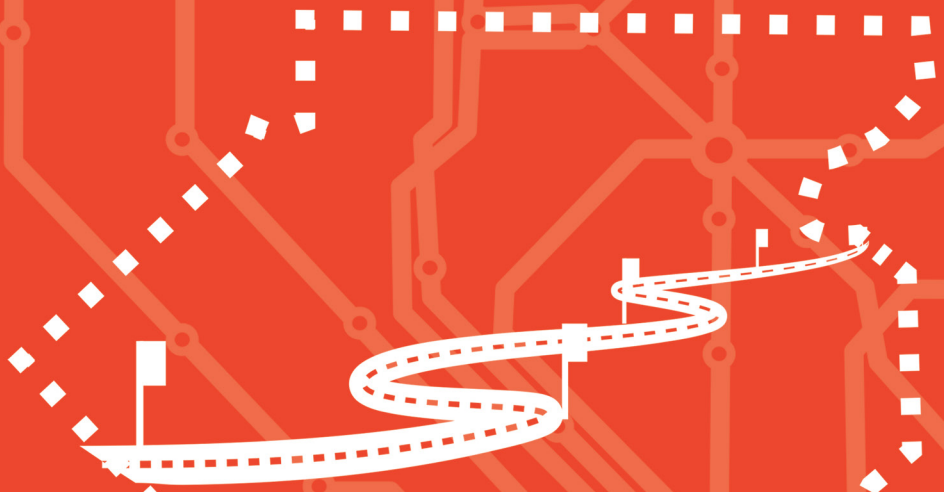
Pittsburghers for Public Transit

Roadmap to a Bus Line Redesign for All



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This report was authored by Pittsburghers for Public Transit's volunteer member-led Research Committee.

The committee meets weekly to gather and analyze data to further the goals of Pittsburghers for Public transit as outlined in PPT's Transit Bill of Rights. With leadership by Garrison Chan, Emily Howe, Tayveon K. Smith, Bobbie Fan, Andrew Hussein, Christina Mendoza, Thomas Quinn, Bill McDowell, Abhishek Viswanathan, James Larson, CMU Tech4Society, Patrick Xue, Cody Berger, and Ziggy Edwards.

Pittsburghers for Public Transit (PPT) is a grassroots union of transit riders, workers, and neighbors. Together, we organize for an expanded, affordable, and accessible public transit system that meets all needs, with no communities left behind.

Introduction

Whether you live in McKeesport or McKees Rocks, the Hill District or the South Hills, our public transit system needs to work for everyone.

Pittsburgh Regional Transit (PRT) has released the first draft of the Bus Line Redesign (BLR). The redesign proposes a completely redrawn map of where transit routes will run. It includes new schedules for how frequently and how late at night buses and trains operate, and even proposes renaming all the routes in the system.

These are the most substantial service changes proposed in our lifetime.

Tens of thousands of people who use the system every day will be affected. Allegheny County Transit riders, transit workers, businesses, social service providers—we all have a stake in a Bus Line Redesign that works for all! This document emerges from the collective insights of these stakeholders. We compiled these insights through our feedback on our Bus Line Redesign for All sign-on letter, the analysis of our member-led PPT Research Committee, and deep discussions with hundreds of transit riders and transit workers in our member meetings and in one-on-one conversations over the last several months.
We have laid out three important goals for Pittsburgh Regional Transit's Bus Line Redesign process:

1. The Bus Line Redesign should increase ridership and minimize disruption to current riders.
2. The Bus Line Redesign should make more key destinations like food, healthcare, jobs and schools accessible with faster, more reliable and direct trips.
3. The Bus Line Redesign should prioritize service to low-income communities, older adults and people with disabilities, youth, and Black and Brown riders.

However, after a lot of research and community feedback, we at PPT are very concerned that the Pittsburgh Regional Transit's Bus Line Redesign Draft 1.0 does not meet these goals.

PRT's proposed Bus Line Redesign Draft 1.0 seems designed to maximize disruption to current riders and support fewer direct trips. The disruption and harm of additional transfers and longer commutes will be borne by predominantly marginalized communities, because the existing PRT ridership is disproportionately from these protected classes: 38% of transit riders are people of color in the Pittsburgh region, of which 28% are Black residents—double the Black population in Allegheny County. Low-income transit riders also account for about a third of Pittsburgh Regional Transit riders, according to a 2014 Rider Survey (the most recent survey available).

If it must happen, it is critical to get the Bus Line Redesign right. Ridership is very hard to recover once it has been lost. Executing the Bus Line Redesign also involves an enormous sunk financial cost—changing bus stop signs, printing new maps and schedules systemwide, training operators on the new routes, and implementing an outreach and engagement process of this scope. We are committed to advocating and collaborating for an outcome that benefits all, so that we can celebrate progress together when an equitable Bus Line Redesign is implemented.

Below, we lay out a roadmap for Pittsburgh Regional Transit to retool their community engagement efforts and the methodology for the Bus Line Redesign process. These course corrections will lead to a much better Bus Line Redesign Draft 2.0.

PPT's Visionary Transit Campaign and the Service We Deserve

Allegheny County transit riders need more and better transit service than what we have today. We need service that efficiently connects our homes to our schools, our workplaces, our doctors, our grocery stores, and our family and friends. We need transit service that runs late at night and on weekends, and runs frequently—because transit riders' time is just as valuable as that of people who have the ability to own or drive a vehicle. We need transit service that is reliable, that doesn't leave us waiting in the cold for a bus that doesn't come.

That's why Pittsburghers for Public Transit (PPT) launched our report and campaign for Visionary Transit Service this past summer, which defined a baseline quality of transit service to meet the needs of all residents of Allegheny County and laid out how Visionary Transit Service would be transformative for our region. This report details the decades of community demand for expanded service, and how PRT's own data collection and public processes overwhelmingly point to the need for expanded service beyond current levels. The data and rider experiences in the Visionary Transit Service report inform this review of PRT's Bus Line Redesign process and their Bus Line Redesign Draft 1.0.

Some important context to remember: **40% of our total transit service has been cut in the past 20 years, and 20% of those cuts have been in just the last 5 years!** So any discussion around transit service improvements must include a vision and community organizing for service restoration and expansion alongside any routing or scheduling changes. We have been calling on PRT to advocate alongside the community for dedicated funding at a state and federal level to implement restored and expanded service, toward a Visionary Transit goal. PRT should use their proposed +20% Bus Line Redesign service plan as a tool for demonstrating to legislators and the public how increased local, state and federal operating funding would dramatically improve service. Transit riders and political leaders should join us in organizing for the expanded, sustainable state transit funding solution that will ensure that all communities across the Commonwealth can access the service they deserve.

