

# Bus Line Redesign

**Phase 2 Public Meeting**  
April 16, 2024



Pittsburgh Regional Transit





# Agenda

## Overview and Timeline

### Phase 1: Key Findings

### Phase 2: Network Concept Development

### Next Steps and Discussion



# Project Intent

## Comprehensive study of the bus network

- Consider improvements across many routes
- Priority project from NEXTransit long-range plan

## Update based on today's needs

- Respond to post-pandemic travel patterns
- Other recent challenges
- Start process of more regular updates

## Improve the bus network to:

- ❑ Promote ridership
- ❑ Provide better access to frequent transit
- ❑ Create a simpler bus network
- ❑ Promote equity





# Project Overview and Timeline

Phase 1: What are we trying to accomplish?

*Existing Conditions Analysis*

Phase 2: What have we learned?

*Market Analysis + Concept Development*

Phase 3: How can we get there?

*Network Concept Evaluation*

Phase 4: Did we get it right?

*Final Network*

JUL AUG SEP OCT NOV DEC

2024

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

2025

JAN FEB MAR APR

Stakeholder Engagement

Public Engagement





# Phase 1 Key Findings

## State of the System





# State of the System Overview



**Service Coverage:** Population and jobs with access to transit by day of the week, including access to frequent transit service.



**Ridership Counts:** At the system, route, and stop level to determine ridership activity by geographic area and time of day.



**On-Time Performance:** Route on-time performance characteristics by service category.



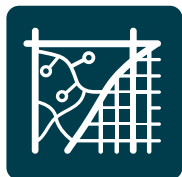
**Route Transfers:** System and route level transfer activity, including identification of critical route-to-route transfer movements.



