Appendix B

Comment Summary – By Route

BLR 1.0 Route #	Comment Summary	Multiple Comments Received?	Primary Issue
7 Discont'd	Don't discontinue service to Reserve Township	Y	Routing
7 Discont'd	No more service to the Spring Garden Area	Y	Loss of Service
7 Discont'd	Better span and frequency on lower Spring Garden ave, but loss of coverage in the northern segment could be covered by microtransit in the future		Efficiency
27 Discont'd	Upset about the discontinuation of service near Middletown Rd and Berry St	Y	Loss of Service
27 Discont'd	Upset about the loss of service on Chartiers Ave in Windgap		Loss of Service
27 Discont'd	Uses this route for errands in the West End in Elliott. Uses this route to transfer to others in the Southside		Retain route
41 Discont'd	Concerns about overcrowding on route (41 today is standing room only)		Frequency
41 Discont'd	Request for new 41 to start west of Mount Lebanon Station (i.e., down Bower Hill Rd)		Routing
44 Discont'd	Concerned about loss of service for elderly and school students	Y	Routing
44 Discont'd	Difficult to get to South Hills Junction from Beltzhoover without a bus	Y	Routing
44 Discont'd	Cutting St Clair and Mount Oliver makes it harder for these neighborhoods because they are a food desert	Y	Routing
44 Discont'd	Getting to Brownsville Road is difficult due to terrain and need this circulator route	Y	Routing
44 Discont'd	Does not feel the microtransit zone will be sufficient enough		Microtransit
44 Discont'd	Comments about needing the bus	Y	Loss of Service

44 Discont'd	Keep a stop near Churchview Garden Apartments in North Baldwin	Y	Bus stop
52L Discont'd	Would love a connection from Hilltop neighborhoods to Swissvale		Routing
52L Discont'd	You are getting rid of all the routes through Greenfield down to Second Ave		Routing
52L Discont'd	Upset with the loss of direct Downtown service from Whitaker	Y	Routing
52L Discont'd	Want for limited (peak service) to Downtown on the N59 as an alternative to the 52L discontinuation	Y	Routing
52L Discont'd	Dislike the detour through Oakland versus the current 52L	Y	Routing
53 Discont'd	Feels rerouting down Lebanon Rd is not beneficial	Y	Routing
56 Discont'd	Upset with the loss of direct Downtown service from Dravosburg		Routing
56 Discont'd	Cutting off seniors on Mifflin Rd in West Mifflin		Routing
56 Discont'd	Do not like the 2.8 mile stretch of Mifflin Road that is getting cut		Loss of service
65 Discont'd	65 is good for express commute Downtown - the 61s are crowded and slow and riders would drive instead of take that	Y	Routing
65 Discont'd	students rely on the 65 to get to Allderdice, CAPA, and other PPS. Squirrel Hill to Greenfield is important with the PPS redesign. (comments about student riders were frequent)	Y	Routing
65 Discont'd	Many people mentioned that recent ridership decline is due to the Charles Anderson Bridge closure - they express that their commute is much slower but would take the service again when the bridge reopens	Y	General
65 Discont'd	people use the 65 to get to Magee	Y	Routing
69 Discont'd	Want service to 5th and Cavit in Trafford. Sad that the senior center loses service/loss of service to Trafford	Y	Routing
69 Discont'd	Dislike service on Ardmore as they feel it is too unsafe for pedestrians	Y	Safety
69 Discont'd	Dislike having to transfer at Wilkinsburg to get to Oakland. Feel Wilkinsburg is unsafe	Y	Safety
69 Discont'd	Cutting off Pitcairn	Y	Loss of Service
69 Discont'd	Want service to Trafford Manor for all the senior citizens		Loss of Service
71/P71 Discont'd	Keep commuter service from Regent Square to Downtown - the 61s are very slow and serve Oakland, but Regent Square needs a Downtown route.	Y	General

71/P71 Discont'd	MANY comments mention students taking the P71 to get to school Downtown. Safety was mentioned too - the P71 being local makes it safer for schoolchildren to board/alight (instead of on the 61s). Other buses are very slow and there is no other way for these children to get to school.	Y	General
71/P71 Discont'd	Regent Square and Edgewood are so close to the busway but the topography/lack of access makes it difficult to walk (esp if you are disabled or elderly). People would not be able to get to work without it.	Y	Routing
71/P71 Discont'd	The frequency has already dropped on the P71 so much that it's difficult to rely on it. If frequency was what it used to be, people would ride more because they could depend on it.	Y	Frequency
71/P71 Discont'd	Regent Square to CAPA on P71 was mentioned multiple times - there is no school bus option. Commenter mentioned that the 7:15 IB from Regent Square and 3:40 return trip is full every day. Can we check this ridership?	Y	Routing
O1 Discont'd	Lots of dissatisfaction with the combination of the O12 and O0		Routing
O5 Discont'd	No other option for transportation other than driving with the elimination of this route in my area	Y	Routing
O5 Discont'd	Hopes this redesign of O5 helps ridership because it is low currently		Efficiency
O12 Discont'd	Claims the route is packed in the morning leaving McCandless PnR	Y	Frequency
O12 Discont'd	New alternative routes miss key areas in Downtown	Y	Routing
O12 Discont'd	The new routings of the replacement routes will add a lot of travel time for commuters	Y	Routing
O12 Discont'd	Lots of dissatisfaction with the combination of the O12 and O1	Y	Routing
O12 Discont'd	Upset by loss of the flyer route	Y	Loss of Service
P10 Discont'd	Do not like the removal of express service to Downtown with claims that the bus is always full	Y	Routing
P10 Discont'd	Concerns about riders north of Harmarville	Y	Routing
P10 Discont'd	Longer walk to get to Harrison Hills Park		Routing
P10 Discont'd	Loss of parking due to the new routing/discontinuation of the P10 in Northeast Allegheny County		Parking
P10 Discont'd	Concerned that the new route would take much longer		Trip Duration

P13 Discont'd	The new routings of the replacement routes will add a lot of travel time for commuters		Routing
P13 Discont'd	Do not like the discontinuation of the Flyer routes		General
P13 Discont'd	Need more frequency on other routes during peak time	Y	Frequency
P16 Discont'd	General Upset about loss of service in the Penn Hills region. Listed roads: Universal Road, Long Road, Beulah Road, Deerfield Drive. People would rather see the service reduced instead of completely eliminated	Y	Routing
P16 Discont'd	Making people cross William Penn Hwy to get to McCready Park and Ride is dangerous	Y	Safety
P16 Discont'd	Universal Rd and Long Rd don't have another option besides driving. Proposed microtransit zone isn't appealing.	Y	Routing
P16 Discont'd	Need a route that services Alcoma Apartments		Coverage
P16 Discont'd	No service to Beulah Park	Y	Loss of Service
P16 Discont'd	Upset about loss of express routes		Loss of Service
P16 Discont'd	Replacement route is not adequate for Penn Hills		Loss of Service
P17 Discont'd	Need more peak frequency		Frequency
P17 Discont'd	Do not like the new routing that avoids Mark Road and Grove Road		Routing
P17 Discont'd	Concerns about this route being fully eliminated and no other proposed routes being convenient	Y	Routing
P17 Discont'd	Concern about proposed local routes not being a viable substitute option since the length of ride into Downtown is too long		Routing
P17 Discont'd	Losing service on Apple Ave		Loss of Service
P68 Discont'd	Braddock Hills riders want to at least get to the East Busway		Routing
P68 Discont'd	Frustration with this cut compounded on past service cuts	Y	Routing
P68 Discont'd	Want a feeder bus/circulator through Braddock Hills	Y	Routing
P68 Discont'd	Confident and grateful for the staff at the Braddock Hills Giant Eagle Pop Up Hopeful some resolution can happen for riders in Braddock Hills. Knows not everyone will be happy, but hopeful		General
P68 Discont'd	Not enough sidewalk/no sidewalks in the areas with service cuts that make it hard to get to other stops	Y	Safety

