



Bus Line Redesign

**East End Community Meeting
2/4/2025**



Agenda

Project Overview

Draft Network 1.0

East End Draft Proposals

Evaluation of Draft Proposals

Route Naming Draft Proposal

Public Engagement

Next Steps

The infographic is titled "Bus Line Redesign" and features the PRT logo (Pittsburgh Regional Transit). It is divided into several sections: "What is Bus Line Redesign?", "Why are we doing this now?", "What are the project goals?", "Project Update: Where are we now?", and a "Timeline". The timeline shows four phases from July 2023 to April 2024, each with associated activities and engagement types (Stakeholder and Public Engagement). A "Project Update" box at the bottom provides current status and contact information.

What is Bus Line Redesign?

The Bus Line Redesign (BLR) is a comprehensive review of where, when, and how people travel throughout Allegheny County in a post-pandemic world. The BLR will recommend bus network changes that better serve and connect riders to places they want and need to go.

Why are we doing this now?

The global pandemic profoundly impacted the way people travel. While the Pittsburgh Regional Transit (PRT) network of today is designed to take riders to and from Downtown Pittsburgh, **traditional commuting patterns have changed**. Improved neighborhood-to-neighborhood connections and evaluation of transit access for new areas of the County are needed. In 2020, PRT completed NEXTransit, a long-range plan outlining the agency's goals, objectives, programs, and projects for the next 25 years. Through this effort, **the public made clear that an updated bus network with better and more frequent service between communities—especially for those who rely on transit to access jobs, basic services, medical appointments, shopping, and beyond—is a top priority.**

What are the project goals?

The Bus Line Redesign kicked off in summer 2023, followed by an analysis of existing conditions and an initial round of public engagement in fall and winter 2023. These efforts led to the establishment of three (3) goals as the guiding principles for the bus network redesign:

- **Improve service quality:** Enhance the existing service quality and invest in underserved communities that have a high propensity for transit use.
- **Expand connections:** Help transit riders reach more destinations by improving transit frequency and access.
- **Prioritize equitable transit investments:** Deliver infrastructure improvements that prioritize better quality of life and access to opportunity for people who rely on transit the most.

Project Update: Where are we now?

Scenario evaluation kicked off in early 2024 with the goal of establishing bus network redesign scenarios for PRT and the public to consider. This phase will continue through the rest of 2024 with two rounds of robust stakeholder and public engagement that will include focus groups, pop-ups, public meetings, presentations at stakeholder meetings, and more. After the scenario evaluation phase is completed, the project team will finalize the revised bus network and develop the final plan so implementation can begin by summer 2025.

Want to learn more about the BLR? Join in the conversation online or in-person. Learn more on the project website: BusLineRedesign.com
For questions, please contact:
Derek Dauphin, Director of Planning & Service Development
DDauphin@rideprt.org

Timeline

Year	Month	Phase / Activity	Engagement Type
2023	JUL	Phase 1: What are we trying to accomplish? Existing Conditions Analysis	Stakeholder Engagement, Public Engagement
2023	AUG		
2023	SEP		
2023	OCT		
2023	NOV		
2023	DEC		
2024	JAN	Phase 2: What have we learned? Market Analysis	Stakeholder Engagement, Public Engagement
2024	FEB		
2024	MAR		
2024	APR		
2024	MAY		
2024	JUN	Phase 3: How can we get there? Scenario Evaluation	Stakeholder Engagement, Public Engagement
2024	JUL		
2024	AUG		
2024	SEP		
2024	OCT		
2024	NOV		
2024	DEC		
2025	JAN	Phase 4: Did we get it right? Final concepts	Stakeholder Engagement, Public Engagement
2025	FEB		
2025	MAR		
2025	APR		

