

NEX Transit

DOWNTOWN

Final Public Meetings
6.28.23 & 6.29.23



Pittsburgh Regional Transit

➤ Agenda

- Project Update
- Recommended Downtown Routing
- Bus Stop Changes, Infrastructure and Amenities
- Next Steps
- Questions?

Project Update



Project Timeline



 Public Comment Periods

 SAG Meeting

 We are here

➤ Community Engagement Round 2 - Scenarios

- Presented Two Scenarios
- 20 Route Groupings
- Obtained Feedback on Each
 - Public Meetings (online)
 - In-Person Pop-Up (week-long)
 - Website Input & Survey
 - Bus Operator Feedback
 - Stakeholder Advisory Group



➤ Community Engagement Round 2 - Scenarios

- Metrics People Care About the Most:
 - Travel time savings, followed by access to key destinations and bus volumes on each street
- Route Change Response:
 - Like grouping the P1/G2 with BRT and utilize all-door boarding
 - Need West/South routes to penetrate Downtown farther and offer more transferability, less perceived traffic congestion
- Operator Feedback:
 - Identified some areas of concern (turns, congestion) and infrastructure improvements needed
 - Keep some additional routes that work great
- Stakeholder Input:



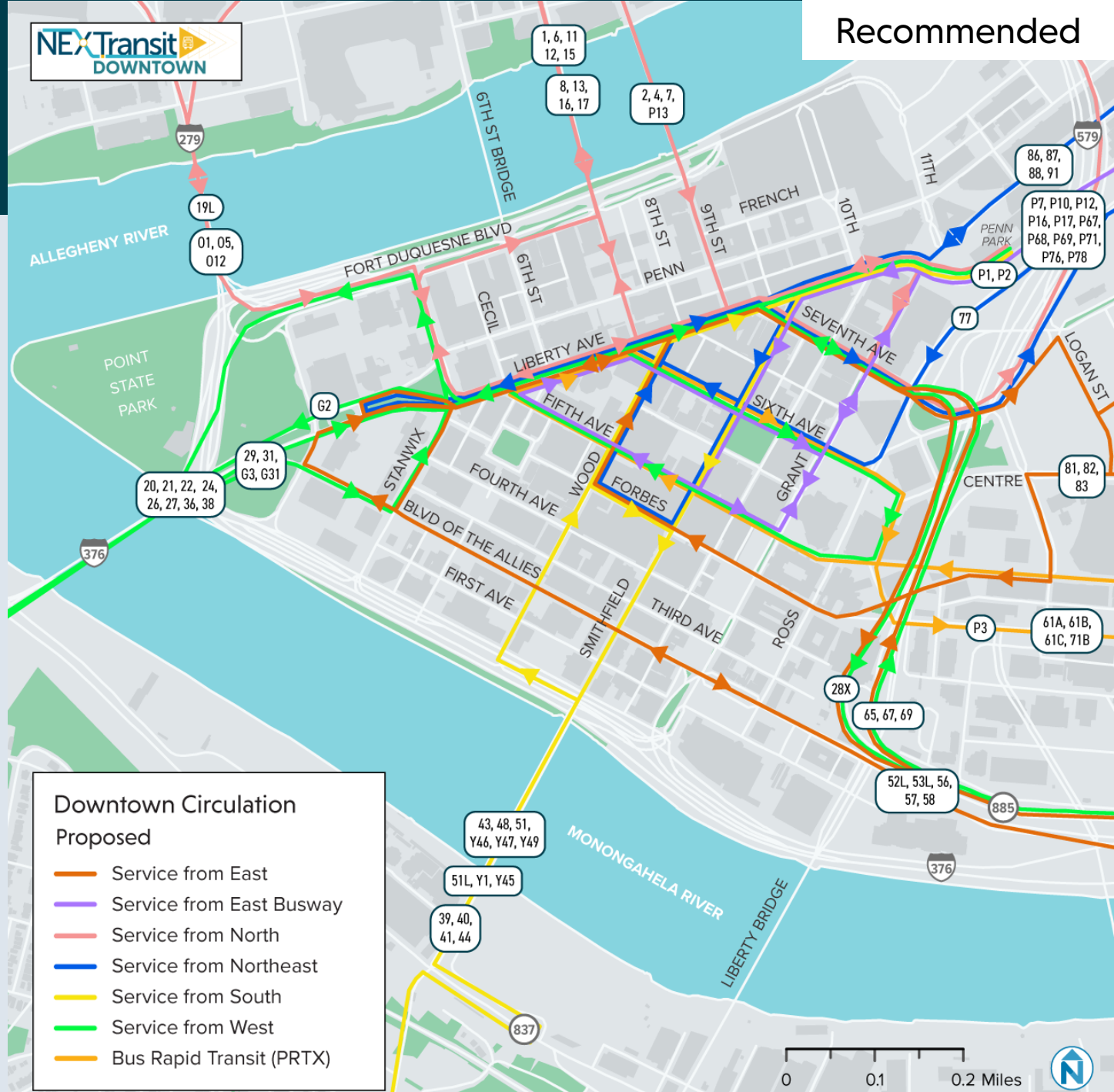
Recommended Downtown Routing



➤ Recommended Downtown Routing

- Combined **best elements** of Scenario A and Scenario B
- Addressed **public and operator feedback** where feasible
- Utilizes **unified BRT/Busway alignment** for highest ridership services
- **Easier to understand** and use (directional routes do similar patterns when possible)
- Maintains or improves **proximity to key destinations and transfers** between bus routes and between bus and rail
- Focuses on **corridors with existing or potential transit infrastructure**
- **Restricts bus service on non-transit friendly streets** and intersections
- Potential for **new layover location near Gateway station** for better transfer connections for West and North route riders

Existing and Recommended Downtown Routing



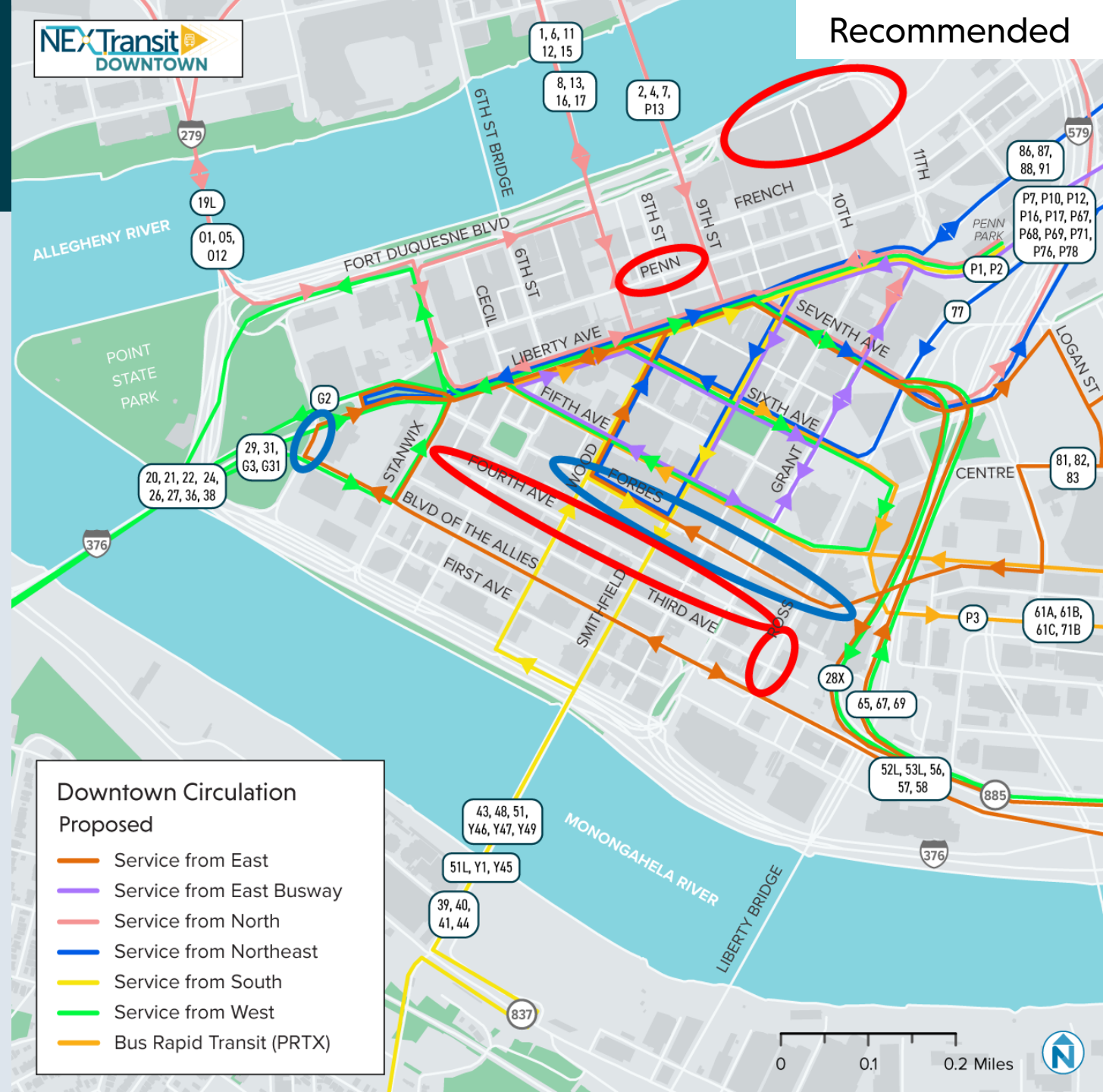
Major Downtown Routing Changes

• Service Removal

- Local service/stops from BRT alignment
- Service from Penn Ave, Fourth Ave, Ross St, & behind the Convention Center

• Service Additions

- Forbes Ave + Diamond St
- Commonwealth Pl
- Bring P1/G2 into downtown core along BRT alignment



