



Bus Line Redesign

Elected Officials Briefing
March 22, 2024





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

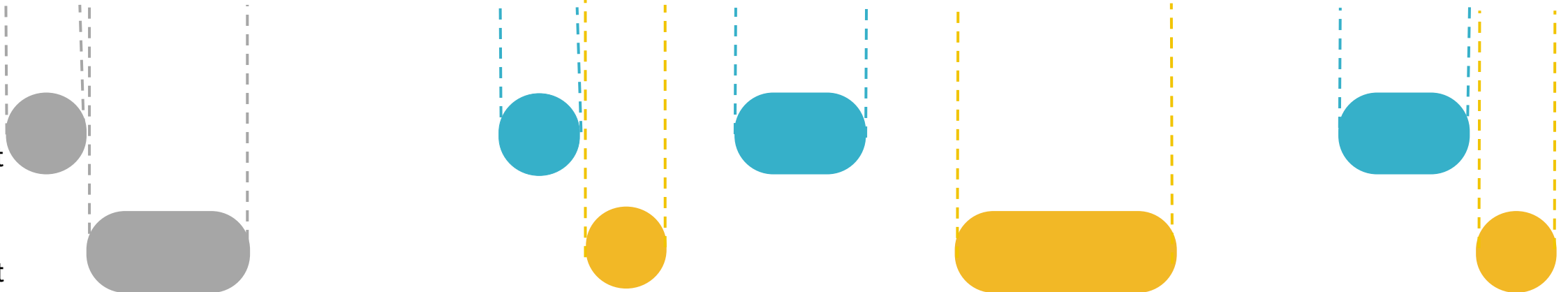
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Stakeholder Engagement

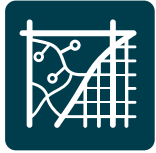
Public Engagement



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.