**Public Input:** Route and geographic areas where additional and new transit services are being requested.

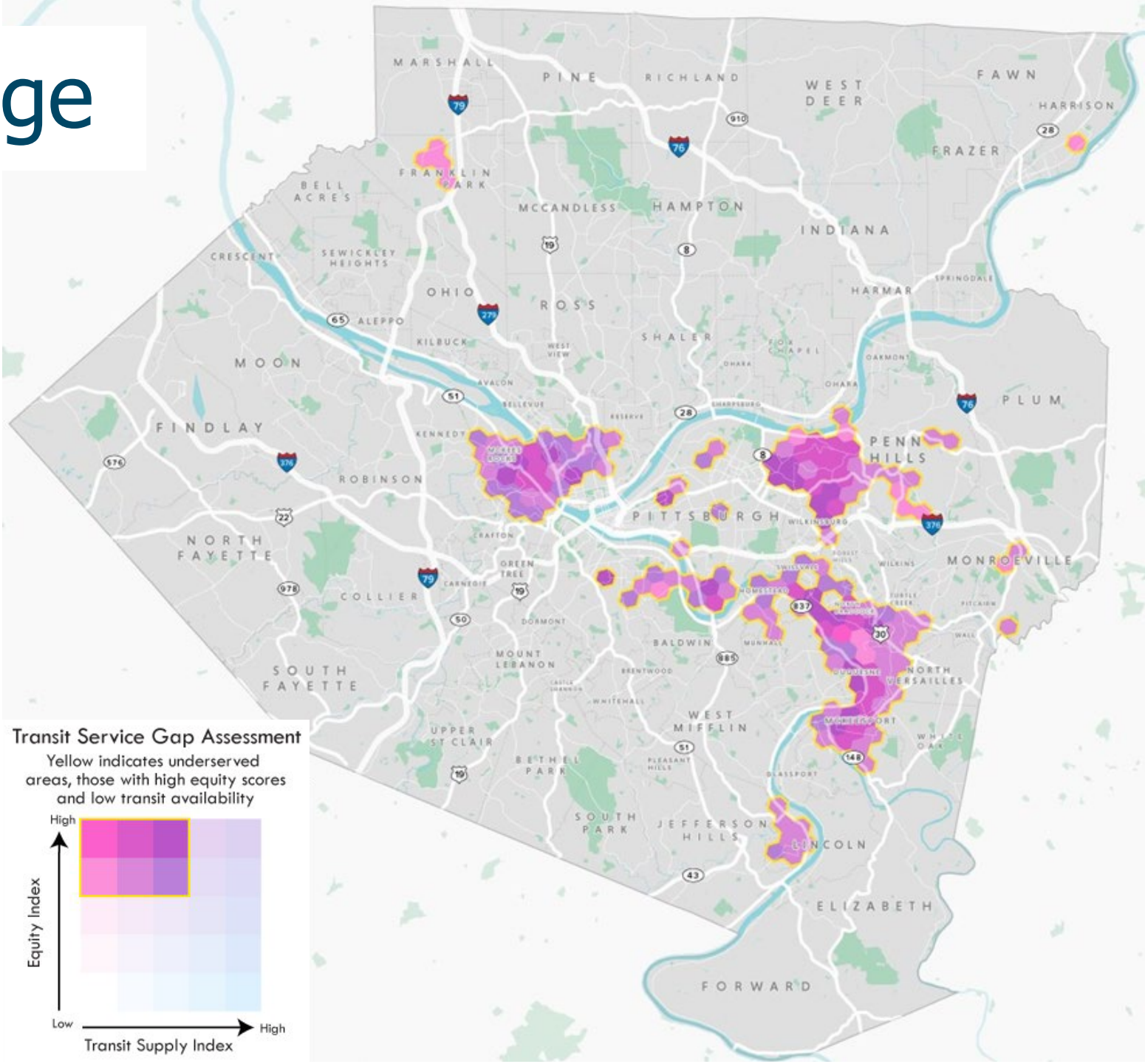


# Service Coverage



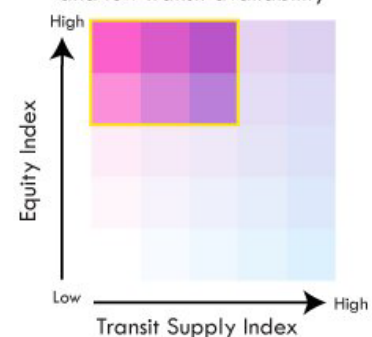
## Communities identified through Equity Index of Mobility Need:

McKees Rocks  
Marshall-Shadeland and Perry South  
The Hill District  
Hazelwood  
Mt Oliver  
Lincoln-Lemington-Belmar, Lincoln Park, and Nadine  
Homestead, Swissvale, and North Braddock  
Duquesne  
McKeesport  
Clairton  
Parts of Penn Hills  
Parts of Monroeville



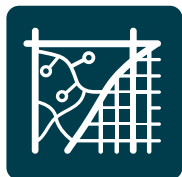
### Transit Service Gap Assessment

Yellow indicates underserved areas, those with high equity scores and low transit availability