Existing and Recommended Downtown Routing

- **8% decrease** in daily Downtown revenue miles, saving approximately \$4,000 in operating cost per day (\$1.4M annually)
- **64 more trips** operated mostly in **dedicated bus lanes** with minimal infrastructure changes
- **10% decrease** in daily Downtown **turning** movements
- **7 fewer alignment patterns**
- Buses run on **20 fewer city blocks**



Bus Stop Changes, Infrastructure & Amenities



➤ Bus Stop Placement Principles

Considerations for stop optimization:

- Stops no longer served
 - Either due to BRT alignment or change in route pattern
- Low ridership stops
 - <10 boardings
- Area where new stops are needed
 - ex: Forbes Ave now served by transit
- Areas where the stop spacing **exceeds** the 650 ft standard.
- Areas where stop spacing is **below** 650 ft standard.

Priority is on optimizing existing stops, rather than relocating stops!

Proposed Alignment Stops

- Most stops serve multiple route groups
 - Route overlaps prioritized where simple connections between cardinal directions can be achieved
- Stop typologies to be determined by ridership and available space



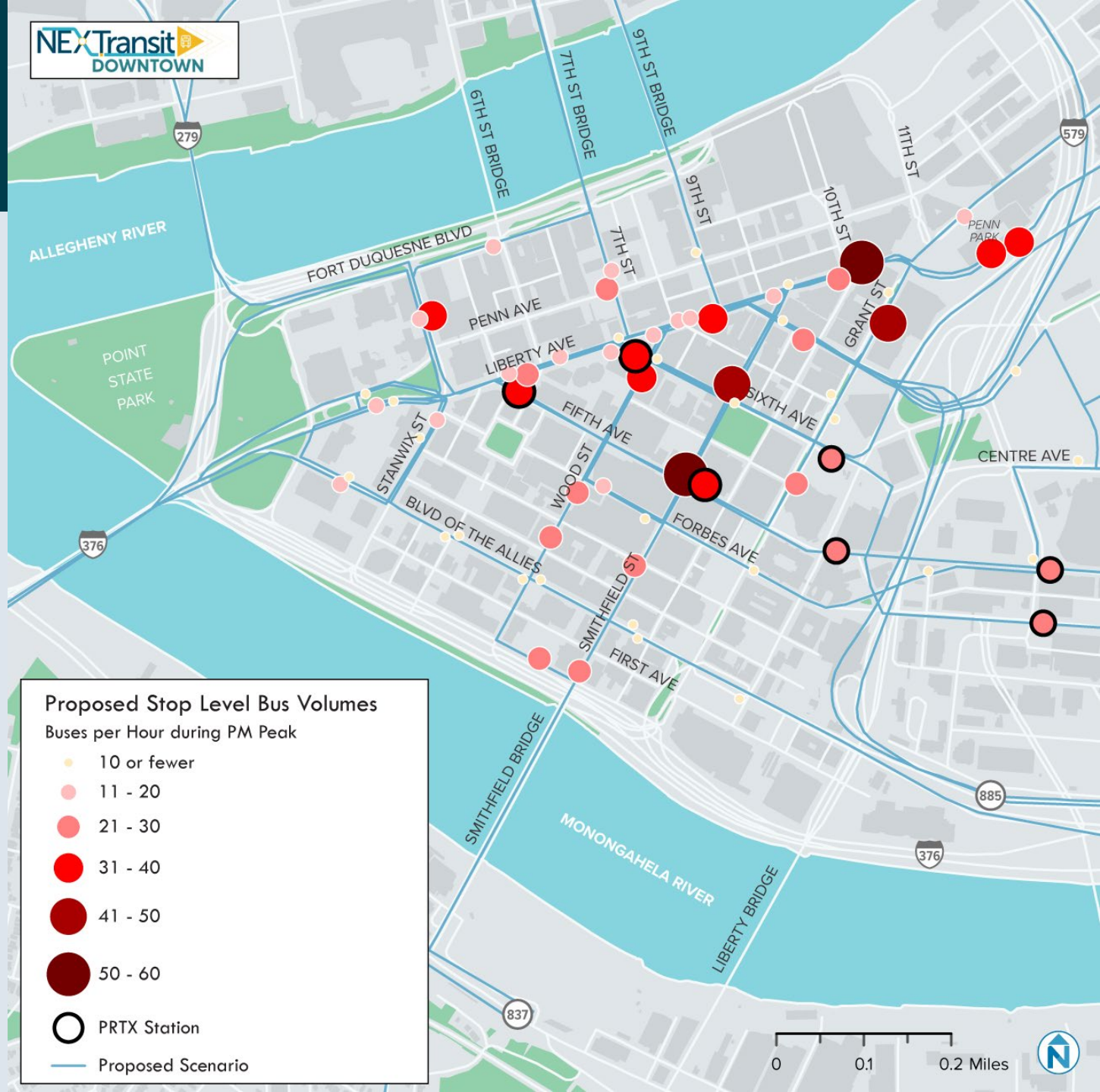
Proposed Alignment Stops

- 18 new stops proposed, including 7 PRTX stations
- 35 stops proposed for elimination
 - Many of these are no longer served due to PRTX service
- All routes will have some stop adjustments



