

# ***Recommended Service Plan***

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## **Introduction**

This chapter defines the recommended transit service plan for the Washington County Transit Study (WCTS). The initial section of this chapter provides information on how the transit service improvement alternatives were developed. A section is included that presents key service planning standards that are used in the development of the service alternatives. Next, a brief discussion is presented on the public involvement activities that were performed to review the alternatives and eventually gain acceptance of a final transit service plan. The remainder of the chapter defines the recommended service plan. However, because of funding issues, especially for the local funding share match, in some cases alternative levels of service improvements are defined.

## **Background**

An extensive analysis was made to develop transit service improvement alternatives for Washington County. Information and resources used to develop these alternatives included:

- Interviews with the staff of the three transportation providers -- Washington City through GG&C, Mid Mon Valley Transit Authority (MMVTA) and Washington County Transportation Authority (WCTA);
- Preparation of an existing conditions report for each provider that included information on existing services, operations and financial trends and operations resources;
- Description of the socioeconomic characteristics of Washington County including population, population density, family income levels, population age characteristics, etc. as well as current and future major activity centers that attract travel;
- Data from a one day sample of on-off ridership counts on the local fixed routes operated by GG&C and the MMVTA;
- Data from a two day sample of driver logs from the WCTA showing origin-destination trips for paratransit services in the Washington City and Mid Mon Valley service areas;

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- Data from a two day sample of driver logs from the WCTA as well as other data to determine certain performance, efficiency and quality of service measures;
- Results from a web based survey of California University students, staff and faculty;
- Data from the SPC ridesharing database that has Washington County and the adjacent Mon Valley communities as either a home or a work location;
- Data from the Journey to Work information for Washington County residents;
- Comments obtained from the three Stakeholder Committee meetings; and
- Field views of Washington County.

Based on the above information and data as well as the goals identified for this study, a range of transit service improvement alternatives were identified.

### **Service Standards**

Besides the local insights that were gained from the above noted activities, the service plan alternatives and the recommended transit service plan were developed based on adherence to key service standards defined below:

- **Directness** – The route alignment should be designed to provide a direct trip between the beginning and end point of the route. Route alignments should not be greater than twice the straight-line distance between the beginning and end point of a route.
- **Headway** – Routes that primarily serve shopping, medical, recreational and similar trip needs should be designed to have a minimum headway of 60-minutes. Routes that primarily serve work trips should be designed to have a minimum headway of 30-minutes during the peak work trip travel periods. “Life Line” services for rural areas should have a minimum service level of at least two round trips.
- **Span** – Routes that primarily serve shopping, medical, recreational and similar trip needs should be designed to have a service span that begins at 8:00AM and ends at 6:00PM. Routes that primarily serve work trips should be designed to have a service span that begins at

6:00AM and ends at 8:00PM. “Life Line” services for rural areas should have the two round trips scheduled so that at least a two-hour intervening time would result.

- **Bus Stops** – All stops in an urban setting should be identified with bus stop signs indicating the name and phone number of the bus operator that serves the stop. Stops with 25 or more daily boardings or those at special locations such as senior citizen centers and hospitals should be equipped with a passenger waiting shelters. Stops in rural areas could be without bus stops signs and therefore designated as “flag stops”.
- **Public Timetable/Schedule** – The information that is published to identify the transit route service should clearly identify the schedule for the service and indicate the following:
  - » Key time point locations
  - » Fare level and payment options
  - » Telephone number for the operator
  - » Map showing the route alignment and major activity centers that are served
- **Service Monitoring** – Many areas of Washington County are experiencing population growth and new development. It is important that transit providers be made aware of this growth so that transit services can be properly adjusted. This should be accomplished by a review of these changes with the transit providers and the County Planning Commission staff at least once a year.

These service standards are in part based on the standards that were defined for other Pennsylvania transit systems as well as those listed in the “Transit System Performance Evaluation and Service Change Manual” report that was prepared for PennDOT and sponsored by the U.S. Department of Transportation in 1981.

### Public Involvement

The transit service alternatives were taken to the next stage of the study that included an extensive public involvement and review program. In summary, this program included briefings of public officials; a focus group meeting of invited business leaders; a series of public meetings; and, a series of public intercept meetings. The results from the public involvement program are addressed in a separate chapter.

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In summary, the public expressed strong agreement with the alternatives that were identified. There were no major additional services opportunities identified. There were no objections to the service alternative that were presented. In fact, there was favorable reaction to the rural services termed “Rover Bus”, increased commuter bus service between Washington City and Allegheny County as well as local services in the I-79/Route 19 corridor.

### **Recommended Service Plan**

A recommended transit service improvement plan has emerged as a result of the above-summarized activities. This recommended service plan builds on the transit services that exist in Washington County in order to make the services more efficient and effective. The service standards identified above, especially the headway and span standard were used to establish the levels of service for the recommended service plan. Ridership estimates that are identified for each plan element are based on existing ridership levels and increased by a conservative amount to reflect improved public information, service marketing and a more user-friendly route structure.