Project Goals



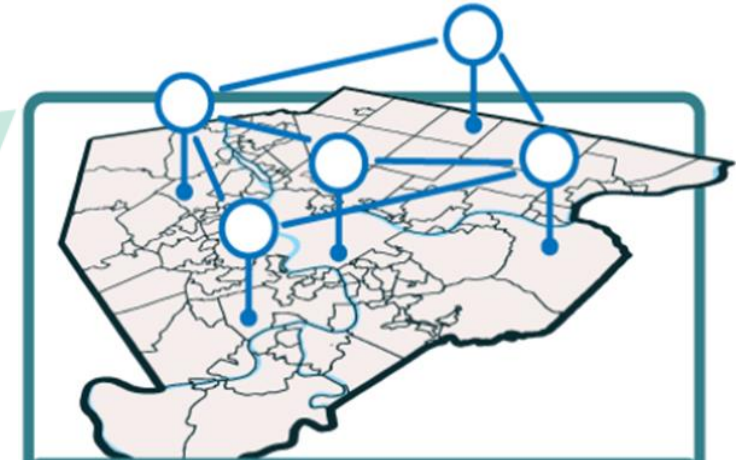
Improve service quality and reliability

By streamlining route design to reflect customer and operator needs



Prioritize equitable investment

by aligning service with land use and socio-economic changes



Expand connections

by designing a network that supports higher frequency and is more accessible

Project Timeline

Phase 1: What are we trying to accomplish?

Existing Conditions

Engagement took place between September and December 2023

Phase 2: What have we learned?

Market Analysis and Concept Development

Engagement took place between March and June 2024

Phase 3: How can we get there?

Draft Network 1.0

Engagement took place between September and February 2025

Phase 4: Did we get it right?

Proposed Network 2.0

Engagement expected in the spring of 2025

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT JAN FEB MAR APR MAY JUN JUL AUG SEP OCT

2023

2024

2025



Draft Network 1.0 Tied to What We Heard

New routes connecting communities without the need to transfer in Downtown Pittsburgh.

New one-seat rides to top destinations like Oakland.

Retain the County's largest transit hub in Downtown Pittsburgh.

Improved reliability by shortening route length and adjusting schedule times.

Additional connectivity with an expanded system of transit hubs.

Improved access to jobs, services, health facilities, and grocery stores.

Increased transit service throughout the day and on weekends, favors more service to vulnerable and transit-dependent riders.

