

# 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.

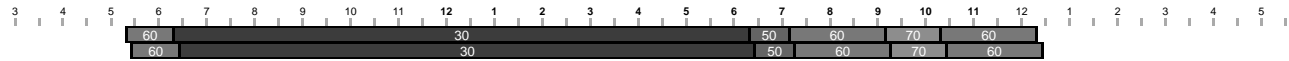
## 1 Freeport Road

### Full TDP Implementation

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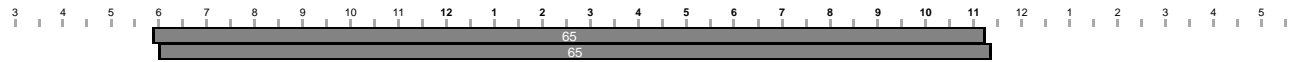
#### Weekday Service

Arriving Downtown  
 Leaving Downtown



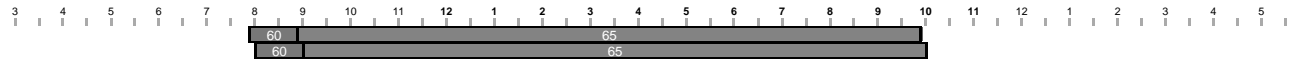
#### Saturday Service

Arriving Downtown  
 Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown

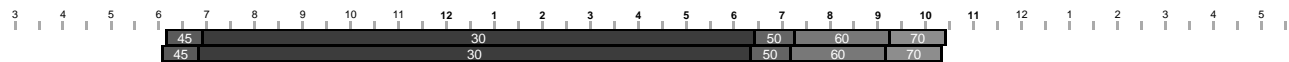


### Proposed 35% Service Reductions

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)

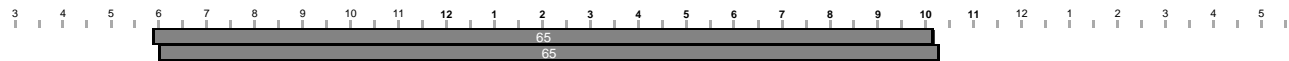
#### Weekday Service

Arriving Downtown  
 Leaving Downtown



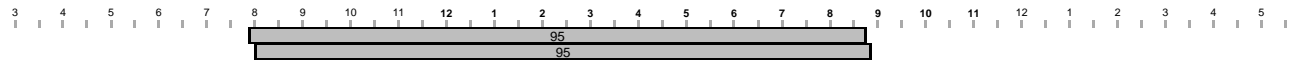
#### Saturday Service

Arriving Downtown  
 Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown



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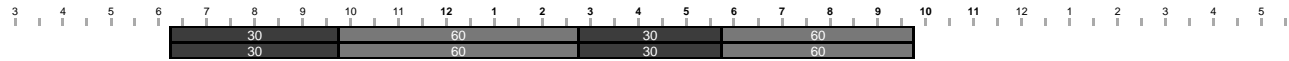
### 2 Mount Royal

#### 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)

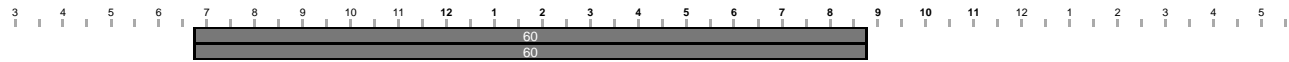
##### Weekday Service

Arriving Downtown  
 Leaving Downtown



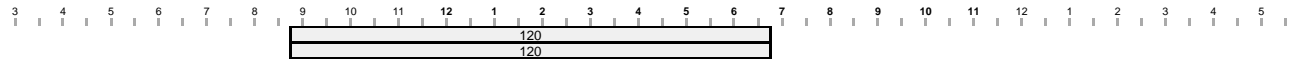
##### Saturday Service

Arriving Downtown  
 Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown

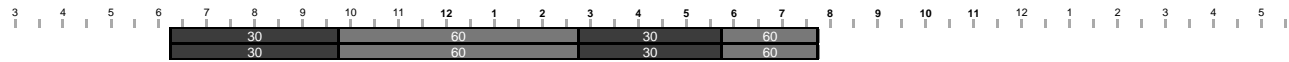


#### Proposed 35% Service Reductions

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

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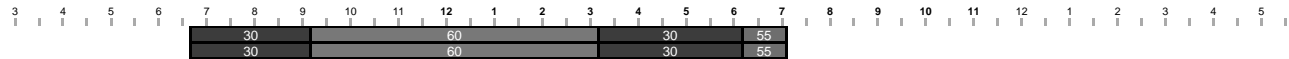
### 3 Millvale

#### Full TDP Implementation

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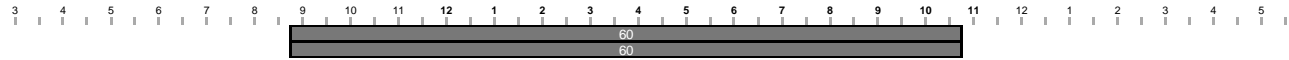
##### Weekday Service

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

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### 4 Troy Hill

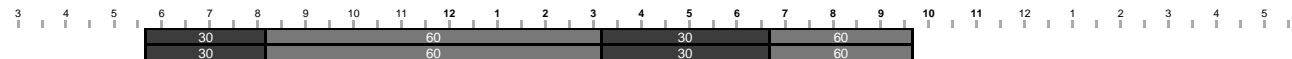
#### Full TDP Implementation

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)

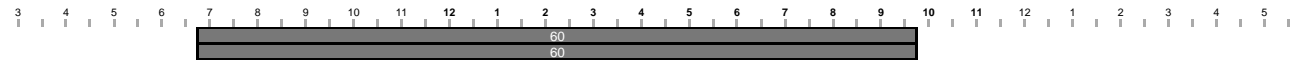
##### Weekday Service

Arriving Downtown  
Leaving Downtown



##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



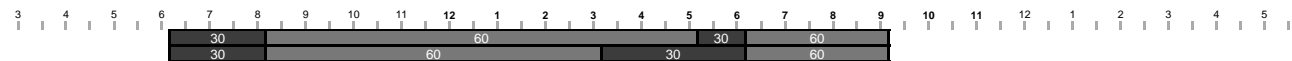
#### Proposed 35% Service Reductions

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

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### 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)

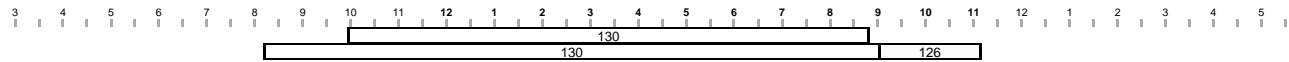
##### Weekday Service

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



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### 6 Spring Hill

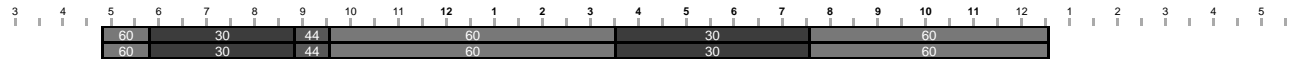
#### Full TDP Implementation

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)

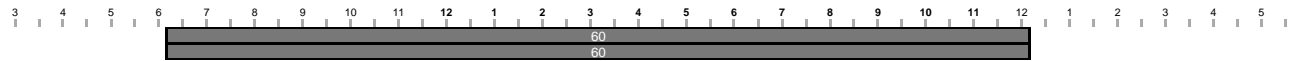
##### Weekday Service

Arriving Downtown  
Leaving Downtown



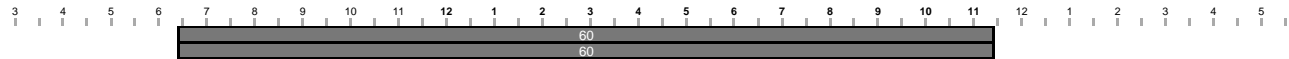
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



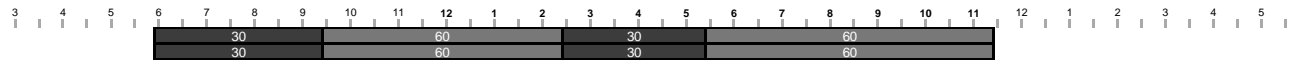
#### Proposed 35% Service Reductions

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)

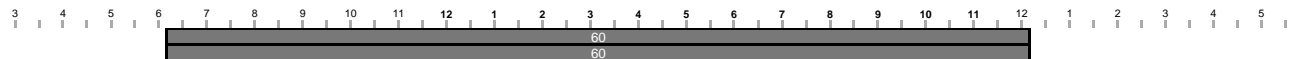
##### Weekday Service

Arriving Downtown  
Leaving Downtown



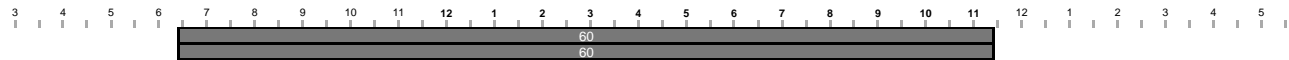
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



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### 7 Spring Garden

#### Full TDP Implementation

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

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### 8 Perrysville

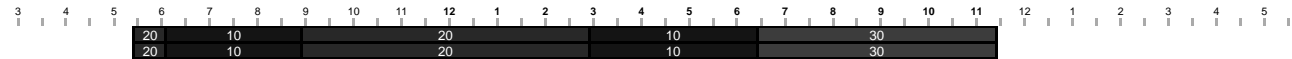
#### Full TDP Implementation

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)

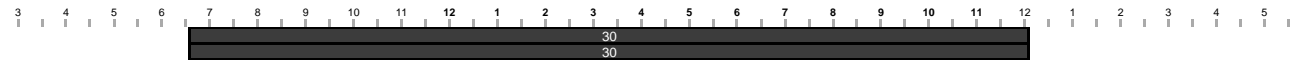
##### Weekday Service

Arriving Downtown  
Leaving Downtown



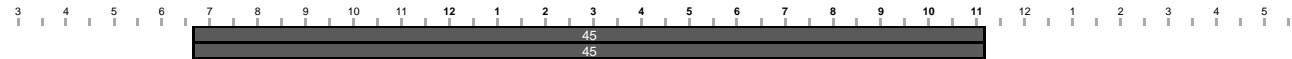
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



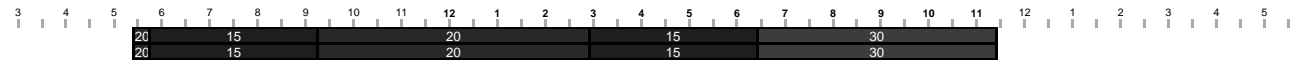
#### Proposed 35% Service Reductions

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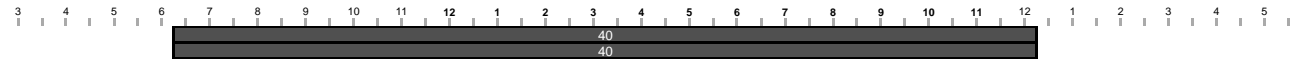
##### Weekday Service

Arriving Downtown  
Leaving Downtown



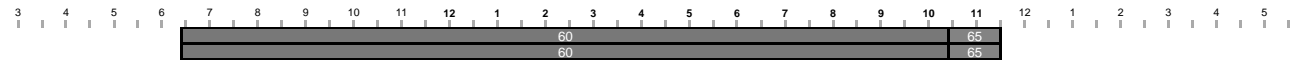
##### Saturday Service

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.

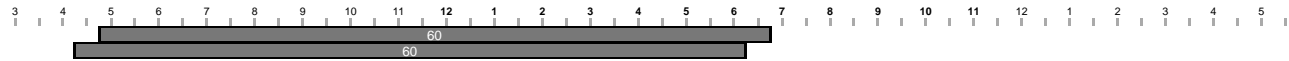
### 9 Perry Highway

#### 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



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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.

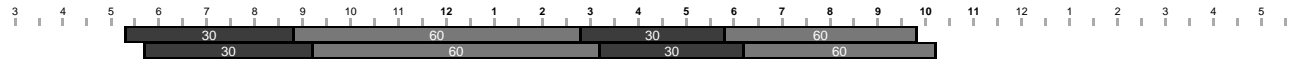
### 11 Fineview

#### Full TDP Implementation

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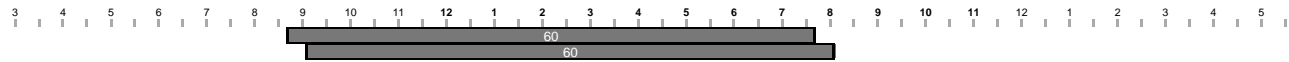
##### Weekday Service

Arriving Downtown  
 Leaving Downtown



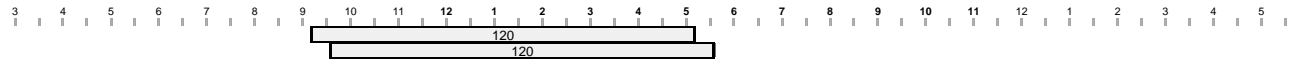
##### Saturday Service

Arriving Downtown  
 Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown

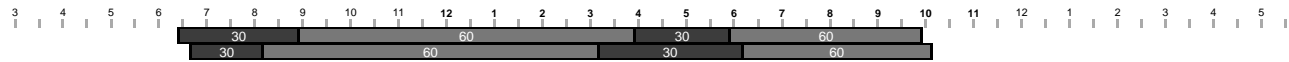


#### Proposed 35% Service Reductions

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

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12 McKnight

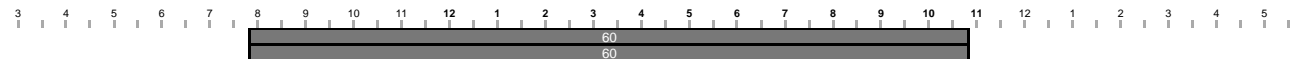
### Full TDP Implementation

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

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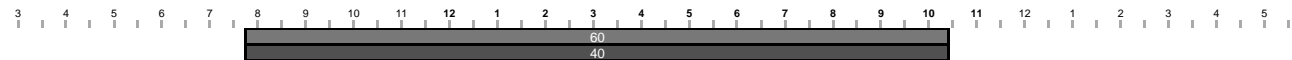
#### Weekday Service

Arriving Downtown  
Leaving Downtown



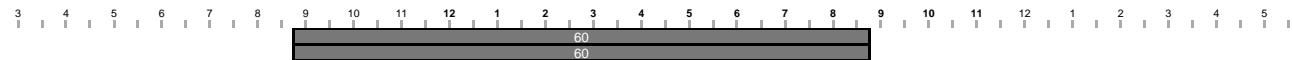
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



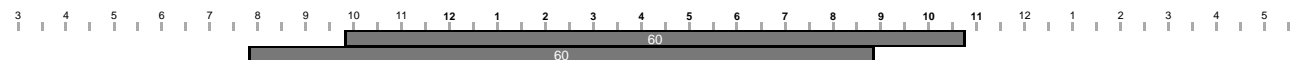
### Proposed 35% Service Reductions

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

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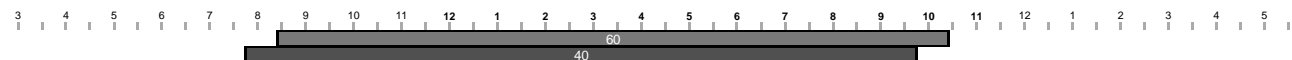
#### Weekday Service

Arriving Downtown  
Leaving Downtown



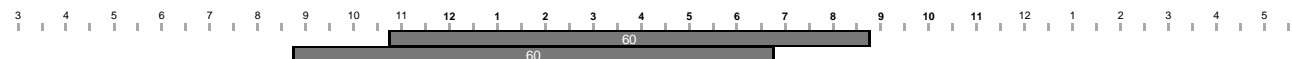
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



## Span and Frequency Diagrams

### 13 West View

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.

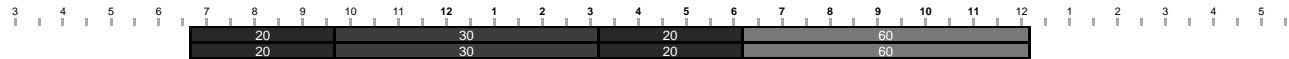
### Full TDP Implementation

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)

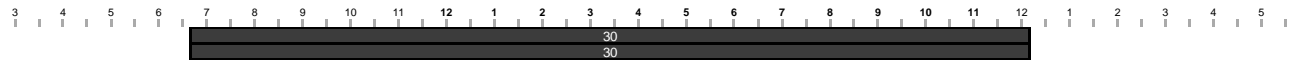
#### Weekday Service

Arriving Downtown  
Leaving Downtown



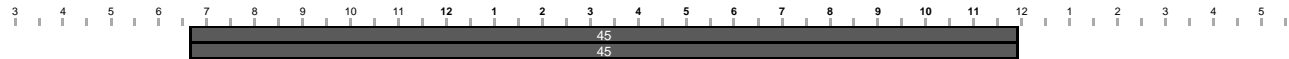
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



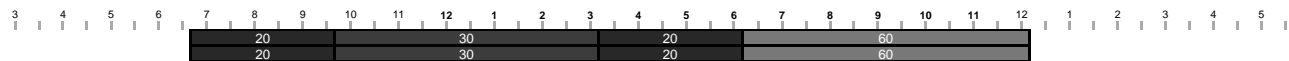
### Proposed 35% Service Reductions

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)

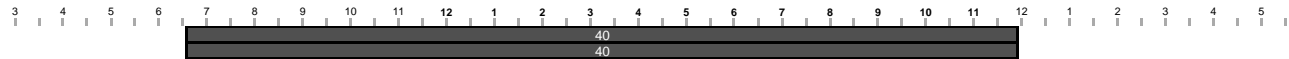
#### Weekday Service

Arriving Downtown  
Leaving Downtown



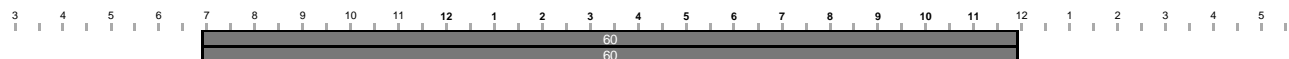
#### Saturday Service

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.

