Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

1 Freeport Road

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

2 Mount Royal

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

3 Millvale

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Leaving Downtown
Arriving Downtown

Saturday Service
Leaving Downtown
Arriving Downtown

Sunday and Major Holiday Service
Leaving Downtown
Arriving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Leaving Downtown
Arriving Downtown

Saturday Service
Leaving Downtown
Arriving Downtown

Sunday and Major Holiday Service
Leaving Downtown
Arriving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### Troy Hill

#### Full TDP Implementation

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Proposed 35% Service Reductions

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

5 Natrona

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Springdale
Leaving Springdale

Saturday Service
Arriving Springdale
Leaving Springdale

Sunday and Major Holiday Service
Arriving Springdale
Leaving Springdale

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Springdale
Leaving Springdale

Saturday Service
Arriving Springdale
Leaving Springdale

Sunday and Major Holiday Service
Arriving Springdale
Leaving Springdale
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

6 Spring Hill

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
### 7 Spring Garden

**Span and Frequency Diagrams**

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

#### Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown

#### Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

8 Perrysville

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

9 Perry Highway

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Ross Park-n-Ride
Leaving Ross Park-n-Ride

Saturday Service
Arriving Ross Park-n-Ride
Leaving Ross Park-n-Ride

Sunday and Major Holiday Service
Arriving Ross Park-n-Ride
Leaving Ross Park-n-Ride

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Ross Park-n-Ride
Leaving Ross Park-n-Ride

Saturday Service
Arriving Ross Park-n-Ride
Leaving Ross Park-n-Ride

Sunday and Major Holiday Service
Arriving Ross Park-n-Ride
Leaving Ross Park-n-Ride
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

11 Fineview

Full TDP Implementation

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

12 McKnight

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

13 West View

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### Ohio Valley

#### Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

##### Weekday Service
- Arriving Downtown
- Leaving Downtown

##### Saturday Service
- Arriving Downtown
- Leaving Downtown

##### Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown

#### Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

##### Weekday Service
- Arriving Downtown
- Leaving Downtown

##### Saturday Service
- Arriving Downtown
- Leaving Downtown

##### Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

15 Charles

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**16 Brighton**

**Full TDP Implementation**

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown

**Proposed 35% Service Reductions**

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

17 Shadeland

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown Leaving Downtown

Saturday Service
Arriving Downtown Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown Leaving Downtown

Saturday Service
Arriving Downtown Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

18 Manchester

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**19L Emsworth Limited**

**Full TDP Implementation**

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown

**Proposed 35% Service Reductions**

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

20 Kennedy

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Downtown
- Leaving Downtown

Saturday Service
- Arriving Downtown
- Leaving Downtown

Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Downtown
- Leaving Downtown

Saturday Service
- Arriving Downtown
- Leaving Downtown

Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

21 Coraopolis

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service) 
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

22 McCoy

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

24 West Park

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service).

The grey bars indicate bus service availability (darker grey indicates more frequent service).

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service).

The grey bars indicate bus service availability (darker grey indicates more frequent service).

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

25 Moon

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Mall at Robinson
Leaving Mall at Robinson

Saturday Service
Arriving Mall at Robinson
Leaving Mall at Robinson

Sunday and Major Holiday Service
Arriving Mall at Robinson
Leaving Mall at Robinson

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Mall at Robinson
Leaving Mall at Robinson

Saturday Service
Arriving Mall at Robinson
Leaving Mall at Robinson

Sunday and Major Holiday Service
Arriving Mall at Robinson
Leaving Mall at Robinson
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

26 Chartiers

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
27 Fairywood

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**28X Airport Flyer**

**Full TDP Implementation**

- **Weekday Service**
  - Downtown (from Airport)
  - Downtown (Toward Airport)
  - The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
  - The grey bars indicate bus service availability (darker grey indicates more frequent service)

- **Saturday Service**
  - Downtown (from Airport)
  - Downtown (Toward Airport)

- **Sunday and Major Holiday Service**
  - Downtown (from Airport)
  - Downtown (Toward Airport)

**Proposed 35% Service Reductions**

- **Weekday Service**
  - Downtown (from Airport)
  - Downtown (Toward Airport)
  - The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
  - The grey bars indicate bus service availability (darker grey indicates more frequent service)