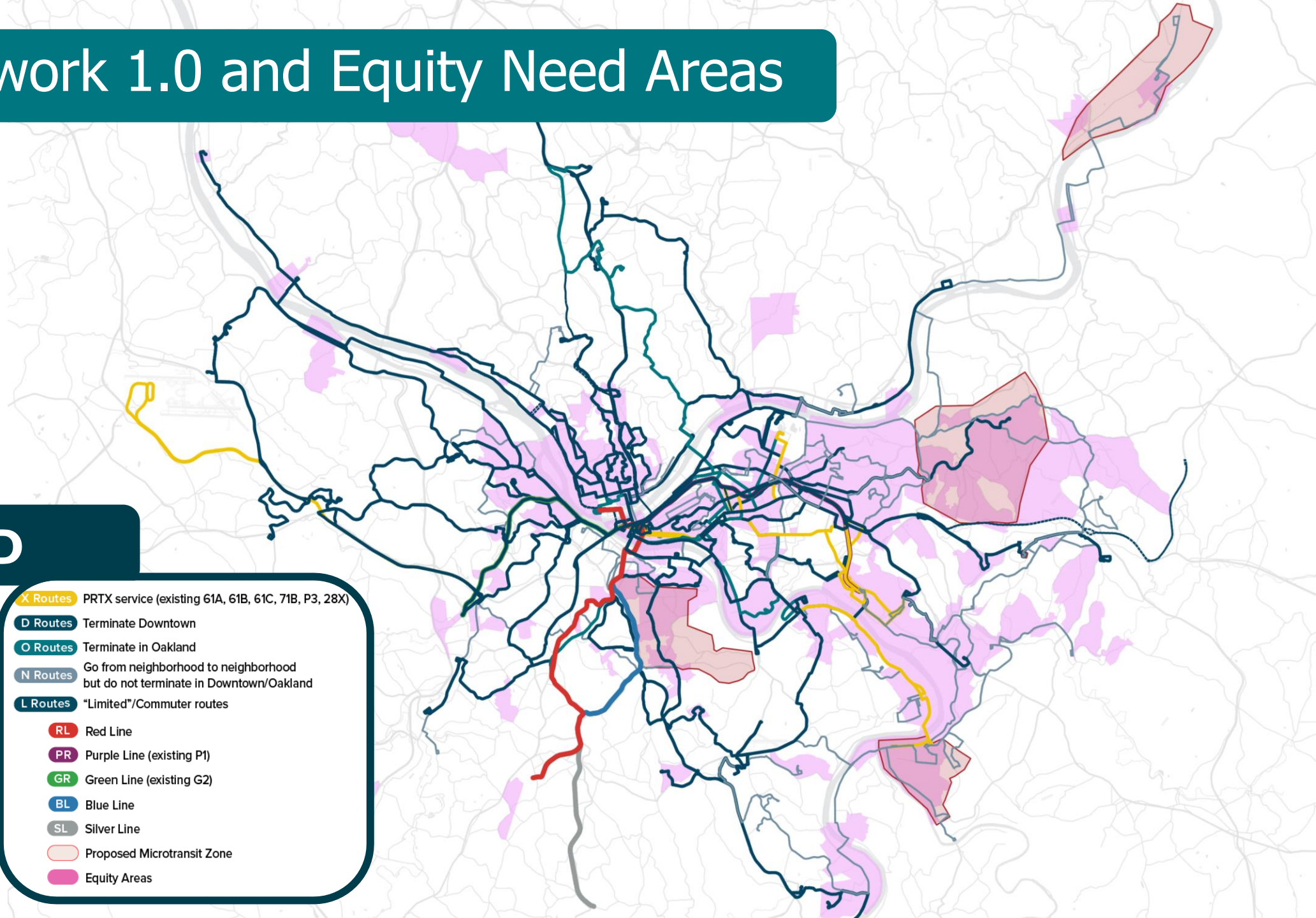
Consistent trip frequencies that are easier for riders to know when their bus will arrive.

Better use of busways as all bus routes using the busways will make all stops.

Draft Network 1.0 and Equity Need Areas

LEGEND

- X Routes** PRTX service (existing 61A, 61B, 61C, 71B, P3, 28X)
- D Routes** Terminate Downtown
- O Routes** Terminate in Oakland
- N Routes** Go from neighborhood to neighborhood but do not terminate in Downtown/Oakland
- L Routes** "Limited"/Commuter routes
- RL** Red Line
- PR** Purple Line (existing P1)
- GR** Green Line (existing G2)
- BL** Blue Line
- SL** Silver Line
- Proposed Microtransit Zone**
- Equity Areas**



Lower and Central Lawrenceville



- **D81:** connects Lawrenceville to Sharpsburg, Aspinwall, the Waterworks, Bloomfield, Oakland, the Hill District, and Downtown
- **D87:** connects Lawrenceville to Downtown, the Strip District, Stanton Heights, Highland Park, and East Liberty
- **D91:** similar to current 91 but will terminate at the Pittsburgh Zoo instead of across the river
- **O3:** connects Lawrenceville to Bloomfield, Oakland, Millvale, Ross Park Mall, Ross, and McCandless
- **N94:** similar to current 64 but will terminate in Millvale and will serve East Liberty