It should be noted that many aspects of the service improvement plan require local funding support in order to achieve implementation. Further, some of the recommendations require that an institutional change occur in order to better match the service area requiring the transit service with the jurisdiction of the operator that would provide the service. This last issue is addressed in a separate chapter of this report.

This section presents the recommended transit service improvement plan by service area.

#### ***Washington City Local Service***

There are three different options for local service in Washington City. Independent of which alternative is implemented; there are certain activities that should be accomplished to improve public information and marketing of bus services for the Washington City system. These activities would include installation of bus stop signs along the local routes, preparation of a schedule including a map showing the local routings, distribution of the public schedules and map as well as promotion/marketing of the services.

For example, if the revised route for local service in the Washington City area were about 12.5 miles in each direction or 25 miles total, a guideline would be to place about five signs per mile. At this rate, a local route in the

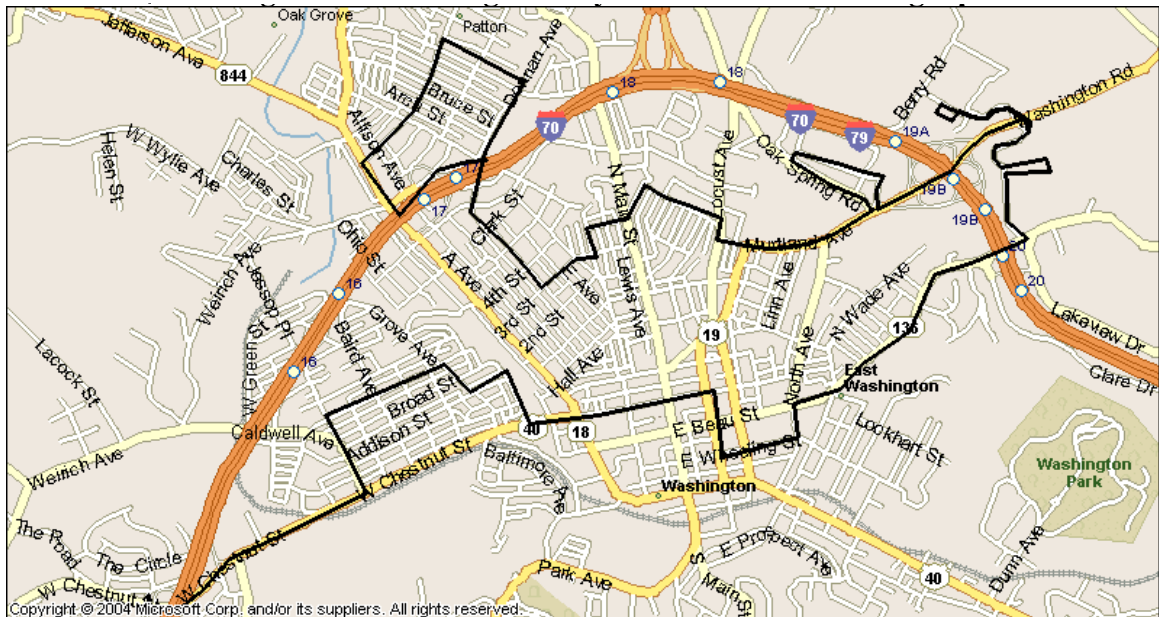
Washington City area would require about 125 bus stop signs. Second, the public timetable showing the local service within the Washington City area should include a map indicating route alignments. Further, public timetables should show an integrated service delivery schedule and not service by driver run. Third, the Washington City website, [www.ggcbusride.com](http://www.ggcbusride.com), should also show a map with the alignment for the local route as well as an integrated service delivery schedule. Fourth, the public timetables (schedules) for both the local and the regional route should be available on each GG&C bus as well as at a number of locations throughout the Washington City area, including all senior citizen complexes, senior citizen centers, all medical facilities, Washington Ride offices, Washington Mall, Wal-Mart, Crown Center, City Hall, etc. Finally, there is an opportunity for Washington City to completely transform their public transit system through a marketing campaign. Part of the campaign could be a new system branding in which the system name, color scheme and motto is changed. The transformed system would be advertised through local media outlets.

The estimated financial cost of implementing the improved public information and marketing plan for Washington City local service would include two components. The first would be the additional operating expenses associated with preparing new public timetables, updated website, timetable distribution and marketing. It is estimated that first year operating expenses would be about \$40,000 and would decrease to about \$20,000 per year thereafter. There would be a need as well for capital items such as bus stop signs and passenger waiting shelters. Assuming a need for about 125 bus stop signs at \$100 per sign and three passenger-waiting shelters at \$10,000 per shelter, capital cost would be about \$42,500.

**Alternative 1:** The first service option defined below could be operated under the current funding situation, i.e., the same level of State and local funding would be the only funding necessary to operate Washington City local service. Figure 1 presents a revised route alignment for Washington City. One single route would cover the entire service area provided by the existing three routes. Service would be operated in a counter clockwise direction first and would reverse the alignment for a clockwise trip. The one-way distance is about 12.5 miles. Therefore, at an operating speed of about 12.5 miles per hour, it would take about one hour for the one-way trip. This is a typical operating speed for urban service.