P68 Discont'd	Thinks the cut is necessary because the buses are disruptive and usually empty	Y	Efficiency
P68 Discont'd	Want a bus on Brinton Road	Y	Routing
P68 Discont'd	Dislike service on Ardmore as they feel it is too unsafe for pedestrians	Y	Safety
P68 Discont'd	Want service to Turtle Creek		Loss of Service
P68 Discont'd	Increases my walk time to stops		Access
P76 Discont'd	Riders from White Oak are concerned about loss of Downtown service - need service in White Oak still		Routing
P76 Discont'd	Retain Forest Hills Park and Ride	Y	Routing
P76 Discont'd	Service from Olympia shopping center to Downtown needed - people don't have cars or drive, and they rely on service to get to work (they walk to this shopping center to take the bus)	Y	Routing
P76 Discont'd	Buses are full in the mornings and there needs to be more service, not less	Y	Frequency
P76 Discont'd	Service needed from Olympia to the North Versailles Walmart and back (N56 retains this so that's good - make sure it is retained)	Y	Routing
P76 Discont'd	North Versailles area is being left out		Loss of Service
P76 Discont'd	Want service to the library		Access
P78 Discont'd	Worry about overcrowding at the East Busway after getting off of the N1	Y	Frequency
P78 Discont'd	Don't like the transfer and having to take 2 buses to get Downtown. Concern about total travel time, especially if there isn't a guarantee of a less than 10 minute wait at transfer point	Y	Routing
P78 Discont'd	Don't like that the replacement (N1) doesn't start until 6am, need earlier start time.		Span
P78 Discont'd	Feel like they are being penalized for living further from Downtown and being forced to transfer to get around	Y	Routing
P78 Discont'd	Confused if service on Laketon Road is being discontinued.		Coverage
Y45 Discont'd	Dislike of the discontinuation of the Y45 in Whitehall, Baldwin and South Park Township	Y	Routing
Y45 Discont'd	Would like some form of bus service	Y	General
Y45 Discont'd	If no bus service comes back, create some Park and Rides in the South around Whitehall and Baldwin	Y	General

Y45 Discont'd	Bring service back with an extension/reroute of the D49	Y	Routing
Y45 Discont'd	Can't use other mobility devices (scooters/bikes/etc) due to only 2 racks on the bus		Bike racks
Y47 Discont'd	Detour the D49 to run between Whitehall and Baldwin	Y	Routing
Y47 Discont'd	Upset with the cut of service for people who still use it. Especially with past cuts such as the 46A	Y	Routing
Y47 Discont'd	The new replacement route, D49 starting at 6 is too late		Span
Y47 Discont'd	Says Brownsville Road is always full of riders. Upset with the stretch of Brownsville Road between Whitehall and Baldwin being discontinued	Y	Frequency
Y47 Discont'd	Both the Y45 & Y47 should be combined as one, the D47 from Penn Park to Smithfield St run as the current OB Y47 to Provost & Baptist, then right Baptist, to current OB Y45 to Laurel @ Curry, left Curry, right Hollow Haven, left Scenic, right Sunny, right Brownsville to current OB Y47.		Routing
D2	Make the route start at McCandless Park and Ride	Y	Routing
D2	A connection from Millvale to Spring Garden		Routing
D2	Increase the frequency to 30 min	Y	Frequency
D2	People with disabilities need service to Rachel Carson EcoVillage		Routing
D2	Extend the route to Ross Park Mall	Y	Routing
D2	Earlier service hours	Y	Span
D2	Want it to serve McCandless Crossing and Pine Creek Mall		Access
D5	Lot of dissentient with removing the flyer routes and adding lots of travel time	Y	Routing
D5	Need a Park and Ride in Etna		General
D5	Longer service span, 4am for weekdays and end at at least midnight. Not a conducive timespan for nights out in Downtown, especially on Weekends	Y	Span
D5	Extend service to PGH Mills Mall and the Walmart (many survey comments about this one suggestion)	Y	Routing
D5	Praise for the Harmar Park and Ride connection to the N1 and other N1 connections	Y	General
D5	Should go up to the Mills Mall and loop through Springdale	Y	Routing

D5	Happy with this route and another route addition/modification to help speed up travel to Downtown	Y	General
D6	Consider running on McKnight Road		Routing
D6	Longer service span. 4am start and a midnight end	Y	Span
D11	Current routing makes it difficult for riders to get to the Giant Eagle, restaurants, and shops on E Ohio St. and Cedar Ave	Y	Routing
D11	Why not keep it on North and Cedar	Y	Routing
D11	Longer span of service like: Weekday 4a to 12a, Sat 3a to 1a, Sun 5a to 12a		Span
D8	This route has great improvements! Increase in Sunday frequency is well-liked too.	Y	General
D8	Better service from Perry Hill and Northside		Routing
D8	Better frequency to Allegheny General Hospital and increased service span		Span
D8	Concerned about traffic congestion slowing the bus down on 7th in Downtown from sporting events		Congestion
D11	More frequency		Frequency
D12	This is a great route for access to jobs and healthcare facilities	Y	Good Access
D12	Need a longer span of service and frequency since the O12/O3 operate on Weekday Only	Y	Span
D12	Inbound and Outbound lines should be routed on the same roads for safety and ease of use	Y	Routing
D12	Bypasses the Northside with no access to Central Northside or the Hospital		Routing
D12	Bring back service to UPMC Passavant	Y	Routing
D12	Longer span of service		Span
D12	Direct access to Oakland	Y	Routing
D12	Should enter McIntyre Square		Routing
D13	Need a more direct connection to Oakland	Y	Routing
D13	Lost one seat rides to West View for Giant Eagle and other trips	Y	Routing
D13	More morning frequency	Y	Frequency
D13	Beaver Ave routing is great		Routing
D14	Need more weekend service and frequency	Y	Span

D14	Missing a direct connection to Sewickley	Y	Routing
D14	Route through Bellevue	Y	Routing
D14	Keep the route on Beaver Ave	Y	Routing
D14	Stop at Allegheny Station/Casino	Y	Stops
D14	Manchester routing is amazing!	Y	Routing
D14	Need service to Bidwell Training Center	Y	Routing
D14	Weekend service, especially on Sunday ends too early. Sporting events cited as an example		Weekend Service
D14	Love the new extension of the 14 into Downtown!	Y	Routing
D14	Left turn onto Grant Ave to get to California Ave sooner to avoid congestion		Routing
D15	Missing East/West connection in the Northside		Routing
D15	Longer service span		Span
D15	Extension into Northview Heights seems pointless and prefer the turn around of the original 15		Routing
D15	Want service to McIntyre Square, The Block, and Ross Park Mall via McKnight Road with at least hourly service.		Routing
D15	Safety concerns of accessing the bus on East Street		Safety
D15	Want a direct connection to Oakland		Access
D16	Need to serve pharmacy and groceries (Brighton Heights Giant Eagle) directly. The terrain is too much		Routing
D16	Need a direct route to Oakland	Y	Routing
D16	Love the increased frequency and extension	Y	Frequency
D16	Keep the loop through the Commons		Routing
D21	Longer service span, keep the same service span as the current 21	Y	Span
D21	More frequency in peak hour	Y	Frequency
D21	Expanded service to 11:00pm on Saturdays		
D21	Expand early morning service hours during the weekdays		
D21	Want this to serve McCandless Crossing and Pine Creek Mall		Access

D23	Service discontinuation to Herbst will make it difficult for lots of seniors. There are people who ride it that need it	Y	Routing
D23	A route/extending the D23 to Wexford/Moon	Y	Routing
D23	Add service back to Herbst Road	Y	Routing
D23	Keep the McKees Rocks Giant Eagle Stop	Y	Stops
D23	11pm service on Saturdays		Span
D23	The overall proposal of the D23 is pretty solid	Y	General
D23	Love the connection to Sewickley		Connection
D24	Longer hours of service, especially on weekends	Y	Span
D24	Loop around Chauvet Drive		Routing
D24	Restore service to Imperial	Y	Routing
D24	Go to Northside via McKees Rocks instead of routing through E Carson St		Routing
D24	Earlier service hours on weekdays	Y	Span
D24	Losing access to transit in the housing project, Meyers Ridge		Access
D25	Strong desire for 7-day service	Y	Span
D25	Request to rename D25 to G25 to align with the West Busway being called the Green Line and to identify it as a branch of a rapid transit service		Naming
D25	Request for service to Settler's Ridge		Routing
D25	General support for the route, happy it goes to Walmart and happy 28X/X20 no longer goes to Robinson	Y	Routing
D25	Requests for improved speed and frequency to Robinson	Y	Frequency
D25	Concerns about increased travel times	Y	General
D25	Serve the park and ride in Robinson		Loss of Service
D26	Request to reroute along Middletown Rd so more neighborhoods can access the bus system (anyone living along 1.2 mile stretch between Hodgson and Chartiers playground will be without service)		Routing
D26	Request for a connection from Sheraden to McKees Rocks shopping plaza		Routing
D26	Request for service between Faronia, Jeffries, Middletown to Crafton Ingram Shopping Center to Downtown	Y	Routing
D26	Request to restore service to Middletown Rd	Y	Routing