Proposed Buses/Hr by Stop

- Bus volumes at stops are highest along Smithfield Street in the center of downtown and at PRTX Stations that serve multiple route groupings
- Other high-volume stops include Stanwix St at Penn Ave and Liberty Ave at 10th St
- Stop configurations at these high-volume locations should feature double berths, curb extensions or other treatments to mitigate congestion



Existing and Projected Boardings by Stop

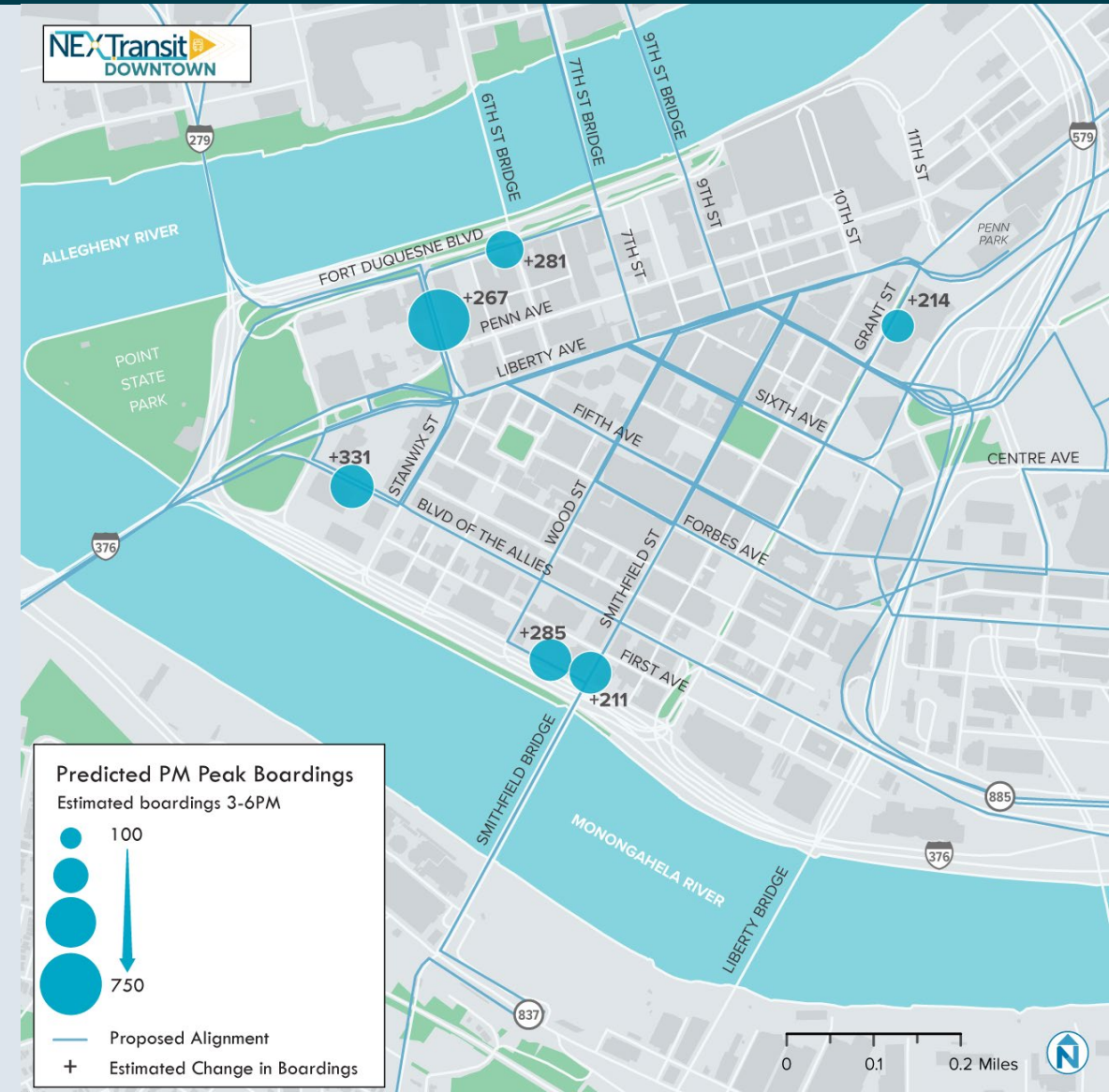
Proposed High Ridership Stops (excluding PRTX Stations)

The highest ridership stop in 2023 was Smithfield at Sixth Ave, with 746 PM peak boardings; this stop is being converted into a PRTX station.

