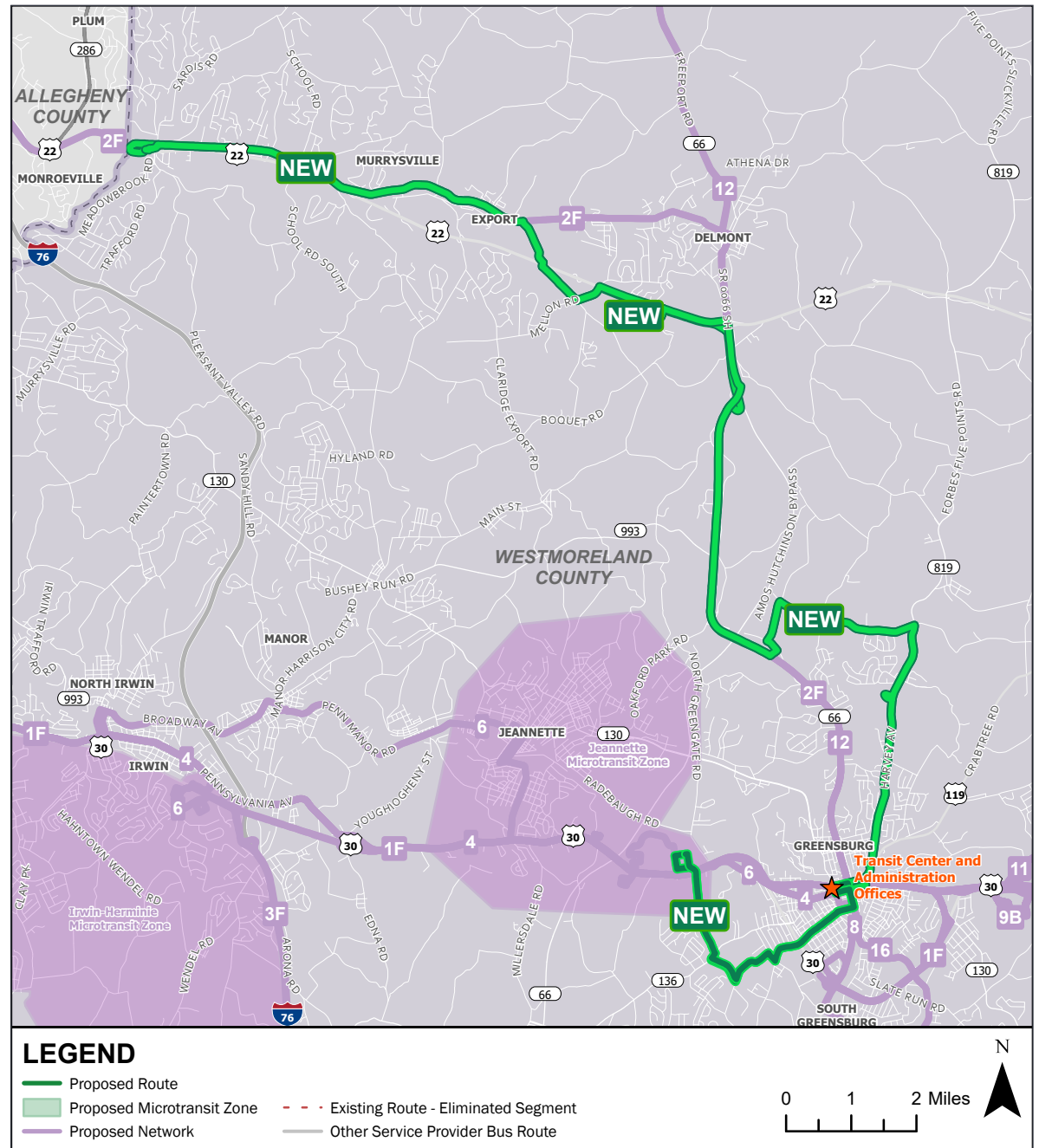
- Add a new connection to southwest Greensburg and Murrysville
- To be operated on weekdays and Saturday with a 180-minute frequency.

Aspirational



More frequent buses

- Increase frequency to 90 minutes from 180 minutes in the enhanced network.