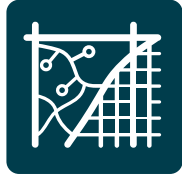


On-Time Performance: Route on-time performance characteristics by service category.



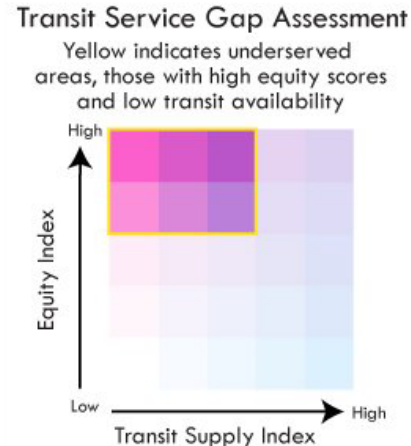
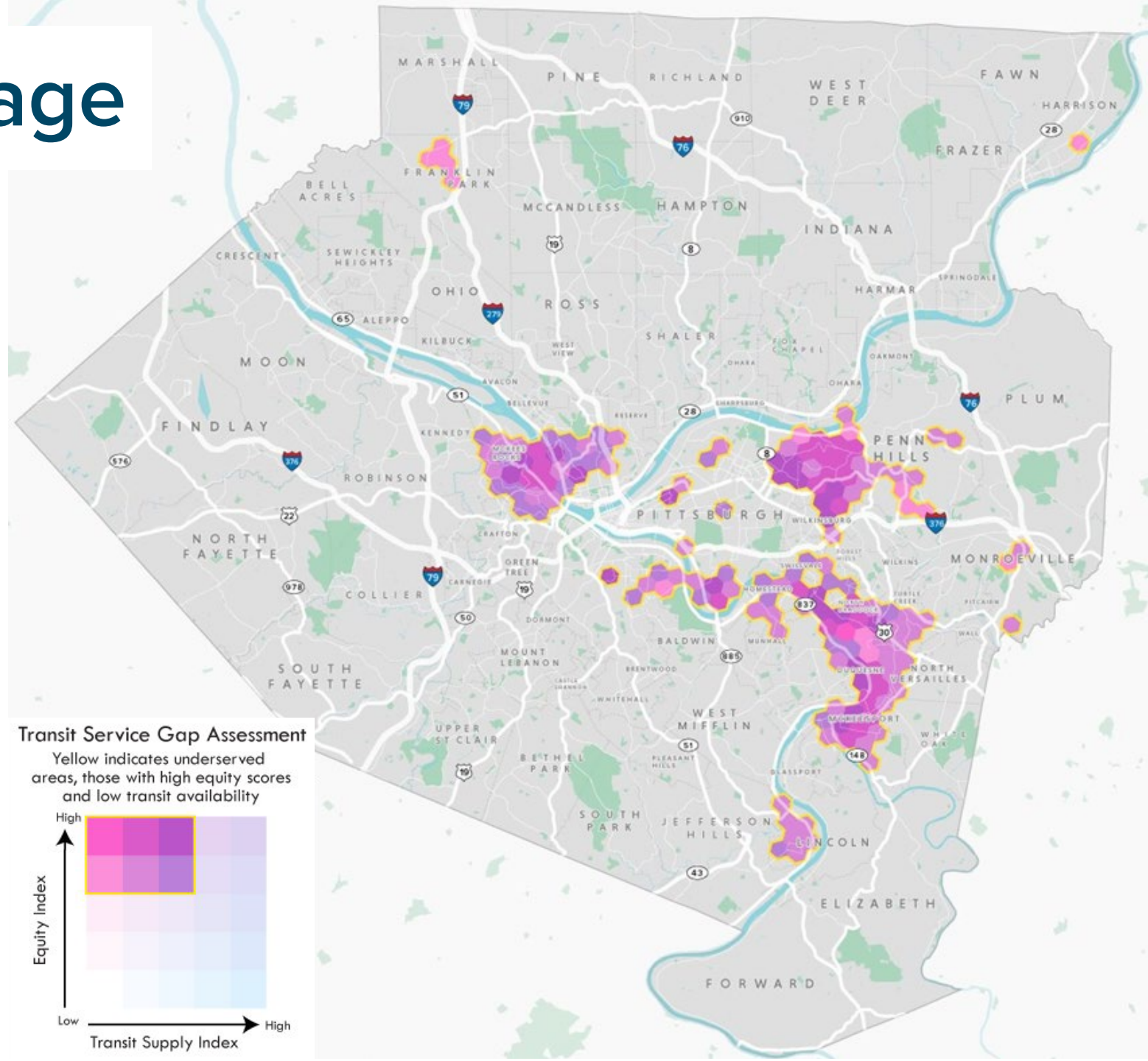
Route Transfers: System and route level transfer activity, including identification of critical route-to-route transfer movements.