D26	Request to maintain access to Crafton and Crafton Giant Eagle	Y	Routing
D26	Requests to maintain route as is as people/students use it to access doctor's offices, school, etc.	Y	Routing
D26	Some support for new D26 route but with expanded span of service	Y	Span
D26	Concerns with safe infrastructure to access D26, especially considering the steep hill on Allendale and Tyndall which lacks an ADA compliant sidewalk		Routing
D26	More access to County parks		Access
D29	Support for the route, especially the more direct and faster access to the McKees Rocks Giant Eagle		Routing
D29	Suggest serving Ladoga, Berry, Prospect, Foster, and Steuben (reverse inbound) instead of White and Crafton Blvd which already have transit service	Y	Routing
D29	Request to restore Imperial service or provide more Steubenville Pike service		Routing
D29	Request to extend service to Walmart and Target near Robinson	Y	Routing
D29	Concerns about having to transfer to reach Oakland	Y	Routing
D29	Do not like the cuts of service to Statmore and Stueben Street		Loss of Service
D29	Want more microtransit in the West to bring more connections to the Busway		Microtransit
D31	Unhappy about need to transfer to get Downtown		Routing
D31	Request for expanded service and frequency	Y	Frequency
D31	Request for IB stop at Washington Ave and Knox		Stops
D31	Request for weekend service until midnight	Y	Span
D31	General discontent with shortening of the route	Y	Routing
D31	D31 cuts off Carnegie and Bridgeville, which impacts senior citizens living along Washington Ave		Routing
D32	Bower Hill & Cochran Rd intersection too difficult to access especially in winter	Y	Safety
D32	People working retail jobs in Bridgeville need the existing service, request to maintain a stop at Galleria mall	Y	Routing

D32	Request to maintain nonstop bus service between Downtown and Bridgeville to avoid the need to transfer		Routing
D32	New route does not provide adequate transit access for people living multi-family housing in the area		Routing
D32	Concerns about retaining connections to South Hills Village	Y	Routing
D32	Concerns about 60-minute headways, requests for higher frequency	Y	Frequency
D32	Requests for a direct connection to Oakland	Y	Routing
D32	Support for the new D32	Y	General
D32	Want later service than 9PM		Span
D32	Want the bus on Ft Couch Road	Y	Routing
D32	Brookline and Dormont lose service to 4 nursing homes on Kane Road	Y	Loss of Service
D32	Increased frequency at peak hours		Frequency
D32	Service to Mount Lebanon Condos		Access
D32	Will miss the alternative of the 36 versus the Red Line to go from Beechview to South Hills Mall		Loss of Service
D38	Keep service on Lindsay Rd, cannot walk the hill	Y	Routing
D38	Maintain connection to Downtown, bus feels much safer than the T at night		Routing
D38	Request to start service on route earlier than 6:00 AM		Span
D38	General support for the route and frequency	Y	General
D38	General discontent for the route due to difficult to get Downtown and lack of service span for people working Downtown on weekends	Y	Span
D38	Desire to retain service to Scott Township, especially Lindsay Rd and Swallow Hill Rd	Y	Routing
D38	Getting to Mt. Lebanon business district/T station from the stop at Cochran & Bower Hill may not be far geographically, but requires going uphill along very busy roads that are difficult to cross		Loss of Service
D39	Do not support removing stops on the 39 that are not on the boulevard, other HS students also use these stops and it increases the morning walk by 15 minutes		Stops
D39	Request for greater frequency on weekends, 30 min. headways on weekdays, and to run later	Y	Frequency

D39	Brookline residents happy with one seat ride to Oakland that does not go through Downtown	Y	General
D39	Request connection to South Village Station	Y	Routing
D39	Request for microtransit in Brookline to access streets larger buses cannot access		Microtransit
D39	Request to not cut the route going through Brookline due to steep streets that make it diffuclt to walk down/back from the boulevard		Routing
D39	Request to restore connection to PPS Carmalt school		Routing
D44	Residents adamantly do not want to be dropped off Downtown on Blvd of the Allies	Y	Stops
D44	Hazelwood residents request later span of service to Downtown	Y	Span
D44	People in Dravosburg and West Mifflin areas need a direct connection to Downtown		Routing
D44	Request for stop #4165 Blair St to be retained to save tenants from having to walk 0.75-miles		Stops
D44	General discontent with the need for PPS students and others to transfer, especially in winter conditions	Y	Routing
D44	Hazelwood Green sports complex will need more service than just 2 proposed routes		Service
D44	Need to connect Hazelwood residents to the VA in Oakland		Routing
D44	General concerns about delays due to combining routes which reduces alternative options and due to outbound D44 entering Waterfront via Amity St (roads get backed up)	Y	Trip duration
D44	Request for more frequency and expanded span of service	Y	Frequency
D44	Request to include Greenfield	Y	Routing
D44	Requests to leave this route (53L) as is	Y	Routing
D46	Stops on D46 lack sidewalks making access difficult for people walking to catch a bus		Safety
D46	This route was shifted in latest round and will no longer serve a 300 home growing neighborhood		Routing
D46	Extending the D46 further into Elizabeth can increase ridership than just stopping at a very small Park 'N Ride lot		Routing

D46	Concerns with lack of access to Baldwin Borough	Y	Routing
D46	Request for expanded frequency and span of service	Y	Frequency
D48	Request to improve speed of route		General
D48	Request to improve weekend service (after 11pm) to reduce car dependency		Span
D48	General support for the Giant Eagle loop and the D48 route	Y	General
D48	General dislike for the D48 route		General
D48	Appreciate that there are several routes to Downtown from South Side		Good Service
D49	Stops on D49 lack sidewalks making access difficult for people walking to catch a bus	Y	Safety
D49	This route was shifted in latest round and will no longer serve a 300 home growing neighborhood	Y	Routing
D49	Request to maintain service to Baldwin Borough which could be accomplished by using Brownsville Road (what the Y47 does now), current alignment will create a 30-minute walk to transit access when it is currently 5-10 minute walk	Y	Routing
D49	Concerns about eliminating the Y45 which would cause long walks to D49 for people from Baldwin Borough	Y	General
D49	Need earlier start times for buses due to need to be at work by 6/7am in Oakland during the week	Y	Span
D49	Request for more frequent service, especially during the day		Frequency
D49	"If a version of the Y45 can't be maintained, I implore PRT find a way for the proposed D49 route to include Baldwin Borough. At the very least, I'd hope the route could begin on or run along a portion of the Y45 route. For example, driving a short loop along Curry, Gardenville, Blossom, and McAnulty would keep hundreds of families in the neighborhood within a few blocks of and only a five- or ten-minute walk to the bus."	Y	Routing
D49	South Baldwin and South Park are not served		Coverage

D49	The D49 could start at the West Mifflin Walmart and run to downtown via Provost Rd and the D47 could start at West Mifflin Walmart and run to downtown via the Alden and the current Y45 route starting at Laurel Rd. This would retain the Y45, Y47, Y49 service areas while making 3 routes into 2 and not forcing an extra long bus ride for The Alden riders		Efficiency
D51	Concerns about overcrowding, especially in the early mornings, and the impact of route changes on low income communities	Y	Frequency
D51	Requests for improved frequency and service span, especially on weekends and late at night	Y	Frequency
D51	Request to ensure service to North Baldwin (also Custer and Joseph Streets) is retained	Y	Routing
D51	Request for connection to the Waterfront		Routing
D51	Request for microtransit zone in Braddock Hills		Microtransit
D51	Cut off service to a large apartment complex, walking route from 51 is dirty, lacking lighting, and unsafe for pedestrians	Y	Safety
D51	Issues and concerns with on-time performance of the 51		Frequency
D51	General dislike for route changes	Y	General
D51	General support for new route	Y	General
D51	Love the access to the Walmart		Good Access
D52	Request for service to be retained along Johnston Ave to support senior citizens at Glen Hazel Hi Rise	Y	Routing
D52	Unhappy about losing the 93 alignment: 1) safety concerns with service only on Browns Hill Road (steep to access, sidewalk gaps), 2) now no direct routes from Greenfield to Hazelwood or lower Lawrenceville	Y	Routing
D52	Concerns about losing direct and frequency connections to Downtown, especially from Glen Hazel.		Routing
D52	Request to leave 57 and 93 alone	Y	General
D52	Request to have the Oakland-Waterfront bus run along Blair instead of Irvine as more development occurs		Routing
D52	Request for route to go farther north into Wilkinsburg		Routing

