# Bus Line ~~Redesign~~ Refresh

**Your Bus Network:** Familiar Routes, Stronger Connections

BLR Braddock Hills Community Council – March 10, 2026

# Bus Line ~~Redesign~~ Refresh

Pittsburgh Regional Transit

## What is Bus Line Refresh?

Bus Line Refresh (BLR) is an update to Pittsburgh Regional Transit's bus network that reflects how people travel today while building on what already works. Rather than a major overhaul, BLR focuses on improving reliability, frequency, seven-day service, and connectivity throughout the network.

Shaped by rider and operator feedback, BLR makes targeted improvements using our current funding and staffing. The goal is a clearer, more dependable network that better serves everyday trips and is ready to grow in the future.

## Why Bus Line Refresh — and Why Now?

Travel patterns have changed since the pandemic and over the two decades since PRT last made network-level changes. Ridership has returned more during midday, evenings, and weekends than during peak commuting hours. At the same time, some routes are underused while others are overcrowded. BLR aligns service with today's demand by introducing meaningful network-level adjustments to improve frequency, reliability, and connections across the region.

## What We Heard

Riders and operators told us the first draft changed too much, too fast. They asked for fewer disruptions, stronger Downtown access, and better off-peak service. The second draft reflects that feedback by scaling back changes and preserving strong, familiar routes.

## A Responsible Approach During Fiscal Uncertainty

Demand for transit in our region exceeds the funding, staffing, and operational capacity we're able to provide. With more than 16,000 riders offering input on this project to date, it's clear that riders don't want us to wait to fix today's problems. By focusing on improving service quality where transit demand already exists, we can enhance the rider experience and attract more people to the system. We believe ridership will grow if we deliver more frequent service where it's needed most.

## What BLR Delivers

BLR improves frequency, reliability, and seven day access, particularly outside traditional commuting hours where demand had grown. It prioritizes equity, strengthens connections to key destinations, and creates a flexible network that can adapt as resources allow.

For questions, please contact:

**Emily Provonsha, Manager of Service Development**
**EProvonsha@RidePRT.org**

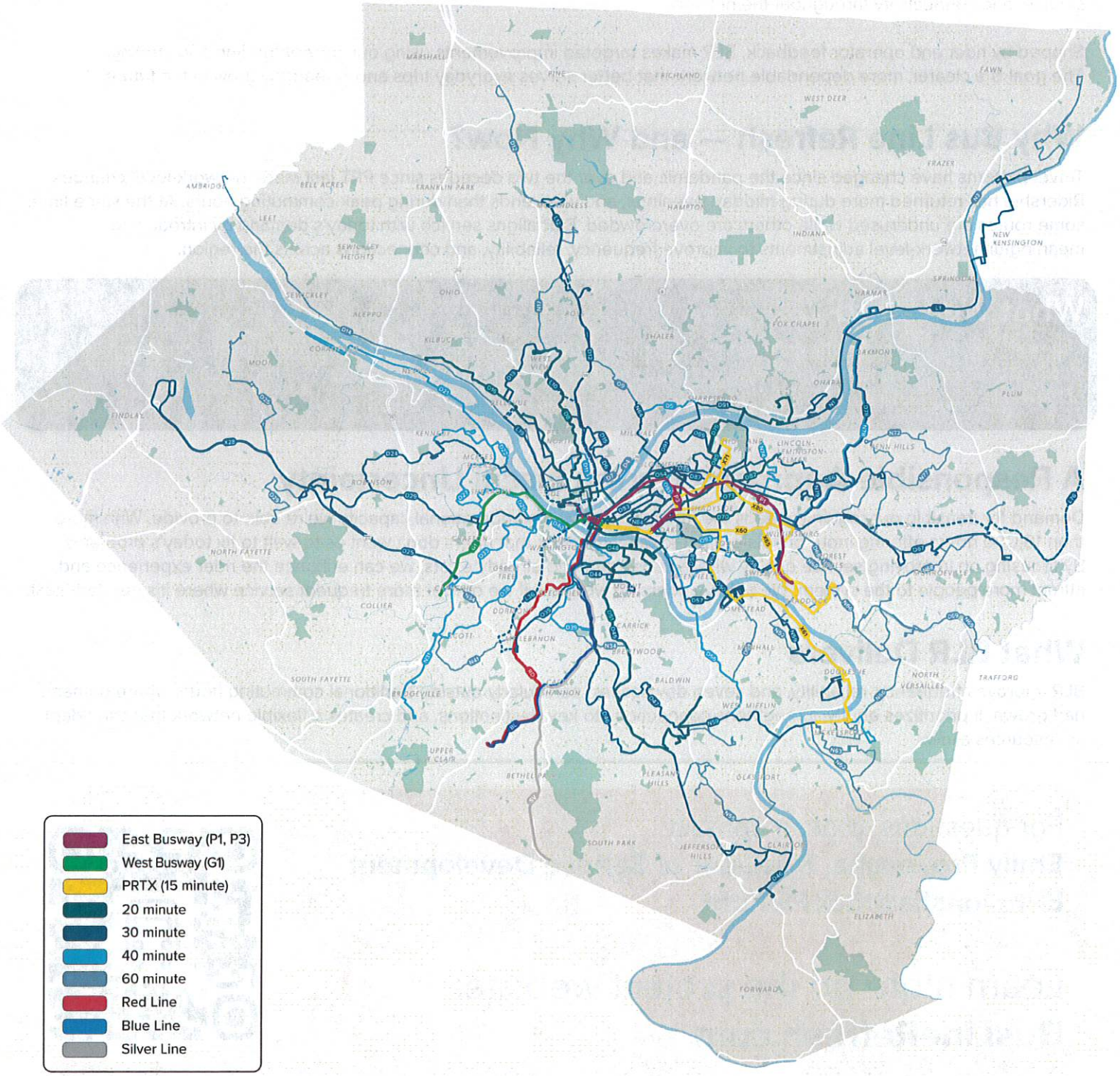
Learn more on the project website:

**BusLineRefresh.com**

## NETWORK IMPROVEMENTS BASED ON WHAT WE HEARD:

Bus Line Refresh reimagines the bus network to deliver more frequent service, stronger connections, and more reliable trips—while focusing investment where it can make the greatest impact.

- Increases frequent routes (30 minutes or better) from 27 to 43, expanding access for 522,000+ residents
- Strengthens service in equity communities and expands job access
- Creates 39 new direct neighborhood connections—no downtown transfer required
- Restores 10 key connections from current or past service
- Adds 5 new connections to Oakland from the North, South, East, and West
- Introduces 3 community circulators in Natrona Heights, Penn Hills, and McKeesport



Bus Line ~~Redesign~~ Refresh

# Frequently Asked Questions

## What is Bus Line Refresh, and why is PRT updating the bus network?

Bus Line Refresh is Pittsburgh Regional Transit's update to its bus network. It **improves reliability, frequency, seven-day service, and connections** based on how people travel today.

Travel patterns have changed significantly since the pandemic, and some routes are overcrowded while others are underused. BLR makes targeted updates—not a system overhaul—to better match service with demand and improve the experience for the vast majority of riders.

**We are now entering the fourth and final phase of the planning process**, and the Bus Line Refresh reflects the more than 16,000 public comments received on our initial draft. Our goal is to implement these changes within the next 18 months.

## How does the second draft differ from the first draft?

The second draft of BLR incorporates rider, operator, and stakeholder feedback to create a more familiar, reliable, and efficient network. It expands service on high-demand routes, adds direct connections to key destinations, and optimizes resources for frequency, coverage, and on-time performance. Small adjustments improve equity and operator experience, ensuring the network works today while supporting future growth within current funding and staffing levels.

## Is this a major redesign of the system?

**No.** Bus Line Refresh is an update, not a full redesign. The first draft proposed more sweeping changes, and riders told PRT it was "too much, too fast." The BLR proposal keeps most familiar routes in place, restores important connections, and focuses improvements where they are needed most. The goal is a network that feels familiar but works better.

## How can I find out how my current route is changing?

You can use the Find My Route list or Network Map on the project website: **BusLineRefresh.com** to see updated routes and connections and how your current service maps to the BLR network.

## Will I still have a one-seat ride to Downtown or Oakland?

For most riders, **yes.**

**Downtown:** 91% of riders living near BLR stops will still have a one-seat ride. Service will be more frequent during midday, evenings, and weekends.

**Oakland:** BLR adds several new one-seat rides to Oakland from communities that currently lack them, including McCandless, Ross, Dormont, Brentwood, Millvale, Mt. Lebanon, Carrick, and all stations on the West Busway.