Service Coverage

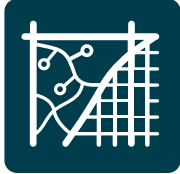


Communities identified through Equity Index of Mobility Need:

- 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

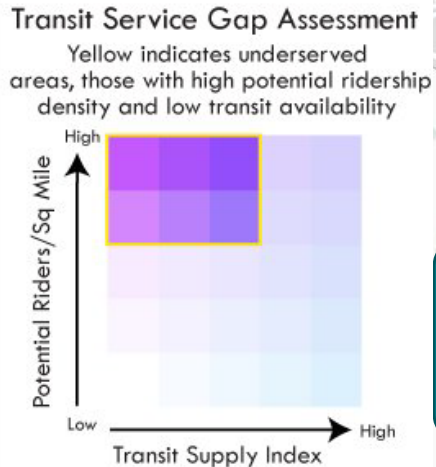
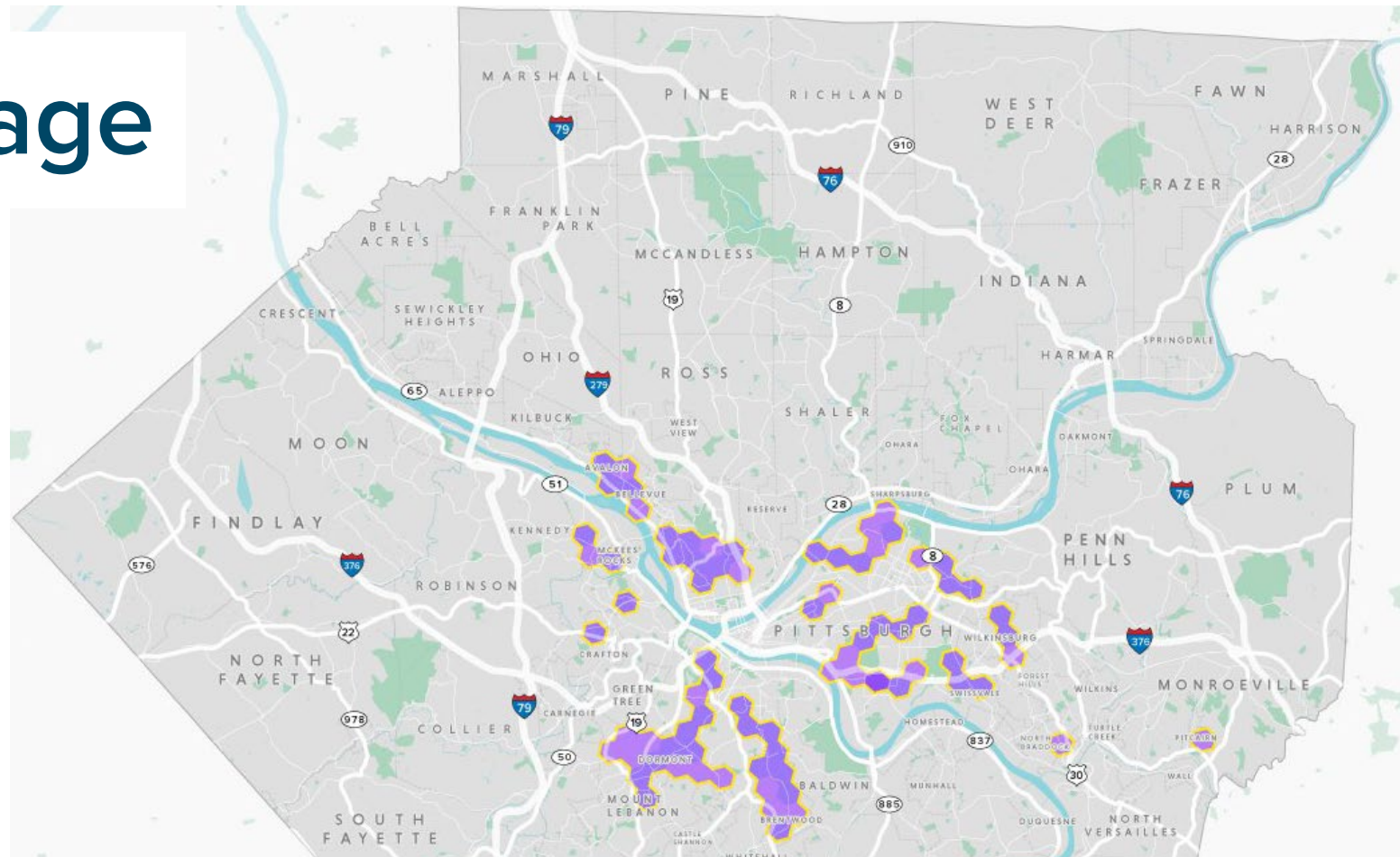