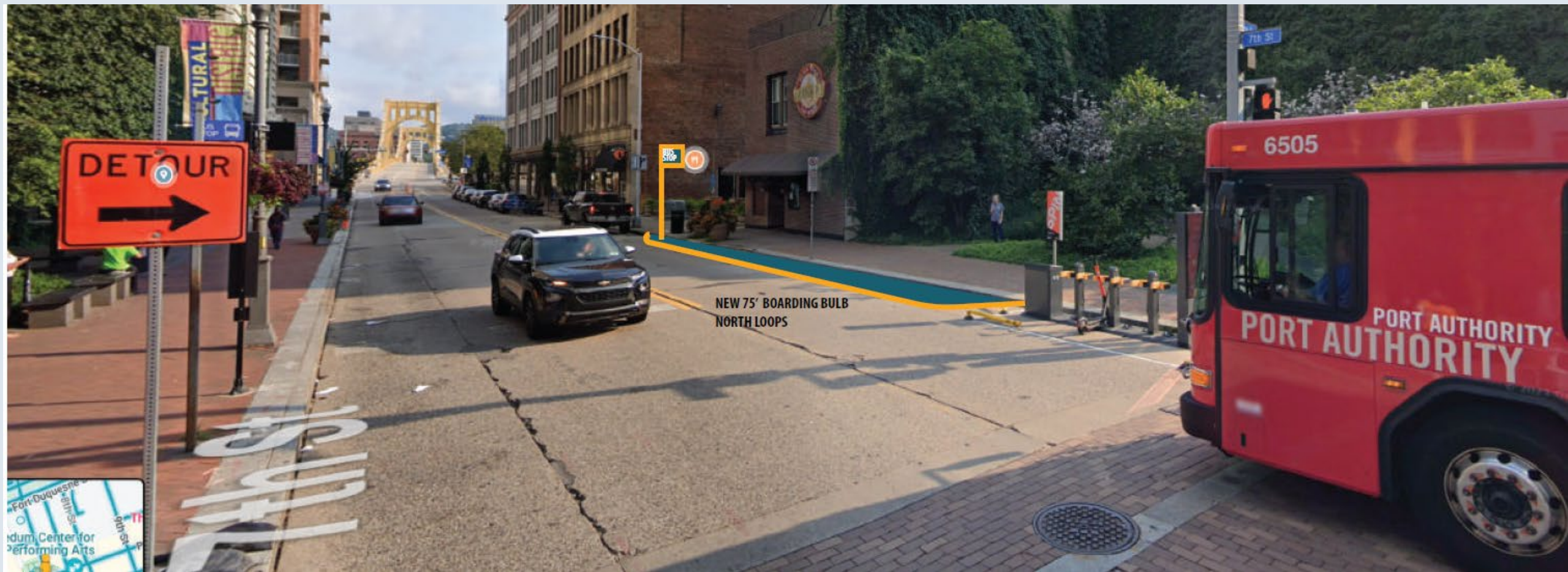
Stop Name	Estimated Future PM Peak Boardings	2023 PM Peak Boardings
Stanwix St at Penn Ave FS	731	464
Smithfield St at Fifth Ave	469	307
Wood St at Sixth Ave	419	369
7 th St at Penn Ave	391	545

High Ridership Increase (excluding PRTX Stations)

Stop Name	Estimated Future PM Peak Boardings	Increase from 2023
Bldv of Allies at Post Gazette Bldg	375	+331
Ft. Pitt Blvd at Smithfield St FS	348	+285
Ft. Duq Blvd at 6 th St	281	+281
Stanwix St at Penn Ave FS	731	+267
Grant St at Seventh Ave FS	214	+214
Smithfield St at Ft. Pitt Blvd	347	+211