## Why is service being reduced or discontinued in some areas?

PRT is reducing service hours on routes with very low ridership, allowing for nearly 9% of service hours to be reinvested to improve frequency, reliability, and evening and weekend service on higher-demand routes. Over **99% of riders will continue to have access** to a fixed-route stop within a quarter mile of home.

## How does BLR improve evening, weekend, and off-peak service?

Ridership has returned most strongly outside traditional commute times, so BLR shifts service toward when people are traveling.

**Improvements include:**

- 20% more Saturday service
- 18% more Sunday service
- 43 routes running every 30 minutes or better (up from 27 today)
- All routes operating at least hourly

These changes make the system more useful for workers, students, families, and weekend travel.

## How does PRT ensure the changes are equitable?

**Equity is central to BLR.** Using PRT's Equity Index of Mobility Need, service is prioritized in neighborhoods with higher transit dependence and fewer transportation options.

BLR results in:

- 195,000 residents in equity communities gaining 30-minute service (a 28% increase)
- 380,000 jobs accessible at 30-minute frequency
- 99.2% of current riders retaining walking-distance access

PRT also conducts equity analysis to ensure no group faces disproportionate impacts.

## What improvements will riders notice the most?

Riders will see:

- More reliable trips
- Less waiting and more predictable service
- More useful evening and weekend schedules
- New direct connections between major job centers, shopping districts, colleges, and healthcare sites
- Clearer route names and numbering

**BLR creates 39 new one-seat rides** across the region and strengthens connections without requiring long trips through Downtown.

## How can I provide feedback on the proposed network?

PRT is hosting more than **60 meetings, pop-ups, and virtual sessions** across the county. You can provide input by:

- Checking out our project website buslinerefresh.com
- Attending in-person or online public meetings
- Visiting pop-ups at key bus stops and community events
- Using the survey (online or paper)
- Exploring the interactive maps and sharing comments there
- Providing feedback through the Transit App, email, or phone

This is the final engagement phase before public hearings and approval.

## When will these changes take effect?

The timeline is:

- **Spring 2026:** Updated draft network released for public review
- **Summer 2026:** Last round of revisions based on feedback from the second draft to refine the Final BLR Plan; public hearings
- **Fall 2026:** PRT Board considers final plan
- **2027:** Implementation of approved changes begins

PRT will also release an implementation roadmap to help riders understand the timing and transition.

**To learn more about the refreshed route proposals and give input, visit:**

# BusLineRefresh.com

# D69 TRAFFORD

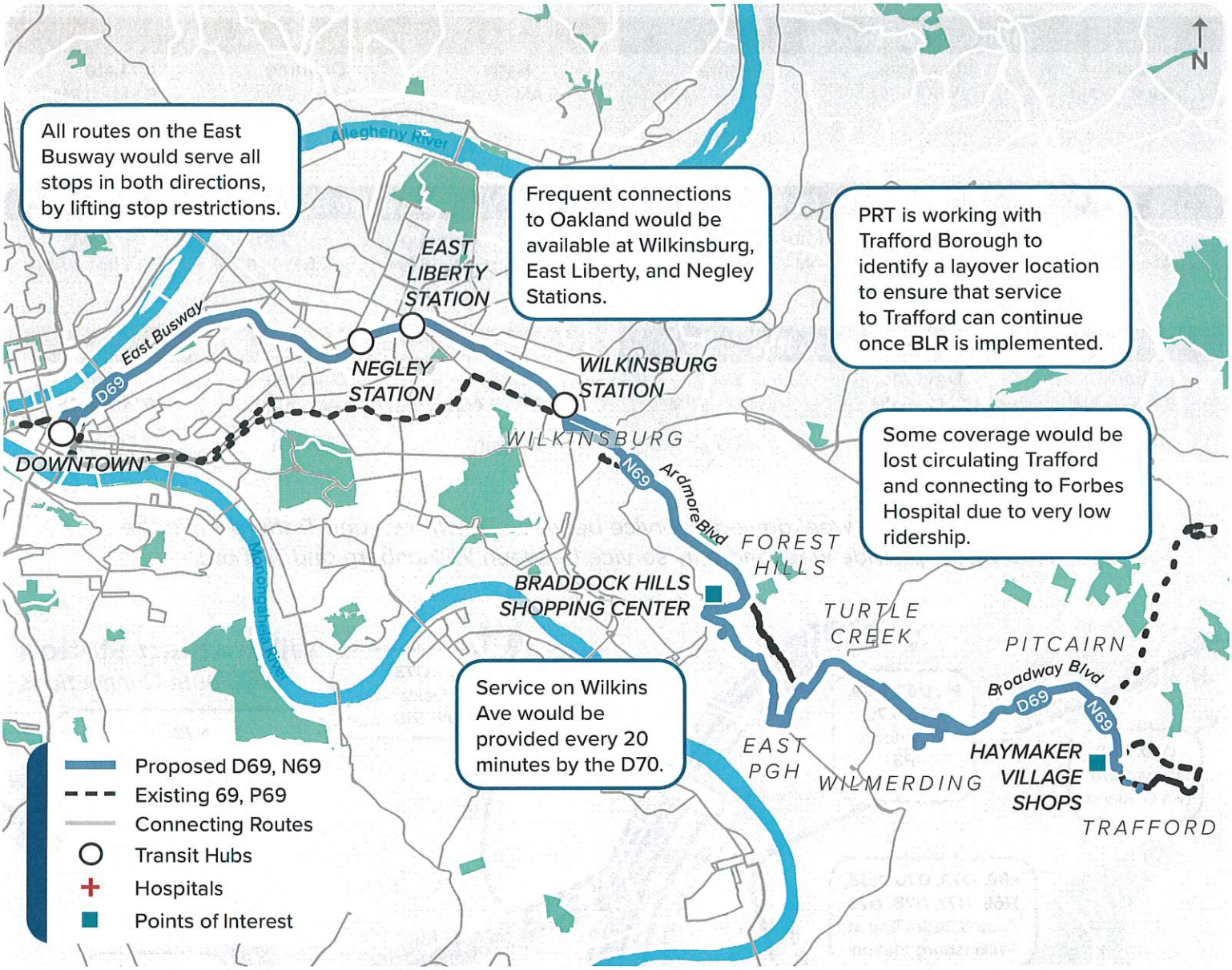
via Ardmore Bl, East Busway

PRT Bus Line ~~Redesign~~ Refresh

BusLineRedesign.com

**Modified Route** | Existing Routes 69, P69

**60-minute service daily**




## KEY ROUTE IMPROVEMENTS

Would retain direct weekday connections to Downtown from Trafford, Pitcairn, Wall, and Wilmerding

Would provide faster, more reliable service between Downtown and Trafford via the East Busway all day on weekdays

Would improve weekend service btwn Trafford and Wilkinsburg Station with convenient transfers to Oakland and Downtown

# D69 TRAFFORD

via Ardmore Bl, East Busway

| D69 Hours of Operation & Frequencies — Weekdays: 5:30 AM - 11:00 PM | | | | | | |
|---|---|---|---|---|---|---|
| Early 5:30 AM - 6 AM | AM Peak 6 AM - 9 AM | Midday 9 AM - 3 PM | PM Peak 3 PM - 6 PM | Evening 6 PM - 8 PM | Late 8 PM - 11 PM | Owl 11 PM - 1 AM |
| 60 min | 60 min | 60 min | 60 min | 60 min | 60 min | - |

| Saturday: No Service | | |
|---|---|---|
| Early 6 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 12 AM |
| - | - | - |