Service Coverage



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



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

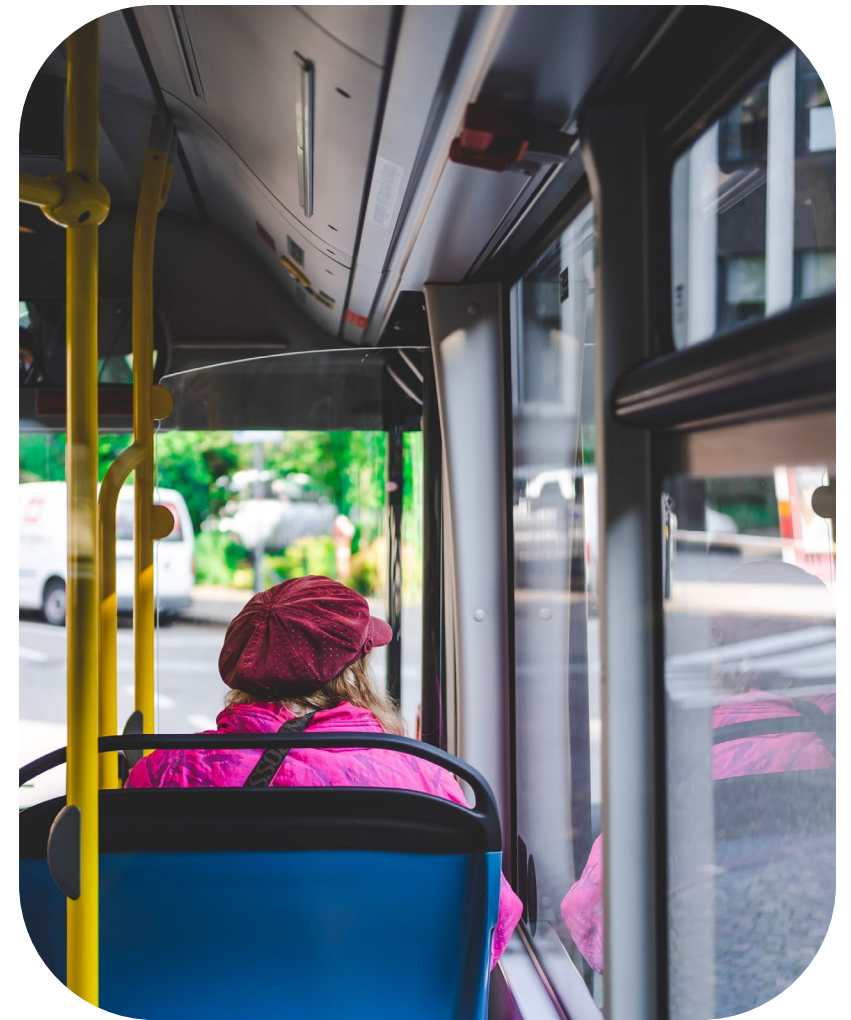


Takeaway: Identify opportunities to improve system on-time performance through new route designs (such as shorter routes), identification of low-cost capital improvements and route schedule adjustments.



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





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

1. What current neighborhoods and/or communities are you taking the bus to?

Friendship
Homeside to Waterworks
14 serves the Ohio Valley well
14 serves the Airport
14 serves the Airport
14 serves the Airport
14 serves the Airport
14 serves the Airport

Friendship
Homeside to Waterworks
14 serves the Ohio Valley well
14 serves the Airport
14 serves the Airport
14 serves the Airport
14 serves the Airport

2. Where are places that you'd like to travel to via bus but cannot?

1. Parkway West
2. North Hills
3. Allegheny Valley
4. Parkway East
5. Mon Valley
6. South Hills East
7. South Hills West
8. Neighborhood Connectors
9. Inner-Ring Suburbs

1A. What do you like about that trip?

Good when it comes
Red Line is great when it's reliable
Great route coverage throughout the region

1B. What do you dislike about that trip?

Dislike about that trip
Longer walk to bus stops
Limited route coverage in some areas

3. Based on the answer you provided during the meeting, for you, how long is a long walk, how frequent is high frequency, and how fast is a fast bus?

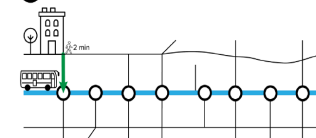
Shorter vs. Longer walk

Shorter vs. Longer walk
Longer walk to bus stop
Shorter walk to bus stop

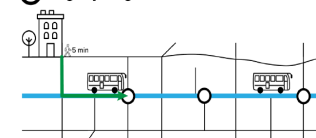
Faster vs. Slower bus

Faster vs. Slower bus
Faster bus
Slower bus

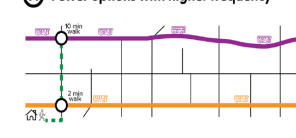
A Shorter walk to a slower bus



B Slightly longer walk to a faster bus



A Fewer options with higher frequency



B More options with less frequency



Many vs Few Options

Many vs Few Options
Many options
Few options

Frequent vs. Infrequent bus

Frequent vs. Infrequent bus
Frequent bus
Infrequent bus



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

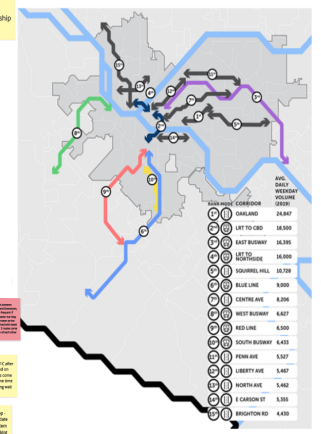
Longer Walks

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

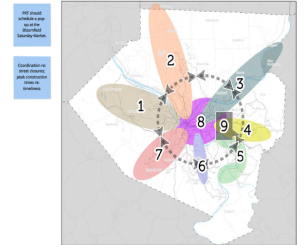
1. What current neighborhoods and/or communities are you taking the bus to?