The Roadmap to a Bus Line Redesign for All

Since Sept. 30, Pittsburgh Regional Transit has been asking for feedback on their Bus Line Redesign proposed in Draft Network 1.0. The changes that PRT is proposing are profound, impacting nearly every route and neighborhood connection, bus service frequencies, and how early and late buses run on weekdays and weekends. The Bus Line Redesign will also include the elimination of bus stops systemwide, and the renaming of all the bus routes in the County. Here are some critical changes we need to see in order to ensure a Bus Line Redesign that meets the needs of our region:

Bus Line Redesign Community Engagement Process Improvements

1. Don't rush the implementation

The Bus Line Redesign process must be slowed down. Pittsburgh Regional Transit (PRT) has asked the public to provide feedback on this Draft 1.0 by the end of January 2025. Within four months that span major holidays, they envision collecting enough responses to identify all issues with this current proposal. PRT asserts they cannot extend the timeline because of the limitations of Bus Line Redesign contractor schedule.

We reject that. PRT is accountablhe to and beholden to the public, and PRT should take as much time as needed in order to get this right. We cannot implement a countywide bus network that creates new hardship and confusion and too few transit opportunities because the Bus Line Redesign consultants have a short deadline. Frankly, PRT regularly has consultants that extend

their contracts or fail to meet contract deadlines, and that is considered par for the course. Of all the contracts that might warrant an extension, the Bus Line Redesign should rank at the top.

The timeline for the Bus Line Redesign should be responsive to PRT establishing and meeting targets around engagement by region and demographics, rather than arbitrary dates dictated by their Bus Line Redesign contractor team. The onus to understand effects of and responses to this proposal—particularly from low-income, Black and immigrant people, older adults, disabled folks and youth—should be shifted to PRT and the contracted staff rather than the public at large.

2. Simplify the proposal to improve community engagement and gather meaningful feedback

The Bus Line Redesign proposal needs to be simplified. The high level of complexity and change makes it almost impossible for riders, communities and businesses to wholly perceive and respond to the impacts of this proposal. Most transit riders are only going to review the Draft 1.0 through the PRT website, which requires internet access, larger devices like a tablet or computer, the ability to read and understand interactive maps, and a significant amount of technological sophistication.

Moreover, it is PRT's responsibility to provide the tools and calculators for riders to be able to make sense of the redesign. In the next draft network, we expect that there will be accessible tools in multiple formats including a commute calculator and an assessment of proposed changes by neighborhood. We are calling on PRT to ensure that people of all abilities in all neighborhoods can better understand what is being proposed and convey their concerns and observations.

Between the proposed schedule and frequency changes, the major route changes and increased transfer points, the future bus stop eliminations and poorly-defined "microtransit" zones, it is hard for riders to know what changes to look for and how to assess them. And so, even with the most robust public engagement process, it is almost guaranteed that riders will be surprised and upset when the Bus Line Redesign is implemented, if it remains this wide in scope.

3. Expand operators' engagement in the process

The backbone of our bus system is our operators, who drive PRT's 722 buses. In their work, they provide not only transportation to and from destinations, but also do hidden labor of assisting passengers with disabilities, ensuring safety for passengers who may be lost or in unsafe situations, and reacting to medical emergencies. They hold valuable expertise on which turns can't be made with buses, which roads best connect communities, and where community hubs can be found. Despite this wealth of knowledge, operators haven't been significantly involved in the redesign.

This is alarming both for riders and operators. **Not only are opportunities to improve the system being potentially neglected, but operators have a huge stake in outcomes**—because routes impact their working conditions enormously, and because ridership affects their jobs. Operators rely on realistic schedules and availability of amenities such as restrooms to sustainably complete their shifts. Moreover, the COVID-19 pandemic saw declines in ridership, shortages of bus drivers and front-line workers, hiring freezes, and rising expenses in the supply chain. Changes that are potentially expensive and may exacerbate these issues are detrimental to the well-being of our operators and communities.

Bus Line Redesign Methodology Improvements

1. Elevate the importance of existing ridership data over cell phone movement data

The Bus Line Redesign Draft 1.0 is based on a limited set of origin-destination pairs nonspecific to the existing bus lines. The data being relied upon to develop the proposed new transit map does not take into account the number of transfers, the commute time, or project any possible ridership impacts. This cell phone movement data mapping 850 origin- destination connections does not isolate the trips specifically of transit riders, instead including the movement of people in cars, by foot, bicycle and other means.

The dataset also does not consider existing street and sidewalk infrastructure, topography, bridge weights, the size of the streets, or bus turns. As a result, the new routes may provide inaccessible service; for example, an intended stop may be at a location without sidewalks, or where topography renders it difficult to access. Unusual loops or routings in the current bus network are usually intentional to serve vulnerable users or compensate for unsafe or inaccessible infrastructure. By straightening those routes, transit service may be rendered inaccessible. There is evidence of this in the proposed Bus Network Redesign Draft 1.0 with service bypassing the West End Pleasant RIdge and Ohioview Towers communities and with the proposed D13, which claims to serve the Giant Eagle in Brighton Heights but actually does not connect to it.

Instead of using these origin-destination pairs, Pittsburgh Regional Transit should rely on their existing ridership data, which can provide more context to different routes. PRT and its consultants should ride the bus at all times of day along the routes that they are proposing to cut, to get a holistic idea of what this means for riders. As with previous bus network redesigns, PRT should look at the graph of passenger loads on each route throughout their trips to identify opportunities to reroute service when few or no passengers are on board. This is also the logical way to identify the least disruptive points along a trip to split a route in two, if PRT feels that it is necessary to shorten bus routes that are long.

2. Don't fix what is not broken

Keep what is working well with the existing transit system, and make surgical adjustments where routes are not effective. PPT's Research Committee did a deep dive into how the Bus Line Redesign Draft 1.0 would impact communities across the County (Appendix A), and published a list of 46 communities that would lose direct transit service to other communities and key destinations under this proposal, as well as some communities that would lose all transit service. From this analysis, it is clear that this Bus Line Redesign would be enormously disruptive to existing riders.

As of October 2024, Pittsburgh Regional Transit data shows that more than 125,000 passenger trips are taken on the average weekday across our bus and light rail system. 84% of these trips that use a CONNECT card are direct trips, completed without riders having to transfer. This suggests that for the vast majority of existing riders, the transit route network is effectively designed to get them to their destinations. And that is because riders have chosen where they live and work, where they go to the doctor and shop for groceries based on the existing transit system, which has been in place for generations.