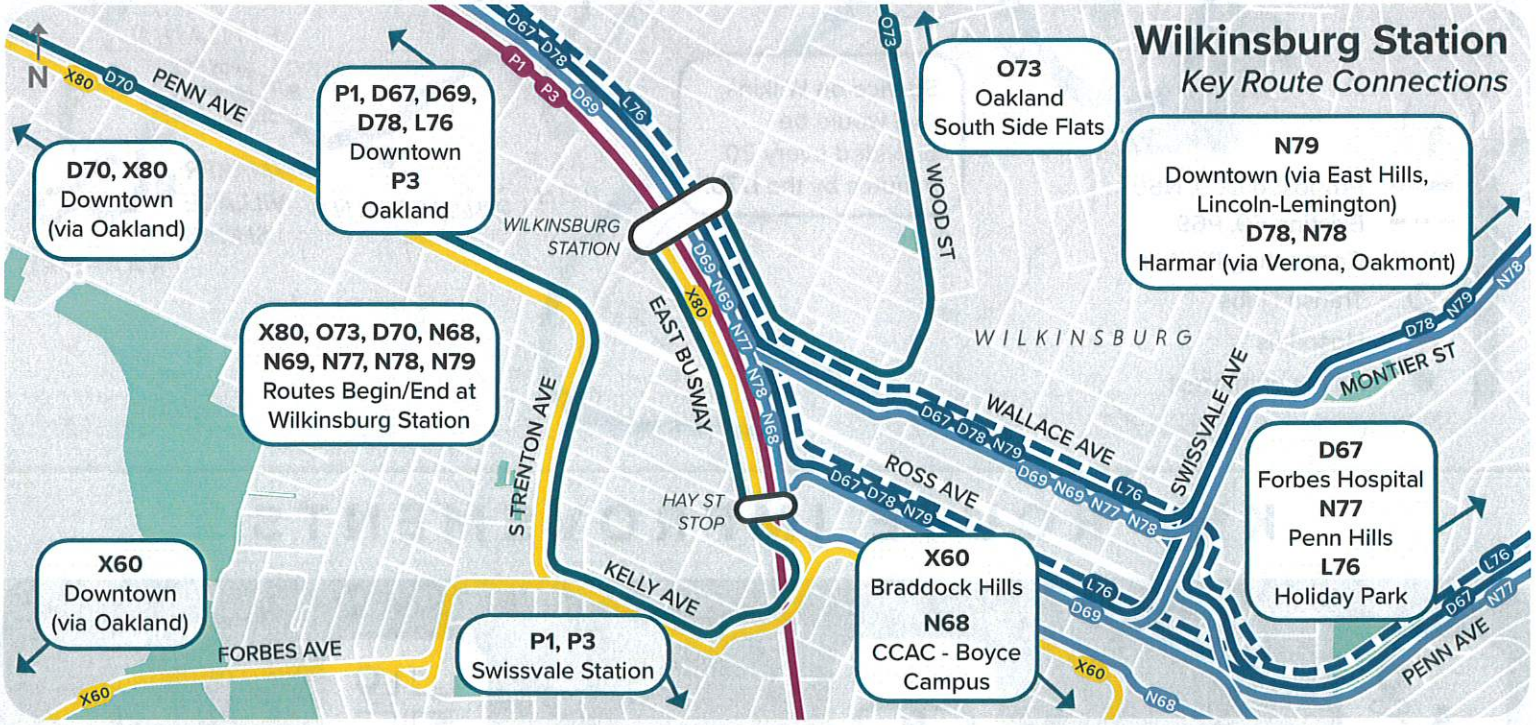
| Sunday: No Service | | |
|---|---|---|
| Early 6 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 11 PM |
| - | - | - |

| N69 Hours of Operation & Frequencies — Weekdays: No Service | | | | | | |
|---|---|---|---|---|---|---|
| Early 4 AM - 6 AM | AM Peak 6 AM - 9 AM | Midday 9 AM - 3 PM | PM Peak 3 PM - 6 PM | Evening 6 PM - 8 PM | Late 8 PM - 11 PM | Owl 11 PM - 4 AM |
| - | - | - | - | - | - | - |

| Saturday: 7:00 AM - 9:00 PM | | |
|---|---|---|
| Early 7 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 9 PM |
| 60 min | 60 min | 60 min |

| Sunday: 7:00 AM - 8:00 PM | | |
|---|---|---|
| Early 7 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 8 PM |
| 60 min | 60 min | 60 min |

*The D69 would provide weekday only service between Downtown and Trafford while the N69 would provide weekend only service between Wilkinsburg and Trafford.*



# N66 HOMESTEAD - MCKEESPORT

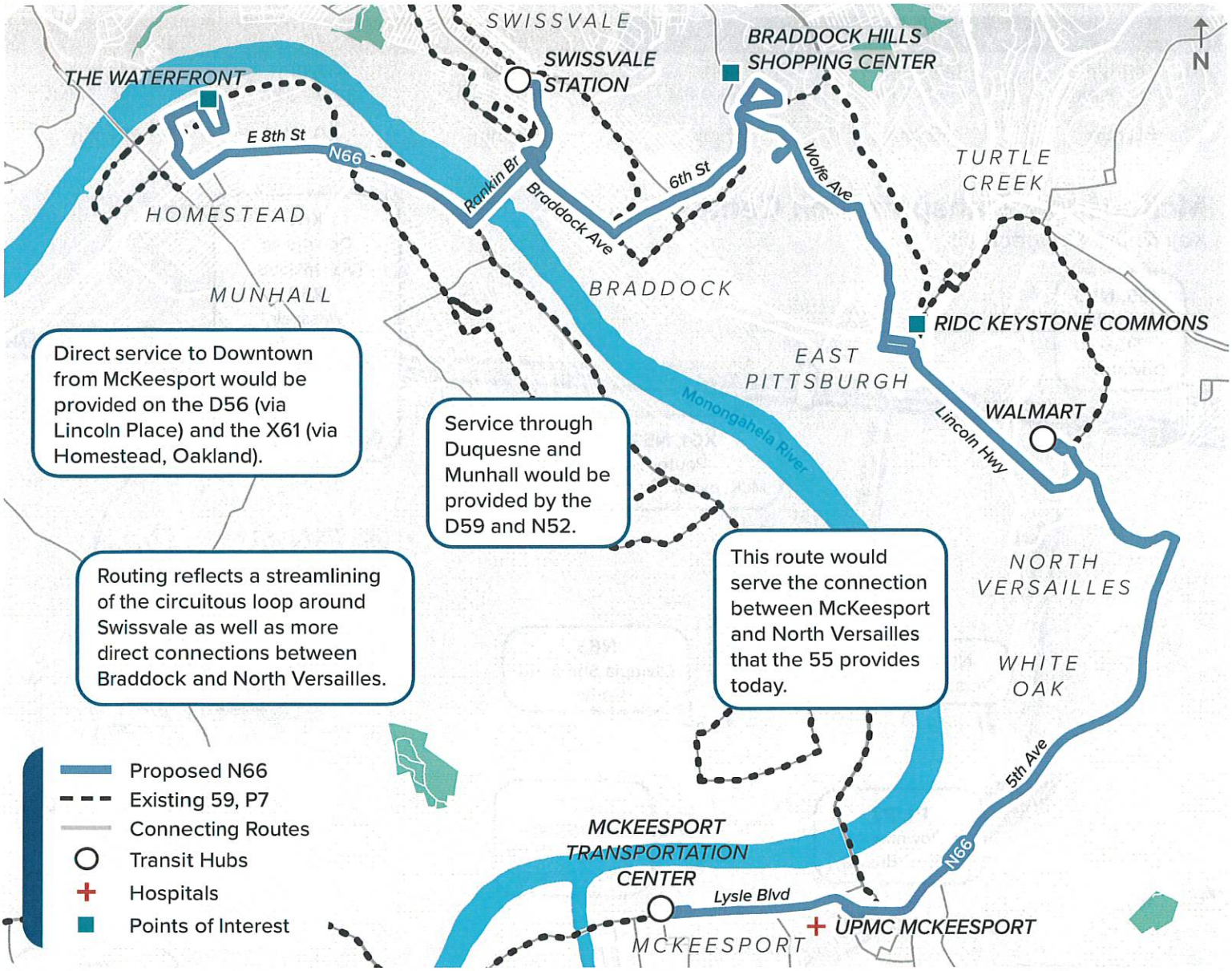
via North Versailles

PRT Bus Line Redesign Refresh

BusLineRedesign.com

**Modified Route** | Existing Routes 59, P7

**60-minute service every day**




## KEY ROUTE IMPROVEMENTS

Would provide new direct connections throughout the Northern Mon Valley to access jobs, schools, healthcare, and more

Would provide frequent service transfers to Swissvale Station on the East Busway and more local transfers in East Pittsburgh