### 14 Ohio Valley

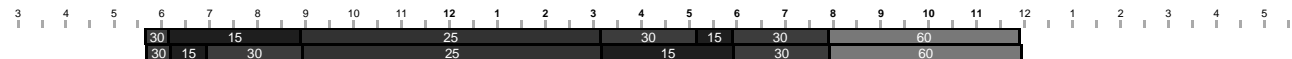
#### Full TDP Implementation

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)

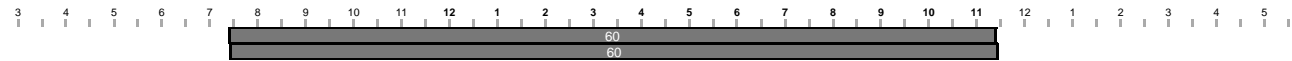
##### Weekday Service

Arriving Downtown  
Leaving Downtown



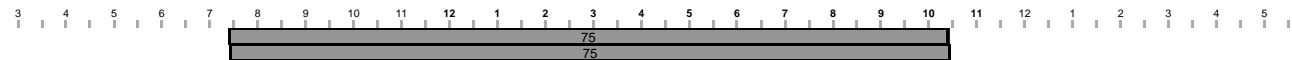
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



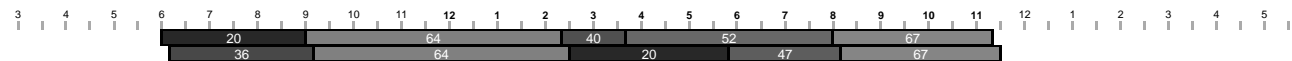
#### Proposed 35% Service Reductions

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



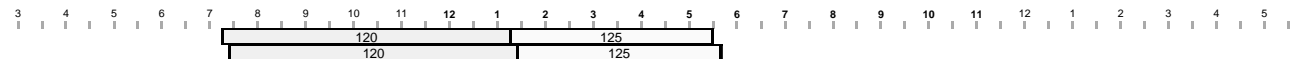
##### Saturday Service

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

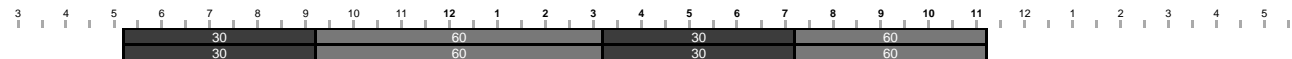
### Full TDP Implementation

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)

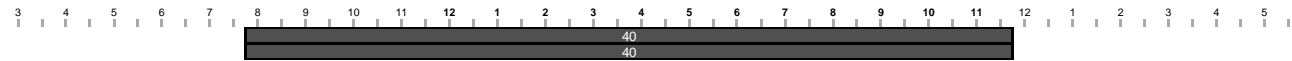
#### Weekday Service

Arriving Downtown  
Leaving Downtown



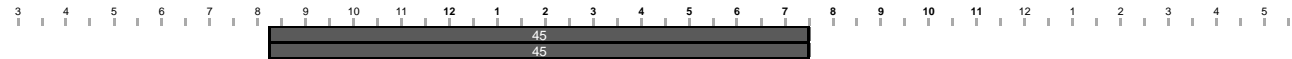
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



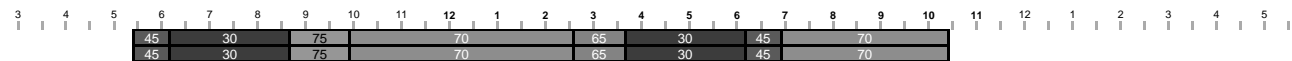
### Proposed 35% Service Reductions

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)

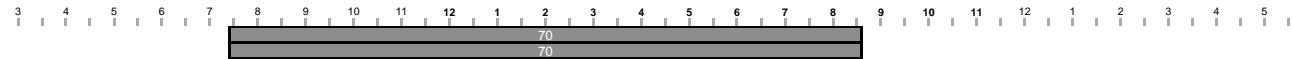
#### Weekday Service

Arriving Downtown  
Leaving Downtown



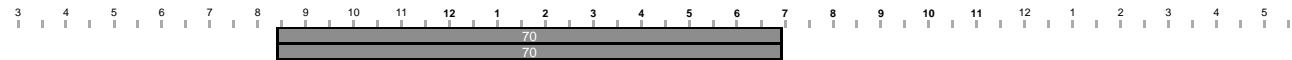
#### Saturday Service

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.

### 16 Brighton

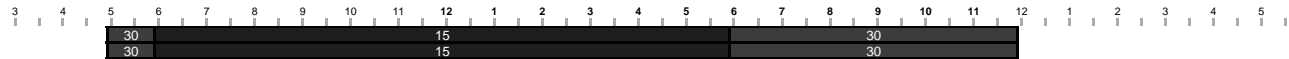
#### Full TDP Implementation

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)

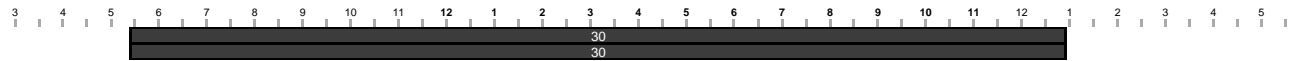
##### Weekday Service

Arriving Downtown  
Leaving Downtown



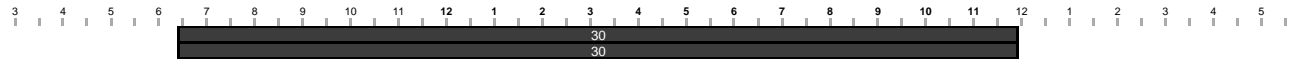
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



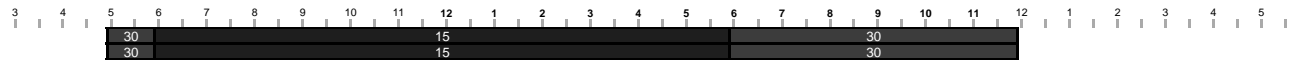
#### Proposed 35% Service Reductions

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)

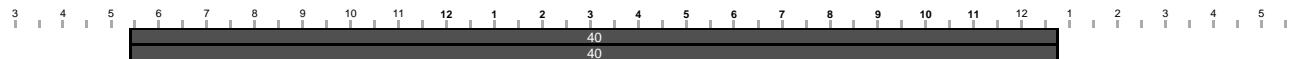
##### Weekday Service

Arriving Downtown  
Leaving Downtown



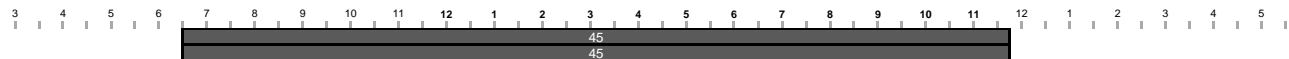
##### Saturday Service

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

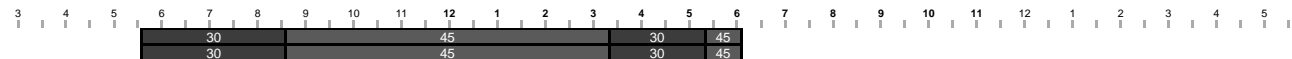
### Full TDP Implementation

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

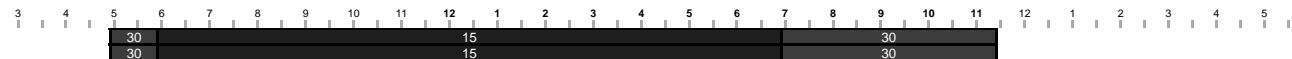
### Full TDP Implementation

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)

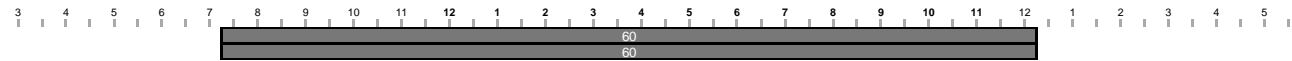
#### Weekday Service

Arriving Downtown  
Leaving Downtown



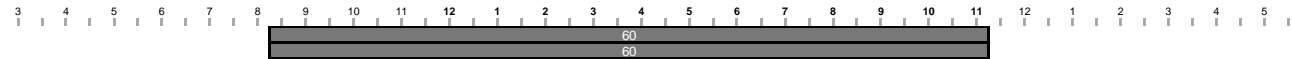
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



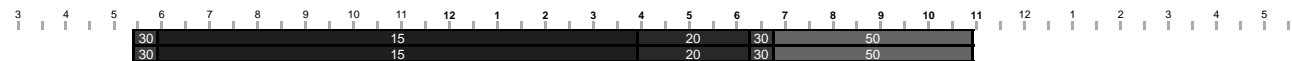
### Proposed 35% Service Reductions

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



## 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.

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

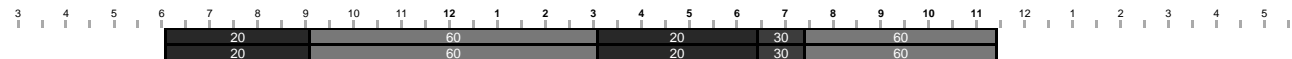
### Full TDP Implementation

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)

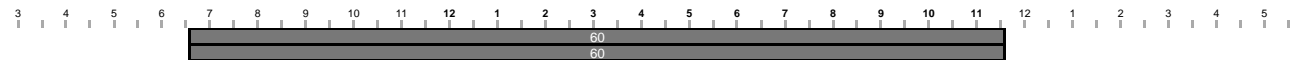
#### Weekday Service

Arriving Downtown  
Leaving Downtown



#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



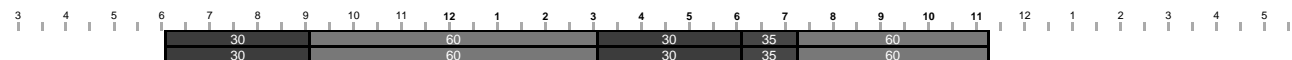
### Proposed 35% Service Reductions

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)

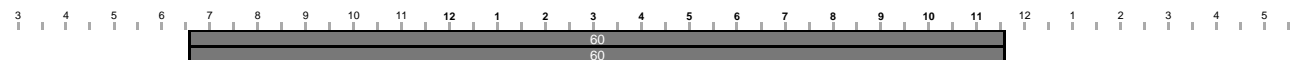
#### Weekday Service

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

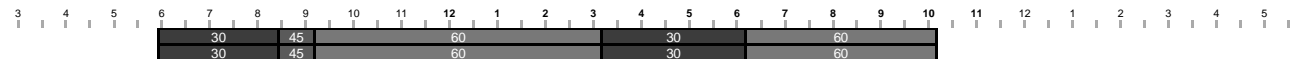
### Full TDP Implementation

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)

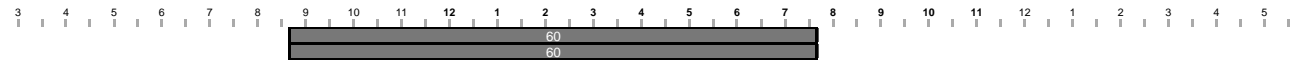
#### Weekday Service

Arriving Downtown  
Leaving Downtown



#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



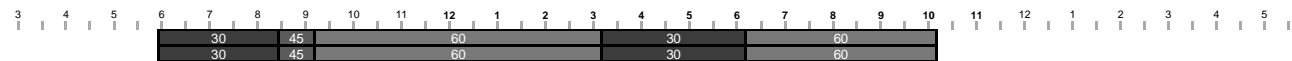
### Proposed 35% Service Reductions

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

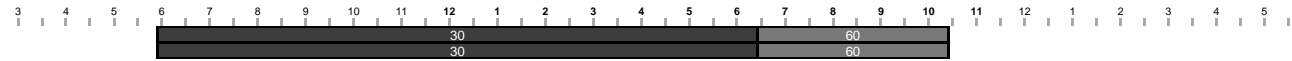
### Full TDP Implementation

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)

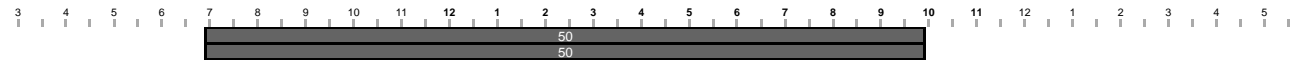
#### Weekday Service

Arriving Downtown  
Leaving Downtown



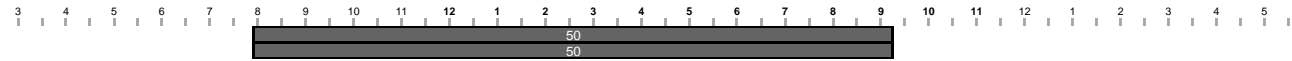
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



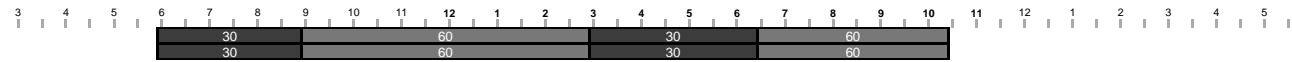
### Proposed 35% Service Reductions

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)

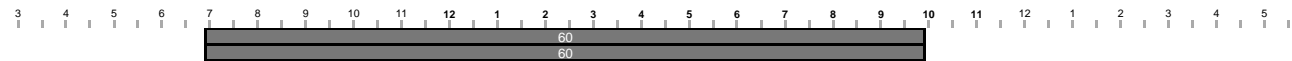
#### Weekday Service

Arriving Downtown  
Leaving Downtown



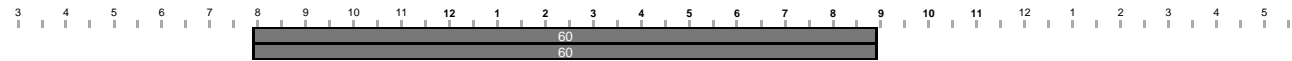
#### Saturday Service

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.