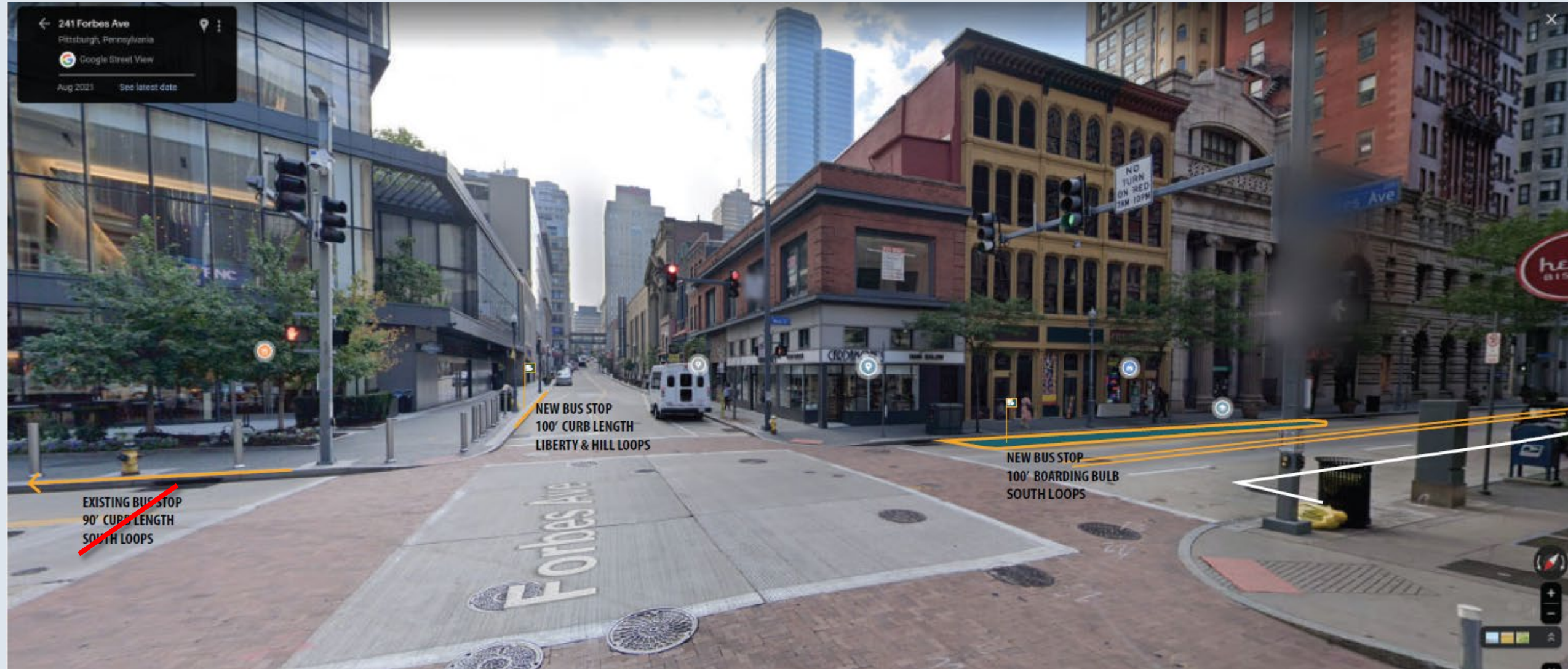
➤ 7th St at Penn Ave



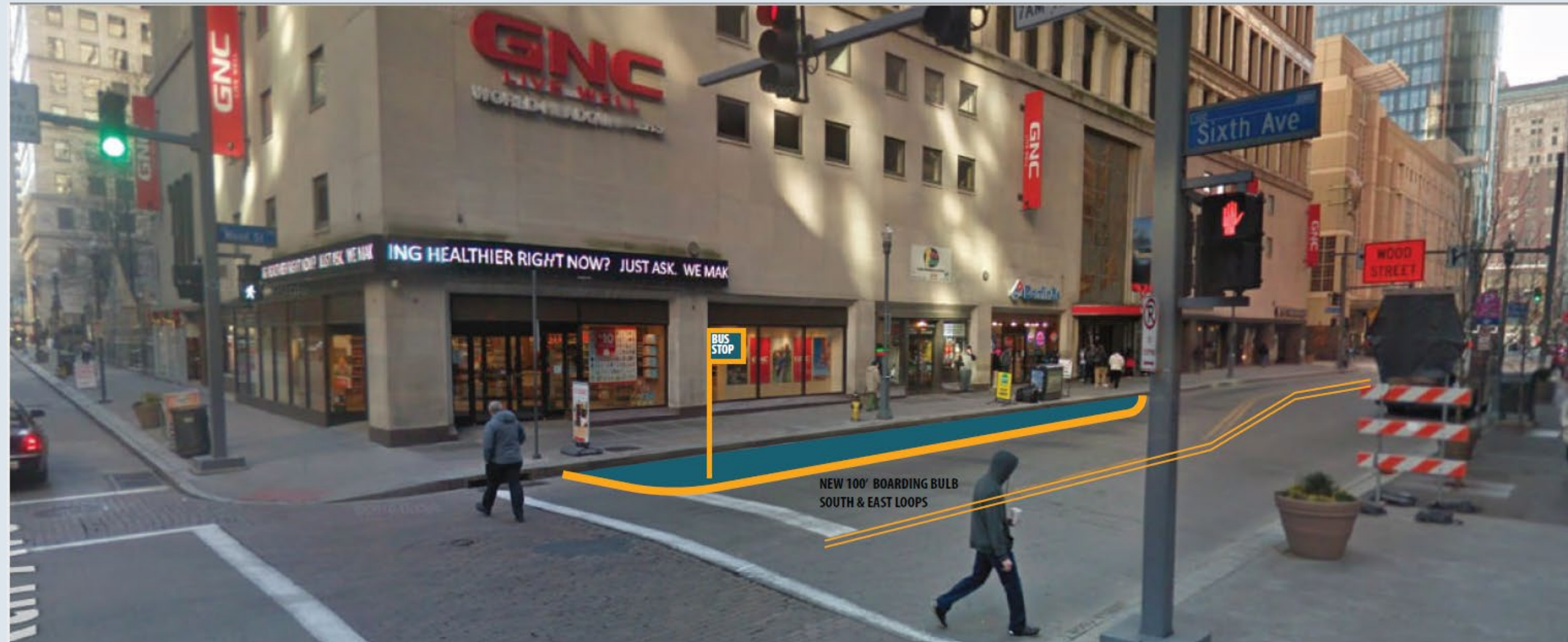
NEW 75' BOARDING BULB
NORTH LOOPS



➤ Wood St at Forbes Ave



› Wood St at Sixth Ave



BUS STOP

NEW 100' BOARDING BULB
SOUTH & EAST LOOPS

BASIC BUS STOP

Standard bus stops that allow for limited amenities within the urban streetscape.