Would improve span of service to all day 60 min service, every day of the week

# N66 HOMESTEAD - MCKEESPORT

via North Versailles

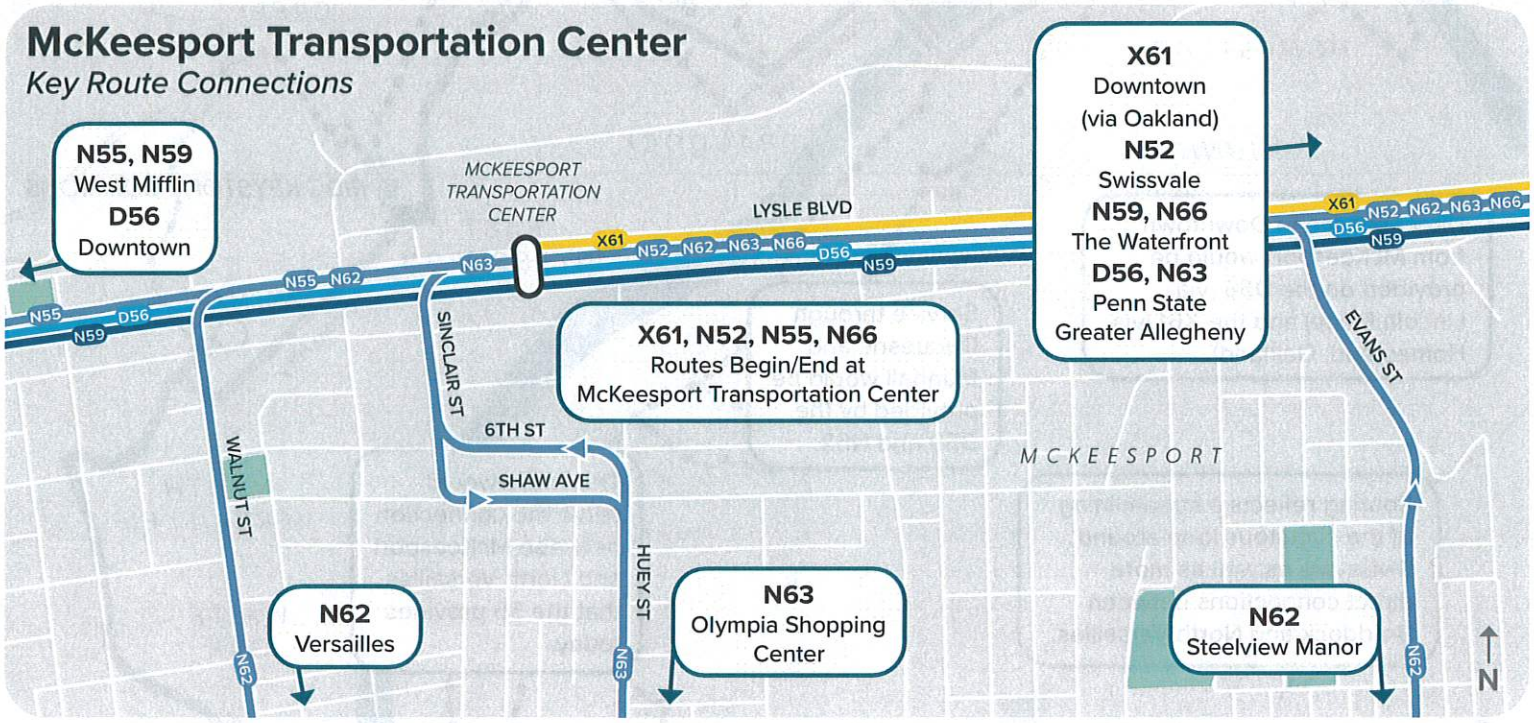
| Hours of Operation & Frequencies — Weekdays: 5:30 AM - 11:00 PM | | | | | | |
|---|---|---|---|---|---|---|
| Early 5:30 AM - 6 AM | AM Peak 6 AM - 9 AM | Midday 9 AM - 3 PM | PM Peak 3 PM - 6 PM | Evening 6 PM - 8 PM | Late 8 PM - 11 PM | Owl 11 PM - 4 AM |
| 60 min | 60 min | 60 min | 60 min | 60 min | 60 min | - |

| Saturday: 7:00 AM - 9:00 PM | | |
|---|---|---|
| Early 7 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 9 PM |
| 60 min | 60 min | 60 min |

| Sunday: 7:00 AM - 8:00 PM | | |
|---|---|---|
| Early 7 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 8 PM |
| 60 min | 60 min | 60 min |