However, it's true that some small percentage of existing riders currently have overly cumbersome transit trips that require them to take a trip downtown or another transfer point, and double back to a neighboring community within the same portion of the County. It is also true that there are some prospective riders who are currently not taking transit because their trips are too circuitous or time-consuming to make sense. It is valuable for PRT to identify opportunities to eliminate these types of trips through new crosstown routes. But let's not change what's working—and particularly not disrupt successful routes like the 54, 71A , 71C and 93.

We do not want to chase new ridership at the expense of existing riders.

3. Maintain direct trips for existing passengers

The Bus Line Redesign Draft 1.0 proposes to add about a dozen new transfer hubs around the County—which, paradoxically, are intended to make trips more "direct" for riders by reducing the distance to destinations as the crow flies. Pittsburgh Regional Transit says that they only have 10 routes that primarily provide connections between communities outside of Downtown Pittsburgh and Oakland. However, this doesn't recognize how often the many routes that serve Downtown and Oakland ALSO act as neighborhood connectors for riders. **The proposed Bus Line Redesign Draft 1.0 introduces many new transfers to riders who currently have direct commutes to their destinations.**

PPT's research committee developed a DIY Bus Line Redesign calculator and modeled 21 example trips across the County, comparing existing transit trip times to future trip times under the proposed Bus Line Redesign Draft 1.0 (Appendix B). Of these 21 example trips of important origins and destinations, chosen at random, 19 trips (90%) would have the same or longer commutes under the new proposal, largely because of the addition of transfers that currently are not required.

For existing riders who already have direct trips to their destinations, adding a new transfer to their commutes is a significant burden and transit deterrent. As mentioned above, transfers often add significant time to commutes due to waiting for a second bus. Transfers double all of the existing challenges and discomforts of taking transit: They double uncertainty about bus arrival times; double the potential challenges of boarding and off-boarding for people using a wheelchair or other mobility aides; double the time riders stand in inclement weather; and double the possibility of bus pass-ups on crowded routes.

From a system perspective, these transfer points also stretch PRT's limited resources for quality infrastructure. It's more likely that PRT has the resources and capacity to invest in one central transfer point or a handful of transit "hubs" rather than 20 of them. As of 2025, we don't have enough transit amenities for all the key transfer points that exist in the current system. In fact, there are over 400 bus stops in Allegheny County with levels of ridership high enough to justify a shelter, but where shelters have yet to be deployed, according to PRT's Bus Stop Guidelines.

4. Keep Downtown as a key hub to limit transfers

As evidence of the need for a Bus Line Redesign, there has been a lot of discussion about how our transit system map is outdated—a relic of previous generations—and that the system has been disrupted by the recent white-collar shift to remote work. PRT claims that Downtown is a much less important destination in this post-pandemic landscape. This has led to a Bus Line Redesign that proposes to substantially reduce the number of trips to Downtown, shifting some routes to Oakland as a terminus.

However, we believe that maintaining Downtown as a key destination in our hub-and-spoke system is very important. Hub-and-spoke systems are a common design for transportation systems, including for trucking and airline transport—and for good reason. One of functions of a central hub is that it facilitates transfers between transit routes to and from all quadrants of the network.

The Pittsburgh and Allegheny County street network is radial in nature, making a hub-and-spoke layout the most effective and efficient design for the transit network. Because the street network radiates from downtown Pittsburgh, it is a natural hub for the transit network. Also, because it is a key employment center with high parking costs, Downtown naturally attracts a large number of transit riders in its own right. In other words, **Downtown serves a critical role both as a destination and as a thru-point, connecting riders to different portions of the County.**

The hub-and-spoke network design can reduce the number of transfers required for a rider to complete their trip. In the current PRT network, most trips between different quadrants of the County can be completed with only one transfer. Changing the route layout to more of a grid design, particularly in Pittsburgh and Allegheny County, will result in more transfers being necessary as can be seen in Bus Line Redesign Draft 1.0.

A place with high transit propensity, such as Oakland, can benefit from transit routes serving it directly. However, Oakland cannot replace the role that Downtown plays in connecting riders to routes serving other quadrants of the County because it lacks both of these key features: the main road infrastructure that leads in and out of Oakland; and the comparable street and bus stop capacity.

The Bus Line Redesign Draft 2.0 should not be designed to work against the radial streets, but embrace them to create the speediest and most efficient transit system. With the addition of a few circumferential or crosstown routes, riders' transfers can be minimized.

5. Maintain existing route names and numbers when possible

The current Draft Network 1.0 proposes significant changes to how bus routes are named and numbered. While we understand that new routes or routes with significant changes likely require a new route number and route name, maintaining as many familiar route names and numbers as possible will reduce confusion and disruption for riders.

For example, the Draft Network 1.0 proposes eliminating route names. Instead of a route name, buses would display the final destination. This may cause more confusion between routes because route names provide an additional point of reference (in addition to the route number) for the rider to know they are boarding the correct bus. Eliminating route names may be particularly confusing for routes going to popular end destinations like Downtown.

Similarly, the proposal to add one of five letter prefixes to every route number may be more confusing than helpful. Each of the five letter prefixes are intended to indicate some major aspect of a route (e.g., "D2" indicates Downtown), but these prefixes would require education to be understood and may confuse existing riders by making familiar routes seem like new routes.

6. Build trust with riders that PRT can deliver by fixing existing schedules

In our conversations with transit riders about the Bus Line Redesign, riders often raise their frustrations with buses not showing up on time under the schedules we have now. Transit must be reliable for it to be useful. If riders have reason to be concerned that a bus or train will not show up as scheduled, they will stop using the transit system. Employers will not retain workers who cannot be counted on to show up on time. Healthcare and other service providers often charge clients who don't make their appointments, and force them to reschedule. **The ongoing issues with PRT's schedule reliability impairs riders' trust in PRT's ability to deliver an effective, reliable transit schedule under the proposed Bus Line Redesign.**

Reliability issues are often the result of poor scheduling, which has to be fixed prior to the implementation of the Bus Line Redesign. Over the past year, PRT's bus service on-time performance has continued to hover between 60-70%, which means that around a third of the time, buses don't arrive within a six-minute window of when they are scheduled. This statistic doesn't even account for "ghost" buses, which are buses that never show up! For the last several years, we have been calling on Pittsburgh Regional Transit to write better schedules that reflect realistic run times. PRT contends that the issue of schedule reliability has been a result of the transit worker shortfall, but after conversations with many transit workers—including ones who have been in the seat for decades—it's clear that there is an issue with how the schedules are being written. Bus service reliability continued to decline from March through November 2024 even though PRT cut service across the board by 1.5% in February 2024—ostensibly to address service reliability by better matching service to staffing levels.