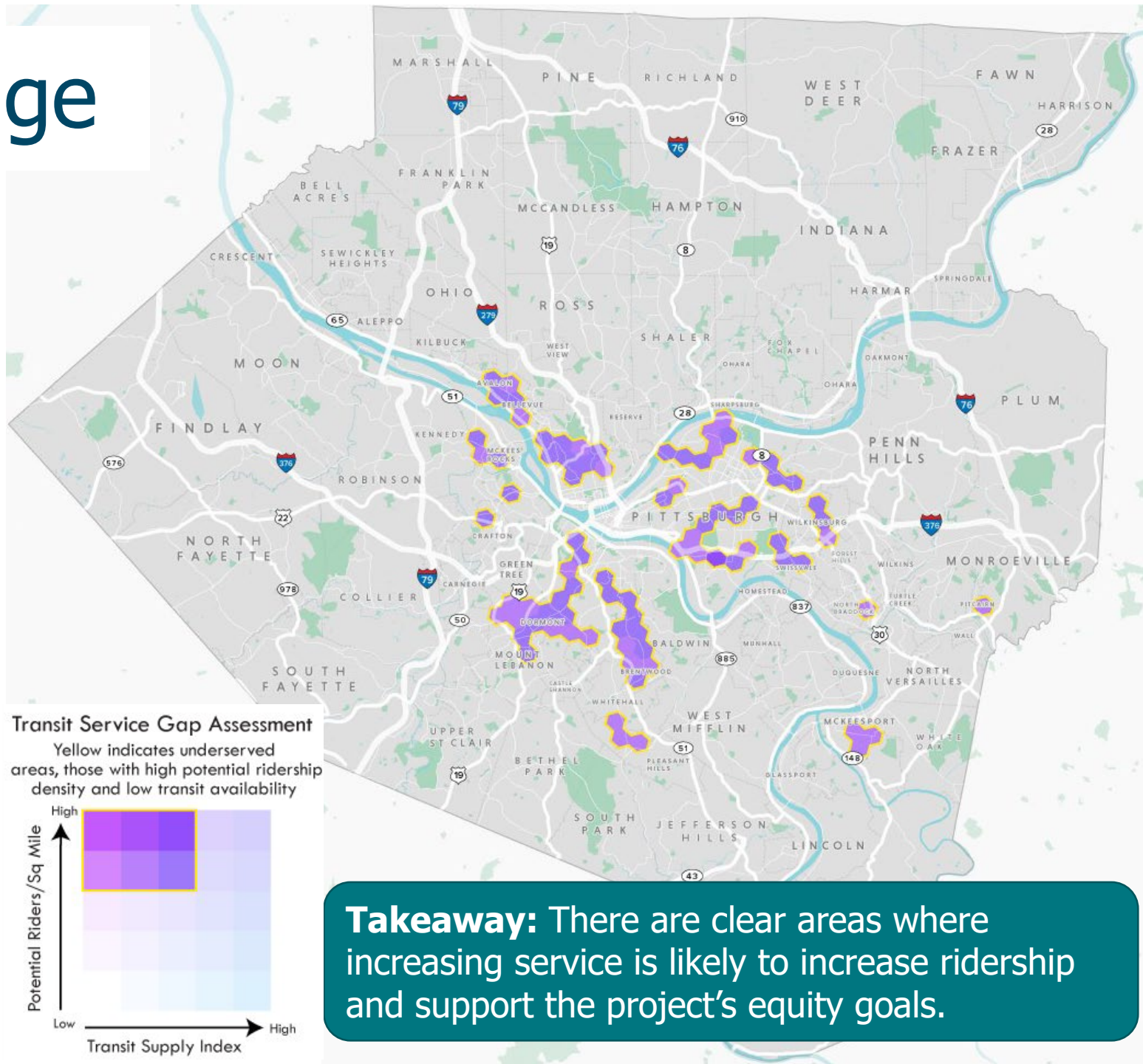


# Service Coverage



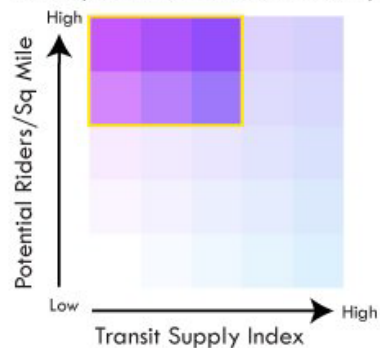
## Communities identified through Transit Propensity tool:

McKees Rocks  
Avalon and Bellevue  
Carrick and Brentwood  
Beechview and Dormont  
Hill District  
Morningside and Lawrenceville  
Greenfield  
Swissvale  
Homewood  
Wilkinsburg  
McKeesport



### Transit Service Gap Assessment

Yellow indicates underserved areas, those with high potential ridership density and low transit availability



**Takeaway:** There are clear areas where increasing service is likely to increase ridership and support the project's equity goals.



# Ridership Recovery

- Post-pandemic, **mid-day** and **weekend** ridership has **recovered at a greater rate** than weekday peak periods (6-9 a.m. and 3-6 p.m.).
- **16%** of **frequent service** routes (15-min or better) operate **only** during these weekday **peak** hours.



**Takeaway:** Increase bus service during the middle of the day, in the evenings, and on weekends, potentially through reallocation of resources from weekday peak services.



# On-Time Performance

- Most routes do not meet PRT standards and OTP is below peer systems.
- OTP degrades throughout the day but improves in the evening.
- OTP can be challenging on long routes.
- 20+ PRT routes are 20 miles or more in length



**Takeaway:** Identify opportunities to improve system on-time performance through new route designs (such as shorter routes), identification of low-cost capital improvements and route schedule adjustments.



# Route Transfers

- Nearly 85% of weekday revenue hours operate to/from Downtown Pittsburgh.
- Creates one seat rides to Downtown but transfers required for crosstown trips.
- Oakland is the second largest market with over 30% of weekday revenue hours. Strong east-west transit service but limited from the north and south.