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Figure 1 – Washington City Local – Same Funding Option



The service could be designed as follows for weekday service:

### Counter-Clockwise Route

Century Plaza	Pkg. Garage	Giant Eagle	Hospital	Jefferson Ave.
7:00AM	7:15AM	7:30AM	7:45AM	8:00AM
9:00AM	9:15AM	9:30AM	9:45AM	10:00AM
11:00PM	11:15AM	11:30AM	11:45AM	12:00PM
1:00PM	1:15PM	1:30PM	1:45PM	2:00PM
3:00PM	3:15PM	3:30PM	3:45PM	4:00PM

### Clockwise Route

Jefferson Ave.	Hospital	Giant Eagle	Pkg. Garage	Century Plaza.
8:00AM	8:15AM	8:30AM	8:45AM	9:00AM
10:00AM	10:15AM	10:30AM	10:45AM	11:00AM
12:00PM	12:15PM	12:30PM	12:45PM	1:00PM
2:00PM	2:15PM	2:30PM	2:45PM	3:00PM
4:00PM	4:15PM	4:30PM	4:45PM	5:00PM

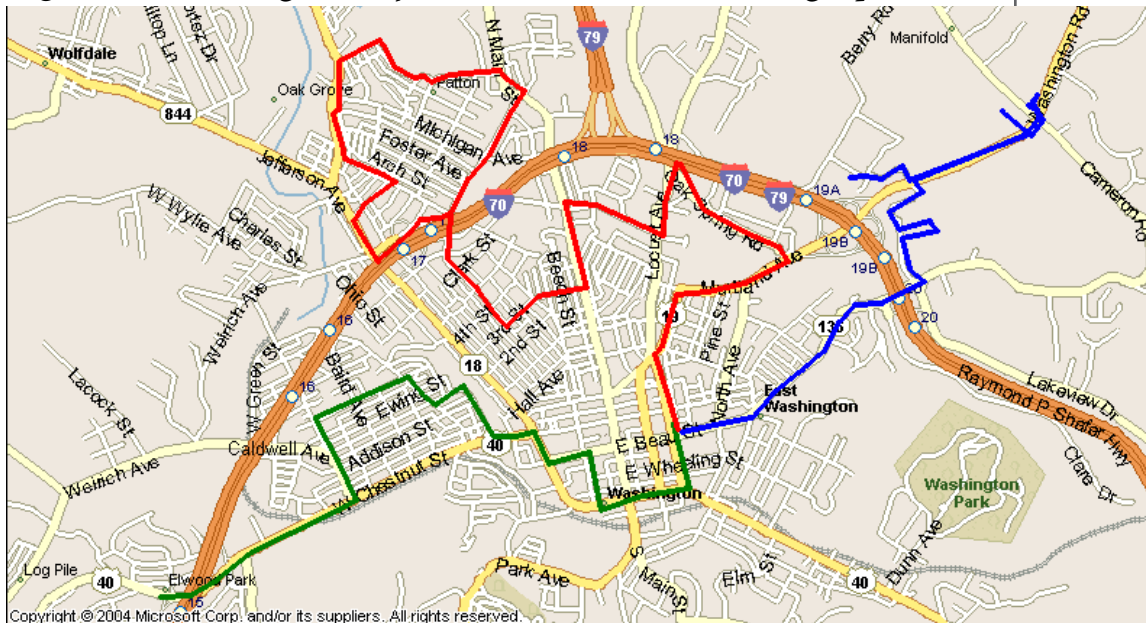
There would be ten hours of revenue service provided on weekdays (from 7:00AM to 5:00PM). On Saturdays, only the last four trips of each route would be operated. Therefore, eight hours of revenue service would be provided on Saturdays (from 9:00AM to 5:00PM). The frequency of service or headway in each direction would be a uniform two hours. The amount of service in terms of miles and hours operated would be about the same as the current service with only one peak bus required for the service. It is

anticipated that the overall cost for providing the service would be about \$72.00 per revenue hour for local service. Overall impacts are listed below for FY 2005/2006:

<b>Service Levels</b>	37,500 revenue miles/3,000 revenue hours
<b>Operating Costs</b>	\$216,000
<b>Vehicle Needs</b>	One peak bus
<b>Ridership</b>	24,000
<b>Passenger Revenue</b>	\$26,400

**Alternative 2:** As seen in Figure 2 below, this alternative would include three separate routes very similar to the current service. However, the routes would be operated on an even headway with a full service span from 7:00AM to 5:00PM on weekdays and 9:00AM to 5:00PM on Saturdays.

