

Bus Rapid Transit Project Update

April/May 2018

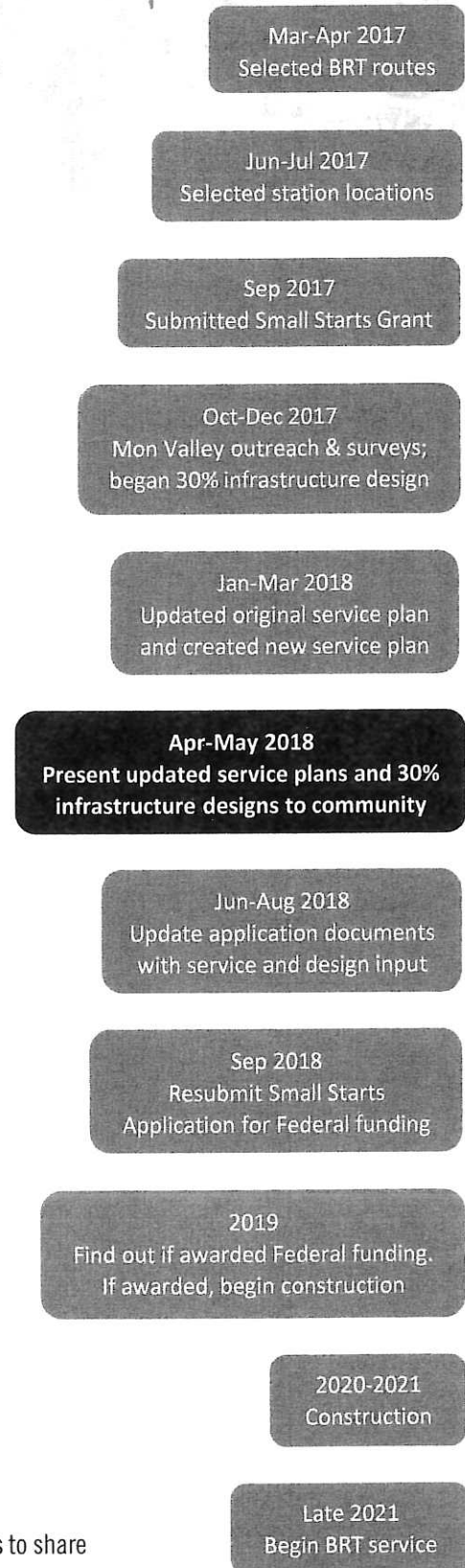
Benefits of Bus Rapid Transit

- Improved travel times
- More reliable service
- Better on time performance
- Less bus bunching
- Operating cost savings

Updated Service Options

Concept / Concern	Summer 2017 Plan	Summer 2017 Update with Express Options Plan	Frequency Preservation Plan
BRT Routes (Branded vehicles that go to Downtown)	61D, 71B, P3	61D, 71B, P3	61ABC, 71B, P3
Local Routes (Terminate in Oakland)	61ABC, 71ACD	61ABC, 71ACD	61D, 71ACD
Frequency	Reduction of about 45% on 61ABC, 71D	Reduction of about 22% on 61ABC	Similar service frequency to today on all 9 routes
Early/late night service	Hourly service early/late on 61ABC, 71D	Service span extended from 20 to 22 hours/day on 61ABC, 71ACD	Service span similar to today on all 9 routes
Downtown direct connections	Mon Valley riders lose direct service to Downtown. An estimated 2.3% of riders must transfer to get to Downtown.	All day (6am-9pm) service added to P7 and P71 routes. P71 extended to Braddock on all trips. An estimated 0.5% of riders must transfer to get to Downtown.	Almost all locations are accessible by other direct routes to Downtown. An estimated 0.03% of riders must transfer to get to Downtown.
Swissvale – Oakland rapid service	P3 terminates at Wilkinsburg Station	No change proposed	No change proposed
Connections to Waterfront shopping	61D terminates at Greenfield Giant Eagle	64 frequency increased from 30 mins to 20 mins to provide Waterfront service	61D continues to operate to Waterfront
Port Authority Internal Ranking	3rd	2nd	1st

Timeline



For more information including maps, street and station concept drawings, and opportunities to share feedback, please visit www.portauthority.org/paac/brt. Please provide feedback by May 31st.