Morningside/Stanton Heights/Upper Lawrenceville



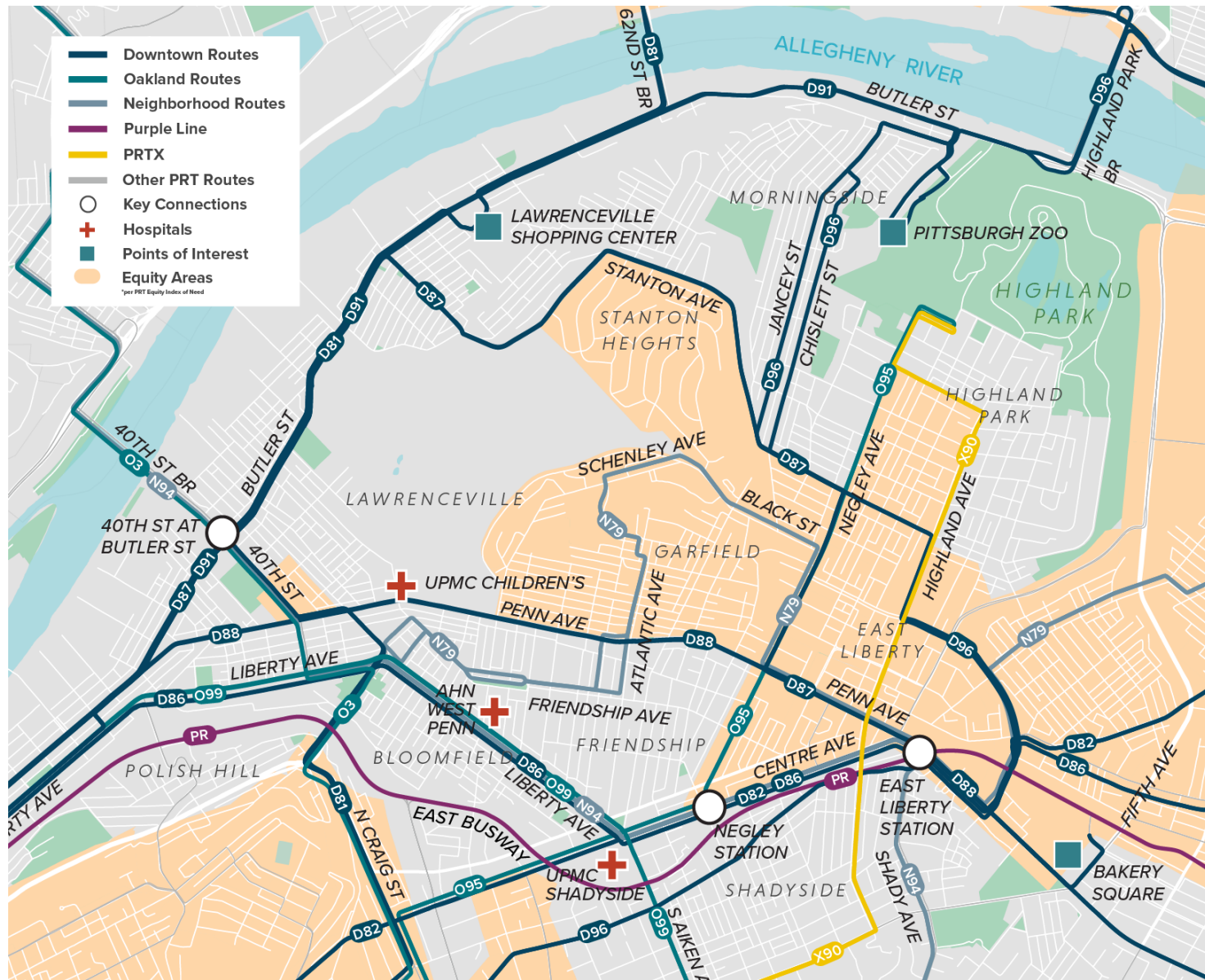
- **D81:** connects Lawrenceville to Sharpsburg, Aspinwall, the Waterworks, Bloomfield, Oakland, the Hill District, and Downtown
- **D87:** connects East Liberty to Downtown via Highland Park, Stanton Heights, Lawrenceville, and the Strip District
- **D91:** similar to current 91 but will terminate at the Pittsburgh Zoo instead of across the river
- **D96:** similar to current 75 but terminates Downtown
- **O95:** routing is identical to current 71A