**Figure 2 – Washington City Local – Additional Funding Option 1**



The service would be “pulsed” in downtown Washington. The Blue route would have a 30-minute round trip running time and could operate every 30 minutes using one bus. The Green and Red routes would work together also using one bus. The Green route would have a 30-minute round trip running time while the Red route would have a 60-minute round trip running time. These two routes would connect with the Blue route every 90 minutes. For example, the Green route would connect with the Blue route at 1:00PM, 2:30PM and 4:00PM while the Red route would connect with the Blue route at 1:30PM, 3:00PM and 4:30PM.

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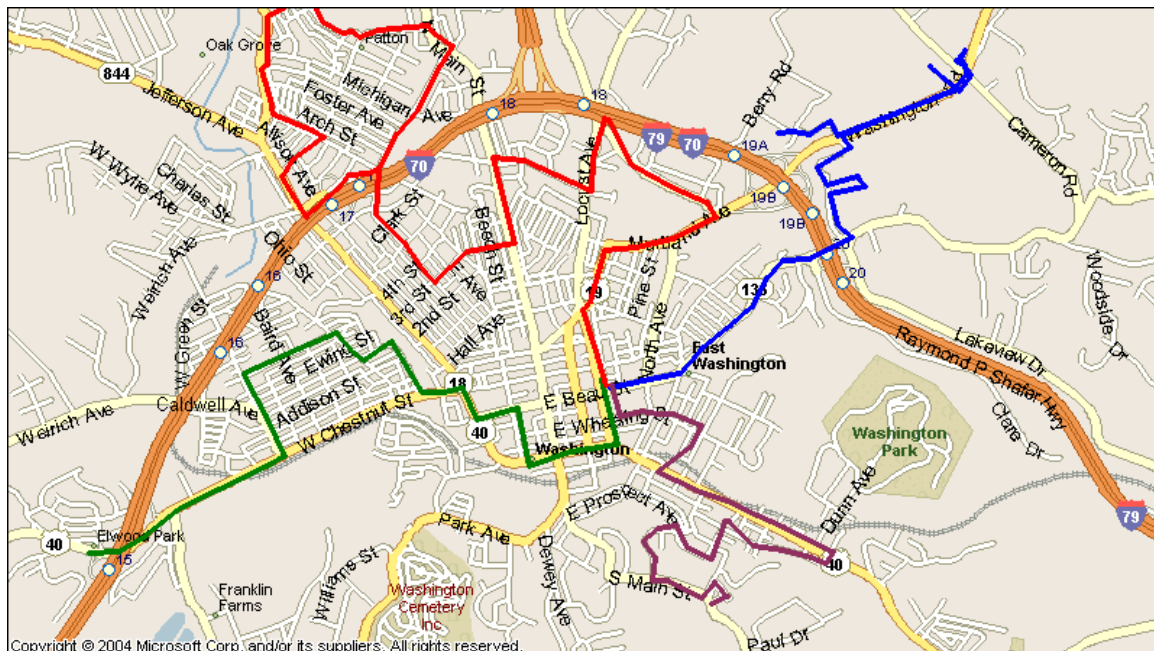
An alternative considered would be to extend the Blue route to the Race Track/Casino. However, it would add about five miles to each round trip. This extension would not permit convenient connections to be made with the other two local routes.

Overall impacts are listed below for FY 2005/2006:

<b>Service Levels</b>	75,000 revenue miles/6,000 revenue hours
<b>Operating Costs</b>	\$432,000
<b>Vehicle Needs</b>	Two peak buses
<b>Ridership</b>	60,000
<b>Passenger Revenue</b>	\$66,000

**Alternative 3:** As seen below, this alternative includes four separate routes, with three the same as Alternative 2 and one new route, the Purple route. The routes would be operated on an even headway the same service span as Alternative 2.

**Figure 3–** Washington City Local – Additional Funding Option 2



The service would be “pulsed” in downtown Washington. The Blue route would have a 30-minute round trip running time and could operate every 30 minutes using one bus. The Green and Purple routes would work together also using one bus. Both the Green and Purple routes would have a 30-minute round trip running times. Service would alternative between

these two routes. The Red route would have a 60-minute round trip running time and have one bus assigned to it. The routes would meet in downtown Washington. Table 1 demonstrates the timing for how the four routes would meet downtown and how the Green and Purple are coordinated.

**Table 1 – Washington City Local Alternative 3 Service Coordination**

<i>Route</i>	<i>Downtown</i>	<i>Outer Terminal</i>	<i>Downtown</i>
Blue	1:00	1:15	1:30
Purple	1:00	1:15	1:30 to Green
Red	1:00	1:30	2:00
Green	1:30	1:45	2:00 to Purple
Blue	1:30	1:45	2:00
Purple	2:00	2:15	2:30 to Green
Blue	2:00	2:15	2:30
Red	2:00	2:30	3:00

Overall impacts are listed below for FY 2005/2006:

<b>Service Levels</b>	112,500 revenue miles/9,000 revenue hours
<b>Operating Costs</b>	\$648,000
<b>Vehicle Needs</b>	Three peak buses
<b>Ridership</b>	90,000
<b>Passenger Revenue</b>	\$99,000

Of the three service alternatives listed above, it is recommended that Alternative 2 be initially implemented, since it serves most of the Washington City residential locations and major travel destinations and meets the previously identified headway and span standards. Depending on demand, service could be expanded at a later date by adding the “purple” route and adjusting headways as described in Alternative 3.