It seems likely that the Bus Line Redesign will not fix PRT's schedule reliability issues, but rather make them worse. PRT's Bus Line Redesign Draft 1.0 proposes to create many new routes that will not have the benefit of years of transit operator experience and data to hone the route times. Moreover, the proposed addition of 20 transit hubs will dramatically increase the number of transfers that service planners will need to coordinate. For riders, reliable and coordinated scheduling is even more critical when their trip requires a transfer.

7. Decouple microtransit planning from the Bus Line Redesign

Microtransit is currently the least developed aspect of the proposed Bus Line Redesign Draft 1.0. The term itself is used to refer to many very different types of service provision, from costly on-demand service to small-bus neighborhood circulators. While potential microtransit "zones" have been identified in the BLR proposal, details on the timeline of implementation, long-term sustainability and operation of microtransit service are still absent.

It is very concerning that these proposed microtransit zones are sited in high-equity communities (McKeesport, Natrona Heights, South Hilltop, Penn Hills) and seem to replace the fixed route service that currently exists. These communities should have fixed route bus service that maintains or expands upon their existing levels of service. It should not be implied that there is a long-term transit solution for their communities available through these microtransit zones; **PRT should instead eliminate the microtransit zones from the Bus Line Redesign map to allow the public to consider this proposal in the absence of this speculative future service.**

We at Pittsburghers for Public Transit are very skeptical about the value of the "on-demand" model of microtransit because of costs, low ridership, its unreliable timing and long commutes (when considering the transfers onto fixed route service). There are many important public discussions that need to be held about whether this is the best use of PRT's limited resources, and whether this will meet the needs of riders in communities with high transit reliance and propensity. Rushing to meet this challenge within the timespan of the Bus Line Redesign will likely create more problems than it solves.

Conclusion

Bus lines are lifelines—and the Bus Line Redesign is not just shifting lines on a map, but changing the course of people's day-to-day lives, and their ability to live and thrive. Pittsburgh Regional Transit has time to get this right. In fact, they should take as much time as they need. The good news is that with the process and methodology improvements riders have outlined in this report, it is possible for PRT's proposed Bus Network Draft 2.0 to be a Bus Line Redesign that Works for All.

APPENDIX A

High-level evaluation of how some communities' transit service will be impacted by Draft 1.0 of the Bus Line Redesign

Baldwin Borough/Whitehall

- Service along the current Y45 is almost completely eliminated, with no replacement.
- Loss of Y47 service along Brownsville Rd between Provost Rd and Knoedler Drive.
- Complete loss of 44 service in Baldwin on Agnew Rd, Custer Ave, Spencer Ave and Churchview Ave, with no fixed route service replacement.

PRT's proposed Bus Line Redesign replacement routes of D46 and D49 are inaccessible by foot in the neighborhood. A previous 5-10 minute walk to a bus stop will now involve a harrowing half hour walk along a busy road without sidewalks, making the area highly inaccessible by transit. Furthermore the replacement bus service being offered now results in a much longer commute going through Century Square and Prospect Park.

Residents were already struggling with overcrowded buses on the Y45, because of service reductions over the past several years.

Beltzhoover

- Elimination of 44 service in Beltzhoover along Climax St, Gearing Ave and Chalfont St, with no replacement fixed route transit service in those neighborhoods.

Bloomfield

- Loses 87 service altogether.
- Loses direct 54 service to North Oakland, South Side & Slopes, Mount Oliver, Knoxville, Bon Air, Allentown & Beltzhoover.
- Loses direct 64 service to Shadyside and Chatham University.
- Loses direct 87 service to Morningside, Stanton Heights & Upper Lawrenceville.
- Loses direct 93 service to Greenfield, Hazelwood & Glen Hazel.
- Loss of all 54 & 71C on Centre Avenue service with no proposed increase in 71A (O95) service ensures overcrowding and pass-ups in this busy transit corridor.
- Reroutes 64 service away from the entrances to West Penn Hospital & Children's Hospital.

Bon Air

- Complete removal of 54 routing (and all bus service) from Bon Air.

Brackenridge

- Elimination of P10 service. Proposed transit service replacement is serving a different portion of the community.

Pittsburgh Regional Transit's proposed Bus Line Redesign shifts bus service to the River Ave portion of the community (on the proposed N1) from the current Freeport Road and 9th Ave vicinity.

Braddock

Loses direct connection to the Waterfront. Proposed service will require a transfer at Swissvale Station.

The routes in this region are all being broken up and reassembled into different routes connecting to different places, so there will be substantial impacts to current riders.

Braddock Hills

- Loss of P68 service on Brinton Rd between Ardmore Blvd and Yost Blvd, with no replacement transit service.

The routes in this region are all being broken up and reassembled into different routes connecting to different places, so there will be substantial impacts to current riders.

Carnegie/Scott Township

- Loss of G31 service on 3rd Street and Caruthers Ave between Carnegie & Heidelberg, with no replacement transit service on that corridor.

Chalfant

- Loss of P76 service on Ardmore Blvd and US 30 between Yost Blvd and State Rt 48, would be discontinued.
- Additional loss of current 69 service and loss of 59 service leaves this community with no remaining transit service under the Bus Line Redesign proposal.

Corliss/Crafton Heights

- Loss of service along Middletown Road, Ladoga St, Faronia St, and Jeffers St with the elimination of the 27 bus.

Creighton

- Loss of both the 1 and the P10, which leaves the community entirely without transit service.

Friendship

- 87 service on Friendship Avenue is eliminated altogether.
- Loses direct 87 service to Morningside, Stanton Heights & Upper Lawrenceville.
- Loss of all 71C on Centre Avenue service with no proposed increase in 71A (O95) service ensures overcrowding and pass-ups in this busy transit corridor.

Glassport

- Loses the direct connection with North Versailles Walmart

Greenfield

- Loses fast, direct service to Downtown via 2nd Ave (instead routing Downtown service through a longer route via Oakland).
- Loses direct connections to Homestead, Lincoln Place, Munhall, West Mifflin, most of the Squirrel Hill business district, Duquesne and Walmart in Century Square by eliminating the current 52L, 53L, 65 & 93 service.
- Eliminates bus service on lower Greenfield Avenue between Ronald St and Irvine St, currently served by the 58.
- Eliminates bus service on Winterburn Ave and Bigelow St, without replacement.