Bloomfield/Garfield/Friendship



- **D81:** connects Waterworks to Downtown via Aspinwall, Sharpsburg, Lawrenceville, Bloomfield, Oakland, and the Hill District
- **D82:** routing is identical to current 82
- **D86:** similar to current 86 but extends to Penn Hills
- **D88:** similar to current 88 but extends to Wilkinsburg
- **O3:** Oakland to McCandless via Bloomfield
- **O95:** routing is identical to current 71A
- **O99:** Oakland to North Side via Bloomfield
- **N79:** some routing similar to current 89 but extends to Bloomfield and East Hills
- **N94:** similar to current 64 but will terminate in Millvale and serve East Liberty
- **Purple:** routing is identical to current P1

Equity Areas and Draft Service Proposals



- High equity areas include Stanton Heights, Garfield, and East Liberty
- D87 will provide more frequent service to Stanton Heights, a more direct Downtown connection, and new connection to East Liberty
- N79 will provide more frequent service to Garfield, will provide new connection to Bloomfield/West Penn Hospital
- East Liberty Station will benefit from increased Purple Line frequency, improving transfer opportunity for residents in the surrounding neighborhoods

Key Metrics for Draft Network 1.0

Goal

Improve Service Quality and Reliability

- ✓ Increase from 25 to **43 routes providing 30 minute or better service frequency**
- ✓ Over **400,000 residents** have access to **30-minute or better service** – a **27% improvement**
- ✓ Reduction of long routes, over 20 miles in length – **by 50%**

Goal

Prioritize Equitable Investment

- ✓ **143,000 residents** in equity communities* have access to 30-minute or better service – a **32% improvement**
- ✓ Nearly **340,000 job locations** have access to **30-minute or better service** - an improvement of nearly **35,000 jobs**

Goal

Expand Connections

- ✓ Over **605,000 residents** have **access to transit** – an improvement of over **35,000 people**
- ✓ Over **230,000 residents** have a **one-seat ride to Oakland** - an improvement of nearly **21,000 people**
- ✓ **99.4%** of current PRT riders continue to have access to fixed route service within ¼ mile from their home

Metrics shown above based on service proposed during the midday on weekdays.

*Equity communities as measured by PRT's 2019 Equity Index of Mobility Need.

Route Classification & Naming Draft Proposal

P R T

Core Service



LRT



Busways



Inclines

Frequent/Upgraded On-street Service



PRTX

Standard Service



Standard
Downtown
Service



Standard
Oakland
Service



Limited
(Commuter)



Neighborhood
Connector

Engagement

9/30/2024 through 2/15/2025

- **Route maps** Existing vs. Proposed changes
- Interactive **online map**
- Printed and online **surveys***
- **Social Media toolkit***
- **Signage** at Bus stops and bus wraps
- **Static Information displays**
- **FAQs** (Frequently Asked Questions) to proactively address and provide information