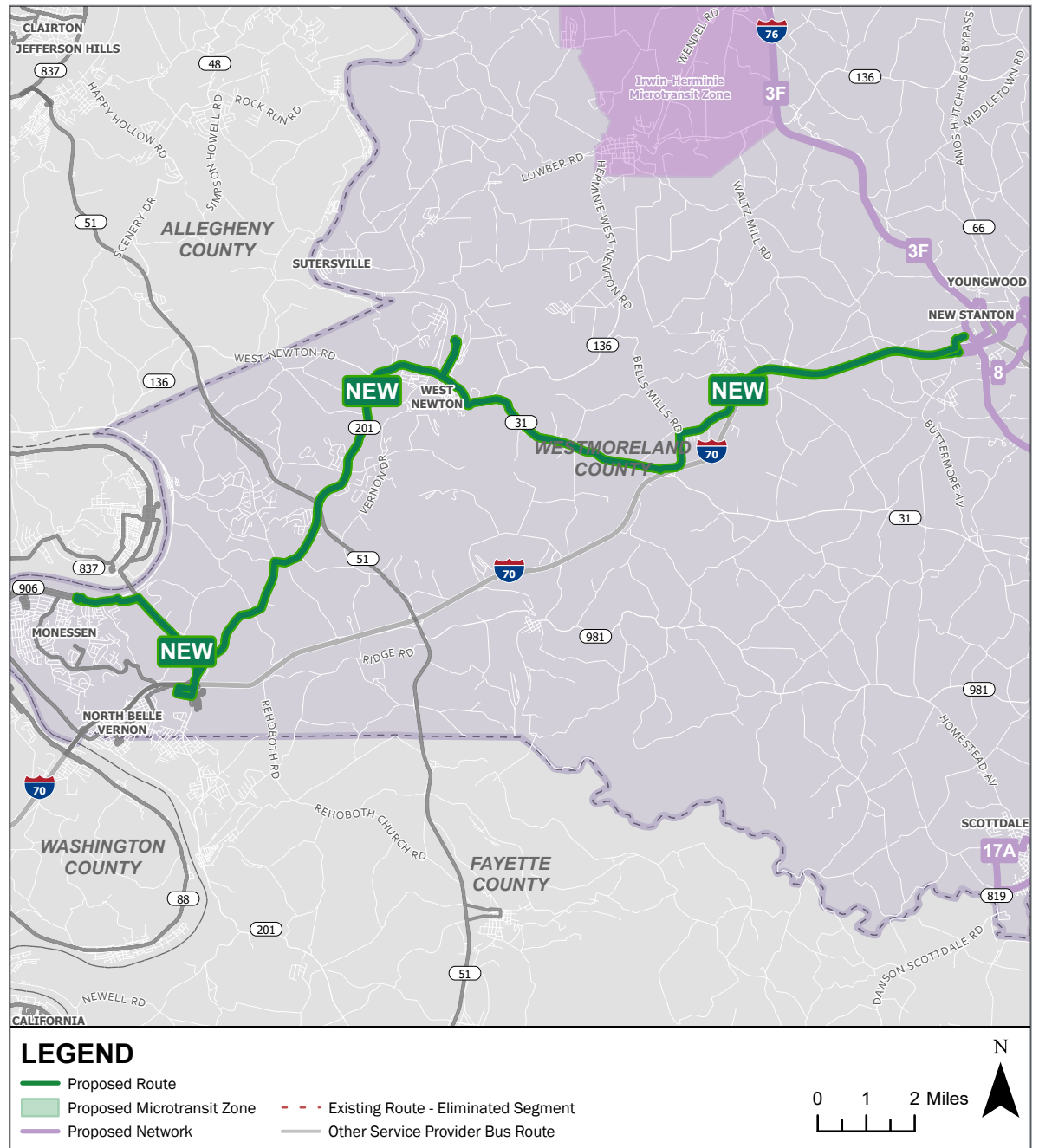
ASPIRATIONAL NETWORK MAP

Aspirational



More connections within Westmoreland County

- Add new regional route connecting New Stanton, West Newton and Monessen
- Operate on weekdays with 120-minute frequency from 8:00 a.m. to 5:00 p.m.