2. Where are places that you'd like to travel to via bus but cannot?



Handwritten notes and feedback related to bus routes, including suggestions for better connections and more frequent service.



- Target Transit Connection Areas
- #1 Parkway West
- #2 North Hills
- #3 Allegheny Valley
- #4 Parkway East
- #5 Mon Valley
- #6 South Hills East
- #7 South Hills West
- #8 Neighborhood Connectors
- #9 Inner-Ring Suburbs

1A. What do you like about that trip?

Good when it comes: Handwritten feedback such as 'I like the frequency' and 'it's easy to get on'.

1B. What do you dislike about that trip?

Handwritten feedback such as 'it's slow' and 'it's unreliable'.

3. Based on the answer you provided during the meeting, for you, how long is a long walk, how frequent is high frequency, and how fast is a fast bus?

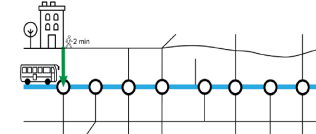
Shorter vs. Longer walk



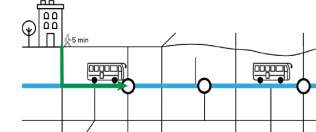
Faster vs. Slower bus



A Shorter walk to a slower bus



B Slightly longer walk to a faster bus



A Fewer options with higher frequency



B More options with less frequency



Many vs Few Options



Frequent vs. Infrequent bus



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
- **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

Service Type



Emphasize local bus network



Emphasize commuter bus network

Days of Service



Less weekday and more weekend service



More weekday and less weekend service

Service Distribution



Geographic distribution



Service to areas with most need

Stop Spacing



Many stops, slower service, shorter walking



Fewer stops, faster service but longer walking

Transfers



More routes, less frequency but fewer transfers



Fewer routes, more frequency, but more transfers

Coverage



Less frequent service to more areas



More frequent service to fewer areas

Directness



Less direct & slower service, shorter walks



More direct & faster service, longer walks

Next Steps and Discussion





Phase 2 Activities

Spring

- Steering Committee meeting
- Regional transit operators meeting with SPC
- Elected officials' briefing
- Stakeholder Advisory Group meeting
- Online public meeting (~April 16)
- Stakeholder focus groups
- Series of internal Technical Advisory Group meetings to review ideas for changes and develop draft network concept