D52	Request to restore service from East Pittsburgh to Homestead like the old 56B (before the 57)		Routing
D52	Request to change name to D57		Naming
D52	Request to maintain access to The Waterfront	Y	Routing
D52	Request to expand span of service 4am to 1am 7 days a week		Span
D52	General support for the new route being streamlined and providing connection between Homestead, Swissvale, and Downtown. Swissvale to the Waterfront is a desired connection.	Y	General
D6	Consider running on McKnight Road		Routing
D6	Longer service span. 4am start and a midnight end	Y	Span
D62	Retain service on Winterburn Ave!!	Y	Routing
D62	Need quicker connection from Greenfield to Downtown - especially with the removal of the 52L. Lots of people commute Downtown on the 52L and the D62 would make this trip significantly longer when it's very efficient now. People still want a bus trip on Second Ave.	Y	Routing
D62	Geography is challenging in Greenfield so this is extra reason to retain local service - children, people with disabilities, etc rely on the bus and need the local neighborhood service	Y	Routing
D62	Many people say that the Greenfield ridership data is inaccurate and undercounted, and that there are many more riders per day at their stops than what is showing in Remix	Y	General
D62	Greenfield to CMU is a popular desired connection	Y	Routing
D62	Multiple comments mention routing on McCaslin - we need to check if this is feasible.	Y	Routing
D62	Overall: it doesn't seem that there's really a strong desire to go to Edgewood Towne Centre - people want to go **Downtown, to CMU, to Oakland, to Squirrel Hill, to Lawrenceville and to Hazelwood**.	Y	Routing
D62	People like the Squirrel Hill to Frick Park to Swisshelm Park/Regent Sq connection but this probably doesn't need to be done on a Greenfield bus…not much desire for connecting to there from Greenfield	Y	Routing
D62	Many people like service in Swisshelm Park and like the connection to Oakland, as well as the retained connection to Downtown	Y	General

D62	Increase to 30 minute frequency was well-liked - comments express need for greater frequency on the current 58 and desire for an increased service span	Y	Frequency
D62	Greenfield to Children's hospital in Lawrenceville was mentioned multiple times	Y	Routing
D62	Many comments mention students needing to get to the universities in Oakland, Allderdice, and CAPA	Y	Routing
D62	Like the 7 day direct service to Edgewood Towne Centre (lots of elderly people in Swisshelm Park)		Span
D62	Commercial St is a very winding road, is not safe for buses, and is sketchy in the winter (and when the parkway is messed up there's lots of traffic on it). More negative than positive comments about Commercial St.	Y	Routing
D62	Direct transfer to Purple Line would be helpful (assuming this is for Swisshelm Park)	Y	Routing
D62	People like transit access to Phipps	Y	General
D64	Braddock Hills Shopping Center is not pedestrian accessible from Forest Hills or Braddock Hills	Y	Safety
D64	Concerns with overcrowding, especially on Ardmore Blvd - request for more frequency	Y	Frequency
D64	Poor walking conditions to access stops in this entire service area	Y	Safety
D64	General discontent with route changes but a few people said that the route is an improvement over existing conditions and improves service between Forest Hills and the East Busway and Forest Hills and North Versailles Walmart.	Y	General
D64	Request to maintain connection between Forest Hills and Oakland	Y	Routing
D64	Request to maintain a Downtown connection from Wilmerding and Turtle Creek	Y	Routing
D64	People really want service to remain in Trafford	Y	Routing
D64	Span of service is not efficient - people want more service earlier in the way and also want more frequency	Y	Span
D67	Request to still serve Park 'n Ride on William Penn Highway		Routing

D67	Don't like the loss of a one seat ride to Oakland that is currently possibly on 67 and 69		Loss of Service
D67	People are upset about the loss of a direct connection between Monroeville and Oakland. People in Oakland can't access the busway easily enough to get to Monroeville.	Y	Routing
D67	Request for route to stay as is - people like having a flyer to Downtown and a more local route to Oakland	Y	General
D67	People like the increased frequency on the route even though people are unhappy about the alignment	Y	Frequency
D67	Request to provide service for people in Churchill and Wilkins along Beulah Rd		Routing
D67	General discontent for having to transfer/have to walk further to catch D67 bus	Y	General
D67	Request for more weekend service		Span
D67	Request for service to Garden City and the "sides" of Monroeville, like north of Pitcairn		Routing
D70	Concerned about stop access on the Blvd of the Allies		Access
D70	Many riders say it needs to be more frequent - lots of high school & college students and current service already isn't frequent enough (requests for extra peak service, < 30 min frequency and many mentioned 15-20 minutes). Riders say there is already crowding on the 67 and 69 today on Wilkins. Especially at peak, the bus sometimes passes people up. Increasing frequency on this route was the most popular comment by far.	Y	Frequency
D70	Extend to Regent Square or Churchill		Routing
D70	Happy with Point Breeze to CMU connection being retained but would like more Point Breeze service		General
D70	Multiple people requested a route from Penn/Wilkins that goes through Oakland, enters the busway on the Neville ramp, and then goes Downtown. I think this is what a route in this area used to do - people liked the quick Downtown connection.	Y	Routing
D70, D73	Difficult to get from Shadyside to Point Breeze		Routing

D70, D73	Concerns about lack of direct access to businesses in Shadyside along Centre Ave	Y	Routing
D70, D73	Many people rely on the 71C today and say there is already lots of crowding - think this will get even worse in the new proposal	Y	Frequency
D73	One of the most popular comments: people are concerned how traffic on Bates and the Hot Metal Bridge will impact this route. They say Birmingham Bridge is much faster and that this route would add 20+ minutes to their commute, cause buses to sit in bottleneck traffic, make it not competitive with walking and biking, etc. People mentioned that signal improvements/lane widening/etc on Bates could fix this and hopefully the plans will address these concerns	Y	Routing
D73	Increase late night span	Y	Span
D73	Other most popular comment is that this route needs to be more frequent; one person mentioned that the extension through the South Side will drive up demand for this route even more. People say the 71D is already passing up people at 15 minute frequency. Fifth Ave corridor is in very high demand and so is Oakland-South Side connection.	Y	Frequency
D73	Connections between the western half of the South Side and Oakland and between all of South Side and Downtown are good	Y	Routing
D73	Many people liked the connection to the Bridgeside Point area from Pitt	Y	Routing
D73	Many people liked that Pitt students can now access UPMC Rooney Sports Complex, other facilities on the South Side with PRT service.	Y	Routing
D73	South Oakland service was well-liked: one person said they would happily switch to public transportation from driving for their daily commute because of the bus service in South O	Y	Routing
D73	Overall: route is liked besides mixed feedback with Hot Metal Bridge and need for more frequency, with multiple positive comments like "please do this!" or "This is great!"	Y	Routing
D81	People don't think that the connection between Lawrenceville and Oakland is an acceptable replacement for the 93; the route doesn't go far enough into Oakland. Lawrenceville to Oakland hospitals is mentioned specifically too. I think ending this route at Atwood Station would fix it.		Routing
D81	Connection between Bloomfield and Waterworks/Sharpsburg is valued	Y	Routing

D81	Concerns about length of route being too long	Y	Routing
D81	Concerns about losing connection to the Southside to access Giant Eagle; there will be access to other grocery stores along this route though and a Giant Eagle in the Waterworks. There are many comments about this specific connection though, especially for seniors.	Y	Routing
D81	Sharpsburg to East End is a long-desired connection		Routing
D81	Missing connection between Strip District and the Waterworks		Routing
D81	"This is insanely helpful and makes super cool connections between neighborhoods." Also appreciates the connection to the N79.		General
D81	Connection between Blawnox and the Hill is appreciated		Routing
D81	Needs to be more frequent		Frequency
D81	Connection between Sharpsburg and Oakland is appreciated - people say that even more lines should do this		Connection
D82	Support for the existing 82 route - multiple people ask for the route to remain as it is today	Y	Routing
D82	Increased frequency on the 82 is very good!	Y	Frequency
D82	Request to restore service to Old Lemington Homes		Routing
D82	Earlier start time is a plus	Y	Span
D82	Request to retain routing on Beatty/Penn to maintain access to offices and shopping there (commenter works at Duolingo). Another commenter mentioned wanting to access Whole Foods directly.		Routing
D86	Concerns about Bloomfield being disconnected from other surrounding neighborhoods and communities which they currently have access to via transit service (and concerns about not enough frequency in Bloomfield specifically)	Y	Routing
D86	Suggestion to include late-night service on route and a five-minute detour to preserve some service along Universal Road while also providing service along Stotler Rd since many riders walk from here today	Y	Span
D86	Need more frequency on this corridor if other routes are being removed - concerns about crowding and availability of buses. Need for frequency is one of the most popular comments.	Y	Frequency