**Takeaway:** Identify opportunities to reallocate service to non-Downtown destinations throughout the region. Consider route turn backs at busway and rail stations to provide resources for new and expanded crosstown services.



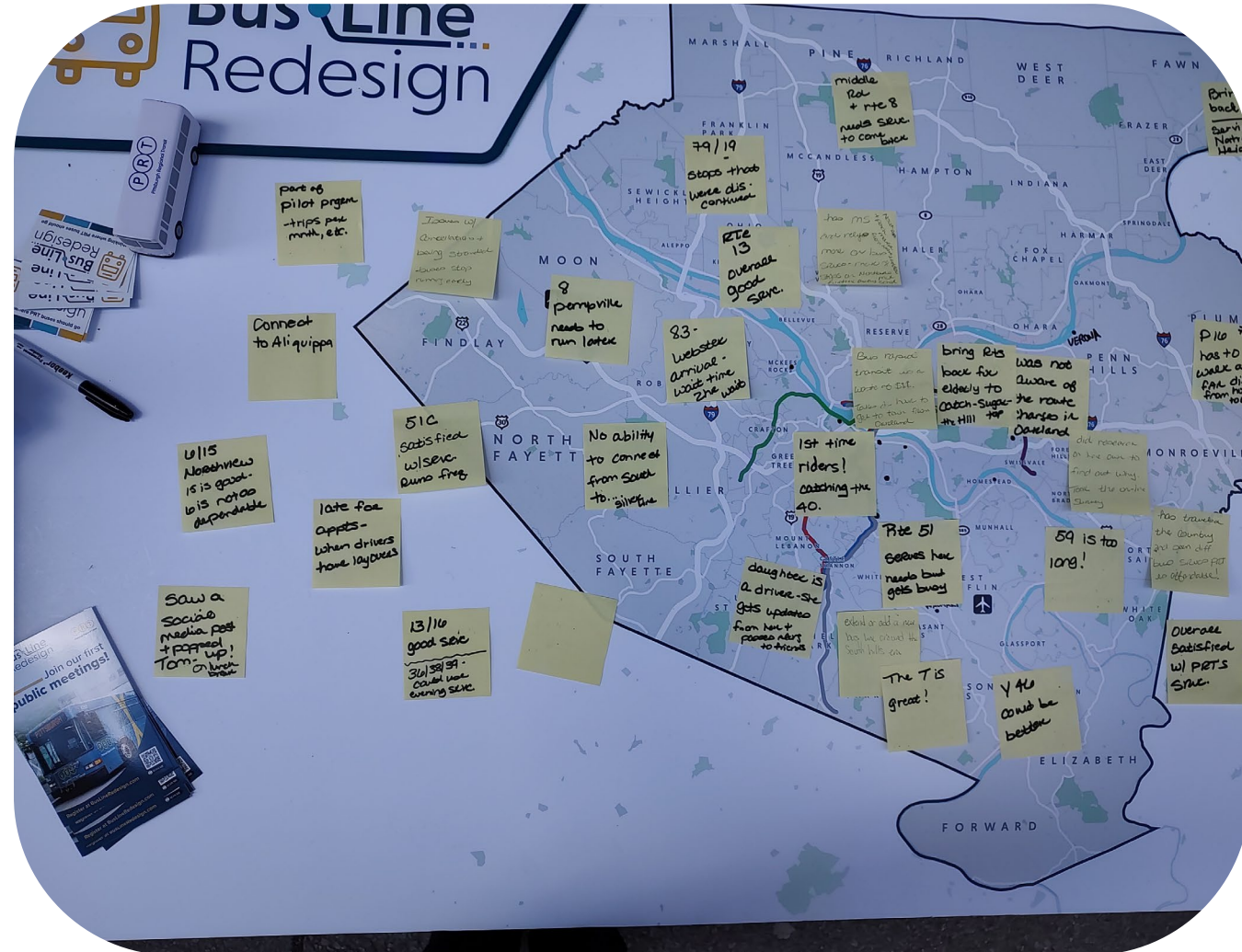
# Phase 1 Key Findings Public Engagement