- **Saturday Service**
  - Downtown (from Airport)
  - Downtown (Toward Airport)

- **Sunday and Major Holiday Service**
  - Downtown (from Airport)
  - Downtown (Toward Airport)
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

29 Robinson

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### Full TDP Implementation

**Weekday Service**
- Arriving Downtown: 31 minutes, Leaving Downtown: 31 minutes

**Saturday Service**
- Arriving Downtown: 31 minutes, Leaving Downtown: 31 minutes

**Sunday and Major Holiday Service**
- Arriving Downtown: 31 minutes, Leaving Downtown: 31 minutes

### Proposed 35% Service Reductions

**Weekday Service**
- Arriving Downtown: 47 minutes, Leaving Downtown: 47 minutes

**Saturday Service**
- Arriving Downtown: 47 minutes, Leaving Downtown: 47 minutes

**Sunday and Major Holiday Service**
- Arriving Downtown: 47 minutes, Leaving Downtown: 47 minutes
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

32 Campbells Run

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving North Fayette
Leaving North Fayette

Saturday Service
Arriving North Fayette
Leaving North Fayette

Sunday and Major Holiday Service
Arriving North Fayette
Leaving North Fayette

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving North Fayette
Leaving North Fayette

Saturday Service
Arriving North Fayette
Leaving North Fayette

Sunday and Major Holiday Service
Arriving North Fayette
Leaving North Fayette
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

35 Sunset Hills

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Dormont Junction
Leaving Dormont Junction

Saturday Service
Arriving Dormont Junction
Leaving Dormont Junction

Sunday and Major Holiday Service
Arriving Dormont Junction
Leaving Dormont Junction

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Dormont Junction
Leaving Dormont Junction

Saturday Service
Arriving Dormont Junction
Leaving Dormont Junction

Sunday and Major Holiday Service
Arriving Dormont Junction
Leaving Dormont Junction
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

36 Banksville

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

37 Ridgemont

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown
Saturday Service
Arriving Downtown
Leaving Downtown
Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown
Saturday Service
Arriving Downtown
Leaving Downtown
Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

38 Green Tree

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown
Saturday Service
Arriving Downtown
Leaving Downtown
Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown
Saturday Service
Arriving Downtown
Leaving Downtown
Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

39 Brookline

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

40 Mount Washington

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

41 Bower Hill

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

42 Mount Lebanon-Oakland

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

### Weekday Service
- **Arriving Oakland**
- **Leaving Oakland**

### Saturday Service
- **Arriving Oakland**
- **Leaving Oakland**

### Sunday and Major Holiday Service
- **Arriving Oakland**
- **Leaving Oakland**

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

### Weekday Service
- **Arriving Oakland**
- **Leaving Oakland**

### Saturday Service
- **Arriving Oakland**
- **Leaving Oakland**

### Sunday and Major Holiday Service
- **Arriving Oakland**
- **Leaving Oakland**
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

43 Bailey

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

44 Knoxville

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

48 Arlington

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service). The grey bars indicate bus service availability (darker grey indicates more frequent service).

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service). The grey bars indicate bus service availability (darker grey indicates more frequent service).

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

50 Spencer

Full TDP Implementation

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td></td>
<td></td>
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<tr>
<td>Saturday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
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</tbody>
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Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

51 Carrick

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

51L Carrick Limited

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

52 Homeville

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Waterfront
Leaving Waterfront

Saturday Service
Arriving Waterfront
Leaving Waterfront

Sunday and Major Holiday Service
Arriving Waterfront
Leaving Waterfront

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Waterfront
Leaving Waterfront

Saturday Service
Arriving Waterfront
Leaving Waterfront

Sunday and Major Holiday Service
Arriving Waterfront
Leaving Waterfront
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

52L Homeville Limited

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

53 Homestead Park

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Waterfront
Leaving Waterfront

Saturday Service
Arriving Waterfront
Leaving Waterfront

Sunday and Major Holiday Service
Arriving Waterfront
Leaving Waterfront

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Waterfront
Leaving Waterfront

Saturday Service
Arriving Waterfront
Leaving Waterfront

Sunday and Major Holiday Service
Arriving Waterfront
Leaving Waterfront
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

53L Homestead Park Limited

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

54 Northside-Oakland-South Side

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Oakland (to North Side)
Oakland (to South Side)