The Busline Redesign team claims that the geography and topography of the neighborhood makes service challenging, which is the exact reason that residents are asking for accessible transit, with steep hills and roads that are not very walkable.

Hays/Lincoln Place

- Hays will see the elimination of current 56 bus service along Mifflin Road, with no replacement transit service.
- Hazelwood & Glen Hazel
- Loss of direct 56 service to Hays, Dravosburg, McKeesport and Penn State McKeesport.
- Loss of direct 93 service to Greenfield, Squirrel Hill, North Oakland, Bloomfield and Lawrenceville.

Hill District (High Rise on Crawford/Bedford)

- Elimination of 81 service to Bedford & Crawford senior citizen highrise.

The proposed replacement service will be rerouted to Centre Avenue, which residents are concerned is inaccessible given the mobility limitations of many residents in that complex.

Homeville Section of West Mifflin & West Mifflin west of Duquesne

- With the elimination of the 52L, Mifflin St and Cipher St in Whittaker, most of Homeville Rd in West Mifflin (all but 1 block), Pennsylvania Ave in the Duquesne Annex Section, and Conlin St will lose all transit service.

Homewood

- 77 and 86 service will be combined into a single route D86, reducing service on Frankstown Avenue.
- Direct service to Baum and Bigelow Boulevards will be discontinued.
- D86 will operate to Penn Hills (to Alcoma Apartments only). It will not operate to CCAC-Boyce.
- D86 will stop running about 9 pm on Sunday with low service frequencies both Saturday & Sunday/Holiday.

Knoxville

- Elimination of the current 44 service in Knoxville along Charles Street and Knox Ave, with no fixed route transit replacement.

McCandless

- Loss of all service on Peebles Rd between McIntyre Square and Sample Rd, with no replacement.
- Loss of all service on Sample Rd, Presidential Drive to North Park and Hemlock, with no replacement

Mount Lebanon/Scott Township

- Loses current 41 service on Bower Hill Road from Kane Blvd to Bridgeville.
- Eliminates some substantial portions of the current 36 bus, including all of Cedar Boulevard, and elimination of all transit service south of Cochran Road at Bower Hill Rd, including Gilkeson Rd and the Galleria.
- Loses current 38 service on Greentree Rd between Cochran Rd and Swallow Hill Rd, and 38 service between Swallow Hill Rd & Lindsay Rd, both without a proposed transit service replacement.

Mt Oliver

- Elimination of 44 service in Mount Oliver on Penn Ave and St Joseph St, with no replacement.

Natrona Heights

- Loss of commuter service to Downtown
- Loss of direct connections to places between the Tarentum Bridge and the New Kensington Bridge
- Loss of direct connections to communities between Downtown and the Hulton Bridge, north of the Allegheny River.

North Oakland

- Loss of all 54 & 71C service with no proposed increase in 71A (O95) service ensures overcrowding and pass-ups in this busy transit corridor.

North Versailles/East McKeesport

- There will no longer be direct service from North Versailles and East McKeesport to Downtown, which is currently provided by the P76.
- Crestas Terrace will be further from transit service requiring a lengthier walk.

The routes in this region are all being broken up and reassembled into different routes connecting to different places, so there will be substantial impacts to current riders.

However, there are some notable improvements. There will be new service between Haymaker Village, Pitcairn, Wilmerding, North Versailles, Walmart, Braddock and Swissvale Station on the N65. There will also be new service on 5th Ave between McKeesport and East McKeesport on the N56, which will connect Penn State, McKeesport proper, Walnut St, Olympia Shopping Center and Versailles. North Versailles will get new service from Walmart on the N63 to Monroeville Mall and Forbes Hospital.

O'Hara Township (VA Hospital)

- The VA Hospital will only be served by N92 from East Liberty. For many riders 3 buses and lengthy travel times may be required to reach the VA Hospital.

Penn Hills

- Loss of all service (P16) along Universal Road, Long Road, Milltown Rd and Hulton Rd including to Hulton Arbors.

Polish Hill

- Loss of 54 service resulting in the loss of direct service to North Side, the popular part of the Strip District, Bloomfield, North Oakland, Oakland, Bon Air.
- Loss of 77 service along Bigelow Boulevard resulting in the loss of direct service to Downtown, Baum Boulevard, East Liberty, Penn Hills, Plum and CCAC-Boyce. This is an important connection to the Giant Eagle Market District.

For many in Polish Hill, walking to Herron Ave to catch the replacement service is not easily accessible because of the distance and the topography. Under this BLR Draft proposal, Polish Hill residents will have to transfer to go to the nearest grocery store, which is located only 1 mile away.

Reserve Township

- Complete loss of current Route 4 service on Mount Troy Road and loss of all of the Route 7 service, with no transit service replacement. There is only a very small sliver of Spring Garden Rd that will retain service via the proposed D15.

Ross Township

- Loss of all service between Siebert Rd and Peebles Road currently served by the 05, with no replacement.

Shadyside

- Loss of all 54 & 71C service with no proposed increase in 71A (O95) service ensures overcrowding and pass-ups in this busy transit corridor.

St Clair

- Complete loss of 44 bus service in the St. Clair neighborhood on Mountain St, Fisher St, Schuler St and Kohne St, with no fixed route transit replacement.

Summer Hill

- Loss of service on Colby Street currently served by the 6, 7 and 15 with no replacement. There is also no appropriate bus stop location on Mt Pleasant Rd at Colby St.

Tarentum

- Loss of fast, direct service to downtown currently served by the P10.
- There will no longer be service in West Tarentum along Freeport Rd, which are currently serviced by the 1 and the P10.

Turtle Creek & Wilmerding (Airbrake Ave) & Trafford

- These communities will see the loss of bus service altogether, with no replacement.

Our conclusion? Riders have reason to be concerned.

In the 21 examples the proposed Bus Line Redesign Draft 1.0 predominantly increases travel times, introduces more transfers, and requires additional walking. Under Pittsburgh Regional Transit's Bus Line Redesign (BLR) Draft 1.0, many riders could expect to have longer, more complicated commutes. We recommend reviewing specific changes to the routes you ride to understand how your daily travel might be impacted. We highly encourage leaving a comment on the Bus Line Design website Bus Line Redesign | Engage PRT or by calling PRT's Customer Service Line at (412) 442-2000 or by sending an email at BusLineRedesign@RidePRT.org to ensure that your feedback is heard by PRT.