D86	Many of the comments were about loss of service in Penn Hills regarding the 77 - I don't think the riders care as much about the Bloomfield portion of the route; they just want service in Penn Hills to Downtown. They are concerned about how slow the trip will be from Penn Hills to Downtown.	Y	Routing
D86	Appreciation that the route looks the same west of East Liberty		Routing
D87	Significant concerns about losing service in Bloomfield and Friendship, especially on Friendship Ave. Many people say it is their core route and don't want the alignment to change at all.	Y	Routing
D87	Many parents express that their child currently relies on the 87 to get to/from school (CAPA, ECS in Morningside, Pittsburgh Montessori)	Y	Routing
D87	Stanton Heights residents are pleased with the alignment but would like it to be even more frequent and also mentioned the desire to connect to Oakland	Y	Frequency
D87	Want to maintain a direct connection from Friendship to Downtown - lots of people mention using the current 87 on their daily commute	Y	Routing
D87	Concern about buses on McCandless Ave because of steep grade/winter conditions	Y	Routing
D87	Many people mention needing a bus to West Penn Hospital and Children's Hospital. This is the reason that many people ride the bus.	Y	Routing
D87	Residents in Morningside concerned with a loss of the route and mention needing it to access school and hospitals	Y	Routing
D87	Many people mentioned East Liberty to Bloomfield and Children's Hospital (but this is still retained in our BLR proposal - try to retain it). People say they live in East Liberty and work at hospitals.	Y	Routing
D87	Many comments about the D87 say that PRT is favoring Lawrenceville over Friendship and Bloomfield and say that it's unfair because Lawrenceville is a high-income area.	Y	Routing
D88	People really like the extension to Wilkinsburg, Point Breeze	Y	Routing
D88	Request to bring service to Regent Square (suggestion to Whitney St at least)	Y	Routing

D88	Popular request is for more frequency. People say 15 minute headways are needed, especially at peak, and many people say there isn't enough frequency after 8pm (multiple people mentioned safety concerns at night, esp as a woman traveling alone)	Y	Frequency
D88	General consensus for this route is popular, besides need for more frequency	Y	Frequency
D91	Concerns about service no longer going to Sharpsburg and the Waterworks and a transfer being required to end trip there (I think the support for the zoo vs dislike of this is pretty equal)	Y	Routing
D91	Many concerns about the decrease of frequency on the 91. Butler St is already crowded and many people want more frequent service/less wait time (15 minute frequency was mentioned multiple times)	Y	Frequency
D91	Support for the routing in Downtown and direct route to the Pittsburgh Zoo. Increase in Sunday frequency for zoo traffic.		Routing
D91	Concern about overcrowding not being addressed since the 93 is frequently packed during AM/PM rush		Frequency
D91	People can no longer access RIDC park on the bus	Y	Routing
D91	Requests to space out D87/D91/D81 so that Butler St has consistent service		Frequency
D91	improvement for Morningside		Routing
D96	Concerns about losing access to Southside that existing routes like the 75 and 54 provide, particularly for students and workers; general concerns about D96 ending in Downtown. Not sure if people just don't understand that the Southside connection can be done a different way - it seems like the commenters are from Oakland and Shadyside.	Y	Routing
D96	Extend service to the Pittsburgh Zoo	Y	Routing
D96	Support for keeping D96 on Ellsworth Ave on both inbound/outbound - people rely on an Ellsworth bus route	N	Routing
D96	Popular request is for more frequency - many people say it's not frequent enough, especially at peak	Y	Frequency

D96	Response to taking the D96 Downtown instead of to the Southside is mixed but skews more positive? Some people really like it (Morningside residents specifically mentioned that) while others are unhappy that their direct trip to the Southside is gone (Aspinwall, East Liberty, Highland Park). Also concerns with the route being slowed down in Downtown traffic.	Y	Routing
D96	The circulation around East Liberty (the way the 75 goes today) makes the route longer than it needs to be		Routing
D96	RIDC is losing service completely; can we serve it with at least one route if multiple buses are passing on the main road?		Loss of Service
D96	Pitt to Fox Chapel/Blawnox is lost with this change and people are unhappy	Y	Routing
L10	Increase the frequency	Y	Frequency
L10	Makes the original O1 Ross Flyer trip seem longer with no good stops in Downtown		Routing
L10	Making the L10 only stop at Penn Station makes it inconvenient for people who work across Downtown (like near the gateway building). Need a better loop through Downtown is a frequent sentiment	Y	Routing
L10	Asking for a slightly longer morning service span, like 9:30am and slightly later in the evening, like 7pm.	Y	Span
L10	There should be a stop on Perry Highway	Y	Stops
L10	Excited about the inclusion of the East Busway and Oakland connection	Y	Routing
L10	Wants this implemented immediately	Y	General
L10	Want it to stop at McIntyre Square		Access
L10	How will pollution concerns be taken into account at Carnegie station with 5 additional lines going through there and with busses idling		Air Pollution
L19	Extend from Downtown to Oakland		Routing
L19	Negative sentiment about the proposed routing through Downtown with a preference for the current Downtown routing	Y	Routing
L75	OVERWHELMING consensus is that riders want Old William Penn Hwy to still be served in the way it is today (instead of in BLR proposal to get on highway faster). We definitely need to change this back!!	Y	Routing
L75	concerns with safety of Downtown stops (they don't think Smithfield is safe)		Safety

L75	crowding on P12 - it is too full, having the busway serve all stops will prevent P12 riders from getting a spot, especially on the outbound commute	Y	Frequency
L75	have an increased service span - they need an earlier first morning trip, earlier first afternoon trip, more frequency so if a bus doesn't show, you don't have to wait an extremely long time. Lots of people requested trips in the middle of the day as well.	Y	Span
N1	Concerns about the transfer to reach the Waterworks, want a one-seat ride there to reach jobs	Y	Routing
N1	Support for the new connection to Natrona, to easily reach places like Walmart, and maintaining service to places like Harmar	Y	Routing
N1	Many people note concerns about the transfer at East Liberty Station instead of the route continuing to Downtown (many people note that there is no other direct route from places like Tarentum or Springdale to Downtown, not enough transit availability in this area overall). Meanwhile, several others also indicate support for the route ending at East Liberty Station.	Y	Routing
N1	Support for the route expanding to all-day service and the proposed frequency	Y	Span
N1	Requests to expand route to include destinations including Pittsburgh Mills, Lower Burrell, Presbyterian Senior Care (suggesting to link this to the Penn Hills microtransit zone), and Longwood Retirement Community	Y	Routing
N1	Concern about travel being too slow through Oakmont/Verona and Allegheny River Blvd; Allegheny River Blvd was very unpopular	Y	Routing
N1	Weekend service in Oakmont is well-liked, but residents in Oakmont and Verona want a direct connection to Downtown	Y	Span
N1	Concern about losing bus service in Creighton (across from New Ken)	Y	Routing
N1	There were a few angry comments about how we are providing bus service to an area outside the county (New Ken) but taking away service from places within the county. Not sure how to frame that, but we have always served New Ken and it is an equity area that people within the county connect to		Routing