Saturday Service
Oakland (to North Side)
Oakland (to South Side)

Sunday and Major Holiday Service
Oakland (to North Side)
Oakland (to South Side)

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Oakland (to North Side)
Oakland (to South Side)

Saturday Service
Oakland (to North Side)
Oakland (to South Side)

Sunday and Major Holiday Service
Oakland (to North Side)
Oakland (to South Side)
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**55 Jefferson**

**Full TDP Implementation**

**Weekday Service**
- Arriving McKeesport Transit Center
- Leaving McKeesport Transit Center

**Saturday Service**
- Arriving McKeesport Transit Center
- Leaving McKeesport Transit Center

**Sunday and Major Holiday Service**
- Arriving McKeesport Transit Center
- Leaving McKeesport Transit Center

**Proposed 35% Service Reductions**

**Weekday Service**
- Arriving McKeesport Transit Center
- Leaving McKeesport Transit Center

**Saturday Service**
- Arriving McKeesport Transit Center
- Leaving McKeesport Transit Center

**Sunday and Major Holiday Service**
- Arriving McKeesport Transit Center
- Leaving McKeesport Transit Center
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

56  Lincoln Place

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**Full TDP Implementation**

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown

**Proposed 35% Service Reductions**

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

58 Greenfield

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service).
The grey bars indicate bus service availability (darker grey indicates more frequent service).

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service).
The grey bars indicate bus service availability (darker grey indicates more frequent service).

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

59 Mon Valley

Full TDP Implementation

Weekday Service
Waterfront (to West Mifflin)
Waterfront (to North Versailles)

Saturday Service
Waterfront (to West Mifflin)
Waterfront (to North Versailles)

Sunday and Major Holiday Service
Waterfront (to West Mifflin)
Waterfront (to North Versailles)

Proposed 35% Service Reductions

Weekday Service
Waterfront (to West Mifflin)
Waterfront (to North Versailles)

Saturday Service
Waterfront (to West Mifflin)
Waterfront (to North Versailles)

Sunday and Major Holiday Service
Waterfront (to West Mifflin)
Waterfront (to North Versailles)
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

60 Walnut-Crawford Village

Full TDP Implementation

Weekday Service
McKeesport Transit Center (to Crawford Village)
McKeesport Transit Center (to Versailles)

Saturday Service
McKeesport Transit Center (to Crawford Village)
McKeesport Transit Center (to Versailles)

Sunday and Major Holiday Service
McKeesport Transit Center (to Crawford Village)
McKeesport Transit Center (to Versailles)

Proposed 35% Service Reductions

Weekday Service
McKeesport Transit Center (to Crawford Village)
McKeesport Transit Center (to Versailles)

Saturday Service
McKeesport Transit Center (to Crawford Village)
McKeesport Transit Center (to Versailles)

Sunday and Major Holiday Service
McKeesport Transit Center (to Crawford Village)
McKeesport Transit Center (to Versailles)
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

61 White Oak

Full TDP Implementation

Weekday Service
Arriving McKeesport Transit Center
Leaving McKeesport Transit Center

Saturday Service
Arriving McKeesport Transit Center
Leaving McKeesport Transit Center

Sunday and Major Holiday Service
Arriving McKeesport Transit Center
Leaving McKeesport Transit Center

Proposed 35% Service Reductions

Weekday Service
Arriving McKeesport Transit Center
Leaving McKeesport Transit Center

Saturday Service
Arriving McKeesport Transit Center
Leaving McKeesport Transit Center

Sunday and Major Holiday Service
Arriving McKeesport Transit Center
Leaving McKeesport Transit Center
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

61A East Pittsburgh-Wilkinsburg

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

61B Braddock-Swissvale

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Downtown
- Leaving Downtown

Saturday Service
- Arriving Downtown
- Leaving Downtown

Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Downtown
- Leaving Downtown

Saturday Service
- Arriving Downtown
- Leaving Downtown

Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

61C McKeesport-Homestead

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

61D Murray

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

62 Liberty-North Versailles

Full TDP Implementation

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Time Periods</th>
<th>Departures</th>
<th>Arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td>3 4 5 6 7 8 9 10 11 12</td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td>3 4 5 6 7 8 9 10 11 12</td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>3 4 5 6 7 8 9 10 11 12</td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td></td>
</tr>
</tbody>
</table>

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service). The grey bars indicate bus service availability (darker grey indicates more frequent service).