* Translated in Spanish

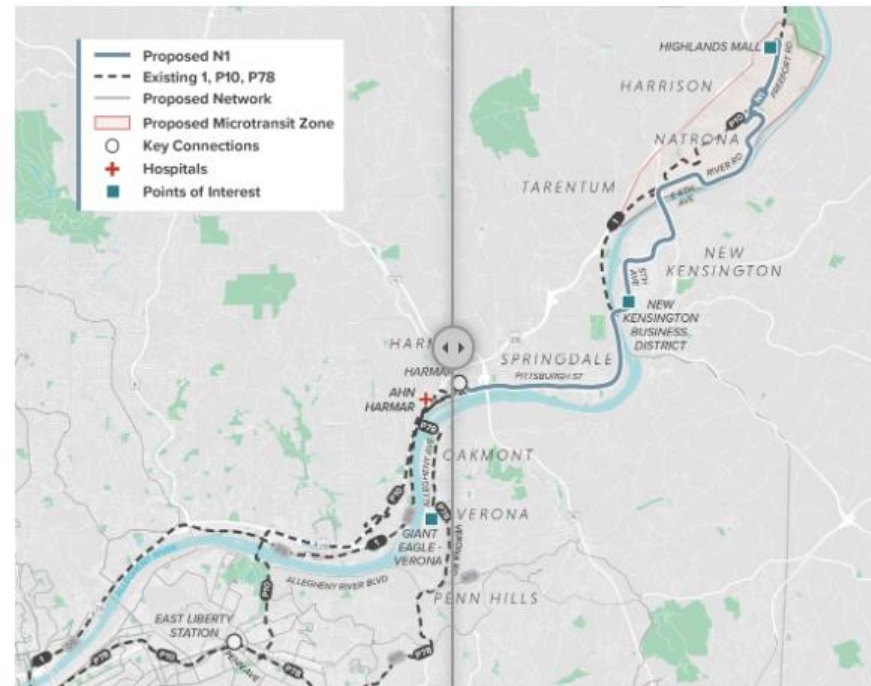
Route N1 Natrona Heights - East Liberty

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Home / Bus Line Redesign / Route N1 Natrona Heights - East Liberty

Existing: Route 1 Freeport Rd, P10 Allegheny Flyer, & P78 Oakmont Flyer

Proposed: Route N1 Natrona Heights - Downtown



Route 1 is proposed to be split into the N1 and D5 routes. Portions of the P10 and P78 routes would be incorporated into proposed route N1.

Summary of Proposed Changes

- Service between Harmar Park and Ride and Downtown via Waterworks would be provided by Route D5
- At East Liberty Station, Route N1 would connect to high frequency routes on East Busway
- Service through Laketon Heights and Blackridge in Penn Hills would be provided by Routes D86, N72, and N77
- Would add coverage through New Kensington and Arnold and connect the upper Allegheny Valley with Oakmont and Verona
- Would add new weekend service for Oakmont and Verona
- Would improve on-time performance by connecting with the East Busway at East Liberty Station instead of a longer trip to Downtown

Key Destinations

- Highlands Mall + Walmart
- New Kensington Business District
- Giant Eagle Verona
- Harmar Target

Route Connections

- Harmar Park and Ride
- East Liberty Station

Summary of Hours

Weekdays

- 5 AM - 8 PM
 - Service every 30 min
- 8 PM - 4 AM
 - Service every 60 min

Saturday

Additional Materials

Engagement (cont'd)

- Public meetings: 3
- Steering Committee meetings: 1
- Elected officials' briefings: 4
- Stakeholder Advisory Group meetings: 1
- Pop-ups: 35
- Community/stakeholder meetings: 38
- Approximately 64% of the pop-up events were held in Priority Equity Areas, and many locations (such as Oakland and Downtown) were chosen to draw large numbers of people from equity communities.

What We've Heard So Far...