Appendix B

DIY Commute Calculator for the Bus Line Redesign

New Commute Calculator tool from our Research Committee helps riders see how trips will be impacted by Draft 1.0 of the Bus Line Redesign

Pittsburgh Regional Transit (PRT) is proposing a significant Bus Line Redesign that could dramatically change how transit riders travel across the County. We think it's very important that transit riders have the ability to assess how the Bus Line Redesign (BLR) will impact our commute times. PRT does not provide a way to compare travel times under the current bus network to the proposed BLR Draft 1.0, although we at PPT believe that this is invaluable information for riders to consider.

Since BLR is still a draft, we urge transit riders and supporters to see how the BLR Draft 1.0 will impact your commutes and tell us about any changes that you see. Also give public comment to Pittsburgh Regional Transit before the deadline at the end of the month!

PPT's Research Committee used our tool to model 21 example transit trips in Allegheny County to and from important neighborhoods and destinations to compare travel times: 19 of those 21 trips would take longer under the BLR Draft 1.0 than they do today under our current network, which is very concerning. Many of these trips are longer because they would require more transfers under the new proposal. You can see the math behind these example commute calculations here.

SEE APPENDIX A for the 21 example commute trips.

USE OUR ADVOCATE COMMUTE TOOL:

Compare how your current commute is impacted by Draft 1.0 of the Bus Line Redesign proposal

People care how long their trip will take. It's unfortunate that Pittsburgh Regional Transit doesn't provide a way to measure how your commute time will change under their bus network proposal. Luckily, our Research Committee created a tool to let people do just that.

To make a commute time comparison between an existing PRT transit trip and the proposed Bus Line Redesign transit trip, follow these instructions:

1. **Identify your route:** Choose the starting point (e.g., your neighborhood intersection) and destination (e.g., an intersection, a key location like a workplace, hospital, grocery store, or transit hub).

2. **Enter it in Google Maps:** Input the starting point and destination in Google Maps and adjust the route's path according to the actual route and turns that the current bus takes. It is IMPORTANT to map your current route using the "driving" function of Google Maps (NOT the "transit" function!), in order to have an apples-to-apples comparison of the current route(s) against the proposed Bus Line Redesign route(s). This is suggested because travel times for the proposed routes are not yet available. It should be noted that actual transit travel times will likely be longer.

3. **Record travel details using Current Routes**: Note the total travel time, number of transfers, and any walking required.

    A. Walking times from your origin to the bus stop, from the bus stop to your destination, or between buses related to a transfer can be assessed using the Google Maps "walking" function.

    B. For all transfers, you need to add a transfer time "penalty" that is equal to half of the frequency of the second or connecting route. So for instance, if you must make a transfer and the bus you are transferring onto comes once every 30 minutes, you should add a 15-minute transfer penalty to your total commute time. This penalty represents the average wait time related to the transfer.

4. **Repeat for Proposed Routes:** Find routing information for proposed routes here: Bus Line Redesign | Engage PRT

    Adjust your Google Maps input to reflect the new proposed route and again use the car or driving option, not the transit option to calculate times for the proposed trip. Using the driving option for both the current and proposed trip will ensure a fair comparison.

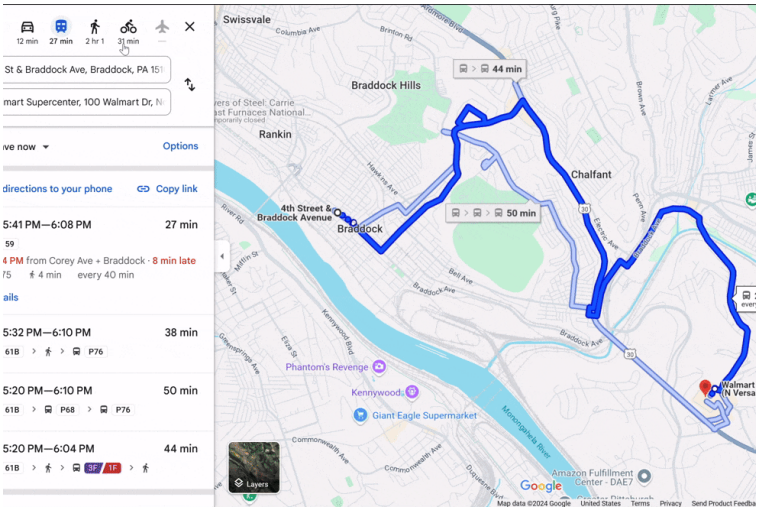
5. **Compare**: Copy a table or create a table with columns for the current and proposed routes, listing travel time, transfers, and walking distance. Highlight any key differences.

    A. Link to the table to view

    B. Link to the table to copy (must have a Google Account)

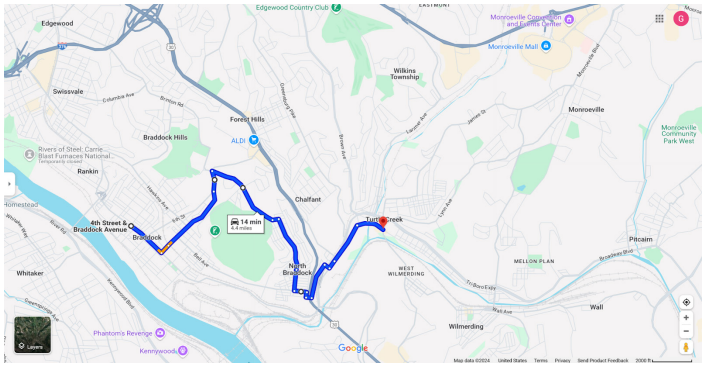
For example, if you wanted to look into a trip between

1. 4th St. & Braddock Ave. (Apartments) to Walmart Supercenter, using the 59
2. Enter it into Google Maps, using "driving" mode
3. Record travel details – this route is a 20 minute "drive"
4. Repeat with the proposed route
   Find the new route under Draft Network 1.0 – Find My Route
   The 59 Mon Valley is being split into several different routes. At this stretch, it is the N68 and N63.
   Enter each part of the new route into Google Maps, using "driving" mode