Proposed 35% Service Reductions

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Time Periods</th>
<th>Departures</th>
<th>Arrivals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td>3 4 5 6 7 8 9 10 11 12</td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td>3 4 5 6 7 8 9 10 11 12</td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>3 4 5 6 7 8 9 10 11 12</td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td></td>
</tr>
</tbody>
</table>

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service). The grey bars indicate bus service availability (darker grey indicates more frequent service).
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

63 Edgewood

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station
Saturday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station
Sunday and Major Holiday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station
Saturday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station
Sunday and Major Holiday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

64 Lawrenceville-Waterfront

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

65 Squirrel Hill

Full TDP Implementation

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

66 Greensburg Pike

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Saturday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Sunday and Major Holiday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Saturday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Sunday and Major Holiday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

67 Monroeville

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**Braddock Hills**

### Full TDP Implementation

**Weekday Service**
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

**Saturday Service**
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

**Sunday and Major Holiday Service**
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

### Proposed 35% Service Reductions

**Weekday Service**
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

**Saturday Service**
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

**Sunday and Major Holiday Service**
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

69 Trafford

Full TDP Implementation

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Sunday and Major Holiday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Proposed 35% Service Reductions

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Sunday and Major Holiday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

70 Monroeville Shopper

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service). The grey bars indicate bus service availability (darker grey indicates more frequent service).

Weekday Service
Arriving Monroeville Mall
Leaving Monroeville Mall

Saturday Service
Arriving Monroeville Mall
Leaving Monroeville Mall

Sunday and Major Holiday Service
Arriving Monroeville Mall
Leaving Monroeville Mall

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service). The grey bars indicate bus service availability (darker grey indicates more frequent service).

Weekday Service
Arriving Monroeville Mall
Leaving Monroeville Mall

Saturday Service
Arriving Monroeville Mall
Leaving Monroeville Mall

Sunday and Major Holiday Service
Arriving Monroeville Mall
Leaving Monroeville Mall
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

71 Edgewood Town Center

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service) The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Saturday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Sunday and Major Holiday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service) The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Saturday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station

Sunday and Major Holiday Service
Arriving Wilkinsburg Station
Leaving Wilkinsburg Station
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### 71A Negley

#### Full TDP Implementation

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown

#### Proposed 35% Service Reductions

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service).
The grey bars indicate bus service availability (darker grey indicates more frequent service).
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

71B Highland Park

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

71C Point Breeze

Full TDP Implementation

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

71D Hamilton

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

#### Weekday Service

<table>
<thead>
<tr>
<th>Arriving Monroeville Mall</th>
<th>Leaving Monroeville Mall</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

#### Saturday Service

<table>
<thead>
<tr>
<th>Arriving Monroeville Mall</th>
<th>Leaving Monroeville Mall</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

#### Sunday and Major Holiday Service

<table>
<thead>
<tr>
<th>Arriving Monroeville Mall</th>
<th>Leaving Monroeville Mall</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

### Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

#### Weekday Service

<table>
<thead>
<tr>
<th>Arriving Monroeville Mall</th>
<th>Leaving Monroeville Mall</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

#### Saturday Service

<table>
<thead>
<tr>
<th>Arriving Monroeville Mall</th>
<th>Leaving Monroeville Mall</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

#### Sunday and Major Holiday Service

<table>
<thead>
<tr>
<th>Arriving Monroeville Mall</th>
<th>Leaving Monroeville Mall</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
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73 Oakland-Waterworks

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Oakland
- Leaving Oakland

Saturday Service
- Arriving Oakland
- Leaving Oakland

Sunday and Major Holiday Service
- Arriving Oakland
- Leaving Oakland

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Oakland
- Leaving Oakland

Saturday Service
- Arriving Oakland
- Leaving Oakland

Sunday and Major Holiday Service
- Arriving Oakland
- Leaving Oakland
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### Full TDP Implementation

Weekday Service

<table>
<thead>
<tr>
<th>Arriving East Liberty</th>
<th>Leaving East Liberty</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Saturday Service

<table>
<thead>
<tr>
<th>Arriving East Liberty</th>
<th>Leaving East Liberty</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sunday and Major Holiday Service