Phase 3 Activities

Summer

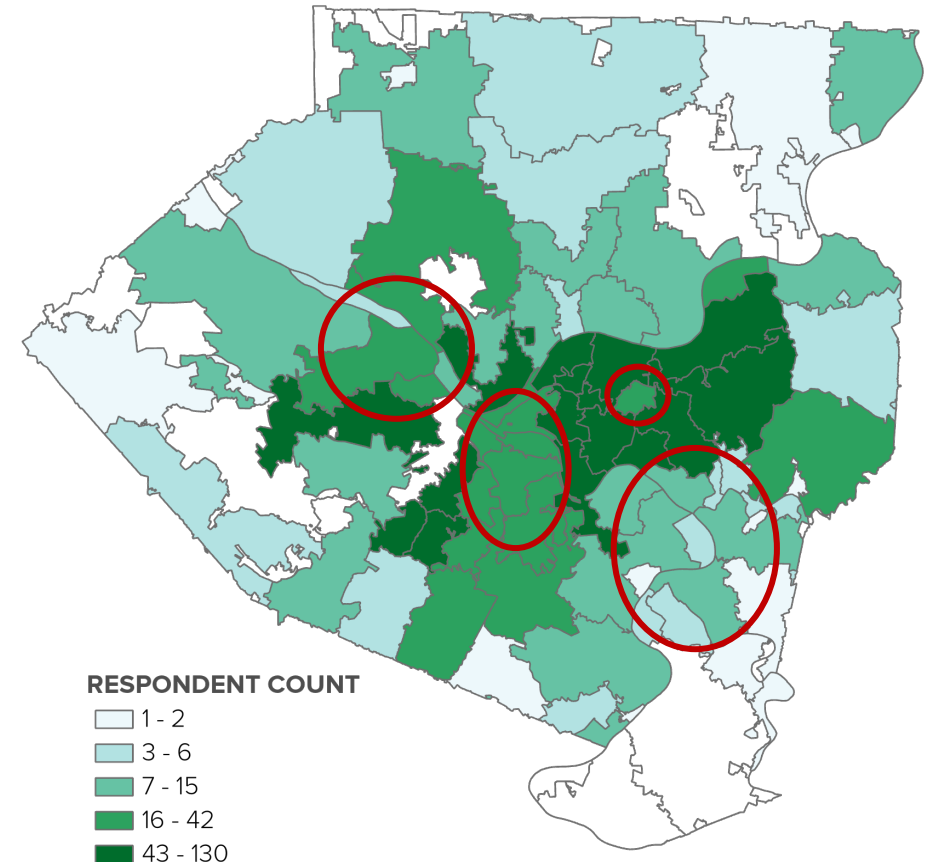
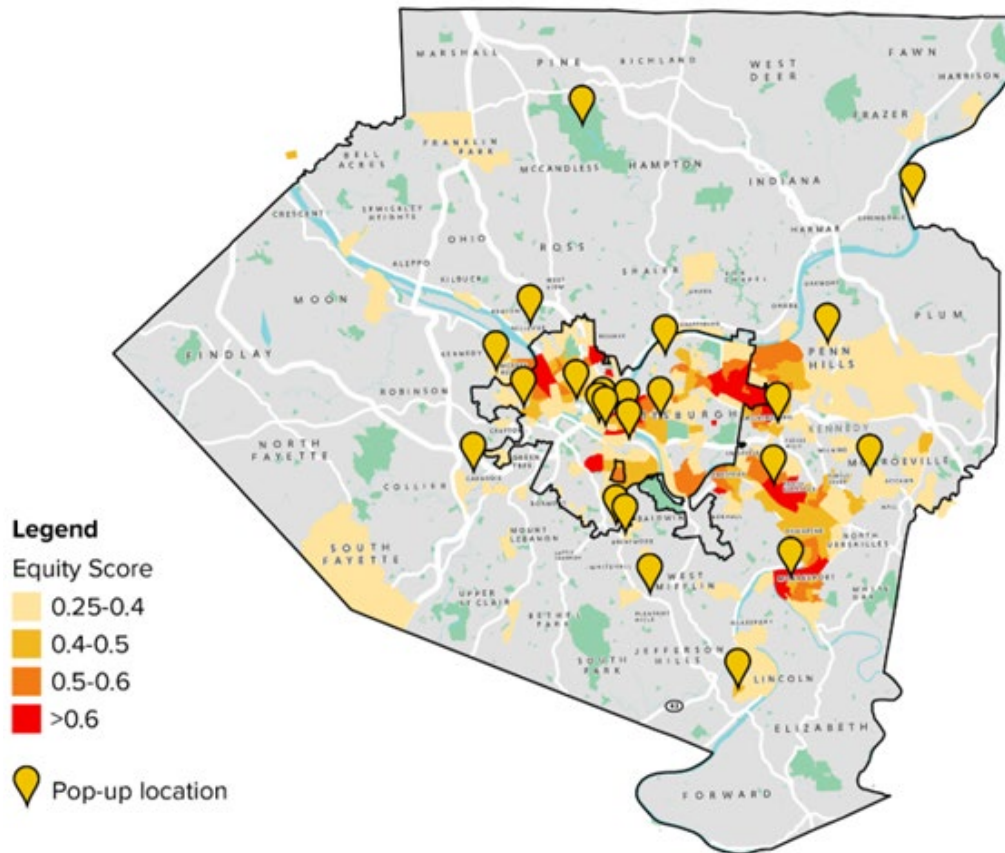
- Internal review of the draft network concept with operators, leadership, and board

Fall and Winter

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

Discussion

- What type of engagements work in your community?
- How can you help spread the word within your community?
- Tell us about opportunities for us to meet with your community...





Requests for Fall Engagement



Contact Curt Conrad

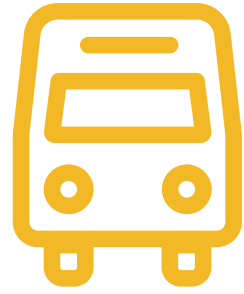
Government Affairs Liaison

Pittsburgh Regional Transit

CConrad@rideprt.org

Or complete the form on our website

<https://engage.rideprt.org/buslineredesign/engagement-request>



Bus Line Redesign



Pittsburgh Regional Transit