N1	One person says the route is a "significant improvement on quality of life" and allows access to new employment at all times of the day.		Span
N1	Loss of connection between Penn Hills and Verona makes job inaccessible		Routing
N1	Residents of Blackridge losing transit access		Routing
N17	The frequency is too little, suggestions of 30min were said	Y	Frequency
N17	There is love for this route as it makes trips to these areas faster than the current network	Y	General
N17	Don't like having to transfer to get to Downtown		Routing
N17	A want for connections to McKees Rocks via the McKees Rocks Bridge	Y	Routing
N17	Do not like the loss of one seat rides from West View to Downtown	Y	Loss of Service
N17	Comments are showing that people are going from West View to Oakland. Currently transferring in Downtown	Y	Routing
N22	The bus should stop at the Kennedy Giant Eagle	Y	Routing
N22	Love the inter community line for West End residence that doesn't exist now		General
N22	Frustration with the loss of service on Middletown Road in Windgap, Chartiers, Ingram and Corliss. Especially with challenging terrain. The 27 was discontinued which leaves Middletown Rd with no service--look into this	Y	Routing
N22	Very frustrated at the loss of Downtown service. This is the only service from McKees Rocks Bottoms which is a very high equity area, and there would be no more downtown service	Y	Routing
N22	Do not like that Pleasant Ridge is being cut off	Y	Access
N22	Do not like that Kenmar Giant Eagle won't be served anymore	Y	Access
N22	Do not like that Stowe Township is cut off	Y	Access
N22	Frustrated with the loss of one seat ride to Downtown	Y	Loss of Service
N22	Loss of Downtown service from Helen st and Ella st		Loss of Service
N33	Request for a direct route between Pitt and Bridgeville or nearby (S. Fayette)		Routing
N33	People are unhappy with the need to transfer on the N33 to get Downtown	Y	Routing

N33	Request for more service to Bridgeville after 8pm on Sundays	Y	Span
N33	Request to extend N33 to UPMC Children's South Fayette Shopping Center	Y	Routing
N33	Concerns with pedestrian safety on Route 50		Safety
N33	Request for service to extend to South Fayette	Y	Routing
N33	Concerns about having to transfer at Carnegie, missing connections due to N33 being late, and having to wait 40+ minutes for another bus		Routing
N33	Want service restored on Carothers Avenue		Coverage
N33	Want a Park & Ride at Newberry Plaza in Bridgeville		Park and Ride
N33	Concerned about longer trips due to transfers that can cause mobility device batter to drain early		Trip duration
N33	The N33 could reestablish service to the McDonald area that lost it long ago. It would also provide service to Rennerdale, Oakdale, Noblestown, + Sturgeon, while linking with Freedom Transit's CL-A route and provide service to downtown via the West Busway. Access to Settlers Cabin Park and the Pgh Botanical Gardens from Pinkerton Rd would also open up. A deviation via Oakdale Rd + McKee Rd to the CCAC West Hills Center would connect those riders with the current 29 or the proposed D24.		Coverage
N37	Operator at Collier Division claims buses are not safe traveling up/down Glenbury Street		Safety
N37	General support for the N37 (more positive feedback than negative)	Y	General
N37	Desire for increased frequency in general and on weekends, especially in Beechview	Y	Frequency
N37	Stops along new route (especially at Roessler and Manorview) feel unsafe/unwalkable and are in need of infrastructure improvements	Y	Safety
N37	Requests for a variety of direct connections, especially to/from Beechview	Y	Routing
N37	Request for route to begin and end at Brentwood Loop		Routing
N37	Request for route to terminate at Churchview Garden Apartments		Routing
N37	Extend along Churchview Avenue, Glass Run Road, and 8th Avenue to the Waterfront		Coverage
N37	Stops on Washington Road do not feel safe to walk on at night, prefer service on Carothers		Safety

N40	Requests for more frequent service, especially because this route does not connect directly to Downtown	Y	Frequency
N40	Requests for service to connect to the inclines to reach more reliable routes	Y	Routing
N40	Request to provide a 2-seat ride to Oakland otherwise 2 transfers are required due to the lack of a direct Downtown connection		Routing
N40	Requests to restore 1-seat ride to Downtown	Y	Routing
N40	Mount Washington needs a direct connection Downtown (majority of comments said this), especially to make easy transfers to reach other parts of the county like North Side	Y	Routing
N40	Request for expanded span of service		Span
N40	Request to expand microtransit zone to all of Mount Washington		Microtransit
N40	Want service restored to Trimont at the apartments at Monterey Bay or Sweet Briar Street. They think a different route could accomplish this too		Coverage
N40	Want the N40 to be partially merged with the N97		Access
N41	Want routing to include Carnegie Station to CCAC South		Routing
N55	Requests to keep route as is due to the removal of service to North Versailles from Glassport and from other areas near West Mifflin	Y	Routing
N55	Request to extend route to North Versailles Walmart	Y	Routing
N55	Requested expanded span of service, especially weekend nights		Span
N55	Request to retain service Mifflin Estates and Port Perry / East McKeesport / N Versailles		Routing
N55	Request for service to Bill Green Shopping Center & ALDI on Clairton Blvd. from Pleasant Hills neighborhood		Routing
N56	Concerns about White Oak having access to transit	Y	Routing
N56	Request to extend to Oak Park Mall and Boston/Greenock	Y	Routing
N56	N56 should serve Port Vue & Liberty Boro via 15th St Brdg, River Rd, Glenn, Liberty Wy, Washington Blvd, Rebecca reverse opposite direction		Routing
N56	General support for route but would prefer it being named N60	Y	Naming
N56	Want service returned to Port Vue, Liberty, Glassport,, and Crawford Village		Coverage
N56	Want a stop near libraries		Bus stop

N56	Serve the Olympia Shopping Center		Access
N59	Request for a 1 seat ride from Dravosburg		Routing
N59	Route has many loops and may not be useful because it takes so long, despite good frequency		Routing
N59	Request for expanded span of service, especially earlier start times and more buses at peak hours		Span
N59	Request for route to not go through McKeesport	Y	Routing
N59	Request for route to stay the same (people do not want to transfer)		Routing
N59	Request for direct route between North Braddock and the Waterfront		Routing
N59	North Versailles Walmart is a very popular destination and riders rely heavily on this route to go there		Routing
N59	One request says that the bus doesn't directly need to serve Monview Heights - it can stay on the road and serve the front and bypass it		Routing
N59	Concerned about the loss of service to Braddock		Loss of Service
N59	Concerned for riders who live up the hill in Duquesne		Loss of Service
N63	Support for the route		General
N63	Route should include Port Perry and Clyde Roads, and consider Crestas Terrace		Routing
N63	Request for direct Downtown service from Turtle Creek		Routing
N63	Request for N63 to serve North Versailles Walmart		Routing
N63	Request for a bus on Brinton Road in Braddock Hills		Routing
N63	Request for route to start/end at Haymaker Village via Haymaker Rd		Routing
N63	Request for route to service Cambridge Square via Pitcairn, Tilbrook, Cambridge Square, and Mosside Blvd to Forbes Hospital; reverse on OB		Routing
N65	Support for the route		General
N65	Request to extend N65 into Trafford, especially 5th St		Routing
N65	Request for connection between Swissvale and North Versailles Walmart		Routing
N65	Request for better Downtown connection for commuters from Trafford and North Versailles	Y	Routing

N65	Request for N65 to start/end at Forbes Hospital via Haymaker Rd		Routing
N65	Request for more frequency, especially on weekends		Frequency
N65	Request to consider alternative trips through Wall and between Wilmerding and Turtle Creek (without going through East McKeesport)		Routing
N66	Request for N66 to follow a very specific route, detailed in master spreadsheet (row 839, column b)		Routing
N66	Support for the route, especially the increased frequency		General
N66	Request to maintain P7 service to the borough of Edgewood (specifically Gordon and Edgewood), especially the Giant Eagle. Some people asked if the route could be extended to Wilkinsburg so that Edgewood has a direct connection to the busway.		Routing
N66	Concerns about no longer having a direct route to Downtown (P7 is currently crowded in mornings/afternoons) and requests for the route to only extend downtown at peak	Y	Routing
N66	Request for route to hop on busway at Swissvale and continue IB to Wilkinsburg/Brushton and also loop Kennywood Mall and Kennywood Park (when open)		Routing
N66	Disappointed there is no longer a direct route Downtown from McKeesport		Routing
N68	Many concerns about there not being service on Brinton Rd anymore - people say that it is necessary	Y	Routing
N68	Request for more frequency on the route		Frequency
N68	Complaints about needing to transfer to Oakland from Monroeville and to Downtown from Turtle Creek	Y	Routing
N68	Request for N68 to serve Braddock Hills Shopping Center & UPMC East		Routing
N68	General complaints this route does not go Downtown. People really like the P68 today and do not want it to change	Y	Routing
N72	Wished it reached into East Liberty rather than just Wilkinsburg		Routing
N72	Want it to serve Garden City, Wall, and Wilmerding		Routing
N72	Upset about route discontinuation and consolidation through Penn Hills	Y	Routing
N72	Do not like that Polish Hill and Herron station is losing service		Loss of Service