<table>
<thead>
<tr>
<th>Arriving East Liberty</th>
<th>Leaving East Liberty</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Proposed 35% Service Reductions

Weekday Service

<table>
<thead>
<tr>
<th>Arriving East Liberty</th>
<th>Leaving East Liberty</th>
</tr>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Saturday Service

<table>
<thead>
<tr>
<th>Arriving East Liberty</th>
<th>Leaving East Liberty</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sunday and Major Holiday Service

<table>
<thead>
<tr>
<th>Arriving East Liberty</th>
<th>Leaving East Liberty</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

75 Ellsworth

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service) The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving South Side Works
- Leaving South Side Works

Saturday Service
- Arriving South Side Works
- Leaving South Side Works

Sunday and Major Holiday Service
- Arriving South Side Works
- Leaving South Side Works

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service) The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving South Side Works
- Leaving South Side Works

Saturday Service
- Arriving South Side Works
- Leaving South Side Works

Sunday and Major Holiday Service
- Arriving South Side Works
- Leaving South Side Works
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

76 Lincoln Highway

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Saturday Service
Arriving Swissvale Station
Leaving Swissvale Station

Sunday and Major Holiday Service
Arriving Swissvale Station
Leaving Swissvale Station

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Saturday Service
Arriving Swissvale Station
Leaving Swissvale Station

Sunday and Major Holiday Service
Arriving Swissvale Station
Leaving Swissvale Station
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

77 Penn Hills

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Service Type</th>
<th>arriving Downtown</th>
<th>leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Service Type</th>
<th>arriving Downtown</th>
<th>leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td></td>
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</tbody>
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Span and Frequency Diagrams

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78 Oakmont

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

Saturday Service
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

Sunday and Major Holiday Service
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

Saturday Service
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station

Sunday and Major Holiday Service
- Arriving Wilkinsburg Station
- Leaving Wilkinsburg Station
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

79 East Hills

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Wilkinsburg Station  Leaving Wilkinsburg Station

Saturday Service
Arriving Wilkinsburg Station  Leaving Wilkinsburg Station

Sunday and Major Holiday Service
Arriving Wilkinsburg Station  Leaving Wilkinsburg Station

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Wilkinsburg Station  Leaving Wilkinsburg Station

Saturday Service
Arriving Wilkinsburg Station  Leaving Wilkinsburg Station

Sunday and Major Holiday Service
Arriving Wilkinsburg Station  Leaving Wilkinsburg Station
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

81 Oak Hill

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

Full TDP Implementation

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
**Span and Frequency Diagrams**

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**83 Webster**

**Full TDP Implementation**

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown

**Proposed 35% Service Reductions**

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

**Weekday Service**
- Arriving Downtown
- Leaving Downtown

**Saturday Service**
- Arriving Downtown
- Leaving Downtown

**Sunday and Major Holiday Service**
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

84 South Oakland

Full TDP Implementation

Weekday Service
- Forbes Ave (to South Oakland)
- Fifth Ave (to Oak Cliff)

Saturday Service
- Forbes Ave (to South Oakland)
- Fifth Ave (to Oak Cliff)

Sunday and Major Holiday Service
- Forbes Ave (to South Oakland)
- Fifth Ave (to Oak Cliff)

Proposed 35% Service Reductions

Saturday Service
- Forbes Ave (to South Oakland)
- Fifth Ave (to Oak Cliff)

Sunday and Major Holiday Service
- Forbes Ave (to South Oakland)
- Fifth Ave (to Oak Cliff)
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

86  Liberty

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown  Leaving Downtown

Saturday Service
Arriving Downtown  Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown  Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown  Leaving Downtown

Saturday Service
Arriving Downtown  Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown  Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

87 Friendship

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

88 Penn

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Downtown
- Leaving Downtown

Saturday Service
- Arriving Downtown
- Leaving Downtown

Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Downtown
- Leaving Downtown

Saturday Service
- Arriving Downtown
- Leaving Downtown

Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

89 Garfield Commons

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving East Liberty</th>
<th>Leaving East Liberty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Service</td>
<td>Arriving East Liberty</td>
<td>Leaving East Liberty</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving East Liberty</td>
<td>Leaving East Liberty</td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
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<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving East Liberty</th>
<th>Leaving East Liberty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Service</td>
<td>Arriving East Liberty</td>
<td>Leaving East Liberty</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving East Liberty</td>
<td>Leaving East Liberty</td>
</tr>
</tbody>
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Span and Frequency Diagrams