**Washington City Regional Service** - The Washington City regional service currently involves the use of two buses on weekdays with each making three round trips between Washington City and Allegheny County. There were very many public comments regarding the need to expand these services. Therefore, the recommended plan is to initially double the amount of service between Washington City and Allegheny County. The use of four buses for this service could be structured to provide a peak period headway of 45

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minutes. Buses would be scheduled to leave Washington City in the morning at 5:30AM, 6:15AM, 7:00AM and 7:45AM. A round trip running time of about three hours is estimated. Thereafter in the midday period, two buses would be used and would provide service on a 90-minute headway. The PM peak period would also be provided with a 45-minute headway. Saturday service would also be operated similar to midday service with a 90-minute headway and 10-hour service span.

In order to implement the expanded regional service plan, staff from the Port Authority of Allegheny County (PAAC) should be contacted to obtain permission for use of their West Busway. The expanded regional route would use local highways from Washington City to Canonsburg and then follow I-79 to I-279 and the West Busway for trips into downtown Pittsburgh. The route would serve the park-n-ride lots along the route. Some of the return trips from Allegheny County could be revised to connect with the PAAC South Hills LRV station, Peters Township and proceed to Southpointe before returning to Washington City.

Overall impacts are listed below for FY 2005/2006 for the expanded Washington City Regional service. It is assumed that the regional services will cost about \$66.00 per revenue hour.

<b>Service Levels</b>	215,000 revenue miles/13,440 revenue hours
<b>Operating Costs</b>	\$887,040
<b>Vehicle Needs</b>	Four peak buses
<b>Ridership</b>	94,000
<b>Passenger Revenue</b>	\$376,000

### ***MMVTA Local Service***

Based on the fact that the MMVTA local routes except for the University Shuttle are geared toward senior citizens, the following service changes are recommended.

**Green Line** – Service should begin one hour later on both the northbound and southbound portions of the route. Therefore, the first trip to K-Mart Plaza would leave Charleroi at 7:20AM and the first trip to Donora would leave Charleroi at 7:25AM. A 12:00PM trip to K-Mart and a 12:00PM trip to Donora would be added to replace these two AM trips. An alternative to this change would be to eliminate the last trip that leaves Charleroi for

K-Mart Plaza and for Donora. In either case, the change would only be a reallocation of resources. Further, the times that the Green Line service arrives at the Transit Center in Charleroi should be noted on the public timetable. This would permit riders to better understand the transfer opportunities between the Green Line and the Red Line as well as between the two Commuter routes (Routes A and B).

**Red Line** – The times of this route should be adjusted so that there would be a convenient transfer to the Green Line for those that wish to travel to Donora or to Rostraver Square, Tri-county Plaza and K-Mart Plaza.

**Blue Line** - No changes recommended

**Gold Line** - No changes recommended

**Silver Line** – No changes recommended.

It is anticipated that the overall cost for providing the service would be about the same as current costs for local services provided by MMVTA. The ridership on the revised local routes would improve by perhaps three percent over the ridership levels that these routes experienced for FY 2005/2006, as shown below:

FY 2005/2006 ridership	134,918
Projected increase	<u>4,048</u>
<b>TOTAL</b>	<b>138,966</b>

**MMVTA Regional Service** – The MMVTA operates two regional routes. Route A provides service from Speers to downtown Pittsburgh using 12 buses. As noted before, this route utilizes the South Busway within Allegheny County for the trip to Pittsburgh. There are 20 round trips operated on weekdays, six on Saturday and two on Sunday. The other route, Route B, serves only the Mon Valley communities between California and Monongahela. One bus provides this service via five round trips each weekday from 6:30AM to 3:55PM and via four round trips on Saturday from 8:50AM to 3:55PM. Several of the trips go only as far north as Charleroi or North