N77	Concerns about N77 not running on Bigelow Blvd and alternate options to reach destinations on Bigelow mean longer commute times. Many people like commute on Bigelow because it's faster and skips traffic - Polish Hill residents also like using it, as well as people who live close to the route in Bloomfield and on Baum.	Y	Routing
N77	Concerns about the span of service not being sufficient enough, request for expanded frequency as well	Y	Span
N77	Concerns about residents who live on or adjacent to Universal Road no longer having access to service	Y	Routing
N77	More frequency needed throughout the day, and request for the bus to run on Saturdays from Unity to Downtown	Y	Frequency
N77	Request to extend the N77 to East Liberty if it can't go Downtown		Routing
N77	People are unhappy that the N77 doesn't go downtown anymore - specifically Penn Hills residents	Y	Routing
N77	Many people say they can't walk to the bus after these changes. One specifically: "For those of us on the wilkinsburg side of Graham, access to the current 77 and the new D72 is really difficult, topographically as there are absolutely ZERO sidewalks to Frankstown Road from Graham Boulevard."	Y	Routing
N77	Concerned about going from Penn Hills to Uptown "You made it really hard"		Routing
N79	Upset about routing down Atlantic and Pacific Ave/concern for navigating the little traffic circles (multiple comments about this, and mentions of a new roundabout installed here)	Y	Routing
N79	Like the access to the Childrens Hospital	Y	Routing
N79	Request for direct service to Oakland		Routing
N83	Upset about the loss of direct access to Oakland VA hospital		Routing
N83	Upset at loss of several routes going to Southside for groceries	Y	Routing
N83	The bus should serve Bedford and Crawford		Routing
N83	Happy with increased frequency		Frequency
N83	Bus is deteriorating the road on Bryn Mawr Road. It disrupts church service and residents		Pavement

N83	Lower Bedford Ave, Ervis Towers Senior Apartments and Latchy School would lose service		Loss of Service
N84	Want it to run to Penn Station		Routing
N84	Dislike for loss of service from Polish Hill	Y	Routing
N84	Want a route/extension from Bloomfield to South Side directly	Y	Routing
N84	Does not extend into the Strip District enough to give convenient access to shops since they are 6-10 blocks away		Routing
N84	Want Beltzhoover included		Routing
N84	Oakhill residents sad about loss of direct South Side Giant Eagle service	Y	Routing
N84	People like the connection to Mercy hospital	Y	Routing
N84	General support for the frequency	Y	Frequency
N84	Wants service on Wylie to Downtown		Coverage
N92	Upset about the loss of direct access to Squirrel Hill	Y	Routing
N92	Want it extended to Centre and S Negley		Routing
N92	Concerns about losing access to Alderdice from Homewood and Point Breeze that the current 74 route provides, especially for kids in PPS	Y	Routing
N92	Support for connection to the hospitals	Y	Routing
N92	Want access from Homewood to Squirrel Hill		Access
N92	Loss of direct access to the VA Hospital in O'Hara Township		Access
N92	Needs the route to continue to go to Waterworks Mall or St Margrets Hospital		Routing
N94	Strong support for the new O3 and N95		General
N94	Love the new commute patterns of the N94!!	Y	Routing
N94	Want it to stop closer to the Childrens Hospital	Y	Routing
N94	Upset that central Shadyside is getting bypassed. Squirrel Hill to Shaydside is a desired connection.	Y	Routing
N94	People are very happy that the route is extending to Millvale - keep this! Millvale to Lawrenceville is popular.	Y	Routing
N94	Increase frequency	Y	Frequency
N94	Want a stop along Negley near Walnut Street in Shadyside		Bus stop

N94	Want earlier service than 6AM during the weekdays		Span
N94	Removing the route from S Aiken Ave is a problem		Routing
N94	Moving the stops to Liberty makes it hard to get to Penn Ave because S Millvale Ave sidewalks are frequently blocked by trucks or building renovations		Bus stop
N94	Keep on Friendship Ave		Routing
N97	Proposal eliminates all public transit for Reserve Township (Mt. Troy Rd), please change - Representative Powell also emailed by resident in RT (majority of N97 comments are echoing this)	Y	Routing
N97	Route should stay as is	Y	Routing
N97	Troy Hill and Spring Hill have challenging topography and make it hard to walk to access stops farther away		Routing
N97	Service is needed for the Spring Hill loop		Routing
N97	Suggest a mini loop in Troy Hill a few blocks east of Rialto Street and then return to Mt Troy Rd, similar to what 4 does now but with less back-tracking		Routing
N97	General discontent with the merging of 4 and 7 to create N97	Y	Routing
N97	General discontent for the line being shortened, many people claiming they will no longer have transit access	Y	Routing
N97	Residents want connections to Downtown and Oakland, not North Side		Routing
N97	Suggests a circulator which includes Spring Garden, Mount Troy Rd, Troy Hill (like in McKees Rocks)	Y	Routing
N97	Request for daily service for Spring Garden		Span
N97	Support for the route	Y	General
N97	Unhappy that N97 would now require a transfer to get to Downtown job on Liberty Ave		Routing
N97	Recommendation for establishing a separate N98 Troy Hill route with both running 7 day service as well as more of SG/TH respectively		Span
N97	Request for more frequency on route	Y	Frequency
N97	Support for route, especially from Mount Washington resident - "dream come true"	Y	General
N97	Request to retain the existing 4 as is	Y	Routing

O3	Love the new routing. Especially Millvale to Oakland	Y	Routing
O3	Strong support for the new O3 and N94		General
O3	Do not like the loss of the Flyer route to Downtown		Loss of Service
O35	General high support for the route, happy for better/direct service to Oakland (especially from Mount Lebanon, Dormont, and South Hills). There was a very high number of positive comments asking PRT to start service immediately and saying there would be many new riders.	Y	General
O35	Request for 30-minute all day service	Y	Span
O35	Request to see route extended along Wash Rd. to the Galleria, with Galleria as a Park 'N Ride, or to South Hills Village	Y	Routing
O35	Request for expanded span of service, especially on weekends and later on weekday nights	Y	Span
O35	Concern about having route connect to Mt Lebanon Station and not serving surrounding neighborhoods - station has no parking	Y	Routing
O35	Request for route to start/end in South Hills Village	Y	Routing
O35	Request for weekend service, at least hourly	Y	Span
O35	Request to connect Dormont to St. Clair Hospital and Banksville Shopping Center		Routing
O35	Request for route to go further into Downtown than Blvd of the Allies		Routing
O47	Request for a bus from Curry or Brownsville to Oakland without going through Downtown		Routing
O47	Proposed changes to the 54D (O47/O99) would completely cut out Bon Air neighborhood	Y	Routing
O47	Request for more frequency, especially in the evenings after 8pm	Y	Frequency
O47	Request to extend route to East Liberty Station		Routing
O47	General support for O47 to Oakland route from people in the South Hills (Carrick)	Y	General
O47	Students rely on the current 54C - O47 is not a replacement for the 54 and there are concerns about the lack of a Southside to Bloomfield direct route. Can we extend this route to Bloomfield somehow without adding too much time?		Routing

O47	Request to maintain service to central part of Polish Hill (as the 54 does today)		Routing
O47	Request to reconsider service on Bates St due to rush hour crowding - people think this will add significant time to the route	Y	Routing
O47	Complaints about reduced service now in Lawrenceville	Y	Routing
O47	Request for connection to Bloomfield	Y	Routing
O47	Requests to leave the 54 as is by many people. People say that it goes everywhere they need it to go and is always packed - people like the one seat ride connections.	Y	Routing
O47	Complaints about Hot Metal Bridge being very backed up with traffic especially during rush hour	Y	Routing
O50	Proposal to leave IB as is but for OB to take 2nd Ave, Greenfield Ave, and join bidirectional route near Greenfield Giant Eagle		Routing
O50	Request for more frequency because of crowding (61D is very crowded today)		Frequency
O50	Request to reroute O50 down Greenfield Ave. People say that the O50/61D is not an ample replacement for the 65 - there are lots of hills around Murray and it's difficult for people to access the bus.	Y	Routing
O50	Request for more weekday and especially weekend frequency		Frequency
O50	Discontent that 61D will no longer go into Downtown limits	Y	Routing
O50	Request for route to still serve Lowe's at the Waterfront	Y	Routing
O50	Request for route to use Robinson turnaround before using Craft to Forbes		Routing
O50	Extend the 61D to Swissvale/Swisshelm Park via Summerset		Routing
O53	Preserve a direct connection from Greater Hazelwood to Squirrel Hill and Greenfield and Oakland	Y	Connection
O95	Please bring back 71A to Downtown! Many riders are upset about having to transfer in Oakland/losing direct downtown service.	Y	Routing
O95	Want more frequency and worried the proposed frequencies won't handle the current demand for the routes it is replacing. The 71A is already packed at peak and the 71C won't be there to help with the crowding in the proposal. This is the most popular comment - the route needs more frequency.	Y	Frequency