# Places and Spaces We Gathered Input

- Previous Planning Studies
- Operator Feedback
- Transit Service Requests
- Steering and Stakeholder Committees
- General Public
  - **2,158** online surveys
  - **500** comments at pop-ups
  - **90** attendees at public meetings







# Operator Feedback

## Connections

More crosstown routes  
Connect E/W Busways  
Direct routes north to south  
Bus routes to light rail and busways

## Scheduling

More realistic run times to improve OTP  
Changing rider habits – not as consistent (days/times) as pre-pandemic

## New Hubs

Oakland should be a major transit hub

## Increase Frequency

Express routes from Park & Rides to destinations  
More buses during school hours (mornings/afternoons)

## Transfers

Locations should be safe and comfortable  
Better timed connections

## Regional Network

Need better connections with other transit operators in our region





# Service Requests – Top Routes

## P13

Restore service to the East Busway

## Route 1

Extend service to Highlands Mall and Harrison Hills Park

## Route 88

Extend service to Wilkinsburg Station on East Busway

## Route 29

Modify alignment to McDonald, Settlers Ridge and Steubenville

## Route 8

Extend service to include McCandless Park & Ride and/or Pines Plaza

## Route 75

Extend service to Hazelwood Green, Glen Hazel, Greenfield and RIDC Park

**Weekend Service**

P78, Y45, Y47





# Public Feedback

## Key Destinations

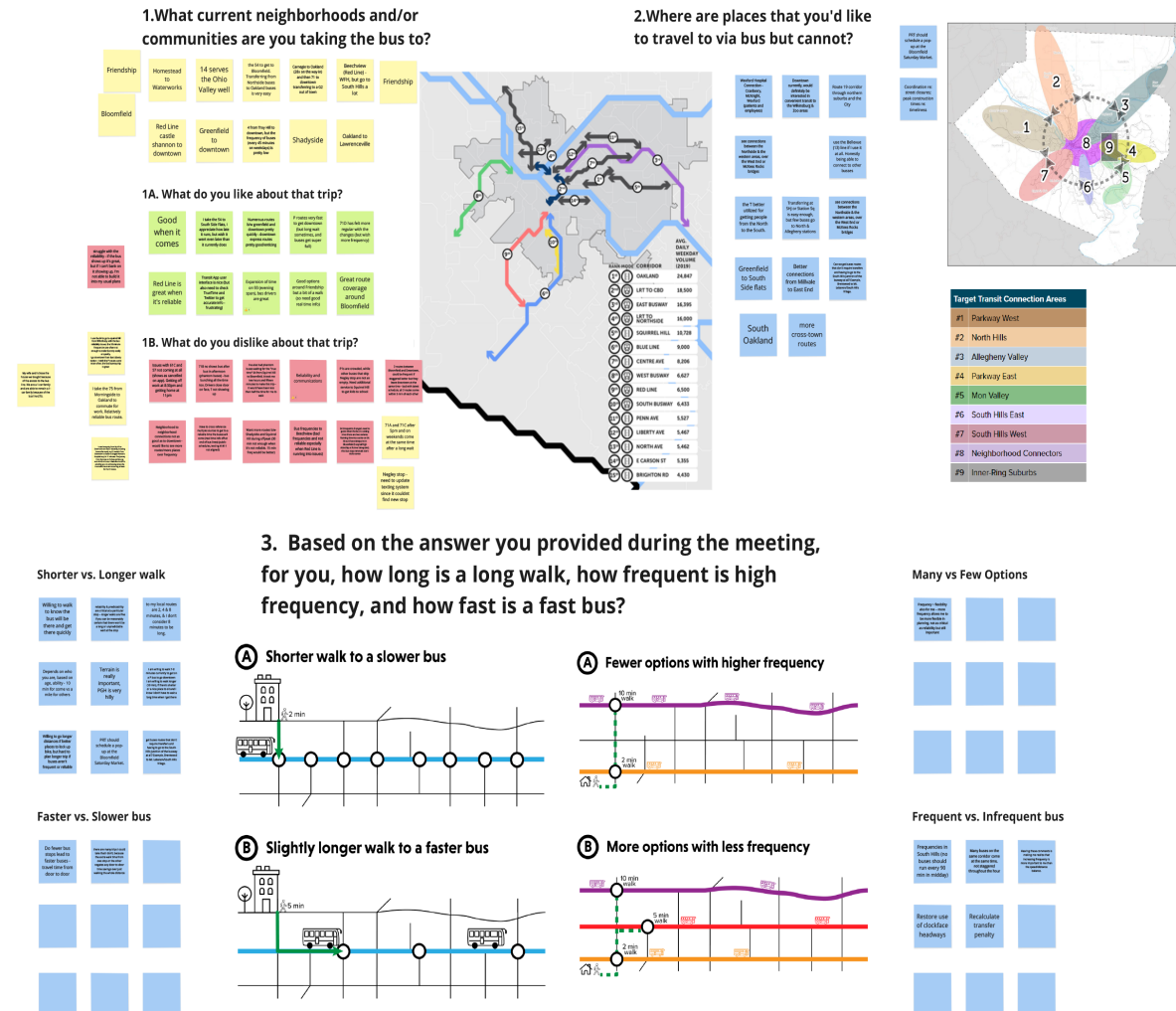
Improve service to the Airport and Oakland from throughout the region