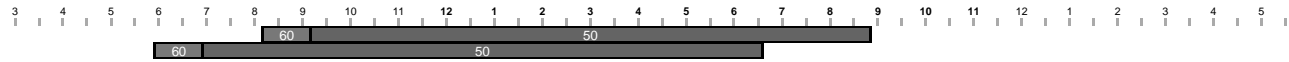
25 Moon

### 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

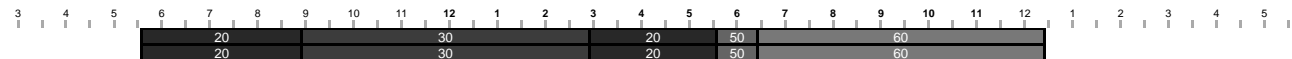
### Full TDP Implementation

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)

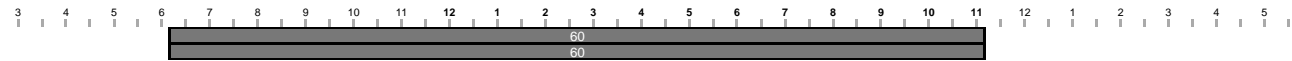
#### Weekday Service

Arriving Downtown  
Leaving Downtown



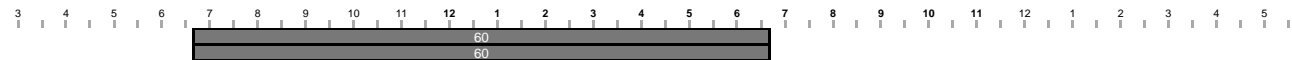
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



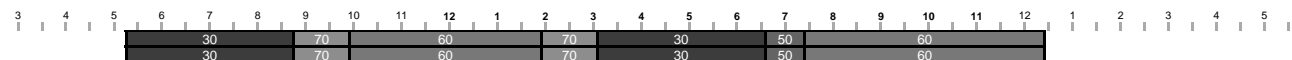
### Proposed 35% Service Reductions

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)

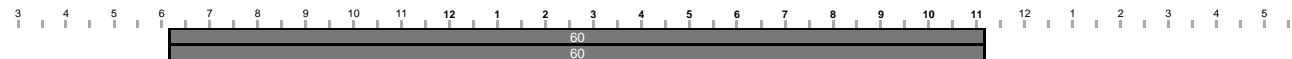
#### Weekday Service

Arriving Downtown  
Leaving Downtown



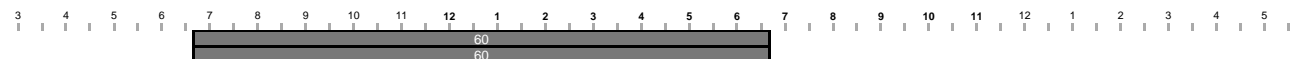
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown





## 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.

27 Fairywood

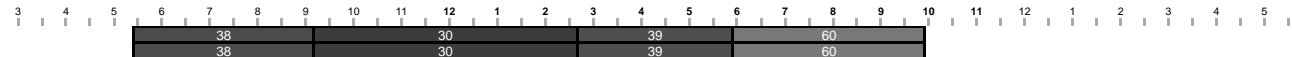
### Full TDP Implementation

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)

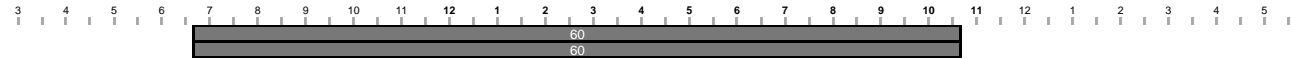
#### Weekday Service

Arriving Downtown  
Leaving Downtown



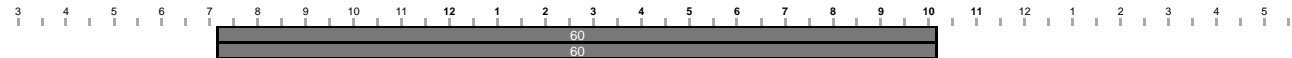
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



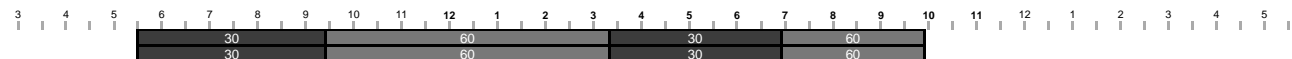
### Proposed 35% Service Reductions

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)

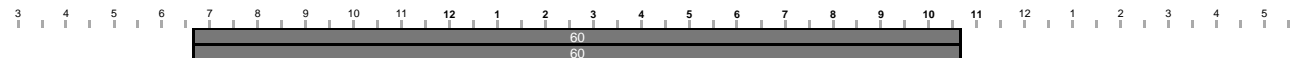
#### Weekday Service

Arriving Downtown  
Leaving Downtown



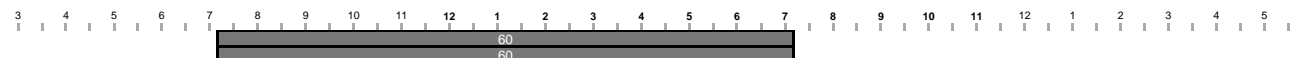
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



## 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.

### 28X Airport 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)

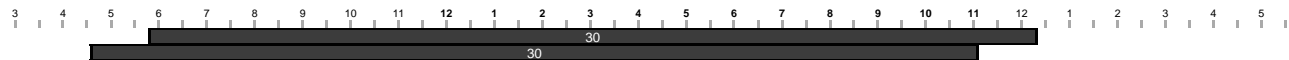
##### Weekday Service

Downtown (from Airport)  
 Downtown (Toward Airport)



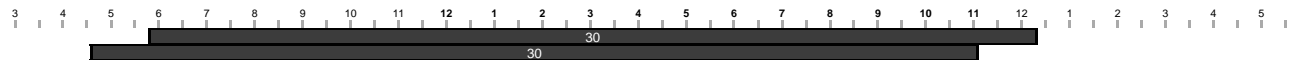
##### Saturday Service

Downtown (from Airport)  
 Downtown (Toward Airport)



##### Sunday and Major Holiday Service

Downtown (from Airport)  
 Downtown (Toward Airport)

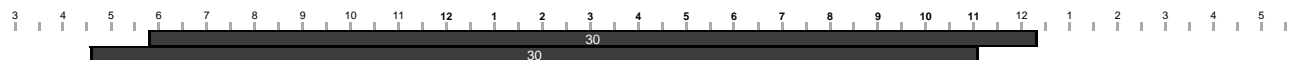


#### Proposed 35% Service Reductions

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)

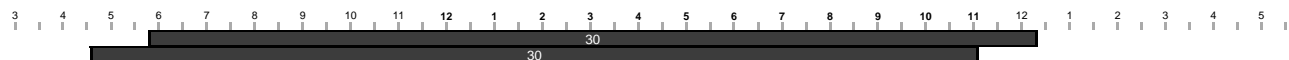
##### Weekday Service

Downtown (from Airport)  
 Downtown (Toward Airport)



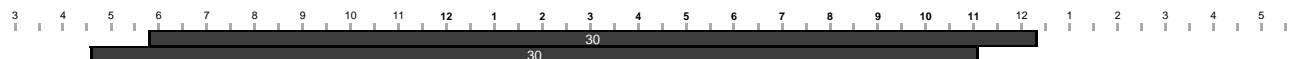
##### Saturday Service

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

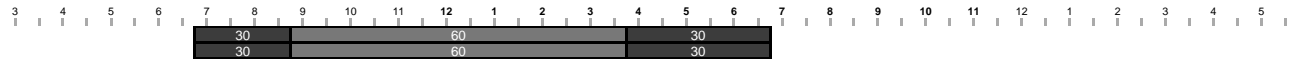
### Full TDP Implementation

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



## 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.

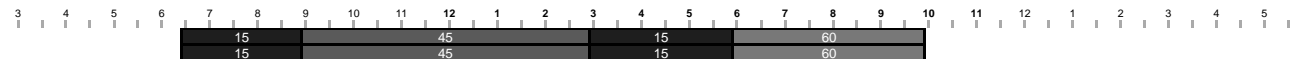
### 31 Bridgeville

#### 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)

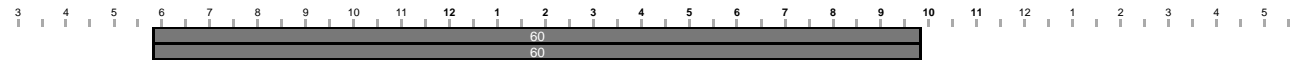
##### Weekday Service

Arriving Downtown  
 Leaving Downtown



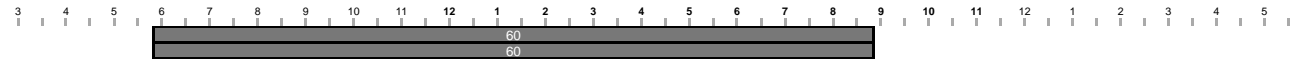
##### Saturday Service

Arriving Downtown  
 Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown

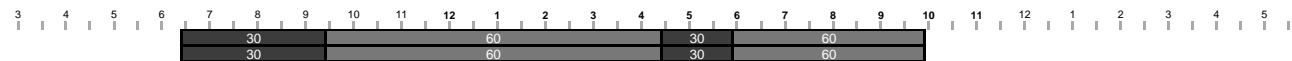


#### Proposed 35% Service Reductions

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.

### 32 Campbells Run

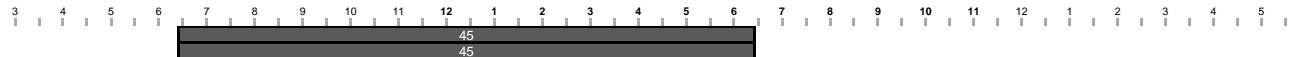
#### Full TDP Implementation

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

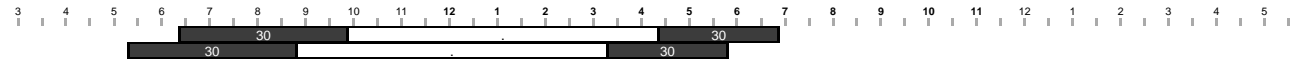
#### Full TDP Implementation

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

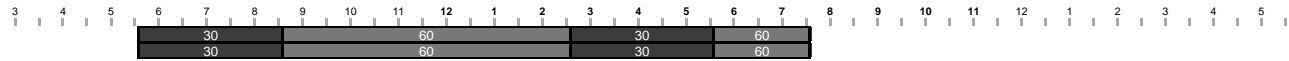
### Full TDP Implementation

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)

#### 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.

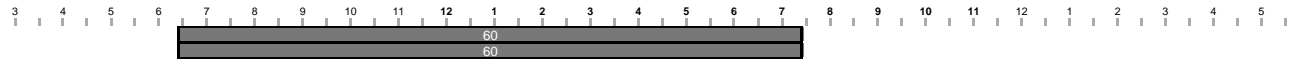
### 37 Ridgemont

#### 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.

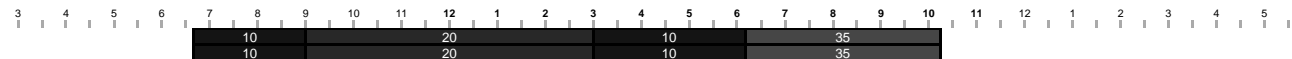
38 Green Tree

### 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)

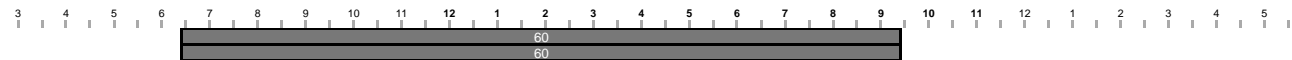
#### Weekday Service

Arriving Downtown  
Leaving Downtown



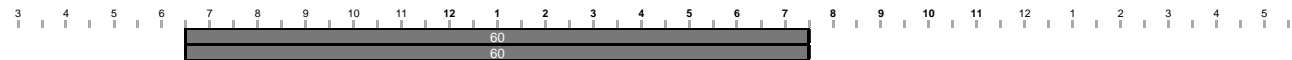
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown

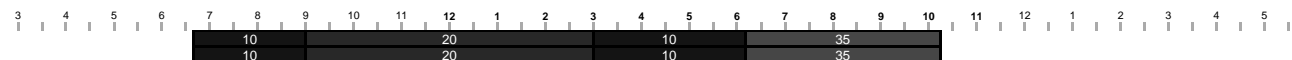


### Proposed 35% Service Reductions

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)

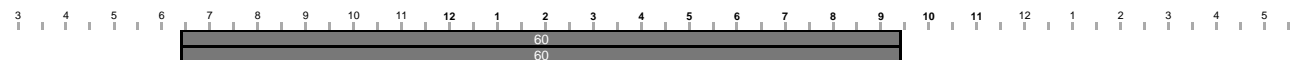
#### Weekday Service

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.

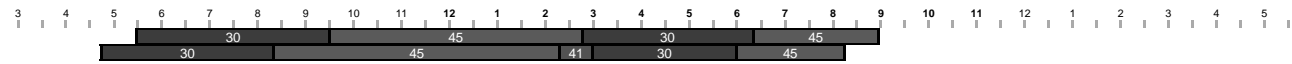
### 39 Brookline

#### 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)

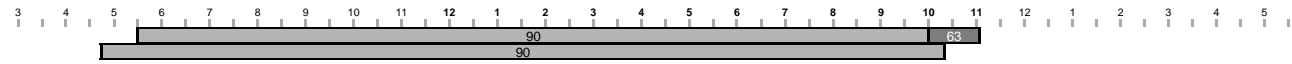
##### Weekday Service

Arriving Downtown  
 Leaving Downtown



##### Saturday Service

Arriving Downtown  
 Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown

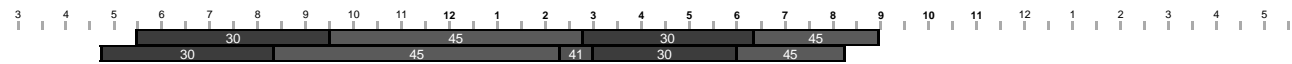


#### Proposed 35% Service Reductions

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.

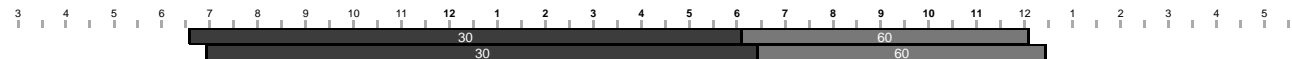
### 40 Mount Washington

#### 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)

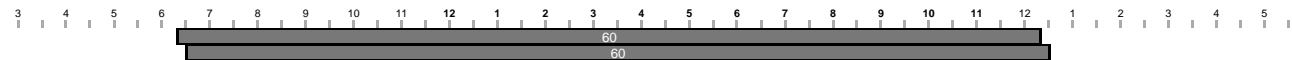
##### Weekday Service

Arriving Downtown  
Leaving Downtown



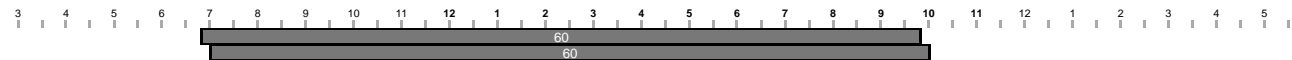
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown

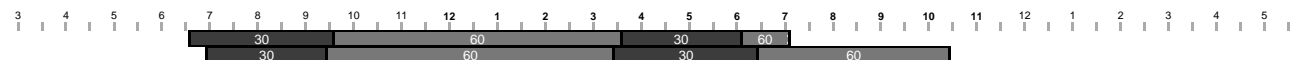


#### Proposed 35% Service Reductions

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



## 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.

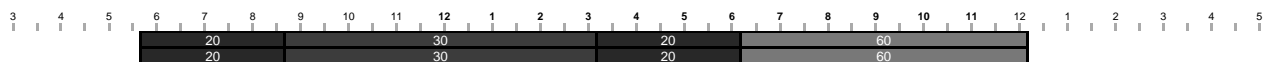
41 Bower Hill

### 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)

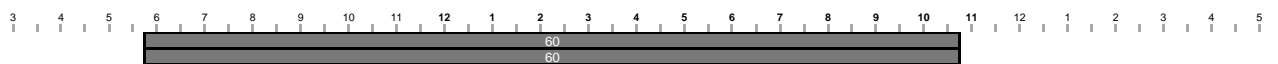
#### Weekday Service

Arriving Downtown  
 Leaving Downtown



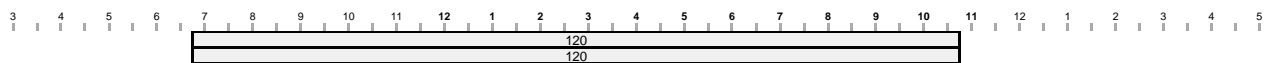
#### Saturday Service

Arriving Downtown  
 Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown

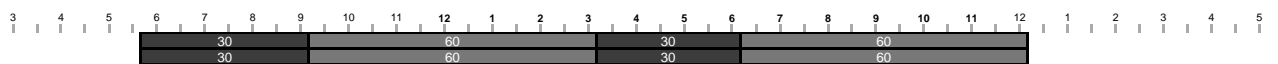


### Proposed 35% Service Reductions

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)

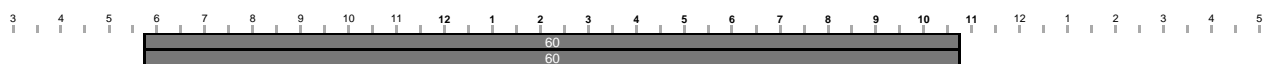
#### Weekday Service

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

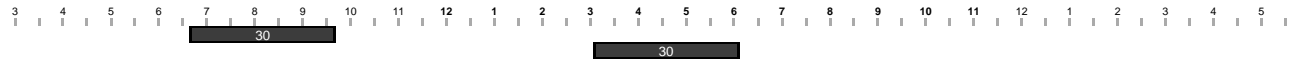
#### Full TDP Implementation

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

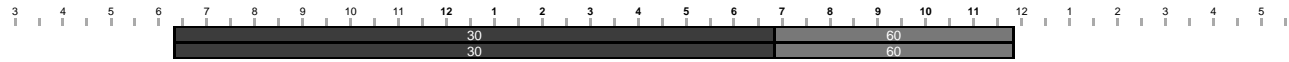
### Full TDP Implementation

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)

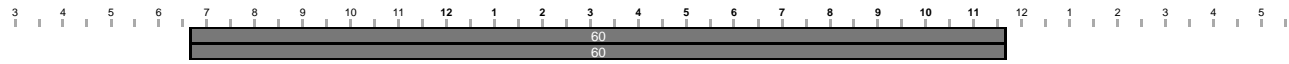
#### Weekday Service

Arriving Downtown  
Leaving Downtown



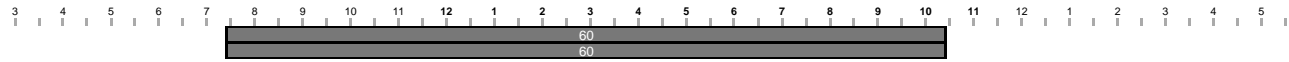
#### Saturday Service

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.