O95	Suggestion to extend route to the Southside		Routing
O95	Suggestion to extend route to the Zoo		Routing
O95	Think that there will be less service for university students with the proposed plan	Y	Loss of Service
O95	Currently busses pass up people at stops due to being full		Crowding
O95, D73	Complaints about removal of 71A and 71C to have less bus service along these routes that are busy	Y	Routing
O95, D73	Upset that the cumulative frequency of the 71A and 71C is more than the proposed O95	Y	Frequency
O99	Retain service in Bon Air	Y	Routing
O99	Polish Hill needs transit service through the heart of it (full of seniors, disabled - transit is the lifeline)	Y	Routing
O99	Senior population in Polish Hill specifically relies on transit to get groceries, go to doctor's appointments, etc. Many comments expressed please keeping the stops and circulation the same through the neighborhood as well.	Y	Routing
O99	People in Polish Hill want to go to Downtown, Oakland, Bloomfield, Lawrenceville, CMU, the Strip, and the Northside. The 84N doesn't take residents where they need to go.	Y	Routing
O99	77 is well-liked because it's quicker at rush hour and the walk down the hill is ideal when they get off - multiple people expressed that they preferred for service to remain on Bigelow for this reason. Commenter mentioned the OB trip around 5pm has a regular group or riders and they all depend on it for their commute.	Y	Routing
O99	Many people expressed that they wanted service to remain on the 16th St Bridge. There is a senior center, Sarah Heinz lofts/house, other housing, and many rely on the route. People from Troy Hill transfer there to get to Oakland. This was one of the most popular comments - there needs to be service on the 16th St bridge.	Y	Routing
O99	Many people are unhappy that the O99 would go Downtown - they say a big perk of the current 54 is it bypasses Downtown and the traffic and that Downtown isn't their destination.	Y	Routing

O99	Request for service to the Science Center and Manchester		Routing
O99	South Hills/South Side to Oakland direct is convenient. I'm not seeing many Northside to South Side comments; I think if riders know the service from SHJ to Oakland still exists, it will be sufficient.	Y	Routing
O99	Request to extend the O99 to East Liberty		Routing
O99	Bloomfield to Southside connection is needed	Y	Routing
O99	Want Downtown/the Strip to Oakland with a quicker connection (L10?)		Routing
O99	Every 60 minutes after 8pm is too infrequent (also route is too infrequent in general)	Y	Frequency
O99	Want access to the North Shore at the Stadiums and Allegheny General		Connection
PR	Support for the changes to the existing P1. People really liked the 5 minute frequency at peak - any increases to frequencies were overwhelmingly popular.	Y	Frequency
PR	Concerns about the lack of seamless transfer between busway service and LRT today, want there to be bigger considerations of this when stops are finalized for revised system		Routing
PR	Multiple people mention a direct Green/Purple line connection		Routing
PR	Support for the Downtown P1 alignment	Y	Routing
PR	Request for greater weekend frequency	Y	Frequency
PR	Late night span was appreciated, with multiple people saying they could use the service now that they can depend on the P1 to run later	Y	Span
GR	Requests for more frequency, particularly after 8pm	Y	Frequency
GR	Request for later service on Sundays		Span
GR	Concerns about busway capacity late at night		Frequency
GR	General support for the current G2/new GR	Y	General
GR	General dislike for route adjustments		General
GR	Concerns about overcrowding, especially from 3-6 PM or the PM peak period	Y	Frequency
GR	Request for GR to continue to serve William Penn stops	Y	Stops
GR	Concerned for service cuts along Washington Pike		Loss of Service

GR	Would like the GR to end in Oakland		Routing
X20	Request to not cut Robinson/IKEA from route - many students and hospital workers want to get to Oakland without waiting in the dark late at night in Downtown to transfer	Y	Routing
X20	Request to maintain Robinson to Oakland route	Y	Routing
X20	Many people need a direct route from Moon Township to Oakland		Routing
X20	Request for X20 to have an open door policy/allow passengers to get off at all stops Downtown	Y	General
X20	General support for the route extending into Carnegie		General
X20	Support for removing the route from Robinson and providing more direct service to the airport (with room for luggage)	Y	General
X20	Request for Robinson to be made into a Park 'N Ride	Y	General
X20	Hyatt Regency employees in Robinson no longer have airport connection for work trips	Y	Routing
X20	Request for more frequency and expanded span of service, especially late at night and on weekends	Y	Frequency
X20	Support for serving all busway stops	Y	General
X20	Concern about allowing ons/offs at every stop		General
X20	Concern that there is no longer a crosstown route between the eastern half of the city and Robinson		Routing
X20	Request for airport flyer to start at 3am so people can catch 6am flights		Span
X20	Request for airport flyer to end later than 1am on weekdays		Span
X20	Request to continue serving Point Breeze (Thomas Blvd)	Y	Routing
X20	Recommend a separate designated airport bus from the route people use to commute to Pittsburgh from the west	Y	Routing
X20	Recommendation to make empty parking lot by the Home Store on Montour Run a Park 'N Ride (easy access to/from 376)		General
X20	Request to call it X28	Y	Naming
X20	Request to restore Fifth Ave routing (especially in Shadyside)	Y	Routing
X20	Request to extend to Swissvale Station		Routing

X20	Concerns about parking at East Liberty Station (Fifth & Beechwood now has parking)		General
X20	Request to continue serving Chatham University	Y	Routing
X20	General support for Carnegie Station connection	Y	General
X20	Requests for 24-hour service	Y	Span
X20	Request for a stop at the start of Clinton Commerce Park - 1 exit away from airport		Routing
X20	Request to extend to Wilkinsburg		Routing
X20	Request to stop at University Boulevard Park 'N Ride		Routing
X20	Concerned about 28x current stops at station square not picking/dropping off passengers. Is this going to be an actual stop in the new BLR?		Bus stop
X50	Want for a stop at Greater Pittsburgh Community Food Bank	Y	Stops
X50	Likes that it seems like the route has not really changed from the original 61C	Y	General
X50	Likes the proposed frequencies	Y	Frequency
X50	Concerns about safety along Lysle Blvd		Safety
X50	Busses are extremely crowded on Murray Ave		Crowding
X50	The 61c from west Mifflin Walmart to downtown. Very long commute Very Very crowded bus		Crowding
X60	Work Downtown and the X60 is way too slow - retain P71 commuter service	Y	General
X60	more frequency on weekday and weekends. Most of the comments are about needing more frequency but are otherwise positive.	Y	Frequency
X60	61A and 61B serve similar parts of Regent Sq but the timetables make it so they show up at the same time. Can this be fixed?	Y	Frequency
X60	Need later service at night if you're coming from Downtown		Span
X61	need more frequency on weekdays and weekends - does not have car. Most of the comments are about needing more frequency but otherwise positive.	Y	Frequency
X61	do not alter any of the 61s PLEASE - this is backbone service	Y	General
X61	crowding issues on PRTX need addressed	Y	Frequency

X61	Moving bus from Monongahela and Schoyer is not popular - Braddock Ave is unsafe to cross. Monongahela and Whipple was specifically mentioned as stop that people would like to retain.	Y	Stops
X61	Likes that the route serves Edgewood Town Centre now		General
X80	Love the proposal	Y	General
X80	Want this to be a candidate for 24 hour service		Span
X80	Worry about potential overcrowding unless frequencies can be guaranteed. 71B and 71D already have crowding issues.	Y	Frequency
X80	Need more frequency at am and pm peak	Y	Frequency
X80	Request for route from Neville straight to Downtown instead of having to take a P3 and transfer to P1		Routing
X90	Indifferent and don't see many changes	Y	General
X90	Want more bus options/frequency due to current overcrowding in peak hours	Y	Frequency
X90	Request to increase frequency to every 10 minutes		Frequency
X90	Support for the proposed X90		General
X90	Travelling from Oakland to a grocery store will be difficult		Access