STANDARD ELEMENTS

- Bus Stop Sign
- ADA-compliant Landing Pad
- Complete Sidewalk
- Bench
- Trash Receptacle

DAILY BOARDINGS (PM PEAK)

< 100

NUMBER OF STOPS PROPOSED

25

SHELTER STOP

Bus stops equipped with shelters serve higher volumes of waiting passengers.

ADDITIONAL ELEMENTS

- Shelter
- Dedicated Lighting
- Route Information

DAILY BOARDINGS (PM PEAK)

101-250

NUMBER OF STOPS PROPOSED

13

ENHANCED STOP

Bus stop supported by extensive amenities that improve transit access and comfort.

ADDITIONAL ELEMENTS

- Route and System Information
- Bus Stop Pavement Markings
- Bicycle Rack
- Real-Time Bus Arrival Display
- Wayfinding Signage

DAILY BOARDINGS (PM PEAK)

> 251

NUMBER OF STOPS PROPOSED

16

BRT STATION

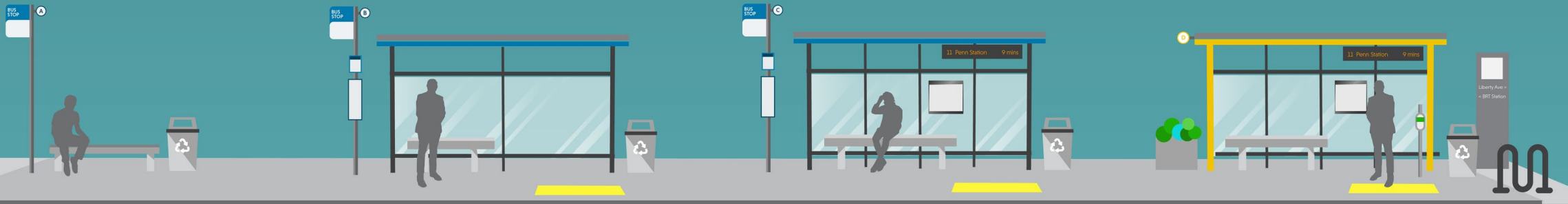
Larger bus facility with rail-like amenities, unique BRT branding, and wayfinding.

RECOMMENDED ELEMENTS

- Landscaping and Greenery
- Art Features
- Ticket Vending and Fare Payment
- Level Boarding
- All-Door Boarding
- Bikeshare Station

NUMBER OF STOPS PROPOSED

5



➤ Typology by Stop



Proposed Stop Typologies

- Basic Stop
- ★ Shelter Stop
- ★ Enhanced Stop
- ☐ PRTX Station
- Proposed Scenario



	Typology	Boardings	Proposed
●	Basic	0-100	31
★	Shelter	100-250	13
★	Enhanced	250-500+	16
☐	PRTX Station	PRTX Station	7
<i>Total Stops</i>			67

*counts do not include Penn Park stops

Next Steps



➤ Next Steps

- Public Comment Period Ends July 16
 - Drop off written comments to Downtown Service Center
 - Submit online comments at <https://nextransit.network/downtown>
- Draft Report to be Complete ~ August 2023
- Full timeline will be developed by **December 2023** based on infrastructure project completion
 - Further public outreach/on-street engagement to occur in winter 2023-24
- Implementation to start in 2024
 - Will be timed around infrastructure projects
 - Future public engagement will be targeted to riders on the street

Breakout Rooms

Discussion & Questions



Proposed Changes to Bus Stops



Proposed Alignment Stops

- Most stops serve multiple route groups
 - Route overlaps prioritized where simple connections between cardinal directions can be achieved
- Existing stop locations prioritized where possible
 - New stop locations only proposed when necessary
- Stop typologies to be determined by ridership and available space



Proposed Alignment Stops



➤ Service from the West

25
buses/hr

- **Changes to Existing Stops:**
 - Service from the West is similar to current operations
 - G2 is interlines with the BRT and will stop at BRT stations
- **New Stops Proposed:**
 - One at Liberty and 7th St
 - Layover location at Liberty before Stanwix for operational efficiency and reliability



➤ Service from the South

26
buses/hr

- **Changes to Existing Stops:**
 - Majority of the stops for service from the South will be maintained
- **New Stops Proposed:**
 - One at Forbes and Smithfield for the South Commuter Route Group



➤ Service from the Northeast

12
buses/hr

- **Changes to Existing Stops:**
 - Northeast routes will now serve existing stops on Wood St and Smithfield St
 - Route 77 will no longer serve stops on Fifth Ave
- **New Stops Proposed:**
 - One on Forbes at Wood