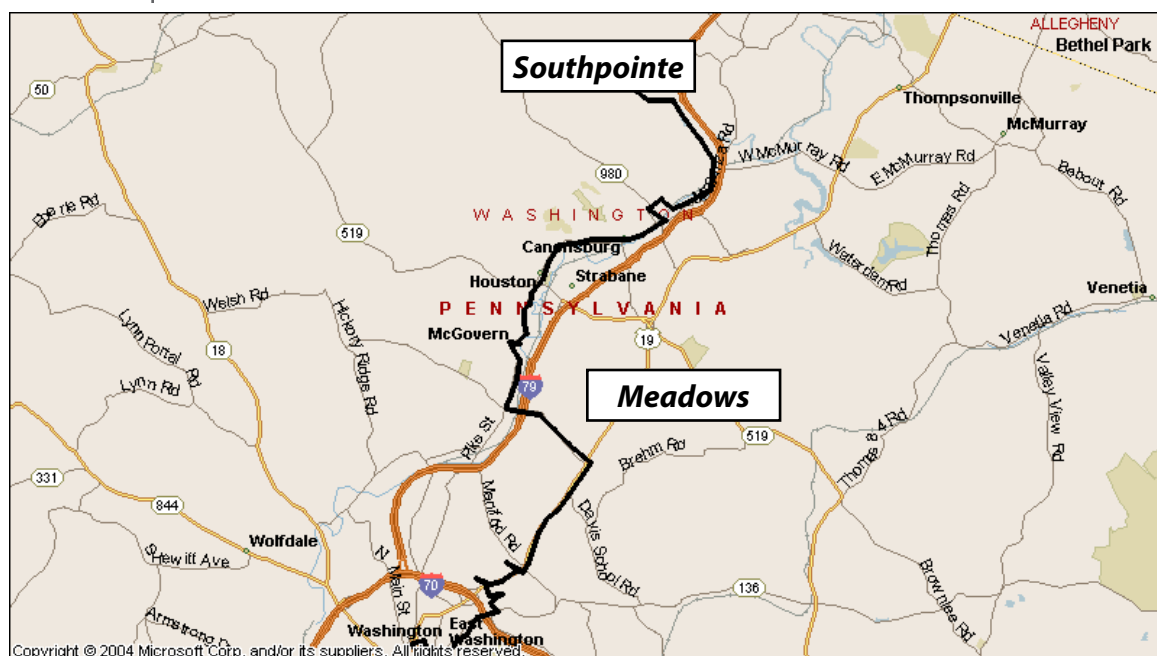
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Charleroi. Two later trips are shown on the Route B schedule that are operated as extensions to the Route A service.

The recommended service plan for the MMVTA Regional routes would include two changes. First, the resources on the midday Route A service could be reduced from one hour to every 90-minutes. The resources saved by this change could be used to extend some of Route A to service to California and thus increase the services on Route B. This change would enable the Route B headway to be improved to about 90-minutes. There would be no affect of these service adjustments on service levels, vehicle needs and operating costs. It is anticipated that there would be a slight ridership improvement.

**Intra County Local and Commuter Route** - Based on further review and discussions, it was determined to recommend a combined local and commuter route serving the I-79 corridor. Such a combined route is described in the accompanying Figure 4. The route would serve the Southpointe complex, Canonsburg, Houston, Meadows Race Track/Casino, shopping areas in South Strabane and Washington City. The route would be about 16 miles long. It would take about two hours to complete each round trip.

**Figure 4 – I-79 Corridor Intra-County and Commuter Route**



Two service level alternatives are proposed for this route to reflect the possibility of different funding levels. The service for the lower cost alterna-

tive would be operated from 6:00AM to 9:00PM using two buses in the peak period for a 60-minute headway and one bus in the midday, evening and Saturday resulting in a 120-minute headway. This plan would violate the headway standard for both work and other trip purposes.

Overall impacts are listed below for FY 2005/2006 for the lower cost combined Intra-County and Commuter route assuming a cost per revenue hour of \$72.00.

<b>Service Levels</b>	112,320 revenue miles/7,020 revenue hours
<b>Operating Costs</b>	\$491,400
<b>Vehicle Needs</b>	Two peak buses
<b>Ridership</b>	56,160
<b>Passenger Revenue</b>	\$84,240

The service for the higher cost alternative would be operated from 6:00AM to 9:00PM using four buses in the peak period for a 30-minute headway and two buses in the midday, evening and Saturday resulting in a 60-minute headway. This plan would be consistent with the headway standard for both work and other trip purposes.

Overall impacts are listed below for FY 2005/2006 for the higher cost combined Intra-County and Commuter route.

<b>Service Levels</b>	224,640 revenue miles/14,040 revenue hours
<b>Operating Costs</b>	\$982,800
<b>Vehicle Needs</b>	Four peak buses
<b>Ridership</b>	98,290
<b>Passenger Revenue</b>	\$147,420

Because of funding requirements and the need to obtain new vehicles for this new service, it is recommended that initially the lower cost alternative be implemented. Depending of ridership levels, the service could be expanded by adding service to the peak and/or midday periods.

**Transfer Paratransit Riders to Fixed Route Bus Services** – Data from the detailed review of the WCTA driver logs indicates that there are paratransit riders that travel within the service area of the fixed route bus services operated by GG&C and the MMVTA. The largest concentration of these

paratransit riders is in the Washington City area. This alternative is focused on addressing fixed route bus services in the Washington City area designed to attract some of these Washington Rides paratransit users.

There are three ways that this transfer of paratransit riders to fixed route service could be accomplished. Each way is described below.

**Transfer Method 1** - The first way is through a public information and marketing campaign to inform the paratransit users that fixed route services exist in Washington City that they could use for certain trips for free. The recommendation for improvement to the public information and marketing for the Washington City system could have a component that focuses on attracting paratransit riders to the local fixed route services. This campaign would be conducted as part of the public information/marketing program for Washington City services. Therefore, there would be no operating or financial impact of this campaign to transfer paratransit riders to fixed route service. The success of this program would be enhanced if the Washington City service plan consisted of more service as defined in Alternative 2 or Alternative 3.