## Neighborhoods

Inter-neighborhood connections (outside of Downtown) need to be improved

## Variety of Trip Types

People use transit as much for shopping and recreation as for work







# Public Feedback

## Busways and Rail

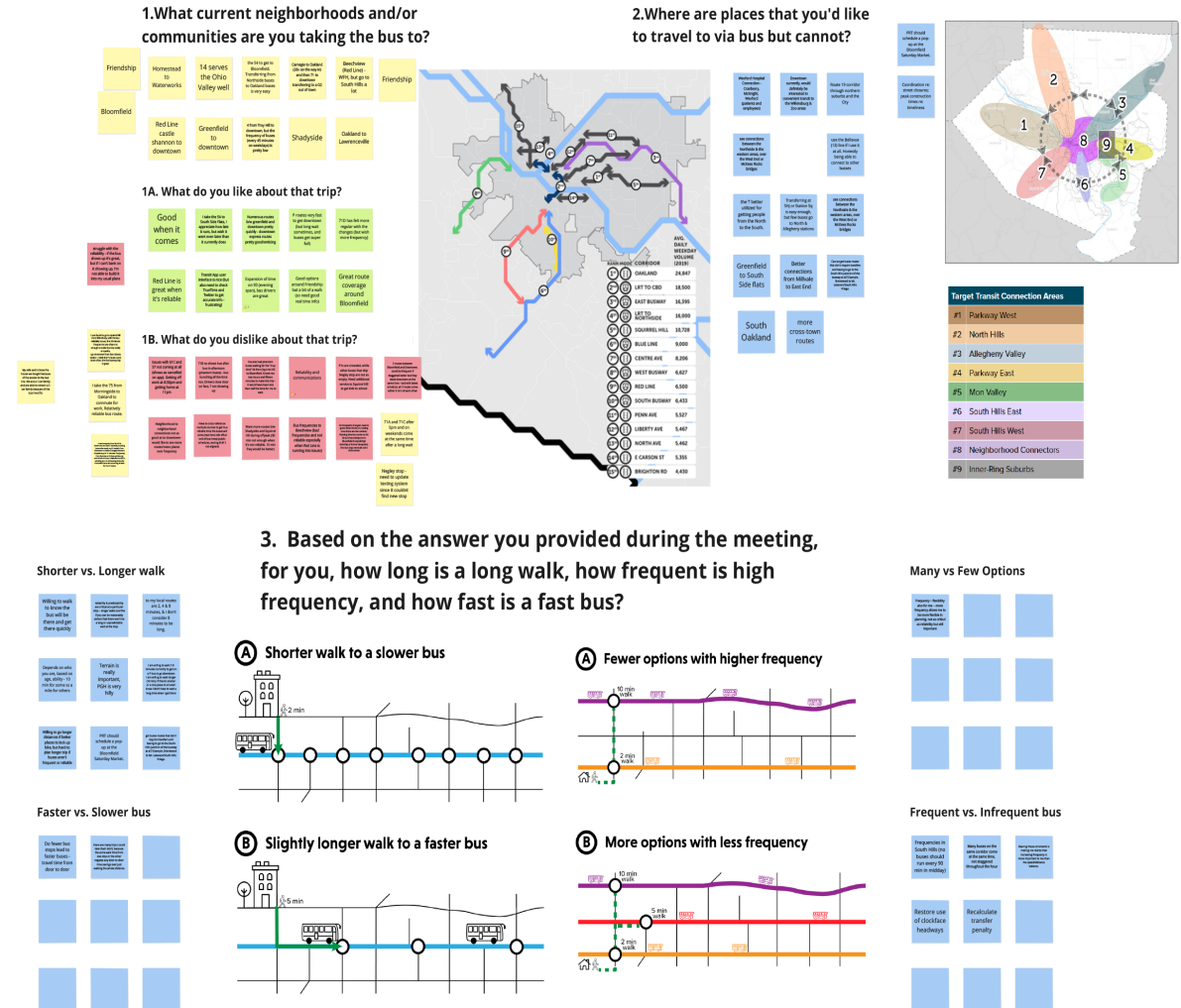
Better utilize fixed guideways by improving frequency, connections, and wayfinding