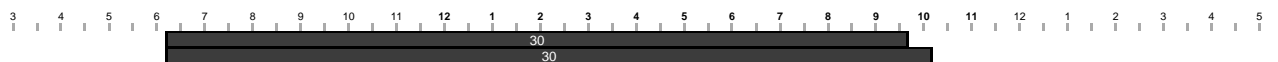
44 Knoxville

### 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)

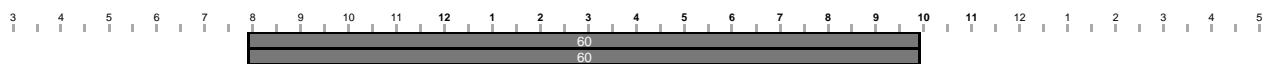
#### Weekday Service

Arriving Downtown  
 Leaving Downtown



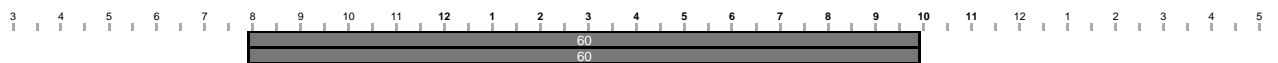
#### Saturday Service

Arriving Downtown  
 Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown

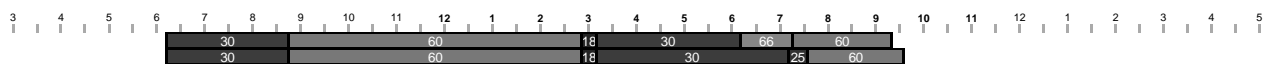


### Proposed 35% Service Reductions

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)

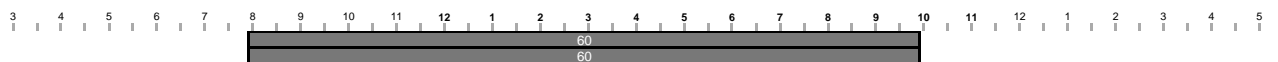
#### Weekday Service

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.

48 Arlington

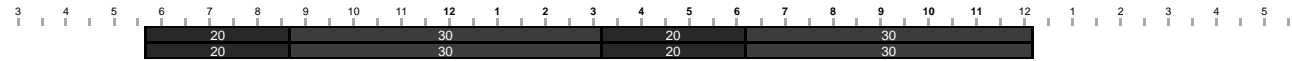
### Full TDP Implementation

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)

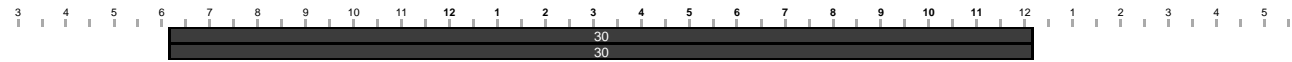
#### Weekday Service

Arriving Downtown  
Leaving Downtown



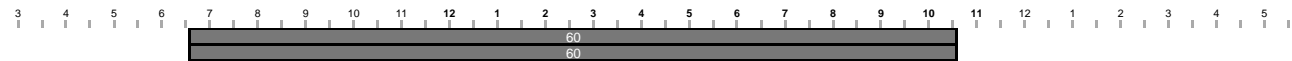
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



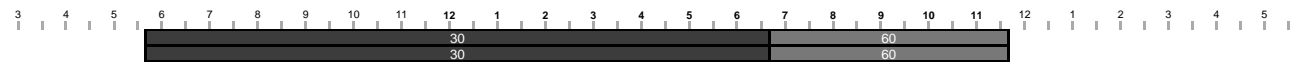
### Proposed 35% Service Reductions

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)

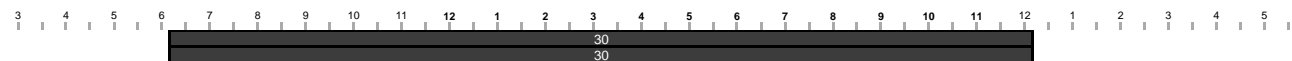
#### Weekday Service

Arriving Downtown  
Leaving Downtown



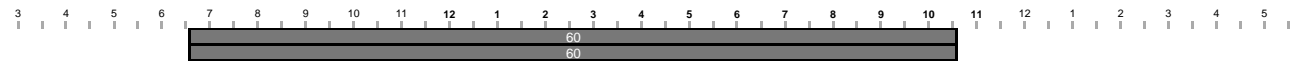
#### Saturday Service

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

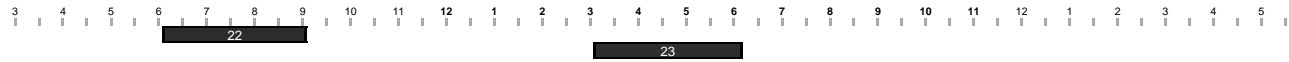
### Full TDP Implementation

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.

51 Carrick

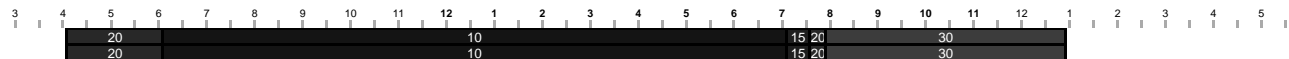
### Full TDP Implementation

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)

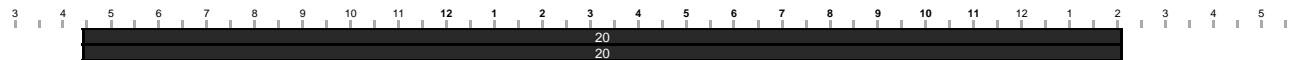
#### Weekday Service

Arriving Downtown  
Leaving Downtown



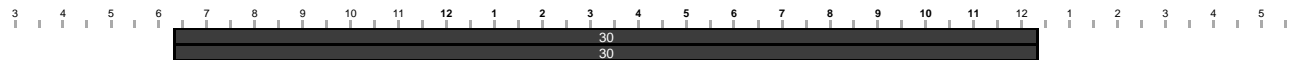
#### Saturday Service

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)

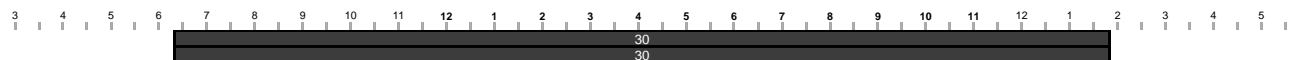
#### Weekday Service

Arriving Downtown  
Leaving Downtown



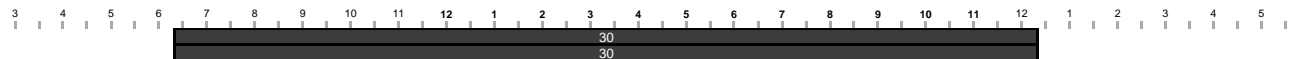
#### Saturday Service

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.

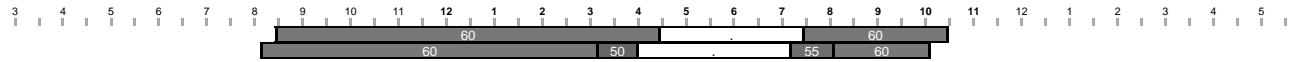
52 Homeville

### 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)

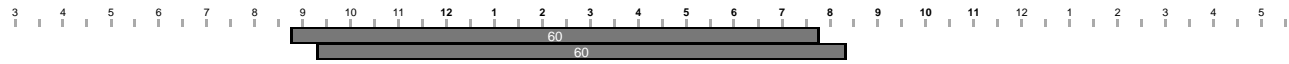
#### Weekday Service

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

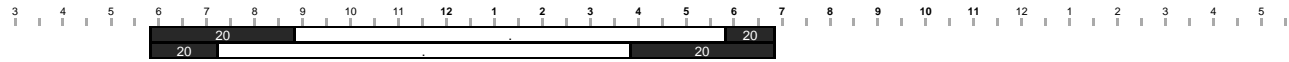
### Full TDP Implementation

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



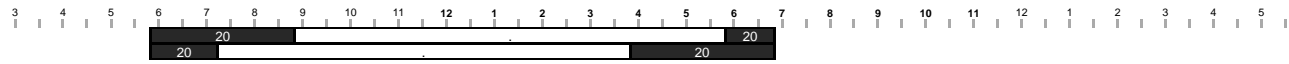
### Proposed 35% Service Reductions

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.

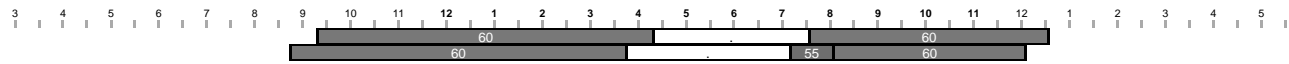
53 Homestead Park

### 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)

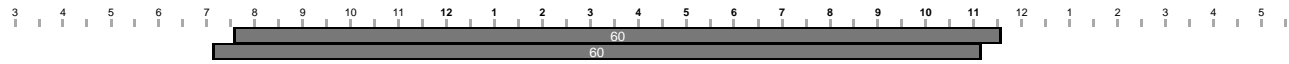
#### Weekday Service

Arriving Waterfront  
 Leaving Waterfront



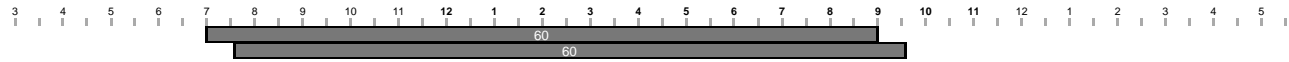
#### Saturday Service

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



## 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.

### 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

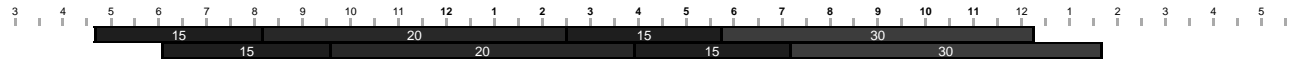
#### Full TDP Implementation

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)

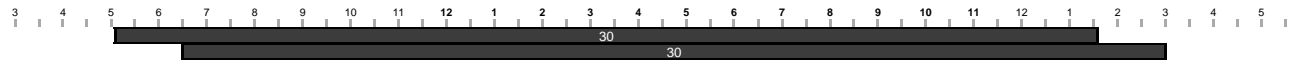
##### Weekday Service

Oakland (to North Side)  
Oakland (to South Side)



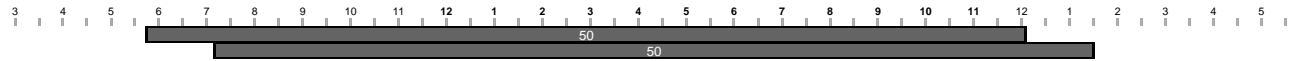
##### Saturday Service

Oakland (to North Side)  
Oakland (to South Side)



##### Sunday and Major Holiday Service

Oakland (to North Side)  
Oakland (to South Side)



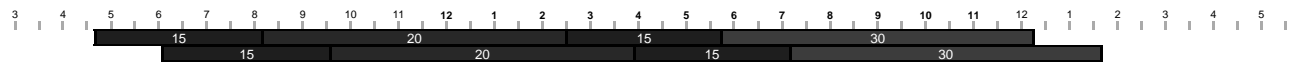
#### Proposed 35% Service Reductions

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)

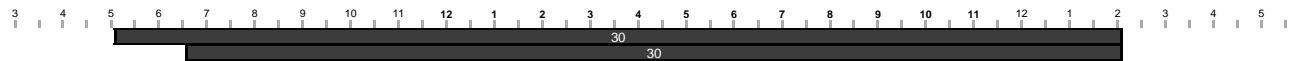
##### Weekday Service

Oakland (to North Side)  
Oakland (to South Side)



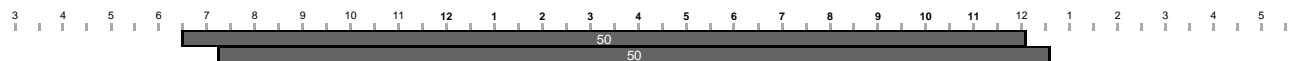
##### Saturday Service

Oakland (to North Side)  
Oakland (to South Side)



##### Sunday and Major Holiday Service

Oakland (to North Side)  
Oakland (to South Side)





## 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.

55 Jefferson

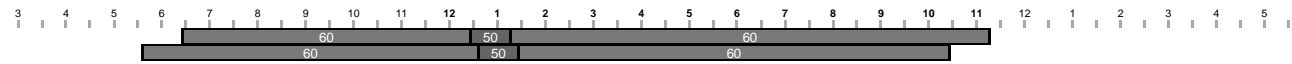
### Full TDP Implementation

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)

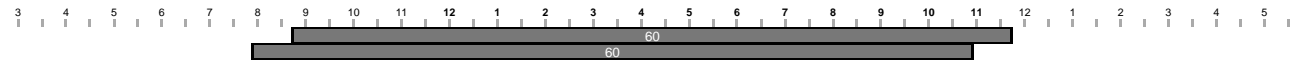
#### Weekday Service

Arriving McKeesport Transit Center  
Leaving McKeesport Transit Center



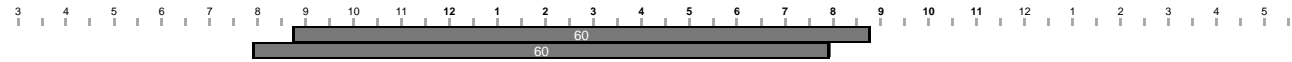
#### Saturday Service

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

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 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.

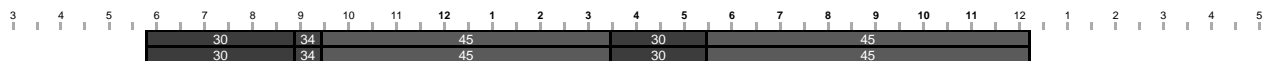
56 Lincoln Place

### 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)

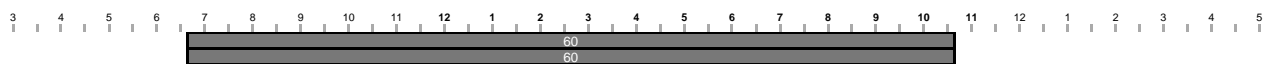
#### Weekday Service

Arriving Downtown  
 Leaving Downtown



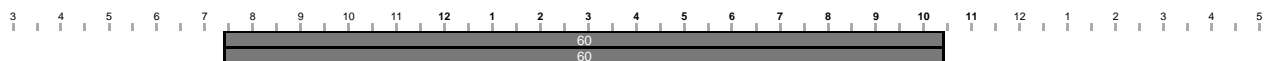
#### Saturday Service

Arriving Downtown  
 Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown

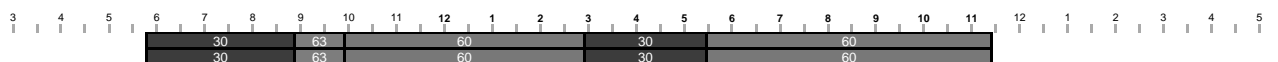


### Proposed 35% Service Reductions

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)

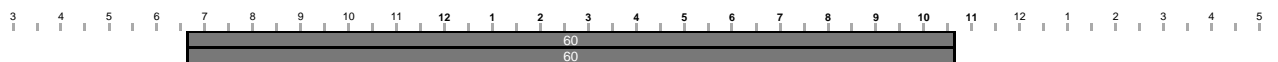
#### Weekday Service

Arriving Downtown  
 Leaving Downtown



#### Saturday Service

Arriving Downtown  
 Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
 Leaving Downtown



## 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.

57 Hazelwood

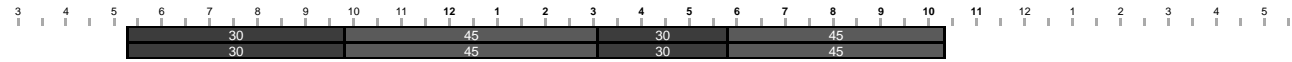
### Full TDP Implementation

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)

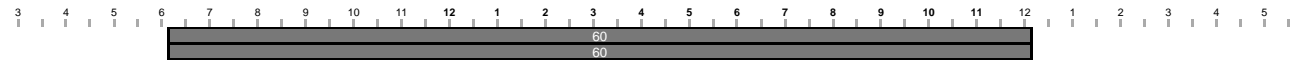
#### Weekday Service

Arriving Downtown  
Leaving Downtown



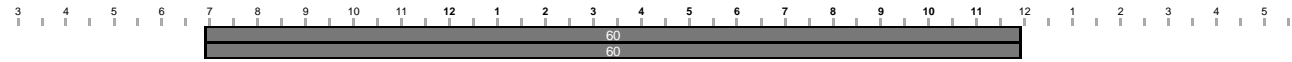
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



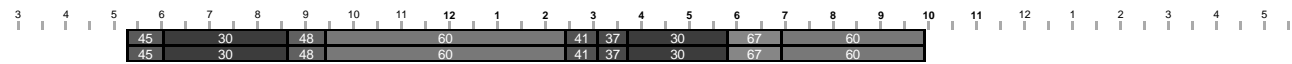
### Proposed 35% Service Reductions

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)

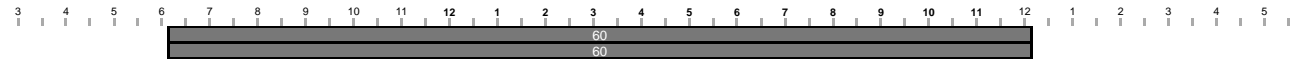
#### Weekday Service

Arriving Downtown  
Leaving Downtown



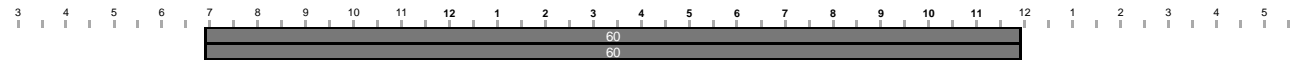
#### Saturday Service

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.