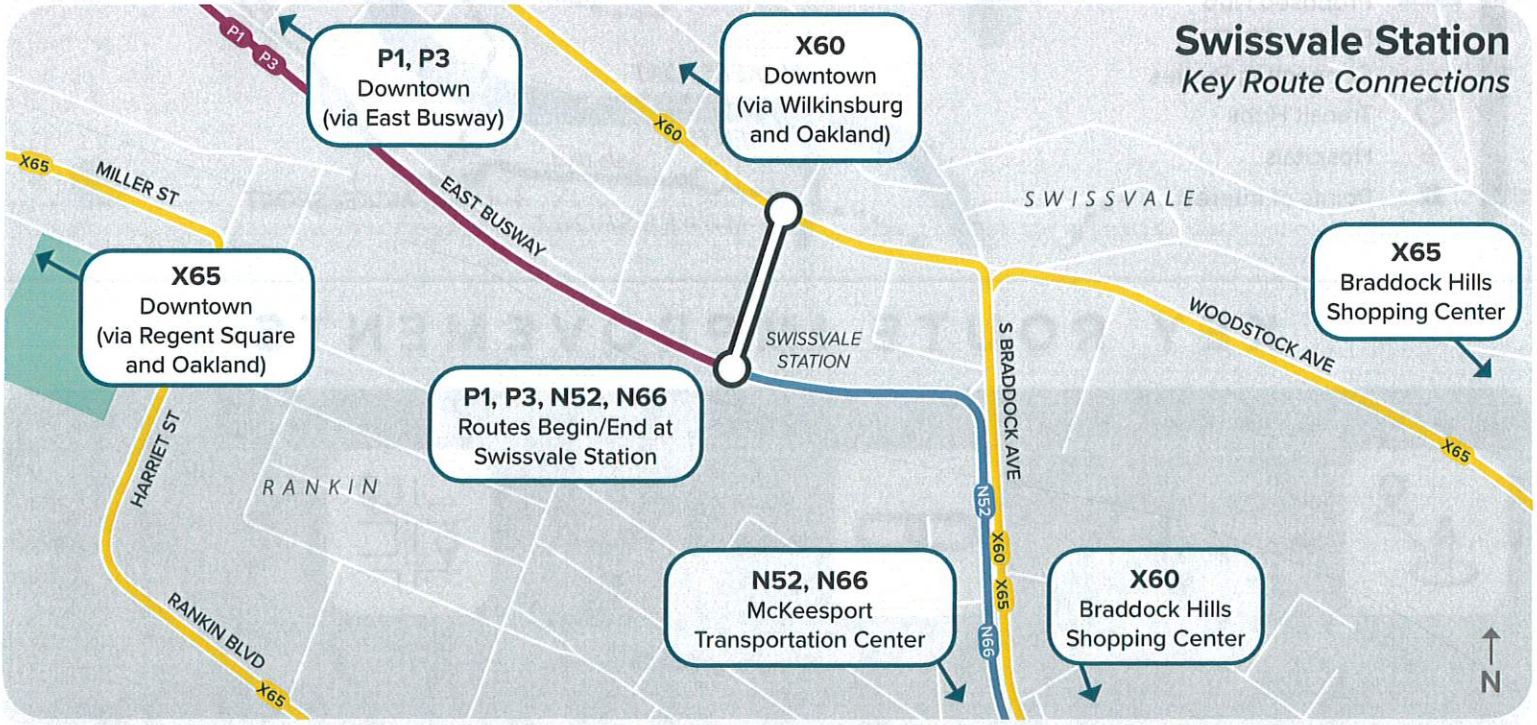
## McKeesport Transportation Center

*Key Route Connections*




## Swissvale Station

*Key Route Connections*



# N68 WILKINSBURG - CCAC BOYCE / MONROEVILLE

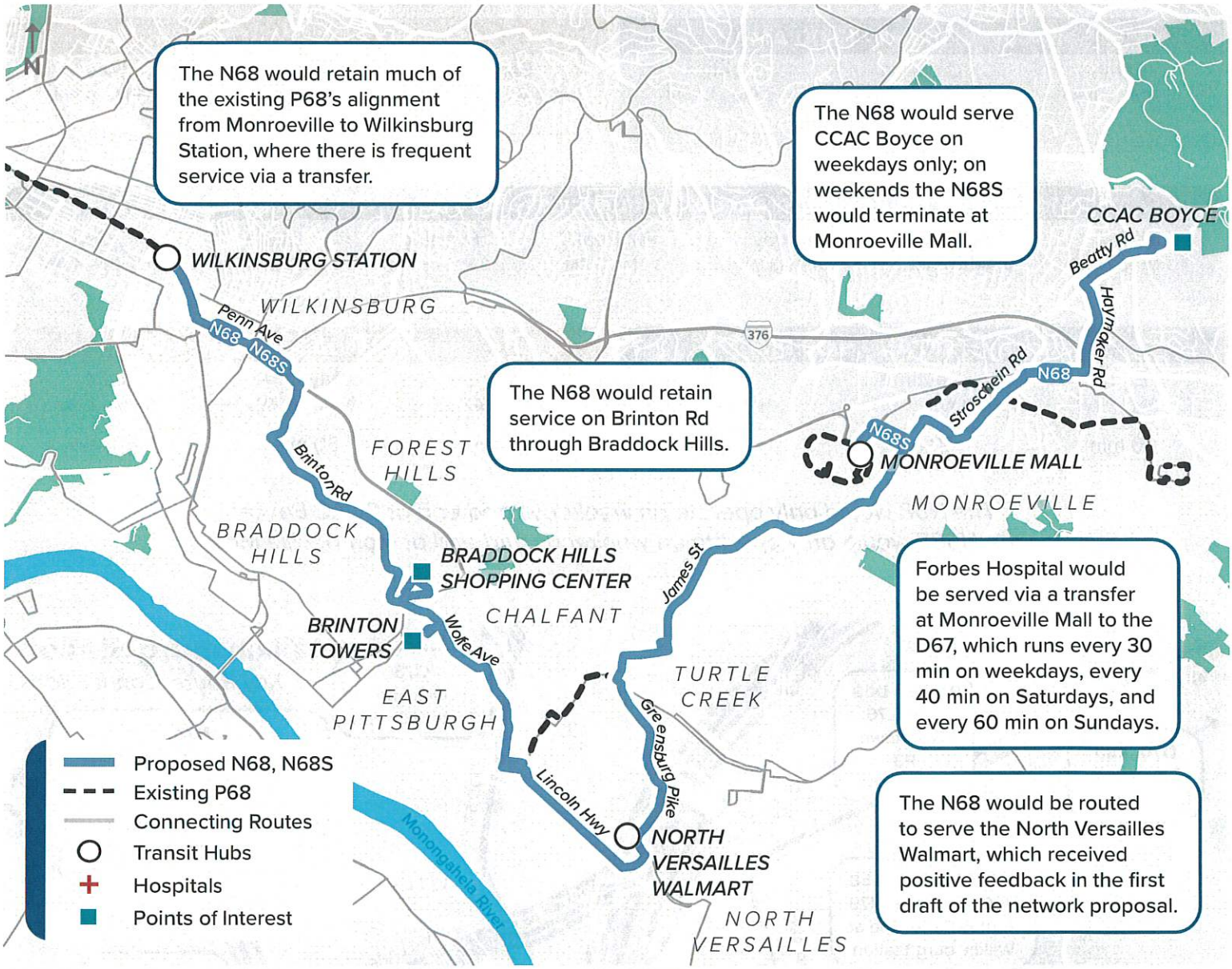
via Braddock Hills

PRT Bus Line ~~Redesign~~ Refresh

BusLineRedesign.com

**Modified Route** | Existing Route P68

**60-minute service every day**




## KEY ROUTE IMPROVEMENTS

Would retain existing connections to the East Busway, Braddock Hills Shopping Center, and Monroeville Mall

Would create a new weekday connection to the Community College of Allegheny County (CCAC) Boyce Campus

Frequent service transfer options to the P1/P3 would be available at Wilkinsburg Station on the East Busway

# N68 WILKINSBURG - CCAC BOYCE / MONROEVILLE

via Braddock Hills

| CCAC Boyce P&R Hours of Operation & Frequencies — Weekdays: 5:30 AM - 11:00 PM | | | | | | |
|---|---|---|---|---|---|---|
| Early 5:30 AM - 6 AM | AM Peak 6 AM - 9 AM | Midday 9 AM - 3 PM | PM Peak 3 PM - 6 PM | Evening 6 PM - 8 PM | Late 8 PM - 11 PM | Owl 11 PM - 1 AM |
| 60 min | 60 min | 60 min | 60 min | 60 min | 60 min | - |

| Saturday: 6:00 AM - 12:00 AM | | |
|---|---|---|
| Early 6 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 12 AM |
| - | - | - |

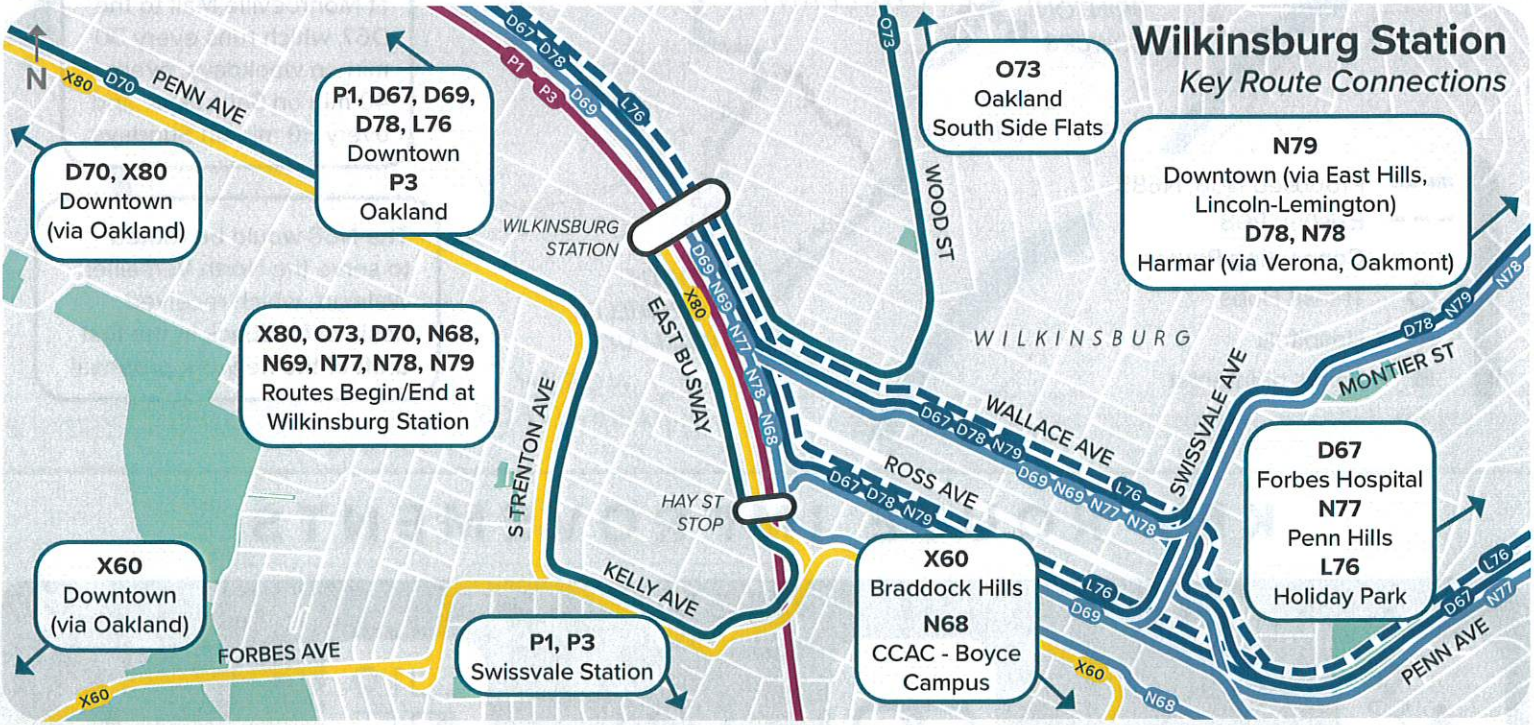
| Sunday: 6:00 AM - 11:00 PM | | |
|---|---|---|
| Early 6 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 11 PM |
| - | - | - |

| Monroeville Hours of Operation & Frequencies — Weekdays: 5:00 AM - 8:00 PM | | | | | | |
|---|---|---|---|---|---|---|
| Early 4 AM - 6 AM | AM Peak 6 AM - 9 AM | Midday 9 AM - 3 PM | PM Peak 3 PM - 6 PM | Evening 6 PM - 8 PM | Late 8 PM - 11 PM | Owl 11 PM - 4 AM |
| - | - | - | - | - | - | - |

| Saturday: 7:00 AM - 9:00 PM | | |
|---|---|---|
| Early 7 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 9 PM |
| 60 min | 60 min | 60 min |

| Sunday: 7:00 AM - 8:00 PM | | |
|---|---|---|
| Early 7 AM - 9 AM | Daytime 9 AM - 6 PM | Late 6 PM - 8 PM |
| 60 min | 60 min | 60 min |