**Transfer Method 2** - The second approach is to revise the proposed Alternative 1 Washington City service so that it would be more attractive to those riders that use paratransit service. This would be accomplished by having the fixed route deviate off of the main route alignment for a certain distance, say about  $\frac{3}{4}$  of a mile. This would permit many of the passengers to be picked up at their curb. In order to accommodate the deviation on the route, the following actions would be required:

- Passengers would be required to call-in for service to be deviated.
- The time for each fixed route trip would have to be expanded to accommodate the deviations. For example, the 60-minute one-way trip for the improved Washington City service identified as Alternative 1 would have to be lengthened to about 75 minutes. Since this would result in an uneven and very long headway, a service adjustment of adding another bus would be preferred as shown below.

**Counter-Clockwise Route**

<i>Century Plaza</i>	<i>Pkg. Garage</i>	<i>Giant Eagle</i>	<i>Hospital</i>	<i>Jefferson Ave.</i>
7:00AM	7:20AM	7:40AM	8:00AM	8:15AM
8:15AM	8:35AM	8:55AM	9:15AM	9:30AM
9:30AM	9:50AM	10:10AM	10:30AM	10:45AM
10:45AM	11:05AM	11:25AM	11:45AM	12:00PM
12:00PM	12:20PM	12:40PM	1:00PM	1:15PM
1:15PM	1:35PM	1:55PM	2:15PM	2:30PM
2:30PM	2:50PM	3:10PM	3:30PM	3:45PM
3:45PM	4:05PM	4:25PM	4:45PM	5:00PM

**Clockwise Route**

<i>Jefferson Ave.</i>	<i>Hospital</i>	<i>Giant Eagle</i>	<i>Pkg. Garage</i>	<i>Century Plaza.</i>
8:15AM	8:30AM	8:50AM	9:10AM	9:30AM
9:30AM	9:45AM	10:05AM	10:25AM	10:45AM
10:45PM	11:00AM	11:20AM	11:40AM	12:00PM
12:00PM	12:15PM	12:35PM	12:55PM	1:15PM
1:15PM	1:30PM	1:50PM	2:10PM	2:30PM
2:30PM	2:45PM	3:05PM	3:25PM	3:45PM
3:45PM	4:00PM	4:20PM	4:40PM	5:00PM

Under this new route deviation plan, the amount of service that would be needed would be about 60% more than Washington City Alternative 1. Overall impacts are listed below for FY 2005/2006:

<b>Service Levels</b>	60,000 revenue miles/4,800 revenue hours
<b>Operating Costs</b>	\$345,600
<b>Vehicle Needs</b>	Two peak buses
<b>Ridership</b>	38,400
<b>Passenger Revenue</b>	\$42,240

**Transfer Method 3** - The third approach is to revise the recommended Alternative 2 for Washington City service so that it would be more attractive to those riders that use paratransit service. This would be accomplished in the same manner as the above method. However, there is sufficient running time in the three-route system to permit most deviations without causing a schedule problem.

This change would be appropriate if it were to attract riders from the paratransit services operated by Washington Rides. There are about 220 one-way trips each day where riders pay a fare and use the paratransit service in the

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Washington City area. For FY06, the average cost per passenger carried on the Washington Ride system was \$15.42. However, cost per passenger trip for those users concentrated in Washington City is less. If we assume that the cost per passenger trip is \$12.00 in the Washington City area, than about 10,800 trips (\$129,600/\$12.00 per trip) would have to be diverted from the paratransit system to the route deviated service for a break-even trade off. Since the route deviated service would operate about 52 weeks at six days a week, there would be 312 service days that would be reduced to 305 for no-service (holidays) days. Therefore, if these 10,800 annual trips were spread evenly throughout the year over the 305 service days, there would be about 35 one-way trips made on the route deviation service. This number is certainly reasonable considering that there are about 220 daily one-way trips that could be candidates for diversion.