63,590

Visitors to the website

8,793

Surveys completed

1,009

Comments collected at pop-ups & meetings

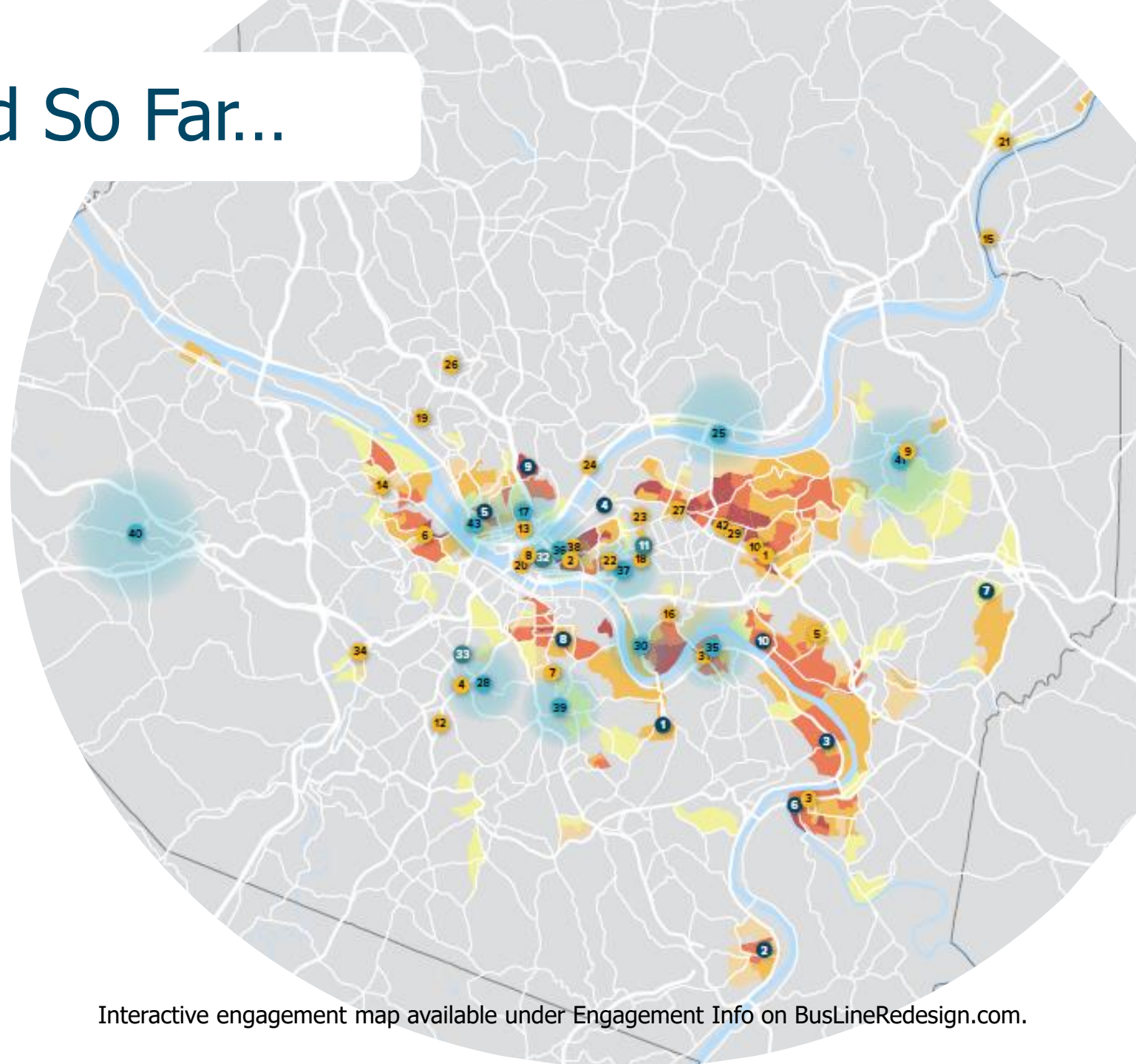
1949

Interactions at pop-ups

850

Interactive Map comments

41 Additional Stakeholder Meetings





Ways To Give Input through February 15, 2025

Give comments online for Draft Network 1.0 and each proposed route at www.buslineredesign.com

Meet us at a Community meeting or a Pop-up in your community. Find a complete list at www.buslineredesign.com

Call Customer Service at 412-442-2000

Email us at buslineredesign@rideprt.org

What's Comes Next

1

Public engagement on Draft Network 1.0 from 9/30/2024 to 2/15/2024.

2

Proposed Network 2.0 release and engagement in spring 2025.

3

Hearings and board action as early as fall 2025.

4

Plan implementation with the first phase starting as early as 2026.

Visit the Stations and Provide Feedback on the Draft

Stations Set Up by Travel Corridor!

- Share route changes or modifications that are important for you or this community.
- Identify any missed key destinations.
- Thoughts on how the proposed frequency and hours of service may impact you or this community.
- Any general comments or concerns.



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Pittsburgh Regional Transit

www.BusLineRedesign.com

Contact:

BusLineRedesign@rideprt.org