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91 Butler Street

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

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This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

93 Lawrenceville-Oakland

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Oakland
Leaving Oakland

Saturday Service
Arriving Oakland
Leaving Oakland

Sunday and Major Holiday Service
Arriving Oakland
Leaving Oakland

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Oakland
Leaving Oakland

Saturday Service
Arriving Oakland
Leaving Oakland

Sunday and Major Holiday Service
Arriving Oakland
Leaving Oakland
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

Blue Library via Overbrook

Full TDP Implementation

Weekday Service
- Arriving Downtown
- Washington Junction (from Library)
- Leaving Downtown
- Washington Junction (to Library)

Saturday Service
- Arriving Downtown
- Washington Junction (from Library)
- Leaving Downtown
- Washington Junction (to Library)

Sunday and Major Holiday Service
- Washington Junction (from Library)
- Arriving Downtown
- Washington Junction (to Library)
- Leaving Downtown

Proposed 35% Service Reductions

Weekday Service
- Arriving Downtown
- Washington Junction (from Library)
- Leaving Downtown
- Washington Junction (to Library)

Saturday Service
- Arriving Downtown
- Washington Junction (from Library)
- Leaving Downtown
- Washington Junction (to Library)

Sunday and Major Holiday Service
- Arriving Downtown
- Washington Junction (from Library)
- Leaving Downtown
- Washington Junction (to Library)
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

Blue South Hills Village via Overbrook

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

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<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
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Bro Allentown

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

G1 West Busway-Robinson

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

<table>
<thead>
<tr>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 4 5 6 7 8 9 10</td>
<td>12 1 2 3 4 5 6 7</td>
</tr>
<tr>
<td>8 9 10 11 12 1 2</td>
<td>3 4 5 6 7 8 9 10</td>
</tr>
<tr>
<td>11 12 1 2 3 4 5 6</td>
<td>7 8 9 10 11 12 1</td>
</tr>
<tr>
<td>12 1 2 3 4 5 6 7</td>
<td>8 9 10 11 12 1 2</td>
</tr>
</tbody>
</table>

Saturday Service

<table>
<thead>
<tr>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 4 5 6 7 8 9 10</td>
<td>12 1 2 3 4 5 6 7</td>
</tr>
<tr>
<td>8 9 10 11 12 1 2</td>
<td>3 4 5 6 7 8 9 10</td>
</tr>
<tr>
<td>11 12 1 2 3 4 5 6</td>
<td>7 8 9 10 11 12 1</td>
</tr>
<tr>
<td>12 1 2 3 4 5 6 7</td>
<td>8 9 10 11 12 1 2</td>
</tr>
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</table>

Sunday and Major Holiday Service

<table>
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<tr>
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<th>Leaving Downtown</th>
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<tr>
<td>3 4 5 6 7 8 9 10</td>
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<td>7 8 9 10 11 12 1</td>
</tr>
<tr>
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<td>8 9 10 11 12 1 2</td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

<table>
<thead>
<tr>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
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<tr>
<td>3 4 5 6 7 8 9 10</td>
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<td>7 8 9 10 11 12 1</td>
</tr>
<tr>
<td>12 1 2 3 4 5 6 7</td>
<td>8 9 10 11 12 1 2</td>
</tr>
</tbody>
</table>

Saturday Service

<table>
<thead>
<tr>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 4 5 6 7 8 9 10</td>
<td>12 1 2 3 4 5 6 7</td>
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<tr>
<td>8 9 10 11 12 1 2</td>
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<tr>
<td>12 1 2 3 4 5 6 7</td>
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</table>

Sunday and Major Holiday Service

<table>
<thead>
<tr>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
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<tr>
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Span and Frequency Diagrams

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G2 West Busway-Oakland

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Downtown (to Oakland) Downtown (to West Busway)

Saturday Service
Downtown (to Oakland) Downtown (to West Busway)

Sunday and Major Holiday Service
Downtown (to Oakland) Downtown (to West Busway)

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown Leaving Downtown

Saturday Service
Arriving Downtown Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**G3 Moon Flyer**