➤ Service from the North

38
buses/hr

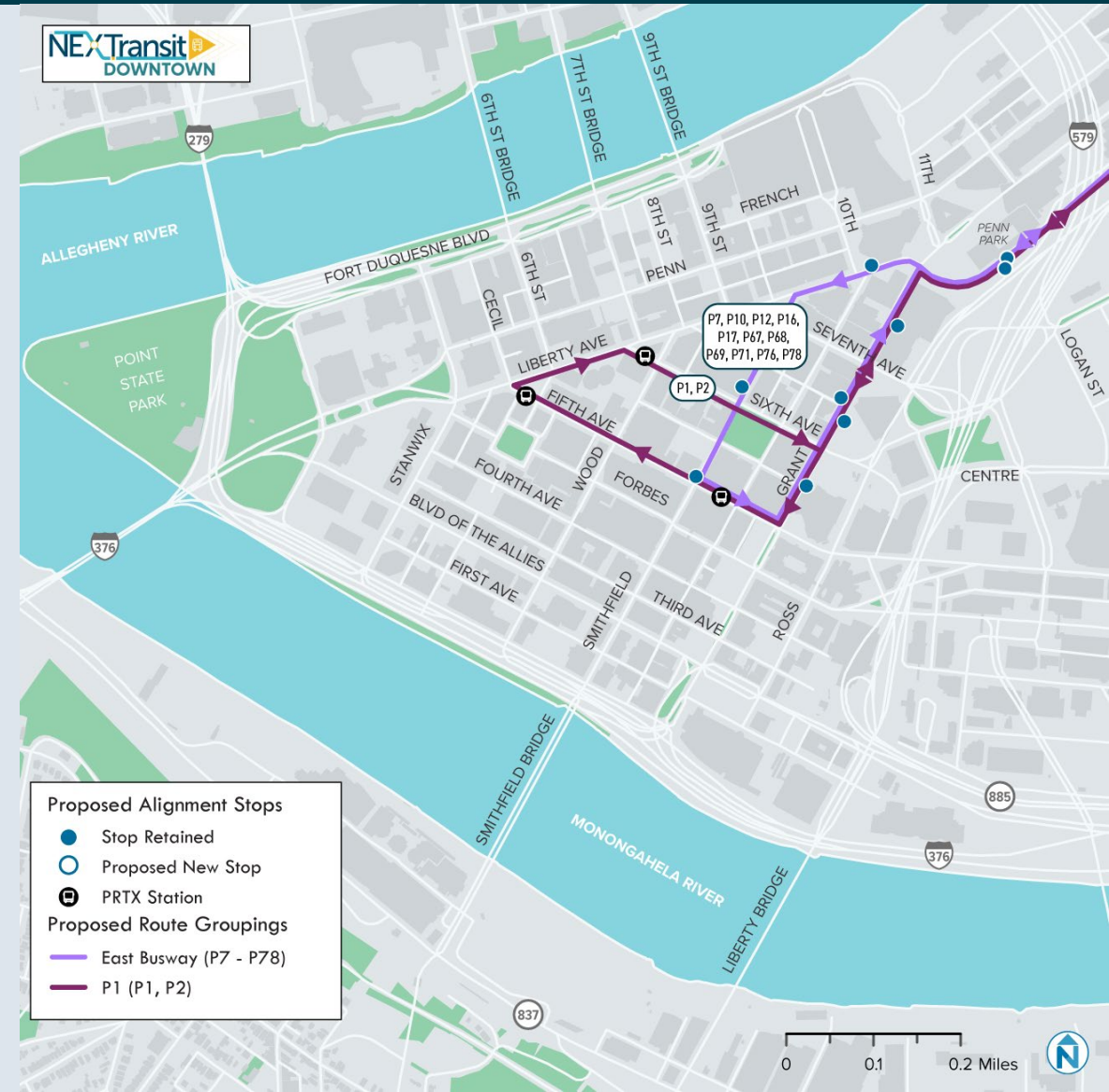
- **Changes to Existing Stops:**
 - Stops south of Liberty Avenue are no longer served by these routes
- **New Stops Proposed:**
 - One at 7th St and Penn Ave
- **Stops eliminated:**
 - Penn Ave at 7th St (Route 8 shifted to Liberty Ave)



➤ Service from East Busway

31
buses/hr

- **Changes to Existing Stops:**
 - East Busway commuter routes no longer serve most stops on Liberty or Fifth Ave, and will stop at the Smithfield St at Sixth Ave Superstop
 - P1 and P2 interline with the BRT and will stop at BRT stations



➤ Service from the East

31
buses/hr

- **Changes to Existing Stops:**
 - East Route group will no longer serve stops along Fourth Avenue (those stops will be eliminated)
 - The Highway East group will serve an entirely different set of stops than current
 - The BRT stops are predetermined
- **New Stops Proposed:**
 - 10 new stops for the service from the East