## Reliability

Improve frequency and reliability which are lacking in today's system

## Longer Walks

Slight preference for longer walks to routes that are more frequent and provide access to more places





# Phase 2: Concept Development





# Network Design Guiding Principles

- **Rebalance system** hours to reflect recent changes in transit service demand
- **Expand service** in areas identified as having unmet transit service needs
- **Provide more frequent service** along transit-supportive corridors
- **Propose new crosstown services** or increase frequency
- **Consider on-demand** options in areas with low transit-supportive densities
- **Address on-time performance** and service reliability issues





# Budget Assumptions

- **Cost neutral** within agency's current resources
- **Prepare potential for changes** in future funding – includes estimates for adding service if more funding can be made available, as well as a backup plan should funding be reduced
- **Use evaluation metrics** tied to project goals



# Potential Tradeoffs and Priorities

## Frequency and Span



More frequent service for a shorter time



Less frequent service for a longer time

## Days of Service



Less weekday and more weekend service



More weekday and less weekend service

## Stop Spacing



Many stops, slower service, shorter walking



Fewer stops, faster service but longer walking

## Coverage



Less frequent service to more areas



More frequent service to fewer areas

## Service Type



Emphasize local bus network



Emphasize commuter bus network

## Service Distribution



Geographic distribution



Service to areas with most need

## Transfers



More routes, less frequency but fewer transfers



Fewer routes, more frequency, but more transfers

## Directness



Less direct & slower service, shorter walks



More direct & faster service, longer walks

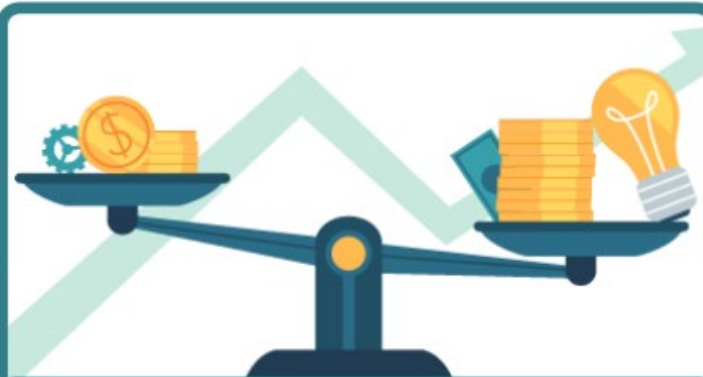


# Project Goals



## **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.



# Next Steps





# Phase 2 Activities

## Spring

- Steering Committee meeting ✓
- Regional transit operators meeting with SPC ✓
- Elected officials' briefing ✓
- Stakeholder Advisory Group meeting ✓
- Online public meeting ✓
- Stakeholder focus groups
- Series of internal Technical Advisory Group meetings to review ideas for changes and develop draft network concept





# Phase 3 Activities

## **Summer**

- Internal review of the draft network concept with operators, leadership, and board

## **Fall and Winter**

- Introduce draft network concept to public
- Public meetings, online open house, pop-ups, community meetings
- Refinement of the draft concept to prepare for Phase 4





# Bus Line Redesign



Pittsburgh Regional Transit

[www.BusLineRedesign.com](http://www.BusLineRedesign.com)