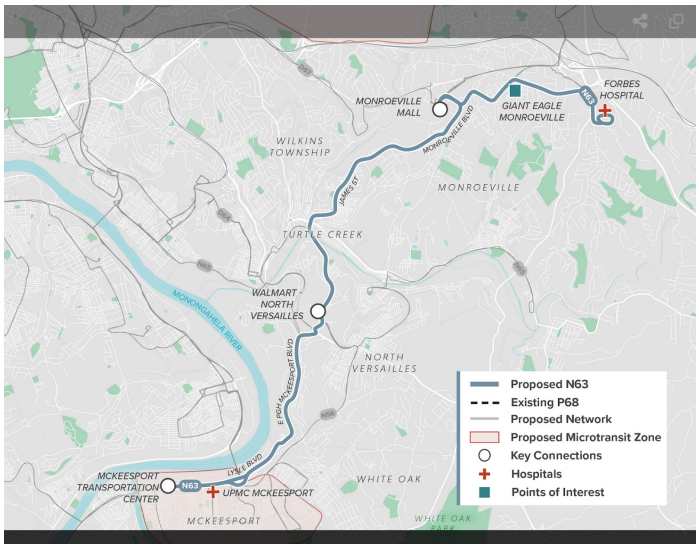


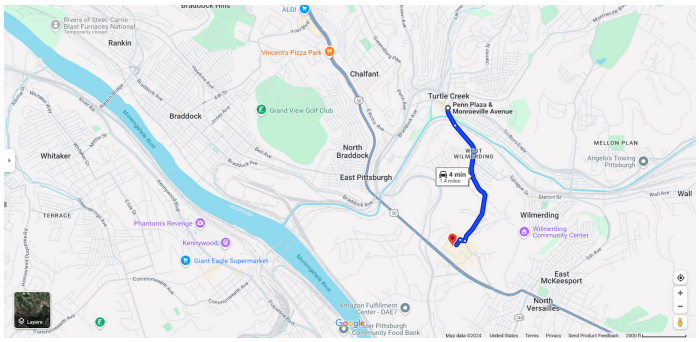
The 59 Mon Valley is being split into several different routes. At this stretch, it is the N68 and N63.
Enter each part of the new route into Google Maps, using “driving” mode

Proposed Route N68:



Proposed Route N63:





5. Adding the two bus trips together gives a total bus travel time of 18 minutes. However, the new N63 will only have service every 60 minutes–so the transfer penalty will be 30 minutes. In total, the new travel time will be approximately 48 minutes.
   Fill in the chart with the information for your current route (on the left) and your new route (on the right) under the BLR proposal.

4TH STREET & BRADDOCK AVE > WALMART SUPERCENTER			4TH STREET & BRADDOCK AVE > WALMART SUPERCENTER	
4th Street & Braddock Ave > Walmart Supercenter Via 59		**21**	**4th Street & Braddock Ave > Walmart Supercenter Via N68 & N63**	
59 - 4th-Braddock > Walmart Supercenter	20		N68 - 4th-Braddock > Penn Plaza-Monroeville Ave	14
			Transfer Penalty	30
			N63 - Penn Plaza-Monroeville Ave > Walmart Supercenter	4
	20			**48**

In this way, you are able to calculate the impact of the proposed changes in the BLR Draft 1.0 for yourself. It is important to remember that this does not have to be perfect. And if you need any help in doing this at any time, feel free to reach out to PPT and we will be glad to figure it out with you!

PPT's Research Committee modeled Draft 1.0 of the Bus Line Redesign impacts on 21 different trips. Here's the results:

Hill District (Centre+Kirkpatrick) to Waterworks (Giant Eagle)

Travel Time Would be Shorter Under BLR Proposal

Current Route: (82, 1) | Proposed Route: (D81)

Good news! Traveling from Centre & Kirkpatrick to Waterworks Giant Eagle would be slightly faster. The new route eliminates one transfer at Liberty+7th (Downtown), making your journey more straightforward.

Current route: 48 minutes | Proposed route: 40 minutes (8-minute improvement).

Children's Hospital (Penn+44th) to Shadyside (Fifth Avenue+S Highland)

Travel Time Would be Longer Under the BLR Proposal

Current Route: (64) | Proposed Routes: (N94, D73)

Caution! This route becomes more complicated. You'll now need to walk more (from the Hospital to Liberty+Bloomfield Bridge) and make a transfer at Fifth+Shady which could significantly extend your travel time. You could walk from Fifth+Shady to Fifth+ S Highland to save the transfer time.

Current route: 12 minutes | Proposed routes: 25 or 38 minutes (potential increase of 13-26 minutes).

Lower Lawrenceville (Penn+Butler) to South Side (S 18th+Sarah)

Travel Time Would be Longer Under the BLR Proposal

Current Route: (54) | Proposed Routes: (O99, O47) or (D88, D51)

Significant variations here! One proposed route will have a 7-minute increase, while another adds nearly 30 minutes to your journey. Expect more walking and transfers at Fifth+Atwood (Oakland) or Smithfield+Fifth (Downtown) in both proposed scenarios.

Current route: 23 minutes | Proposed routes: 30 or 52 minutes.

Trafford (5th+Brinton) to Monroeville (Forbes Hospital)

Travel Time Would be Much Longer Under the BLR Proposal

Current Route: (69) | Proposed Route: (N65, N63)

Major Concern! This route sees a dramatic change. The new route involves a walk from Trafford to Haymaker Village and a transfer at North Versailles Walmart. The required and significant walking (due to the removal of bus service in Trafford) will turn a quick trip into a lengthy journey.

Current route: 11 minutes | Proposed route: 88 minutes (an extraordinary 77-minute increase).

Beltzhoover (Gearing+Chalfont) to Shadyside Hospital (Centre+Cypress)

Travel Time Would Be Similar Under the BLR Proposal with Additional Walking

Current Routes: (44, 82) | Proposed Routes: (N84, D82) or (RED, D82)

While only slightly longer overall, there is significant additional walking. You will still have one transfer.

Current route: 46 minutes | Proposed routes: 49 or 52 minutes.

Squirrel Hill (Forbes+Murray) to Robinson Town Center (IKEA)

Travel Time Would be Longer Under the BLR Proposal

Current Routes: (61C, 28X) | Proposed Routes: (X50, D29) or (X50, D25)

Longer journey ahead! The new routes involve a Downtown transfer and slightly longer walking distances, potentially making your commute longer and less convenient.

Current route: 61 minutes | Proposed routes: 78 or 85 minutes (an increase of 17-24 minutes).

Homewood (N Homewood+Frankstown) to Squirrel Hill (Allderdice High School)

Travel Time Would be Much Longer Under the BLR Proposal

Current Route: (74) | Proposed Routes: (N92, N94)

Significant time increase! The new route requires a transfer at Penn+Shady which will add more walking, and substantially more time to reach your destination.