**Full TDP Implementation**

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

- **Weekday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Saturday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Sunday and Major Holiday Service**
  - Arriving Downtown
  - Leaving Downtown

**Proposed 35% Service Reductions**

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

- **Weekday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Saturday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Sunday and Major Holiday Service**
  - Arriving Downtown
  - Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

G31 Bridgeville Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

O1 Ross Park-and-Ride Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

O2 Franklin Park Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday and Major Holiday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday and Major Holiday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

O3 Marshall Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Saturday Service</th>
<th>Sunday and Major Holiday Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
<td>Arriving Downtown</td>
</tr>
<tr>
<td>Leaving Downtown</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Saturday Service</th>
<th>Sunday and Major Holiday Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
<td>Arriving Downtown</td>
</tr>
<tr>
<td>Leaving Downtown</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

O4 McKnight-Oakland Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Oakland
Leaving Oakland

Saturday Service
Arriving Oakland
Leaving Oakland

Sunday and Major Holiday Service
Arriving Oakland
Leaving Oakland

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Oakland
Leaving Oakland

Saturday Service
Arriving Oakland
Leaving Oakland

Sunday and Major Holiday Service
Arriving Oakland
Leaving Oakland
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

O5 Thompson Run Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

O12 McKnight Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 4 5 6 7 8 9 10 11 12 1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>3 4 5 6 7 8 9 10 11 12 1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>3 4 5 6 7 8 9 10 11 12 1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 4 5 6 7 8 9 10 11 12 1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>3 4 5 6 7 8 9 10 11 12 1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>3 4 5 6 7 8 9 10 11 12 1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### P1 East Busway-All Stops

#### Full TDP Implementation

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arrival Downtown</th>
<th>Departure Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Proposed 35% Service Reductions

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arrival Downtown</th>
<th>Departure Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P2 East Busway-Short

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P3 East Busway-Oakland

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Oakland</th>
<th>Leaving Oakland</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>7-8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturday Service</th>
<th>Arriving Oakland</th>
<th>Leaving Oakland</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>7-15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday and Major Holiday Service</th>
<th>Arriving Oakland</th>
<th>Leaving Oakland</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>7-15</td>
</tr>
</tbody>
</table>

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Oakland</th>
<th>Leaving Oakland</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>7-15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturday Service</th>
<th>Arriving Oakland</th>
<th>Leaving Oakland</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday and Major Holiday Service</th>
<th>Arriving Oakland</th>
<th>Leaving Oakland</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>10</td>
</tr>
</tbody>
</table>
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P7 McKeesport Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**P9 Blackridge Flyer**

### Full TDP Implementation

- **Weekday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Saturday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Sunday and Major Holiday Service**
  - Arriving Downtown
  - Leaving Downtown

### Proposed 35% Service Reductions

- **Saturday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Sunday and Major Holiday Service**
  - Arriving Downtown
  - Leaving Downtown

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service). The grey bars indicate bus service availability (darker grey indicates more frequent service).
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P10  Allegheny Valley Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**P11 Middle Road Flyer**

### Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday and Major Holiday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
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<td>12</td>
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<td>11</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

### Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
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<tr>
<td>6</td>
<td>7</td>
<td>8</td>
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<td>10</td>
<td>11</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
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<tr>
<td>6</td>
<td>7</td>
<td>8</td>
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<td>11</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday and Major Holiday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
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Span and Frequency Diagrams

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### Full TDP Implementation

#### The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

#### The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arrival Time</th>
<th>Departure Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td>3 4 5 6 7 8</td>
<td>9 1 0 1 1</td>
</tr>
<tr>
<td>Saturday Service</td>
<td>3 4 5 6 7 8</td>
<td>9 1 0 1 1</td>
</tr>
<tr>
<td>Sunday and Holiday Service</td>
<td>3 4 5 6 7 8</td>
<td>9 1 0 1 1</td>
</tr>
</tbody>
</table>

### Proposed 35% Service Reductions

#### The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

#### The grey bars indicate bus service availability (darker grey indicates more frequent service)

<table>
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<th>Service Type</th>
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P13 Mount Royal Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown Leaving Downtown

Saturday Service
Arriving Downtown Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown Leaving Downtown

Saturday Service
Arriving Downtown Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**P14 Wilkins Avenue Flyer**

### Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

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<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Service</td>
<td></td>
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<td>Saturday Service</td>
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### Proposed 35% Service Reductions

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<td>Sunday and Major Holiday Service</td>
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Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**P16 Penn Hills Flyer**

### Full TDP Implementation

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Arriving Downtown</th>
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</tr>
</thead>
<tbody>
<tr>
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<td>Saturday Service</td>
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The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
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### Proposed 35% Service Reductions

<table>
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<td>Saturday Service</td>
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The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
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Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P17 Lincoln Park Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Downtown
- Leaving Downtown

Saturday Service
- Arriving Downtown
- Leaving Downtown

Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Arriving Downtown
- Leaving Downtown

Saturday Service
- Arriving Downtown
- Leaving Downtown

Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P67 Monroeville Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**P68 Braddock Hills Flyer**

### Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

#### Weekday Service
- Arriving Downtown
- Leaving Downtown

#### Saturday Service
- Arriving Downtown
- Leaving Downtown

#### Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown

### Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

#### Weekday Service
- Arriving Downtown
- Leaving Downtown

#### Saturday Service
- Arriving Downtown
- Leaving Downtown

#### Sunday and Major Holiday Service
- Arriving Downtown
- Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### P69 Trafford Flyer

#### Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
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<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5</td>
</tr>
<tr>
<td>Weekday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>

#### Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5</td>
</tr>
<tr>
<td>Weekday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P71  Swisshelm Park-Rankin Flyer

Full TDP Implementation

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P76 Lincoln Highway Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

P78 Oakmont Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

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Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

Red Beechview

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

### Y1 Large Flyer

#### Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
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<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
</table>

#### Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
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<table>
<thead>
<tr>
<th>Weekday Service</th>
<th>Arriving Downtown</th>
<th>Leaving Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
<tr>
<td>Sunday and Major Holiday Service</td>
<td>Arriving Downtown</td>
<td>Leaving Downtown</td>
</tr>
</tbody>
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Span and Frequency Diagrams

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Y45  Baldwin Manor Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown
Y46  Elizabeth Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Arriving Downtown
Leaving Downtown

Saturday Service
Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service
Arriving Downtown
Leaving Downtown

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.
Span and Frequency Diagrams

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Y47 Curry Flyer

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)
The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service

Arriving Downtown
Leaving Downtown

Saturday Service

Arriving Downtown
Leaving Downtown

Sunday and Major Holiday Service

Arriving Downtown
Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

**Y49 Prospect Flyer**

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**Full TDP Implementation**

- **Weekday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Saturday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Sunday and Major Holiday Service**
  - Arriving Downtown
  - Leaving Downtown

---

**Proposed 35% Service Reductions**

- **Weekday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Saturday Service**
  - Arriving Downtown
  - Leaving Downtown

- **Sunday and Major Holiday Service**
  - Arriving Downtown
  - Leaving Downtown
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

DQI  Duquesne Incline

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Leaving Upper Station
- Leaving Lower Station

Saturday Service
- Leaving Upper Station
- Leaving Lower Station

Sunday and Major Holiday Service
- Leaving Upper Station
- Leaving Lower Station

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
- Leaving Upper Station
- Leaving Lower Station

Saturday Service
- Leaving Upper Station
- Leaving Lower Station

Sunday and Major Holiday Service
- Leaving Upper Station
- Leaving Lower Station
Span and Frequency Diagrams

This diagram shows the frequency and hours of service for this route. Each TDP route is shown with first, the full intended level of service based on the TDP and then immediately below, the proposed reduction (or elimination in the case of absent bars) of the route. The numbers inside the bars indicate the average number of minutes between buses or trains during that time period. All days of service are shown for each route.

MI Monongehela Incline

Full TDP Implementation

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Leaving Upper Station
Leaving Lower Station

Saturday Service
Leaving Upper Station
Leaving Lower Station

Sunday and Major Holiday Service
Leaving Upper Station
Leaving Lower Station

Proposed 35% Service Reductions

The numbers on the "rulers" below indicate the hour of day (bold type indicates PM service)

The grey bars indicate bus service availability (darker grey indicates more frequent service)

Weekday Service
Leaving Upper Station
Leaving Lower Station

Saturday Service
Leaving Upper Station
Leaving Lower Station

Sunday and Major Holiday Service
Leaving Upper Station
Leaving Lower Station