58 Greenfield

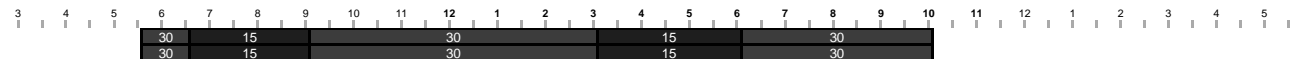
### Full TDP Implementation

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)

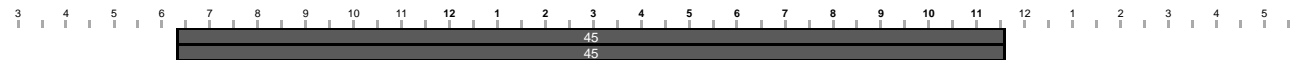
#### Weekday Service

Arriving Downtown  
Leaving Downtown



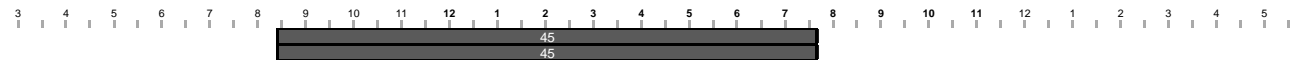
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



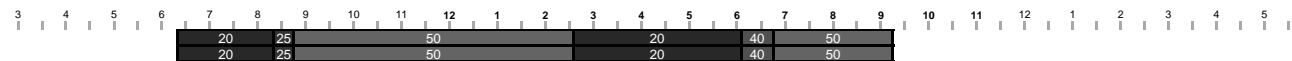
### Proposed 35% Service Reductions

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)

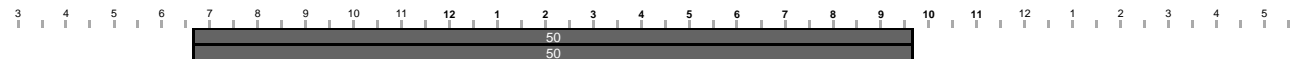
#### Weekday Service

Arriving Downtown  
Leaving Downtown



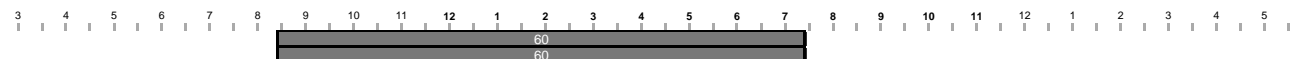
#### Saturday Service

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.

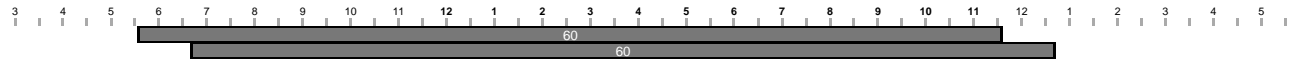
59 Mon Valley

### Full TDP Implementation

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)

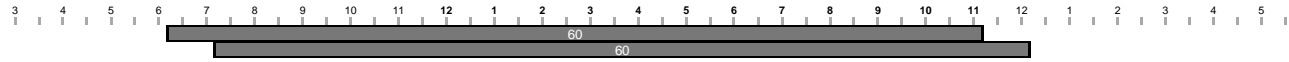
#### Weekday Service

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



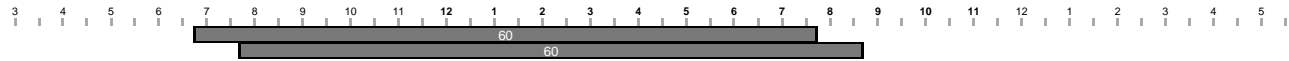
#### Saturday Service

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



#### Sunday and Major Holiday Service

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

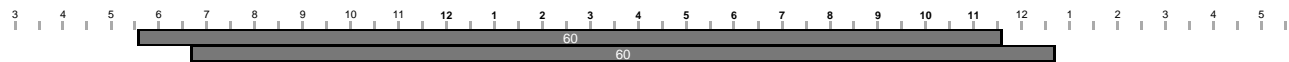


### Proposed 35% Service Reductions

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)

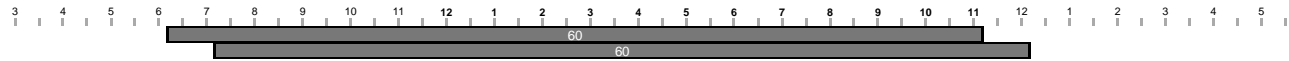
#### Weekday Service

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



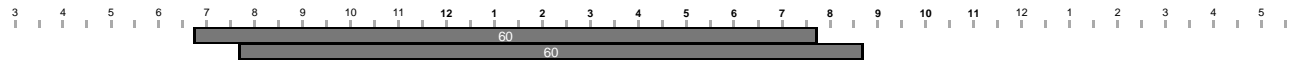
#### Saturday Service

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

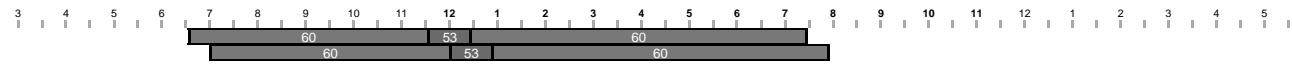
#### Full TDP Implementation

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)

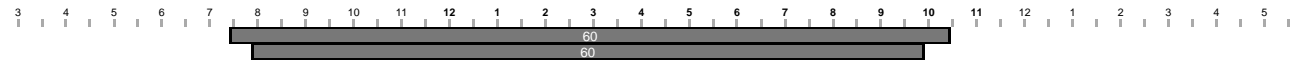
##### Weekday Service

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

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

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

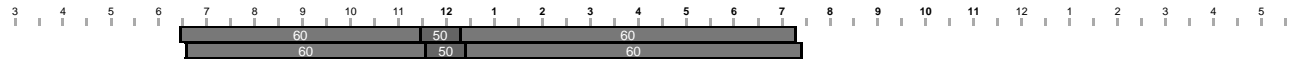
### Full TDP Implementation

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)

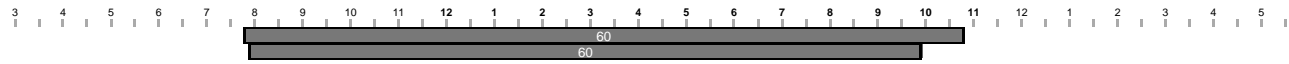
#### Weekday Service

Arriving 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

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 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

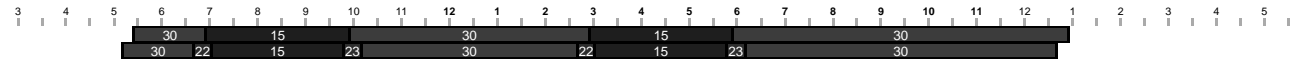
#### Full TDP Implementation

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)

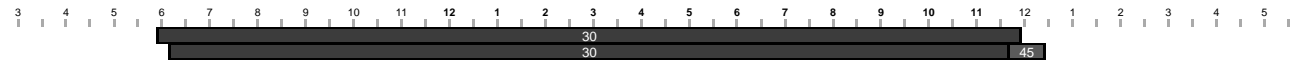
##### Weekday Service

Arriving Downtown  
Leaving Downtown



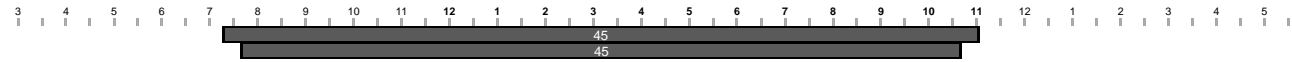
##### Saturday Service

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

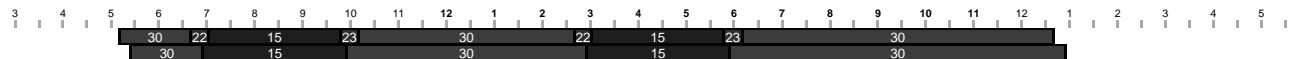
#### Full TDP Implementation

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)

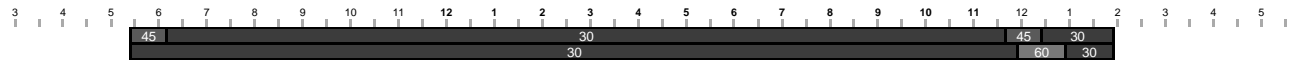
##### Weekday Service

Arriving Downtown  
Leaving Downtown



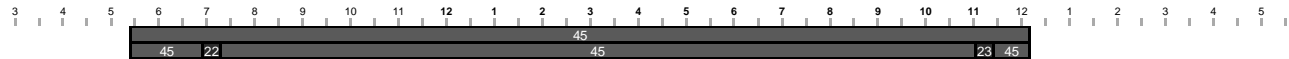
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



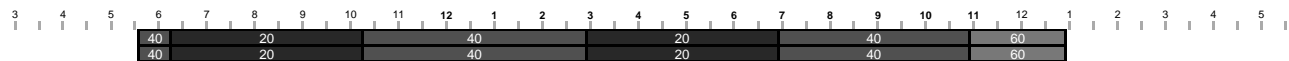
#### Proposed 35% Service Reductions

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)

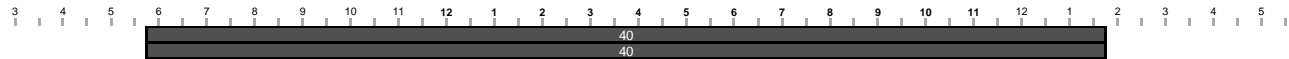
##### Weekday Service

Arriving Downtown  
Leaving Downtown



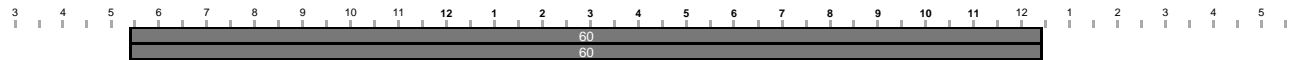
##### Saturday Service

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

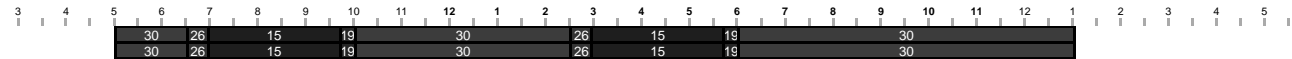
#### Full TDP Implementation

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)

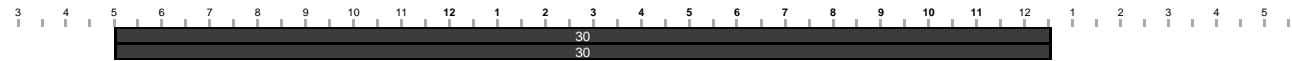
##### Weekday Service

Arriving Downtown  
Leaving Downtown



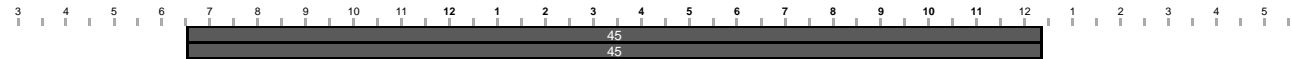
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



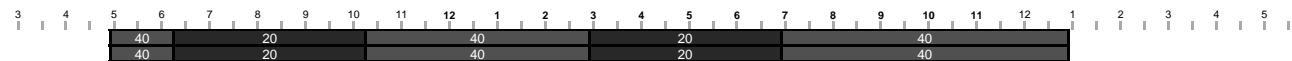
#### Proposed 35% Service Reductions

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)

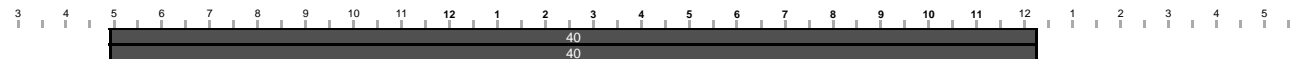
##### Weekday Service

Arriving Downtown  
Leaving Downtown



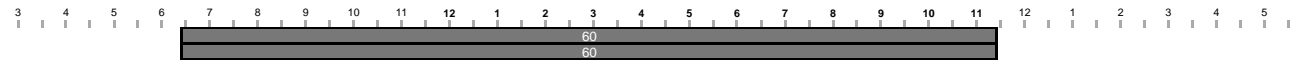
##### Saturday Service

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

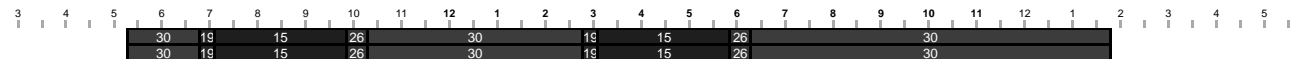
### Full TDP Implementation

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)

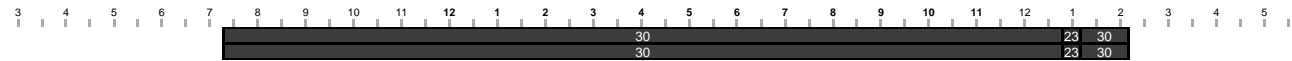
#### Weekday Service

Arriving Downtown  
Leaving Downtown



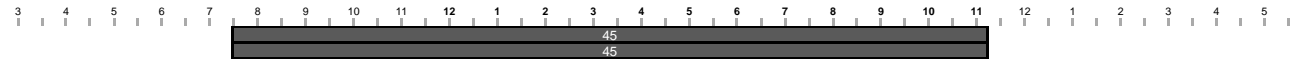
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



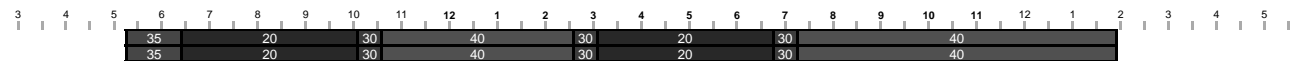
### Proposed 35% Service Reductions

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)

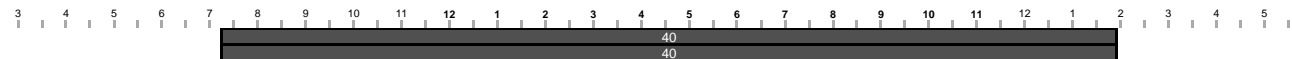
#### Weekday Service

Arriving Downtown  
Leaving Downtown



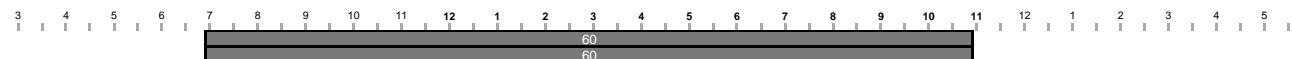
#### Saturday Service

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.

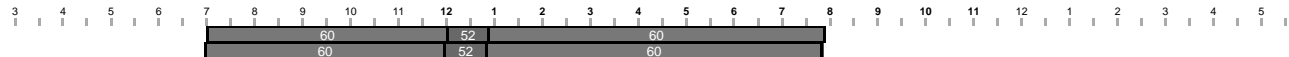
### 62 Liberty-North Versailles

#### Full TDP Implementation

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)

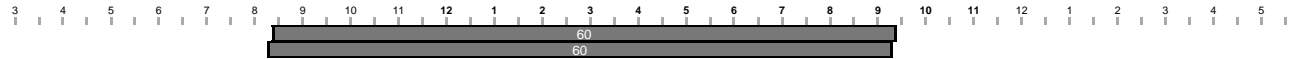
##### Weekday Service

Leaving North Versailles  
 Arriving North Versailles



##### Saturday Service

Leaving North Versailles  
 Arriving North Versailles



##### Sunday and Major Holiday Service

Leaving North Versailles  
 Arriving North Versailles



#### 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 North Versailles  
 Arriving North Versailles



##### Saturday Service

Leaving North Versailles  
 Arriving North Versailles



##### Sunday and Major Holiday Service

Leaving North Versailles  
 Arriving 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.