*The N68 would only operate on weekdays and end at CCAC Boyce; the N68S would only operate on weekends and end at Monroeville Mall.*



# X60 BRADDOCK - DOWNTOWN

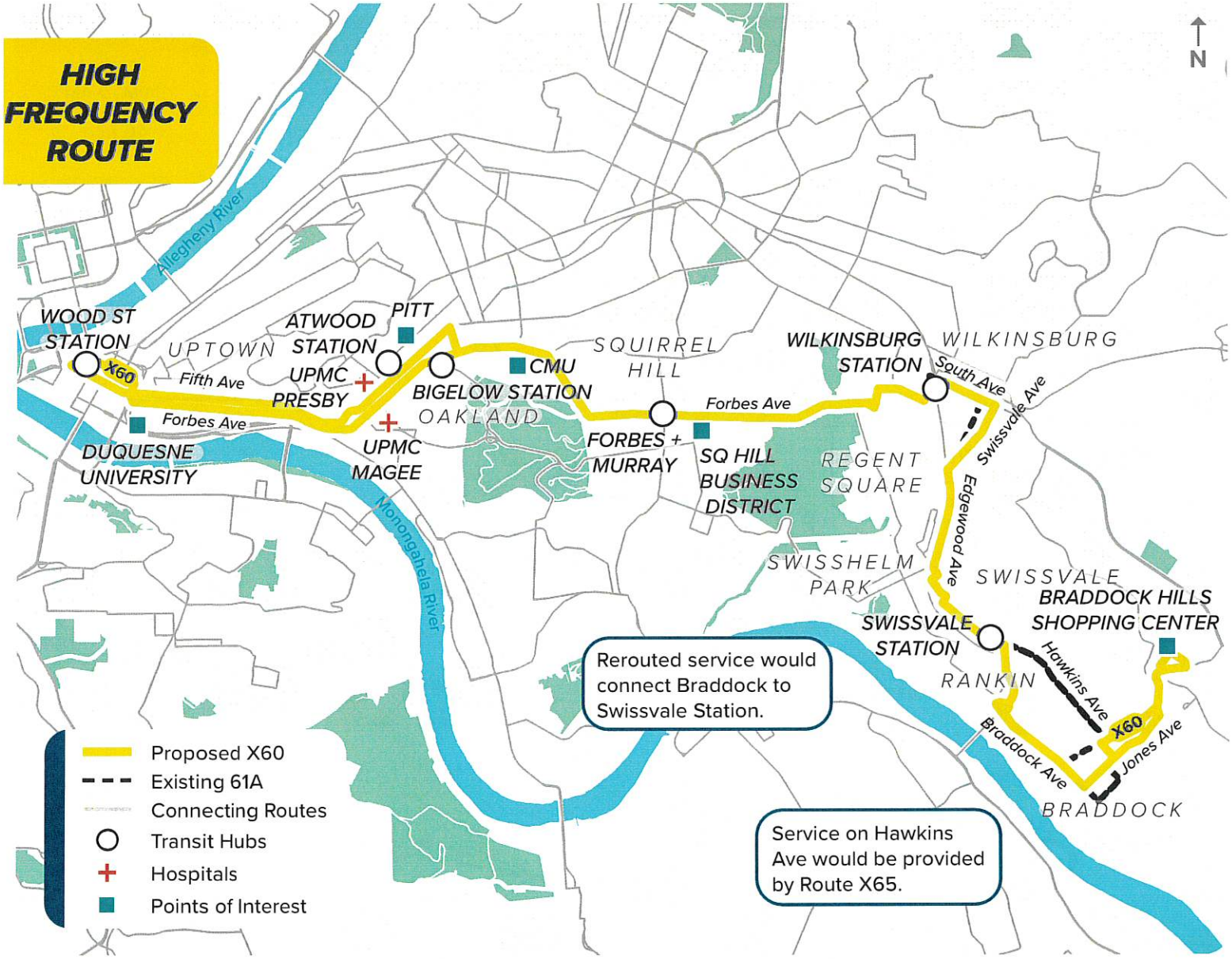
via Wilkinsburg, Oakland

PRT Bus Line Redesign Refresh

BusLineRedesign.com

**Modified Route** | Existing Route 61A

**15-minute peak service weekdays**




## KEY ROUTE IMPROVEMENTS

- Would retain the frequency of the existing Route 61A
- Would retain the connections of the existing Route 61A
- Would provide more direct service through Braddock along Braddock Ave and would improve speed and reliability

# X60 BRADDOCK - DOWNTOWN

via Wilkinsburg, Oakland

**Hours of Operation & Frequencies — Weekdays: 4:30 AM - 2:00 AM**

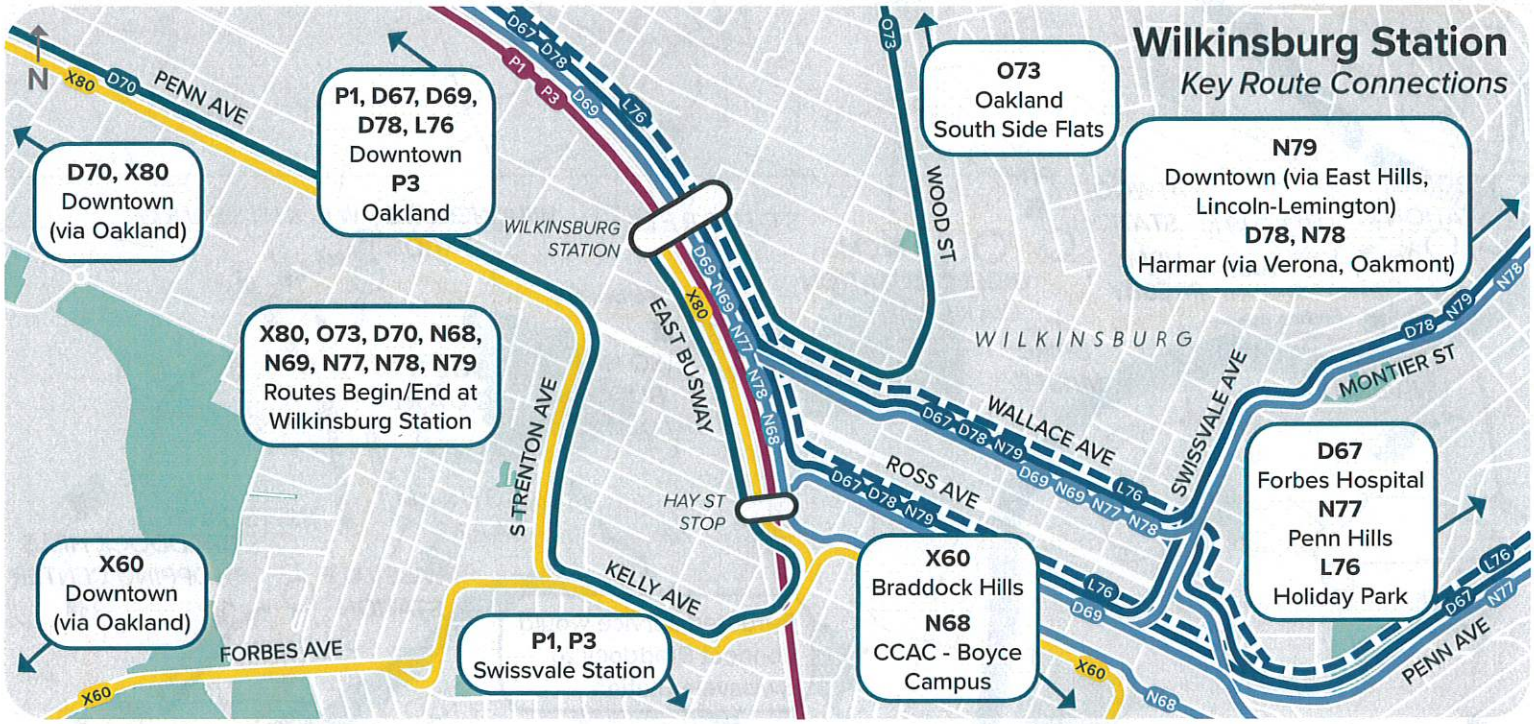
| Early | AM Peak | Midday | PM Peak | Evening | Late | Owl |
|---|---|---|---|---|---|---|
| 4:30 AM - 6 AM | 6 AM - 9 AM | 9 AM - 3 PM | 3 PM - 6 PM | 6 PM - 8 PM | 8 PM - 11 PM | 11 PM - 2 AM |
| 20 min | 15 min | 20 min | 15 min | 20 min | 30 min | 30 min |