Current route: 16 minutes | Proposed route: 49 minutes (33-minute increase).

Kennedy (Pleasant Ridge) to Lawrenceville (Butler+46th)

Travel Time Would be Longer Under the BLR Proposal

Current Routes: (22, 91) | Proposed Routes: (N22, GREEN, D91) or (N22, D21, D91)

Longer journey ahead! The new routes involve more walking, an addi
ransfer and more complex navigation.

Current route: 47 minutes | Proposed routes: 57 or 66 minutes (10-19 minute increase).

Natrona Heights (Freeport+Spring Hill) to Downtown (LIberty+Smithfield)

Travel Time Would be Significantly Longer Under the BLR Proposal

Current Route: (P10) | Proposed Routes: (N1, PURPLE) or (N1, D5)

Major Time Increase! Riders will now face a transfer either at East Liberty Station or Harmar Garage, significantly longer travel times, and more complicated routes.

Current route: 54 minutes | Proposed routes: 89 or 104 minutes (an extraordinary 35-50 minute increase).

Carnegie Mellon University (Forbes+Morewood) to CCAC Boyce Campus

Travel Time Would be Longer Under the BLR Proposal

Current Route: (67) | Proposed Routes: (D70, N72) or (D70, N77)

Travel Times Will Increase. The route requires a transfer at Wilkinsburg Station and walking, with both possible options taking roughly the same time.

Current route: 50 minutes | Proposed routes: 65 minutes (15-minute increase).

West View (Center+Harvard) to California Kirkbride District (Post Office)

Travel Time Would be Longer Under the BLR Proposal

Current Route: (13) | Proposed Route: (N17, D16)

Significant Time Increase! The new route introduces a transfer at Lincoln+Balph and additional walking.

Current route: 17 minutes | Proposed route: 33 minutes (nearly doubled travel time).

Shadyside (Giant Eagle Market District) to Blackridge (Laketon+Graham)

Travel Time Would be Much Longer Under the BLR Proposal

Current Route: (P78) | Proposed Route: (PURPLE, N77)

Major Time Increase! Transfer at Wilkinsburg Station will substantially increase travel time.

Current route: 19 minutes | Proposed route: 52 minutes (33-minute increase).

Bridgeville (Bank+Lesnett) to South Side (E Carson+S 18th)

Travel Time Would be Much Longer Under the BLR Proposal

Current Routes: (41, 51) | Proposed Route: (N33, GREEN, D51)

Significant commute time Increase! There will be an additional transfer, one at Carnegie Station and the second at Sixth+Wood complicating what was previously a more direct journey.

Current route: 43 minutes | Proposed route: 63 minutes (20-minute increase).

Marshall Shadeland District (Brighton+Marshall) to North Hills (Passavant Hospital)

Travel Time Would be Slightly Longer under BLR Proposal

Current Routes: (16, 12) | Proposed Route: (D16, D2)

Small Increase in Commute Time. There would be a change to the commute time in this scenario, and a change in the transfer location.

Current route: 68 minutes | Proposed route: 74 minutes (6-minute increase).

Fairywood (Broadhead Fording+W Prospect) to VA Hospital (O'Hara Township)

Travel Time Would be Longer and More Complex Under BLR Proposal

Current Routes: (27, 91) | Proposed Routes: (N22, GREEN, D5, N92) or (N22, GREEN, PURPLE, N92)
Longer Journey. Requires two additional transfers (or four buses), increased walking, and more complex routing.
Current route: 81 minutes | Proposed routes: 96 or 98 minutes (15-17 minute increase).

Hazelwood (Second+Johnston) to Penn State McKeesport

Travel Time Would be Significantly Longer and More Complex under BLR Proposal

Current Route: (56) | Proposed Route: (D52, X50, N56)
Significant Time Increase! This would be a substantially longer trip with two transfers, one at E 8th+Ann (Homestead) and the other at Lysle+Evans (McKeesport).
Current route: 23 minutes | Proposed route: 65 minutes (42-minute increase).

Glen Hazel (Broadview+Johnston) to Greenfield (Giant Eagle)

Travel Time Would be Longer under BLR Proposal

Current Route: (93) | Proposed Routes: (O53, D44) or (O53, X50)
Mixed Results: One proposed route requires a transfer at Browns Hill+Imogene (with the need to cross busy Browns Hill Road), while the other adds substantial time requiring a transfer at Hazelwood+Osprey.
Current route: 10 minutes | Proposed routes: 13 or 36 minutes (slight to significant increase).

Edgewood Town Center (Giant Eagle) to Wilkinsburg (Montier+Laketon)

Travel Time Would Be Similar Under the BLR Proposal

Current Routes: (71, 79) | Proposed Route: (X61, X60, N79)
No additional time, but an additional transfer. Despite additional walking and two transfers, one at Forbes+S Braddock (Frick Park) and the other at Penn+Center (Wilkinsburg), the overall travel time remains the same.
Current and Proposed route: 41 minutes.

Morningside (Jancey+Greenwood) to North Side (Allegheny General Hospital)

Travel Time Would be Longer under BLR Proposal

Current Routes: (87, 54) | Proposed Routes: (D96, D5) or (D96, D12)
Longer Trip Ahead! This commute becomes more complex and longer with additional walking and new transfer locations depending on the chosen option, one at Freeport+Western (Aspinwall) or the other at Liberty+7th (Downtown).
Current route: 40 minutes | Proposed routes: 49 or 53 minutes (9-13 minute increase).

Brookline (Chelton+Freedom) to Propel Braddock Hills High School

Travel Time Would be Shorter Under BLR Proposal

Current Routes: (39, P68) | Proposed Route: (D39, D64)
Slight commute time improvement. An instance of travel time becoming shorter, but there would be increased walking time.
Current route: 81 minutes | Proposed route: 75 minutes (6-minute decrease).

Stanton Heights (Stanton+Hawthorne) to Bloomfield (West Penn Hospital)

Travel Time Would be Longer under BLR Proposal

Current Route: (87) | Proposed Routes: (D87, D88) or (D87, N79)
Significant Time Increase! A transfer would be required either at Penn+Negley or at N Negley+East Liberty Boulevard and additional walking will increase travel time.
Current route: 12 minutes | Proposed routes: 29 or 32 minutes (17-20 minute increase).

You can take action to ensure a Bus Line Redesign that benefits all.

Visit our Bus Line Redesign for All campaign webpage to read more about this work, get involved, and access our resources to share with your community.

Pittsburghers for Public Transit

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