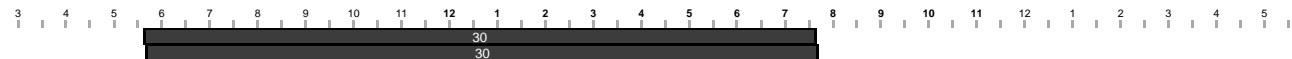
### 63 Edgewood

#### 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)

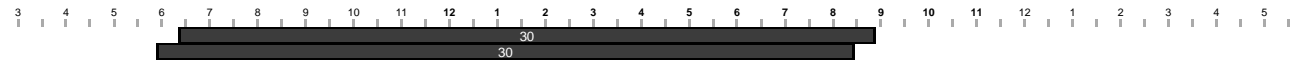
##### Weekday Service

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

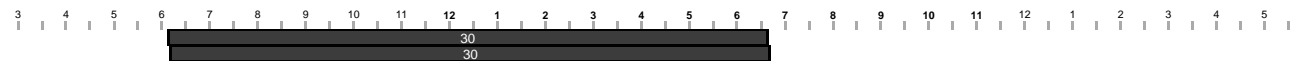


#### Proposed 35% Service Reductions

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.

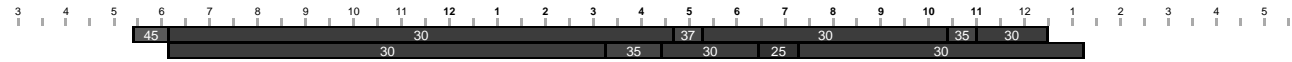
### 64 Lawrenceville-Waterfront

#### 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)

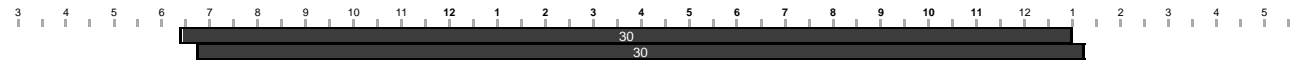
##### Weekday Service

Leaving Waterfront  
Arriving Waterfront



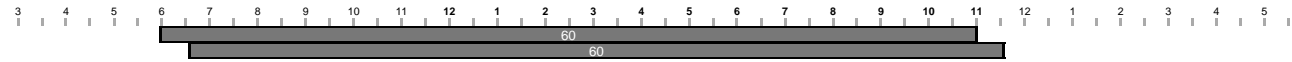
##### Saturday Service

Leaving Waterfront  
Arriving Waterfront



##### Sunday and Major Holiday Service

Leaving Waterfront  
Arriving Waterfront

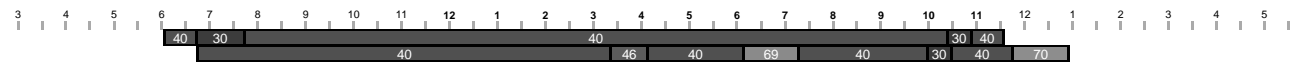


#### Proposed 35% Service Reductions

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)

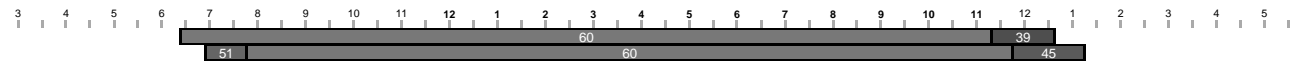
##### Weekday Service

Leaving Waterfront  
Arriving Waterfront



##### Saturday Service

Leaving Waterfront  
Arriving Waterfront



##### Sunday and Major Holiday Service

Leaving Waterfront  
Arriving 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.

65 Squirrel Hill

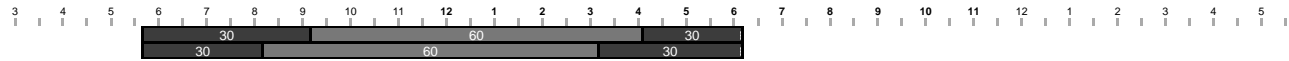
### Full TDP Implementation

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.

### 66 Greensburg Pike

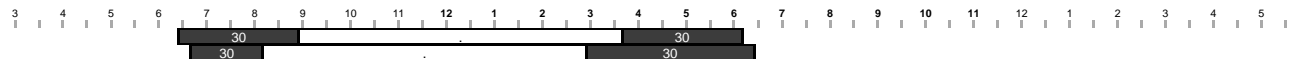
#### Full TDP Implementation

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

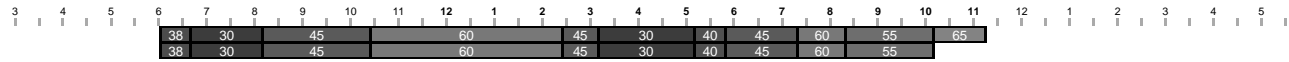
### Full TDP Implementation

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)

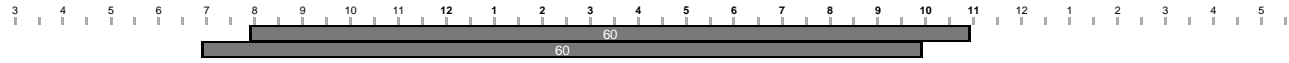
#### Weekday Service

Arriving Downtown  
Leaving Downtown



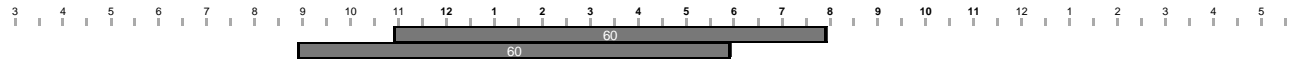
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



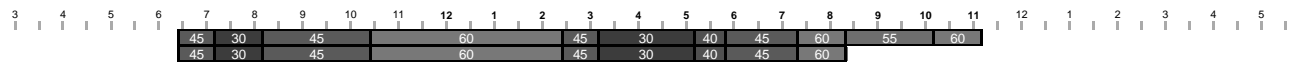
### Proposed 35% Service Reductions

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)

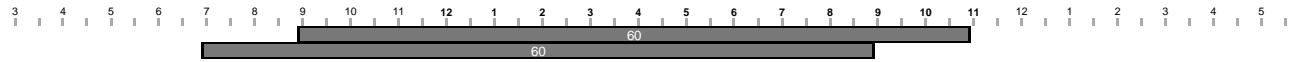
#### Weekday Service

Arriving Downtown  
Leaving Downtown



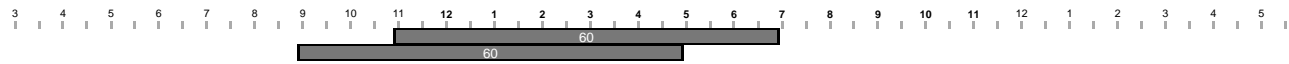
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



## 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.

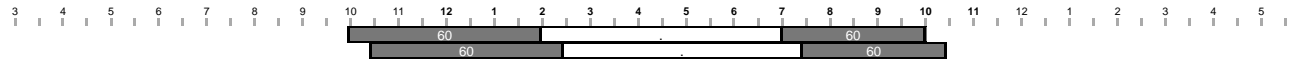
68 Braddock Hills

### 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)

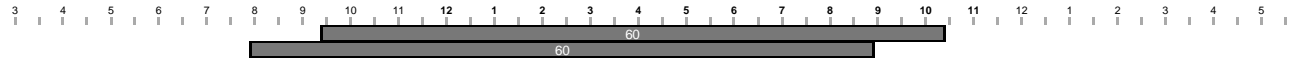
#### Weekday Service

Arriving Wilkinsburg Station  
 Leaving Wilkinsburg Station



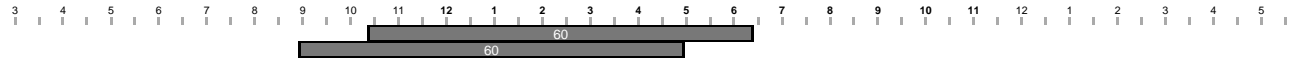
#### Saturday Service

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.

69 Trafford

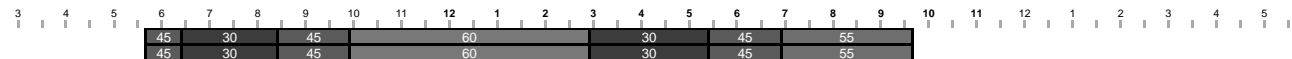
### Full TDP Implementation

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)

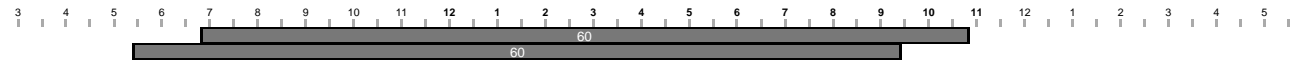
#### Weekday Service

Arriving Downtown  
Leaving Downtown



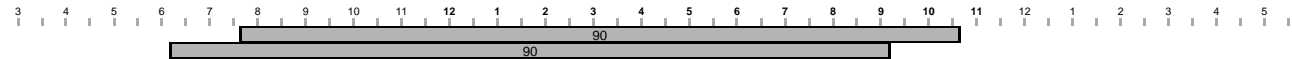
#### Saturday Service

Arriving Wilkinsburg Station  
Leaving Wilkinsburg Station



#### Sunday and Major Holiday Service

Arriving Wilkinsburg Station  
Leaving Wilkinsburg Station



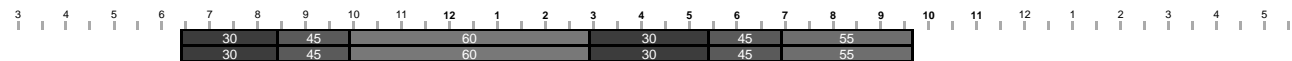
### Proposed 35% Service Reductions

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 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

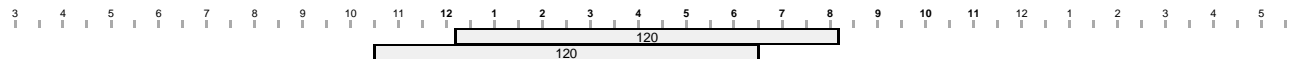
#### Full TDP Implementation

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



## 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.

### 71A Negley

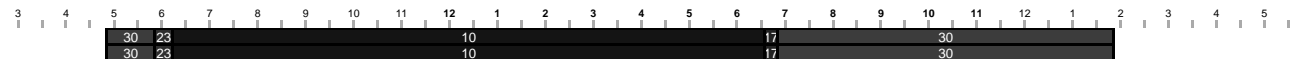
#### Full TDP Implementation

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)

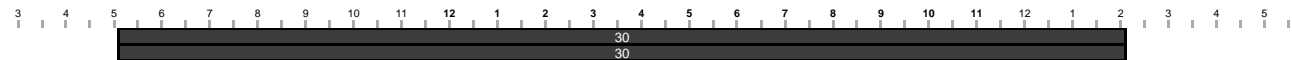
##### Weekday Service

Arriving Downtown  
Leaving Downtown



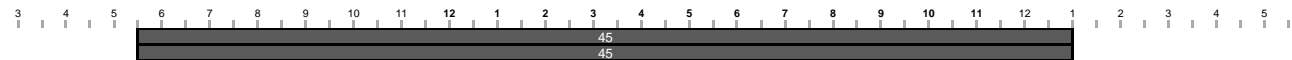
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



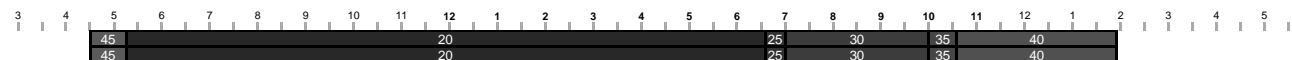
#### Proposed 35% Service Reductions

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)

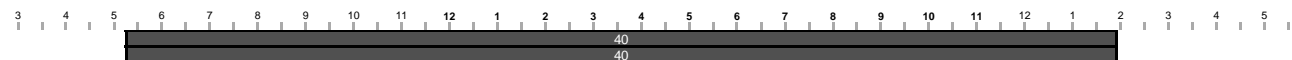
##### Weekday Service

Arriving Downtown  
Leaving Downtown



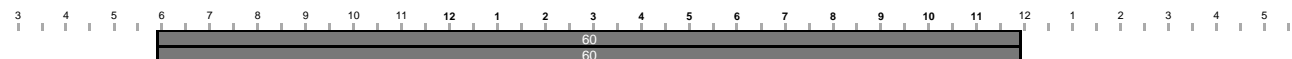
##### Saturday Service

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.

### 71B Highland Park

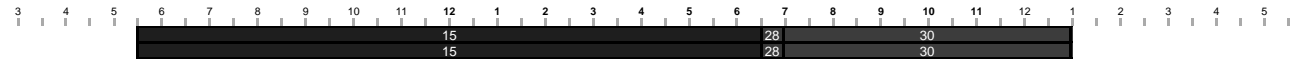
#### Full TDP Implementation

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)

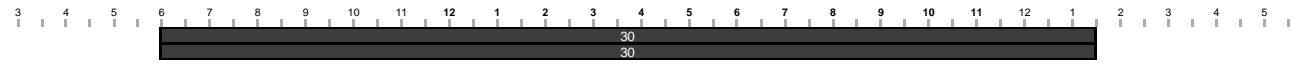
##### Weekday Service

Arriving Downtown  
Leaving Downtown



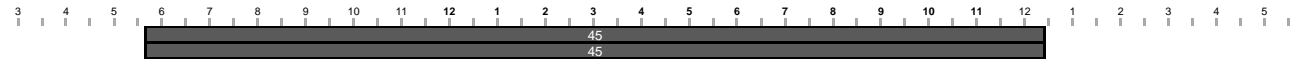
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



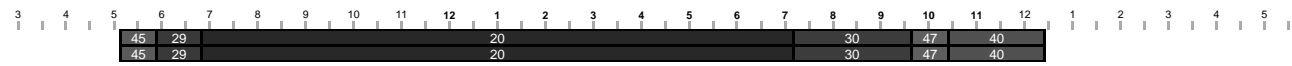
#### Proposed 35% Service Reductions

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)

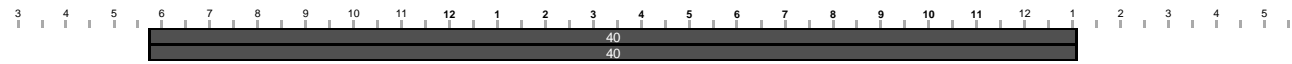
##### Weekday Service

Arriving Downtown  
Leaving Downtown



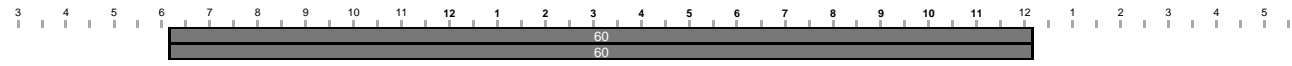
##### Saturday Service

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.

### 71C Point Breeze

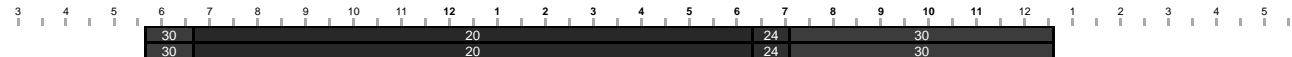
#### Full TDP Implementation

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)

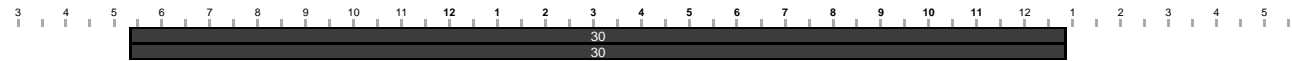
##### Weekday Service

Arriving Downtown  
Leaving Downtown



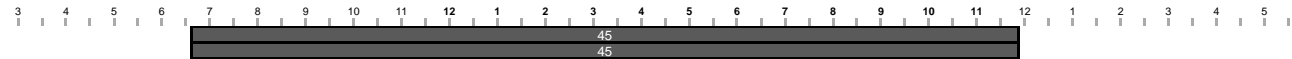
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



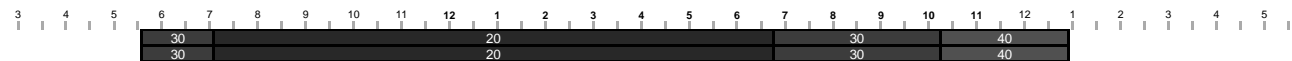
#### Proposed 35% Service Reductions

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)

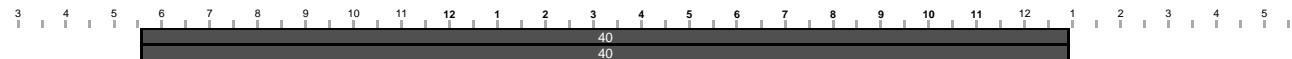
##### Weekday Service

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.