Additional Recommendations

Additional recommendations that can be considered to complement service improvements were identified based on the top priorities from the public survey and other input received through the TDP process:

<h3>Better Bus Stops</h3> <ul style="list-style-type: none">■ Transition away from flag-stop operations and create defined stop locations with bus stop signage and amenities. This will improve the awareness and ease of using the system for less familiar customers.■ Prioritize improvements based on stop-level ridership data that will become available with the implementation of the PennDOT's Fixed Route Intelligent Transportation Systems [FRITS] project.	<h3>Better Transit Service Info</h3> <ul style="list-style-type: none">■ Update static route and system maps with the latest routes and schedules.■ Provide and promote real-time arrival information after the implementation of FRITS.■ Provide a public GTFS Realtime data feed that can be integrated to commonly used third-party apps like Google Maps and Transit.■ Improve accessibility of website and print resources to be used with assistive technology and translatable.	<h3>More Accessible Buses or Stops</h3> <ul style="list-style-type: none">■ Consider factors such ease and speed of boarding for mobility devices and people of all abilities, and flexibility to use the vehicle on multiple route types when purchasing.■ Identify high use stops and inventory their surrounding areas for ADA accessibility.■ Partner with applicable organizations, such as PennDOT, the County, or municipalities to improve sidewalks, crosswalks, and curb ramps near high use stops.
<h3>Create a New Marketing Staff Position within WCTA</h3> <ul style="list-style-type: none">■ Hire a marketing professional to assist WCTA.■ Implement public education and outreach strategy to accompany TDP recommendations.	<h3>Complete Fare Policy Study</h3> <ul style="list-style-type: none">■ Investigate alternative fare structures to transition away from existing zone-based model.■ Explore implementing separate fares for local routes, regional routes, and Flyer commuter routes.	<h3>Pursue Partnerships with Private Institutions</h3> <ul style="list-style-type: none">■ Identify large employers and universities accessible by WCTA service.■ Pursue pass program partnerships to increase ridership.

FINANCIAL AND IMPLEMENTATION PLAN

Financial Plan

Assumptions

The financial plan provides planning-level estimates that will be further refined as WCTA continues its service planning and budgeting process. It is important to note that any values listed are projections, and therefore contain a degree of uncertainty. Some key assumptions include:

- Ranges are provided as costs may scale or recommendations may be refined as service changes are implemented.
- Service planning was done as a sketch-planning level. Unless additional operating funds are found, span of service or headways will be modified to align proposed service with annual budgets.
- There is an expectation that as detailed service plans are developed, some efficiencies will be found through schedule improvements such as blocking, run cutting, and interlining.
- The alternative proposed networks increase in necessary investment as service level improves.

Financial Forecast

Table 7 shows the anticipated impacts of each network alternative on WCTA's current financial projections. All values are based on estimated increases in the level of service offered in WCTA customers, typically represented as vehicle revenue hours, from the existing system to each proposed network. Items that are presented as ranges may be scaled to suit WCTA's needs as the network is implemented. Enhanced and aspirational projects are also represented as change from existing, not the previous level of implementation.

The following items, included in Table 7, might be affected by the proposed networks:

- Vehicle Revenue Hours – All three networks will likely see an increase in revenue hours tied to improved levels of service, which directly impacts the cost of providing the service. These values will be further refined during WCTA's scheduling process.

- Staffing – Additional drivers, maintenance personnel, and support staff may be needed for each network. This change is influenced by changes in the size and composition of the vehicle fleet.
- Vehicle Fleet – As the level of service offered in the proposed networks increases, additional fixed route buses and microtransit vehicles may be needed meet network demand. Microtransit vehicles must be leased, purchased, or repurposed from current fleet vehicles, and the number of vehicles needed in each microtransit zone may be adjusted based on rider demand. For an initial pilot, it is recommended that WCTA consider leasing or repurposing existing shared-ride vehicles but brand them distinctly from the other services.
- Software – The introduction of microtransit service will require additional microtransit scheduling a routing software as well as training for employee users.



Westmoreland Transit

TRANSIT DEVELOPMENT PLAN 2024