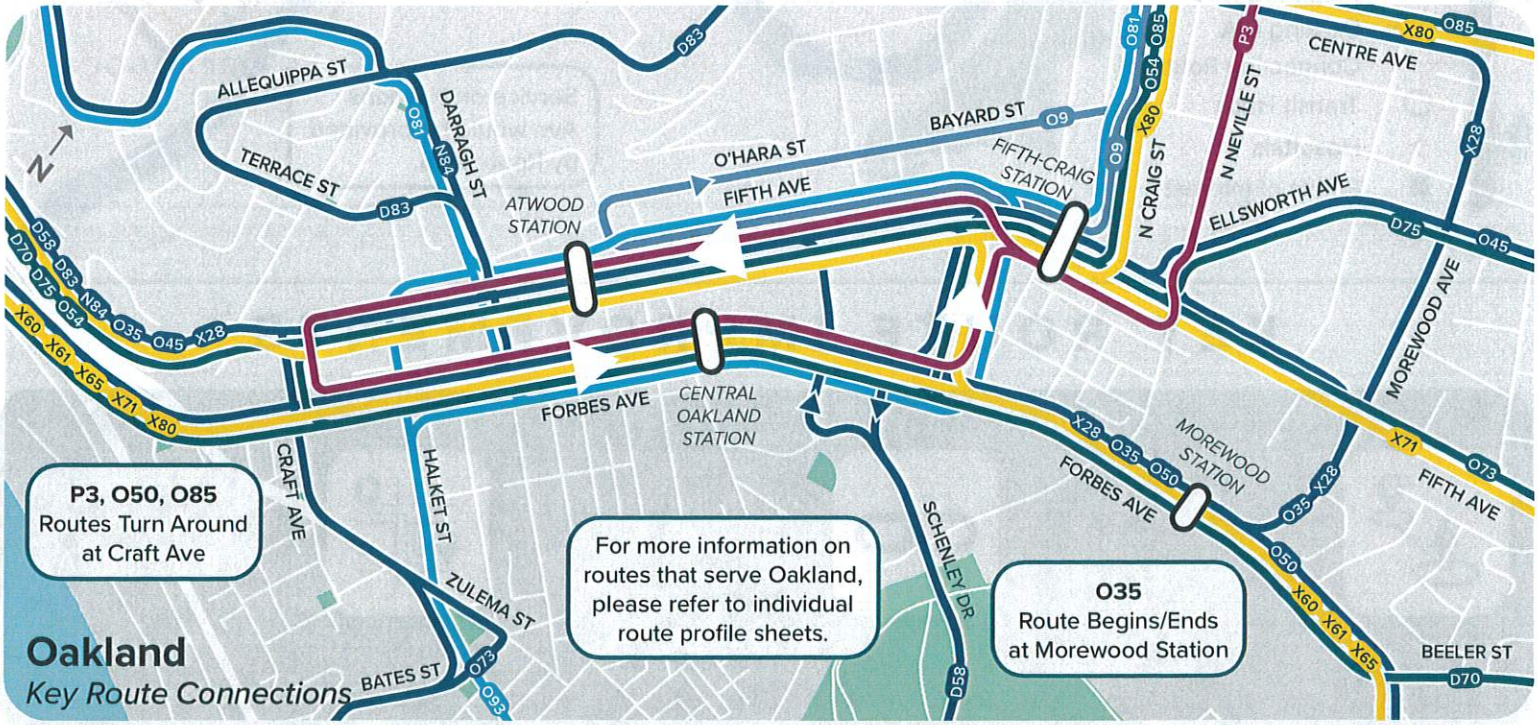
**Saturday: 4:30 AM - 2:00 AM**

| Early | Daytime | Late |
|---|---|---|
| 4:30 AM - 9 AM | 9 AM - 8 PM | 8 PM - 2 AM |
| 20 min | 20 min | 30 min |

**Sunday: 5:00 AM - 2:00 AM**

| Early | Daytime | Late |
|---|---|---|
| 5 AM - 9 AM | 9 AM - 11 PM | 11 PM - 2 AM |
| 30 min | 30 min | 40 min |



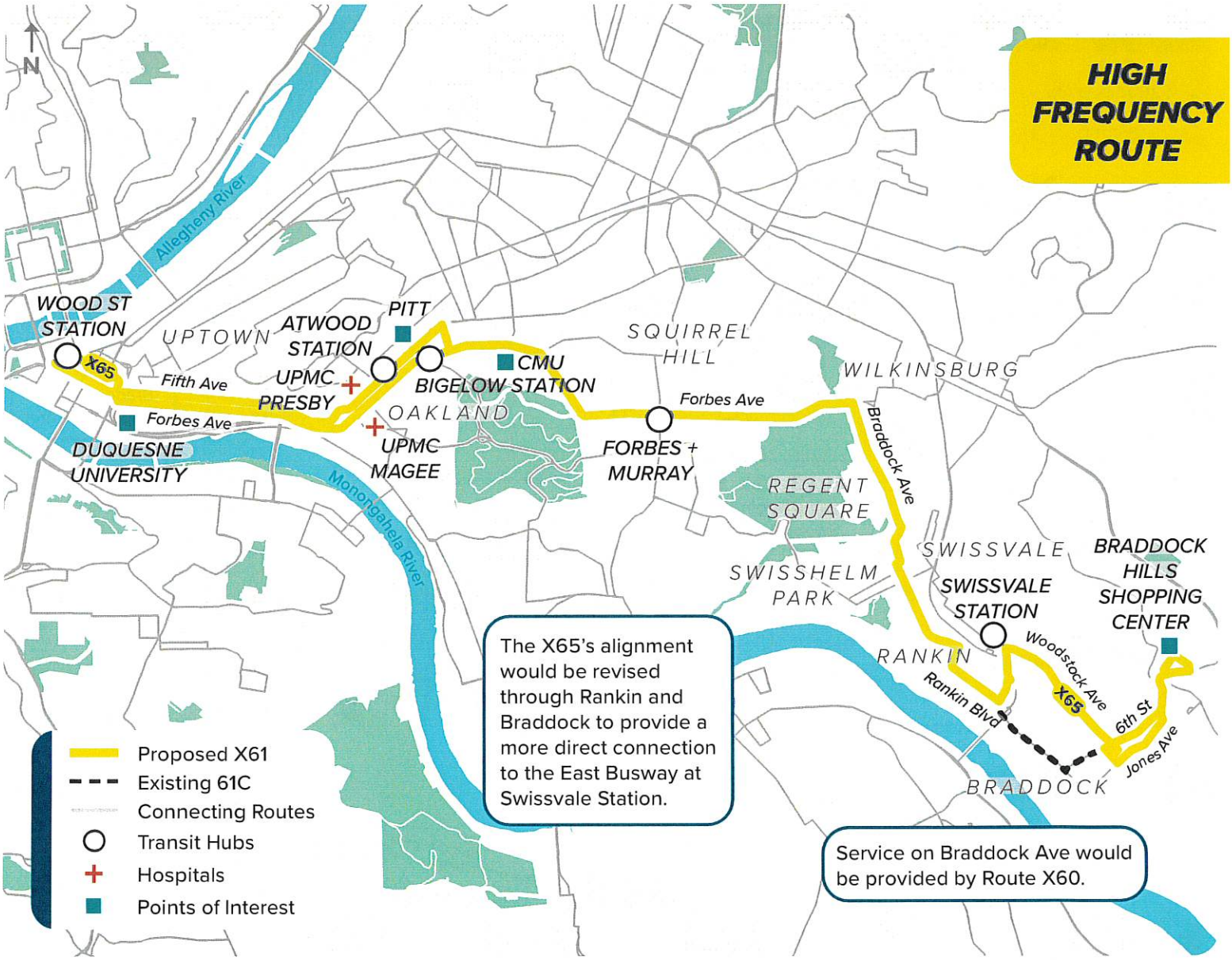
# X65 BRADDOCK - DOWNTOWN

via Regent Square, Oakland

PRT Bus Line ~~Redesign~~ Refresh
BusLineRedesign.com

**Modified Route** | Existing Route 61B

**15-minute peak service weekdays**




## KEY ROUTE IMPROVEMENTS

- Would retain the frequency of the existing Route 61B
- Would provide more direct service through Braddock along Woodstock Ave
- Would retain speed and reliability in Oakland, Uptown and, Downtown along the University Line Corridor