### 71D Hamilton

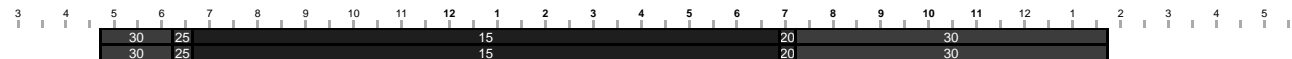
#### Full TDP Implementation

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)

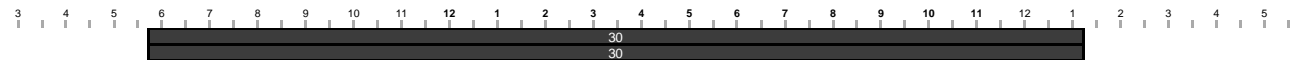
##### Weekday Service

Arriving Downtown  
Leaving Downtown



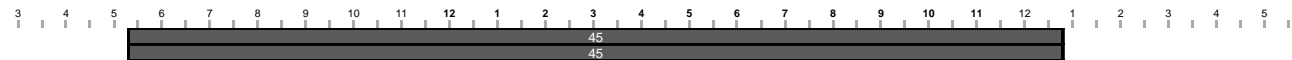
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



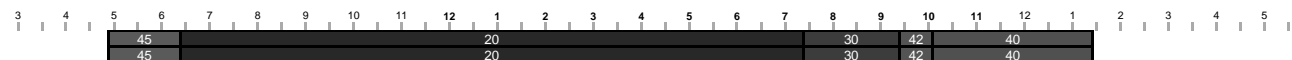
#### Proposed 35% Service Reductions

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



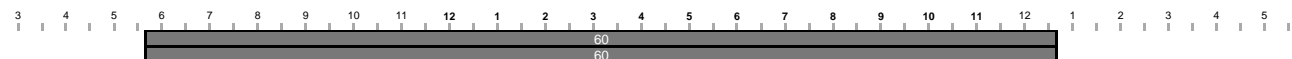
##### Saturday Service

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.

### 72 Monroeville-North Versailles

#### 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.

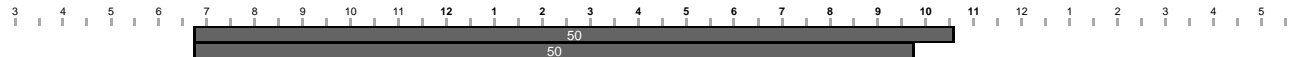
### 73 Oakland-Waterworks

#### 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)

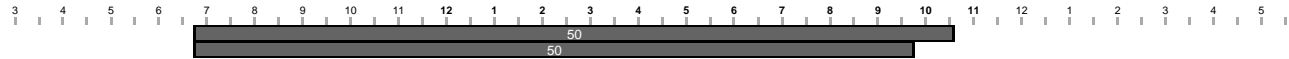
##### Weekday Service

Arriving Oakland  
 Leaving Oakland



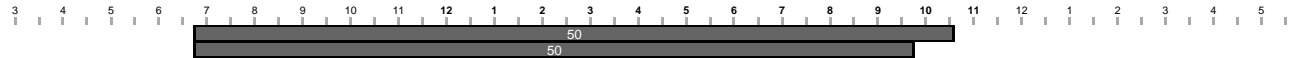
##### Saturday Service

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.

### 74 Homewood-Squirrel Hill

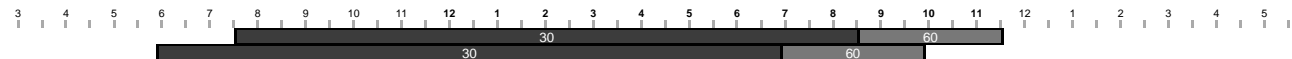
#### Full TDP Implementation

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)

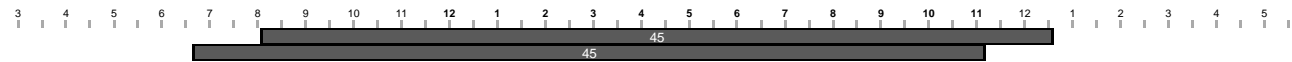
##### Weekday Service

Arriving East Liberty  
Leaving East Liberty



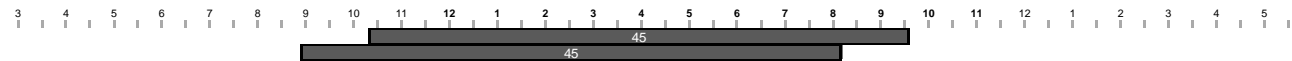
##### Saturday Service

Arriving East Liberty  
Leaving East Liberty



##### Sunday and Major Holiday Service

Arriving East Liberty  
Leaving East Liberty



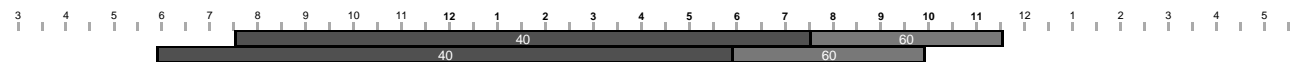
#### Proposed 35% Service Reductions

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 East Liberty  
Leaving East Liberty



##### Saturday Service

Arriving East Liberty  
Leaving East Liberty



##### Sunday and Major Holiday Service

Arriving East Liberty  
Leaving East Liberty



## 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

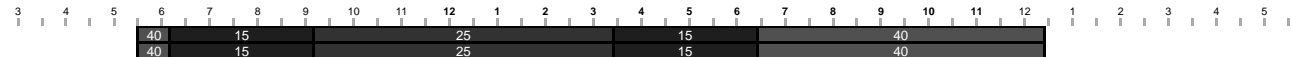
### Full TDP Implementation

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)

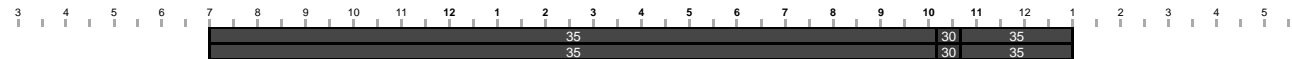
#### Weekday Service

Arriving South Side Works  
Leaving South Side Works



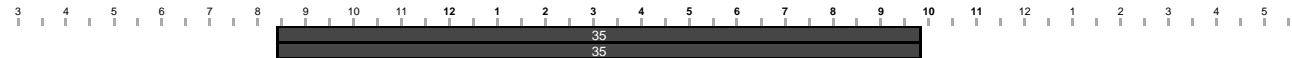
#### Saturday Service

Arriving South Side Works  
Leaving South Side Works



#### Sunday and Major Holiday Service

Arriving South Side Works  
Leaving South Side Works



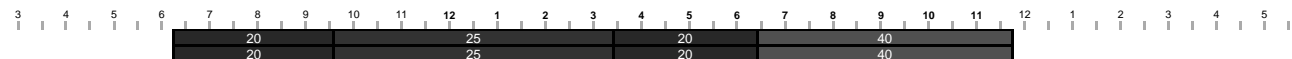
### Proposed 35% Service Reductions

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)

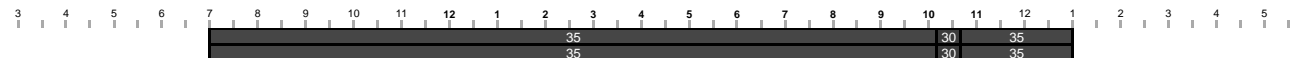
#### Weekday Service

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)

##### Weekday Service

Arriving Swissvale Station  
 Leaving Swissvale Station



##### 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)

##### Weekday Service

Arriving Swissvale Station  
 Leaving Swissvale Station



##### 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

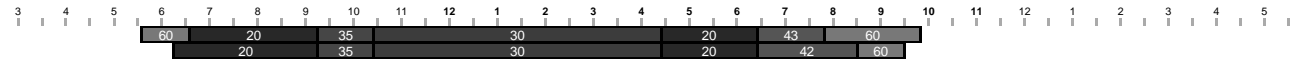
### Full TDP Implementation

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)

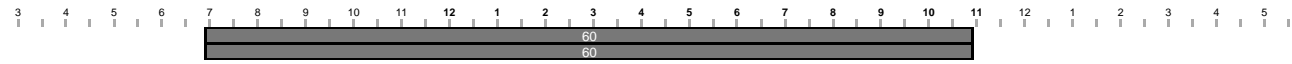
#### Weekday Service

Arriving Downtown  
Leaving Downtown



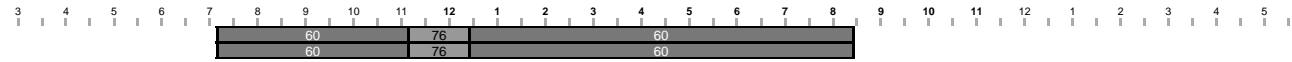
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



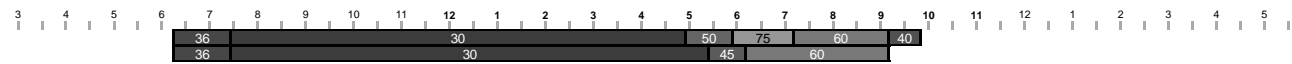
### Proposed 35% Service Reductions

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)

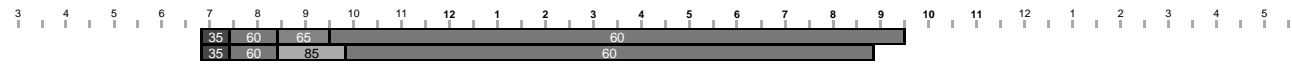
#### Weekday Service

Arriving Downtown  
Leaving Downtown



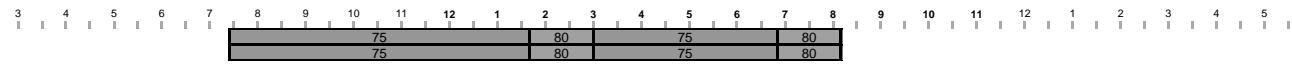
#### Saturday Service

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.

78 Oakmont

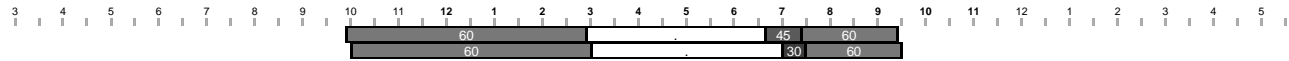
### Full TDP Implementation

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.

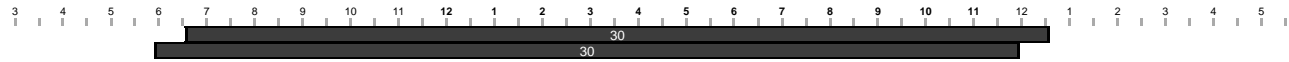
79 East Hills

### 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)

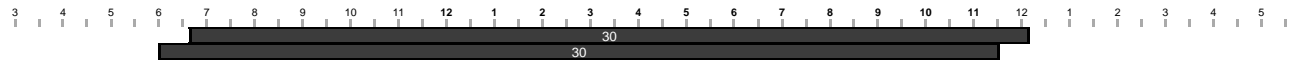
#### Weekday Service

Arriving Wilkinsburg Station  
 Leaving Wilkinsburg Station



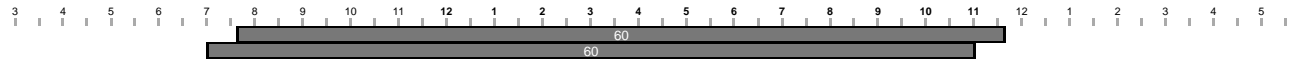
#### Saturday Service

Arriving Wilkinsburg Station  
 Leaving Wilkinsburg Station



#### Sunday and Major Holiday Service

Arriving Wilkinsburg Station  
 Leaving Wilkinsburg Station

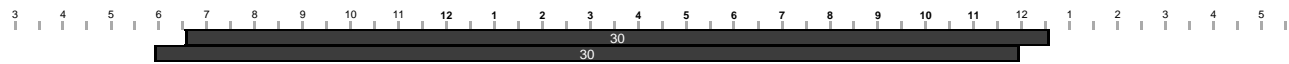


### Proposed 35% Service Reductions

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)

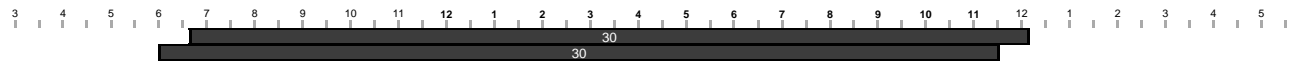
#### Weekday Service

Arriving Wilkinsburg Station  
 Leaving Wilkinsburg Station



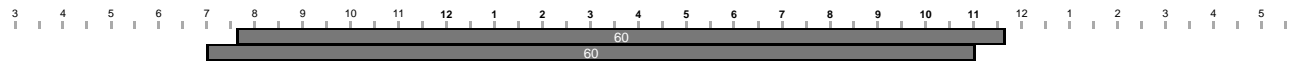
#### Saturday Service

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

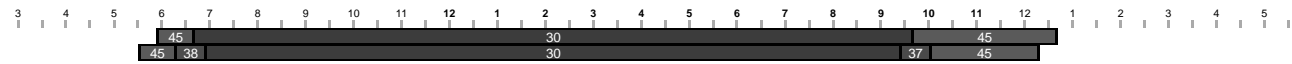
### Full TDP Implementation

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)

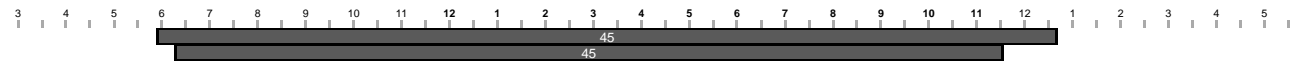
#### Weekday Service

Arriving Downtown  
Leaving Downtown



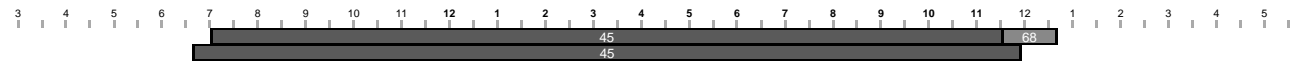
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



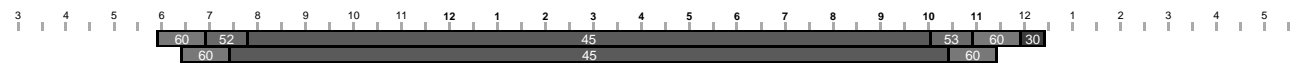
### Proposed 35% Service Reductions

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)

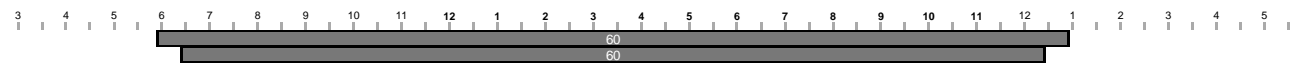
#### Weekday Service

Arriving Downtown  
Leaving Downtown



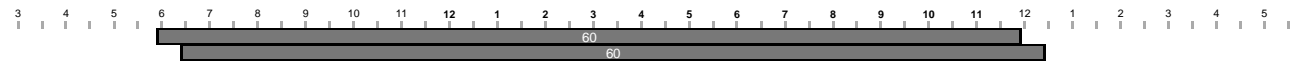
#### Saturday Service

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.

82 Lincoln

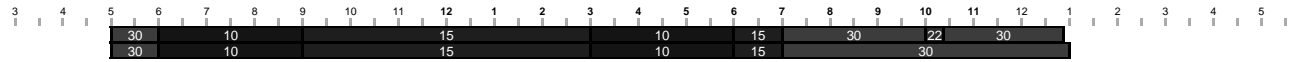
### Full TDP Implementation

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)

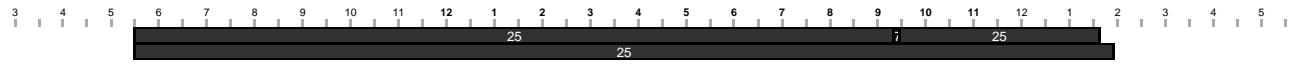
#### Weekday Service

Arriving Downtown  
Leaving Downtown



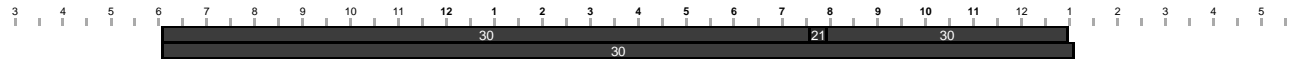
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



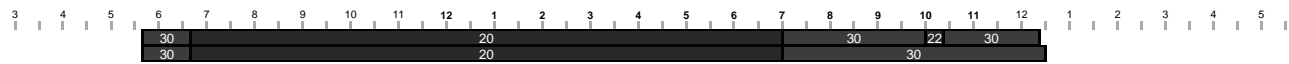
### Proposed 35% Service Reductions

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)

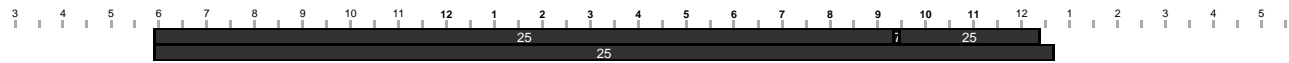
#### Weekday Service

Arriving Downtown  
Leaving Downtown



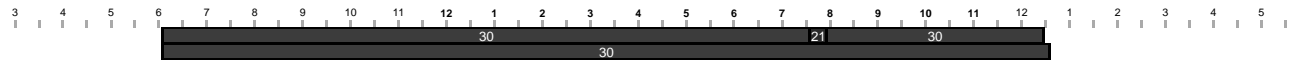
#### Saturday Service

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.