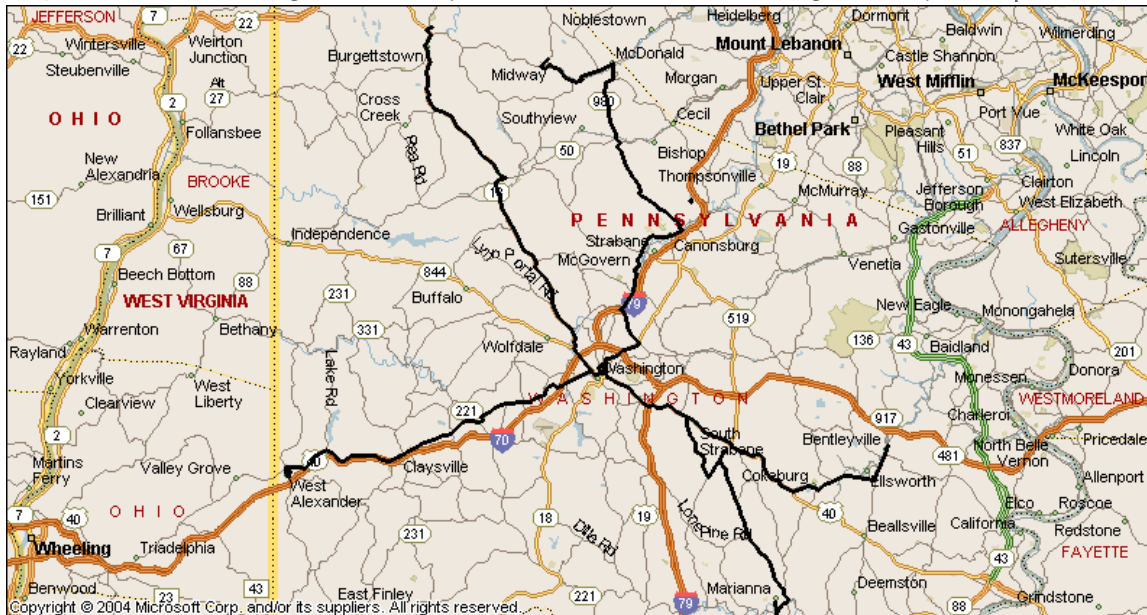
As a result of this new route deviation service, Washington Rides could reduce service in the Washington City area by about two to three vehicles a day. This reduction would offset the additional cost associated with adding another bus to the deviated fixed route service.

**Rural Services** – Most of Washington County is rural. There are certain types of transportation services besides the WCTA paratransit services that could be operated in rural areas to satisfy at least some mobility needs of County residents. It is recommended that services in the rural parts of the County be provided by a concept known as “Rover Bus” which is fixed route services to an area once or twice a week.

Five rural routes connecting outlying areas with Washington City have been identified, as shown in Figure 5. One route would serve the Burgettstown area and would travel on Highway 18 into Washington. Another route would serve West Alexander using the Highway 40 corridor. The third route would serve Marianna. The fourth route would serve Bentleyville using Highway 917 and 40. The final route would service Midway and McDonald using Highway 980 into Canonsburg and than into Washington. While in Washington City, the routes could be aligned to serve the center of downtown, the Hospital and the shopping areas north of I-79.

Three additional rural routes are recommended that are focused on the Mon Valley. As seen in Figure 6, one route would connect the Marianna area with the lower portions of the Mon Valley along the Highway 88 corridor and up through Charleroi. Another route would connect Washington

**Figure 5 – Washington County Rural Routes – Washington City**



City with the Mon Valley area. The third route would connect the Venetia area with the upper portions of the Mon Valley along Highway 88 and down to Charleroi.

The initial structure of the eight routes would be on a rover bus basis. Six of the routes would be served one day a week. For example, the Burgettstown would operate only on Monday while the West Alexander route would operate only on Tuesday. Two of the routes would operate two days a week. Candidates for the two-day a week service would be the Mon Valley

**Figure 6 – Washington County Rural Routes – Mon Valley**



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and Washington City route as well as the Midway/McDonald/Canonsburg/Washington route.

The routes have been designed so that a round trip would take less than two hours. For rural service, a two-hour headway is reasonable. Therefore, as an added feature, the service could offer a call-in feature where residents in a certain area could call the day before to have the pick-up arranged closer to their home. This type service is called limited route-deviation service. For example, for the Midway/McDonald route, the route deviation area would be only within those two communities.

Service should begin at 8:00AM and end at 6:00PM. Therefore, there would be a total of 10 revenue hours of service for each route. Since there would be two routes operating each weekday, there would be 20 revenue hours of service. Assuming that the route would operate only on weekday, there would be service on 250 days. The total annual revenue hours would be about 5,000. At the cost per vehicle hour rate of \$72.00, the cost for the new local route would be about \$360,000. Ridership for this new route should at least be at the productivity of the Washington City local service or about six riders per revenue hour (5,000 hour x 6.0 per hour) or 30,000 annual trips.

<b>Service Levels</b>	75,000 revenue miles/5,000 revenue hours
<b>Operating Costs</b>	\$360,000
<b>Vehicle Needs</b>	Two additional vehicles
<b>Ridership</b>	30,000 annual trips
<b>Passenger Revenue</b>	\$45,000 (assuming fare of \$1.50 per trip)

### **Summary**

A recommended service plan for Washington County has been identified that includes the following major components:

- Improving existing services in the Washington City and the Mid Mon Valley areas
- Improving public information and marketing in Washington City,
- Expanding regional services between Washington City and Allegheny County,
- Making Washington City local services more attractive so as to encourage paratransit riders to switch to fixed route services,

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## ***Recommended Service Plan***

- Providing new services in the I-79 urban corridor north of Washington City, and
- Providing new rural services through a “Rover Bus” concept.

Service levels, operating costs, projected ridership and operating revenue has been identified for each component.