# X65 BRADDOCK - DOWNTOWN

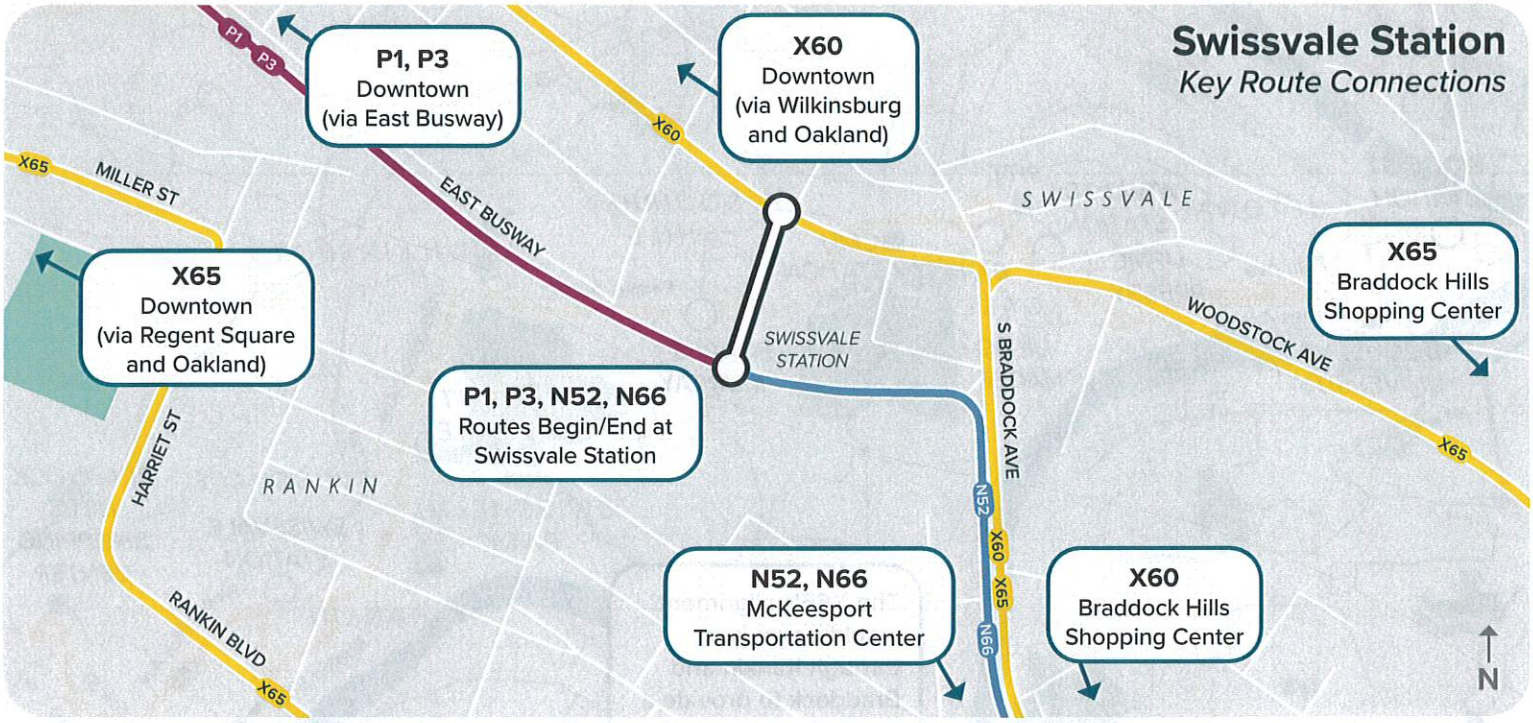
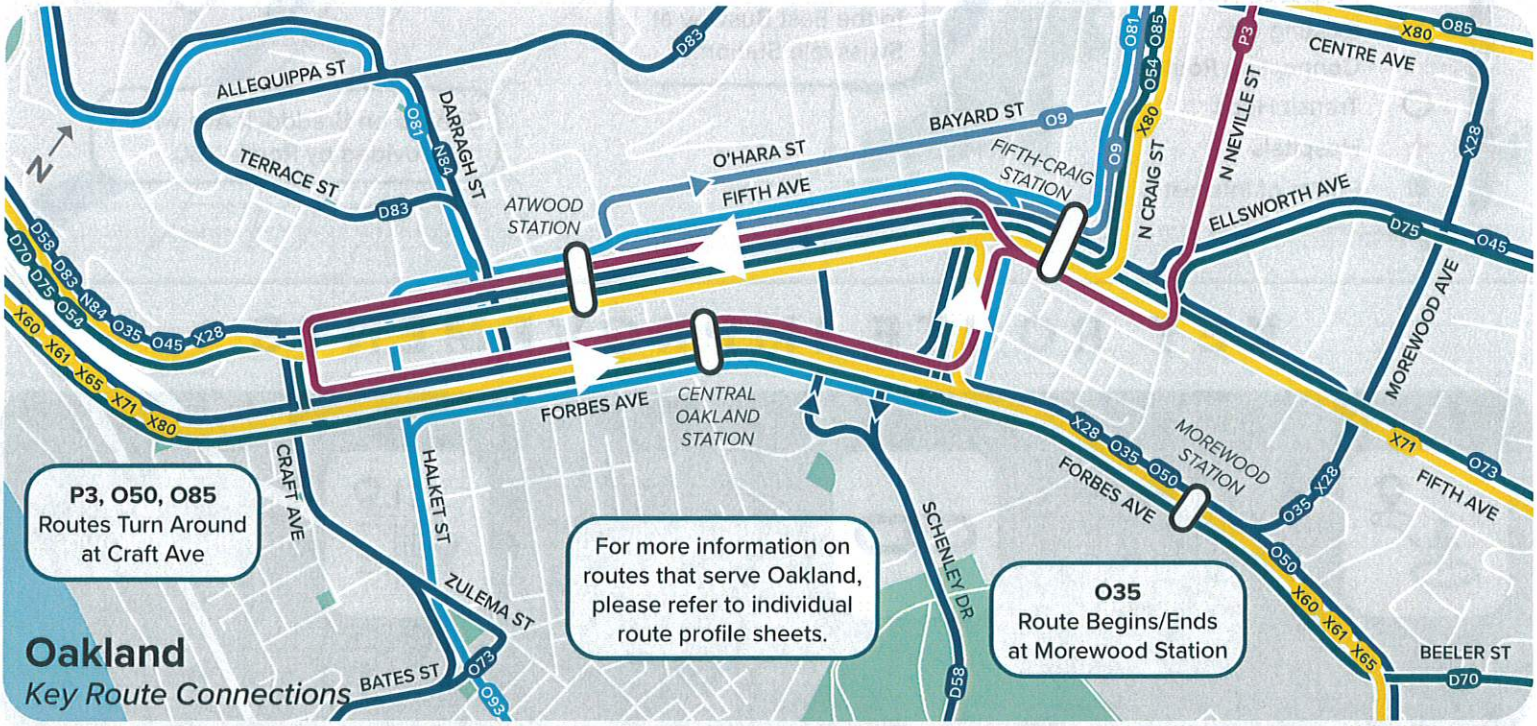
via Regent Square, Oakland

**Hours of Operation & Frequencies — Weekdays: 4:30 AM - 2:00 AM**

| Early 4:30 AM - 6 AM | AM Peak 6 AM - 9 AM | Midday 9 AM - 3 PM | PM Peak 3 PM - 6 PM | Evening 6 PM - 8 PM | Late 8 PM - 11 PM | Owl 11 PM - 2 AM |
|---|---|---|---|---|---|---|
| 20 min | 15 min | 20 min | 15 min | 20 min | 30 min | 30 min |

**Saturday: 4:30 AM - 2:00 AM**

| Early 4:30 AM - 9 AM | Daytime 9 AM - 8 PM | Late 8 PM - 2 AM |
|---|---|---|
| 20 min | 20 min | 30 min |

**Sunday: 5:00 AM - 2:00 AM**

| Early 5 AM - 9 AM | Daytime 9 AM - 11 PM | Late 11 PM - 2 AM |
|---|---|---|
| 30 min | 30 min | 40 min |