83 Webster

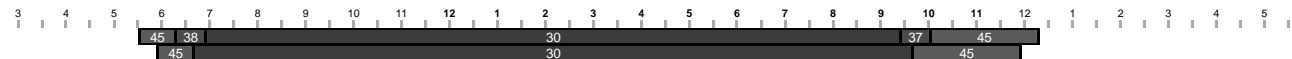
### Full TDP Implementation

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)

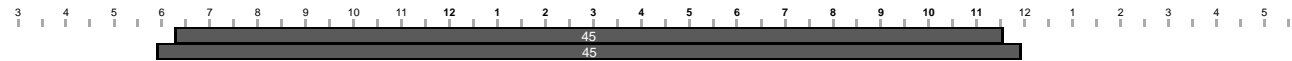
#### Weekday Service

Arriving Downtown  
Leaving Downtown



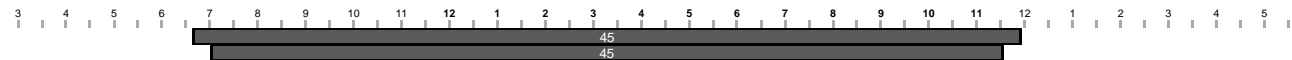
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



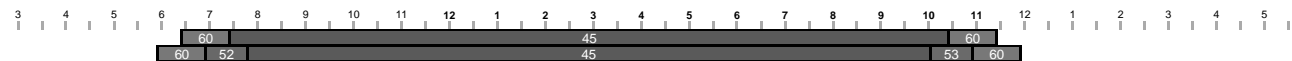
### Proposed 35% Service Reductions

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)

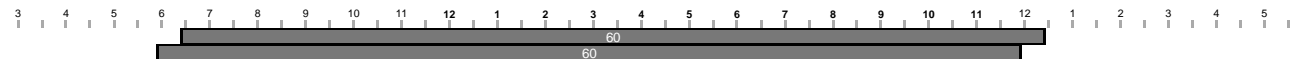
#### Weekday Service

Arriving Downtown  
Leaving Downtown



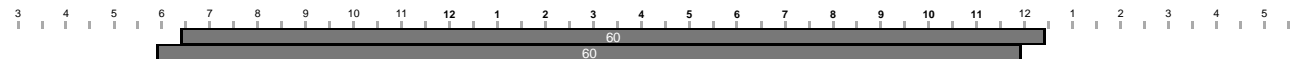
#### Saturday Service

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

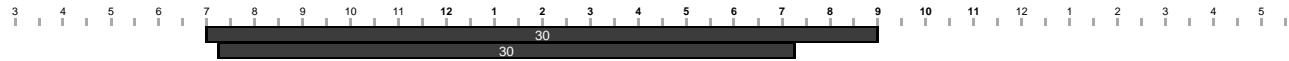
### Full TDP Implementation

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

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

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

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)



## 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.

86 Liberty

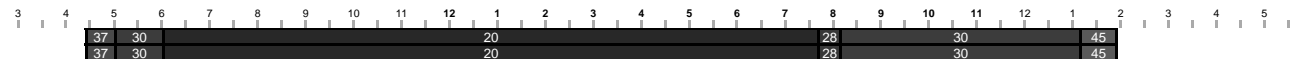
### Full TDP Implementation

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)

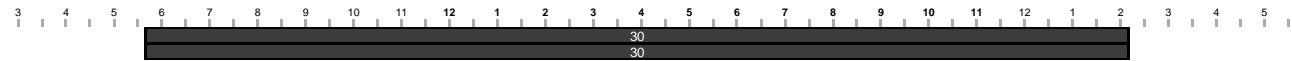
#### Weekday Service

Arriving Downtown  
Leaving Downtown



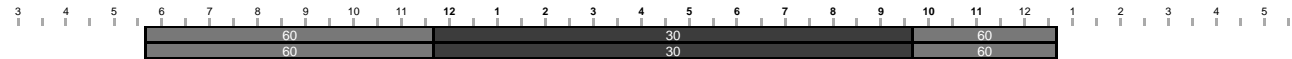
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



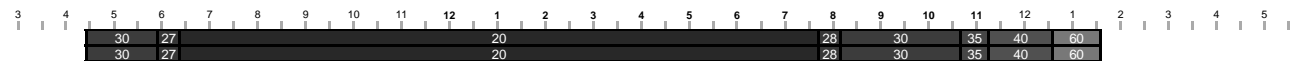
### Proposed 35% Service Reductions

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)

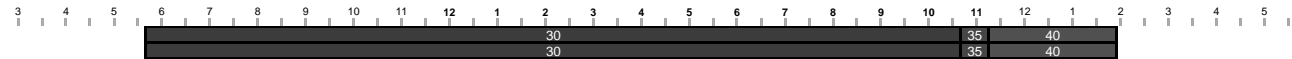
#### Weekday Service

Arriving Downtown  
Leaving Downtown



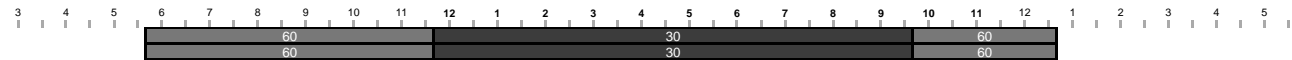
#### Saturday Service

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

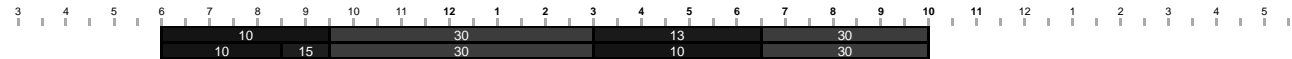
### Full TDP Implementation

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)

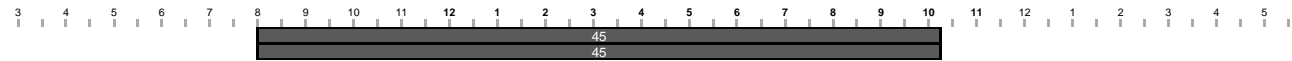
#### Weekday Service

Arriving Downtown  
Leaving Downtown



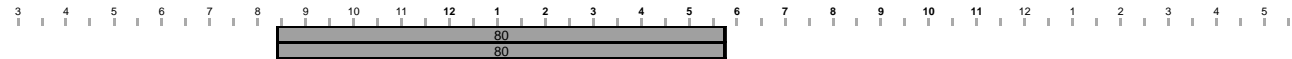
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



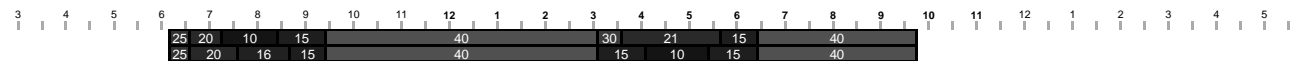
### Proposed 35% Service Reductions

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)

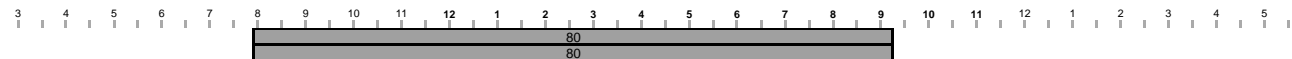
#### Weekday Service

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

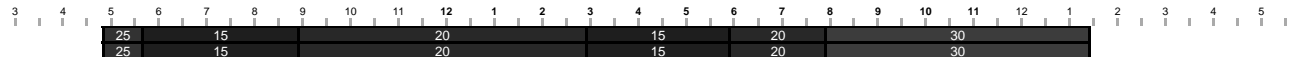
### Full TDP Implementation

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)

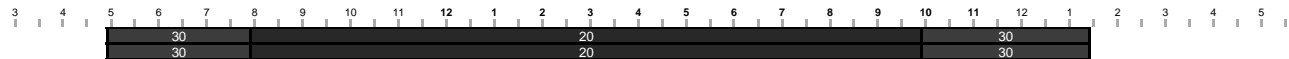
#### Weekday Service

Arriving Downtown  
Leaving Downtown



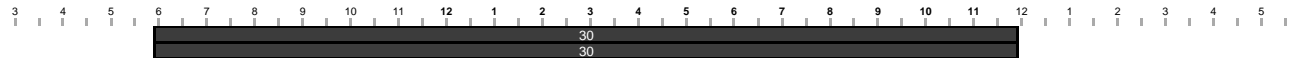
#### Saturday Service

Arriving Downtown  
Leaving Downtown



#### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



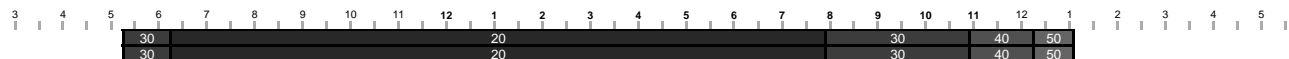
### Proposed 35% Service Reductions

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)

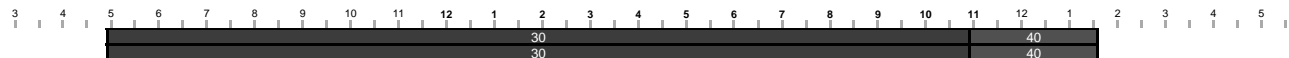
#### Weekday Service

Arriving Downtown  
Leaving Downtown



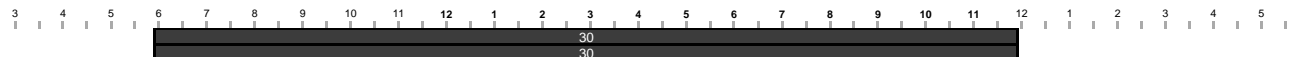
#### Saturday Service

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.

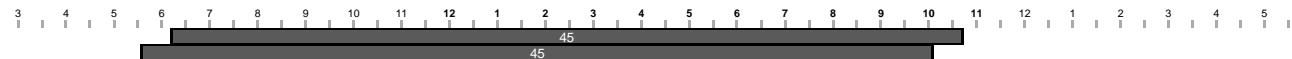
89 Garfield Commons

### 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)

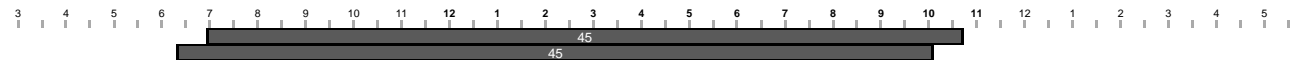
#### Weekday Service

Arriving East Liberty  
Leaving East Liberty



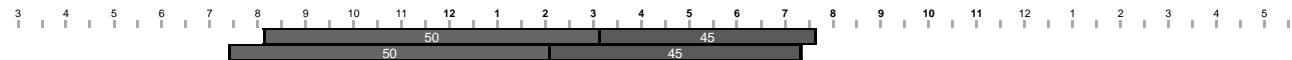
#### Saturday Service

Arriving East Liberty  
Leaving East Liberty



#### Sunday and Major Holiday Service

Arriving East Liberty  
Leaving East Liberty

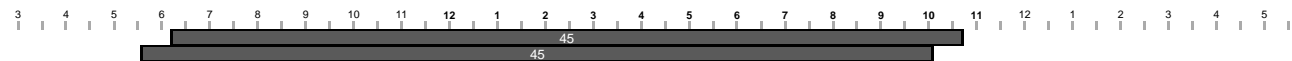


### Proposed 35% Service Reductions

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 East Liberty  
Leaving East Liberty



#### Saturday Service

Arriving East Liberty  
Leaving East Liberty



#### Sunday and Major Holiday Service

Arriving East Liberty  
Leaving East Liberty



## 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.

### 91 Butler Street

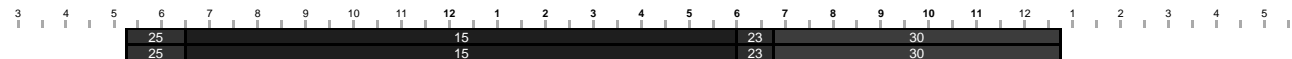
#### Full TDP Implementation

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)

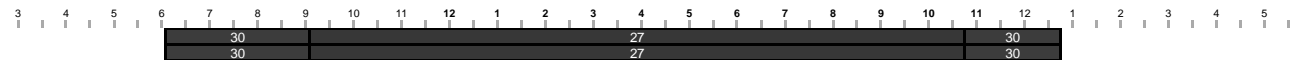
##### Weekday Service

Arriving Downtown  
Leaving Downtown



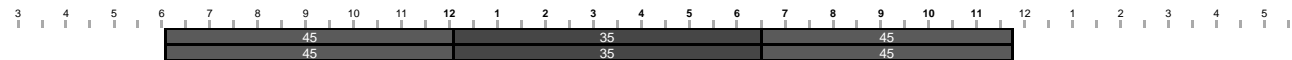
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



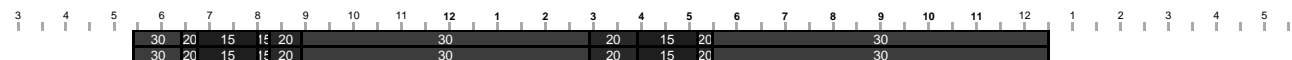
#### Proposed 35% Service Reductions

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)

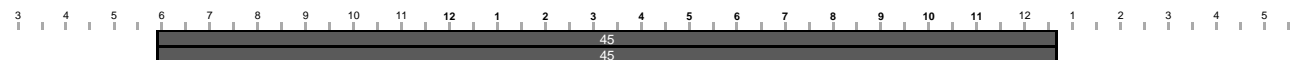
##### Weekday Service

Arriving Downtown  
Leaving Downtown



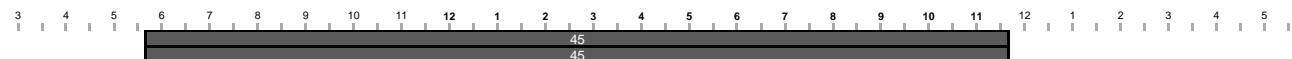
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



## 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.

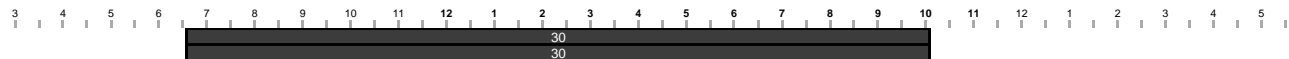
### 93 Lawrenceville-Oakland

#### 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)

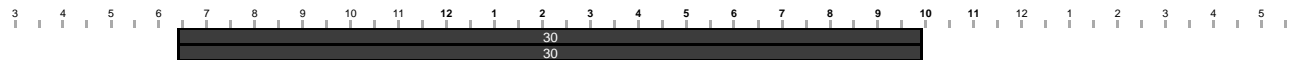
##### Weekday Service

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.

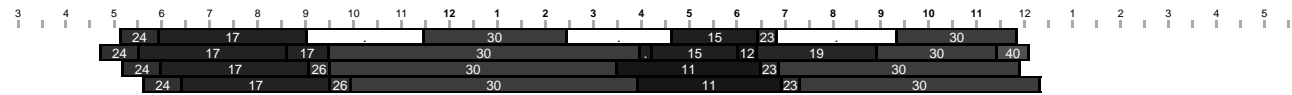
### Blue Library via Overbrook

#### Full TDP Implementation

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)

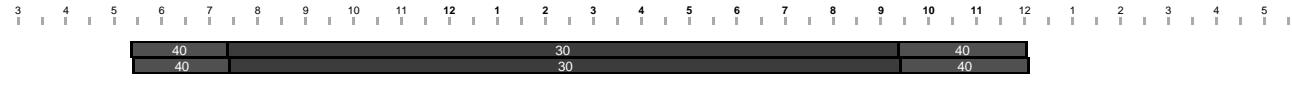
##### Weekday Service

Arriving Downtown  
Washington Junction (from Library)  
Leaving Downtown  
Washington Junction (to Library)



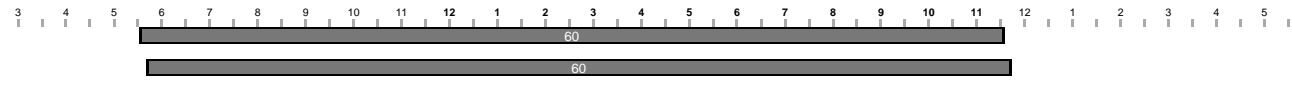
##### Saturday Service

Arriving Downtown  
Washington Junction (from Library)  
Washington Junction (to Library)  
Leaving Downtown



##### Sunday and Major Holiday Service

Washington Junction (from Library)  
Arriving Downtown  
Washington Junction (to Library)  
Leaving Downtown

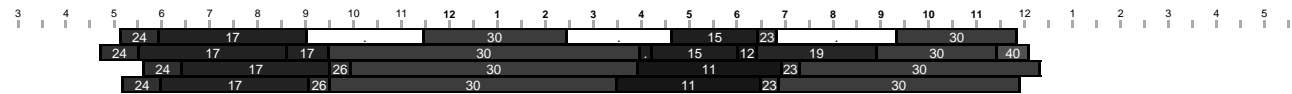


#### Proposed 35% Service Reductions

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)

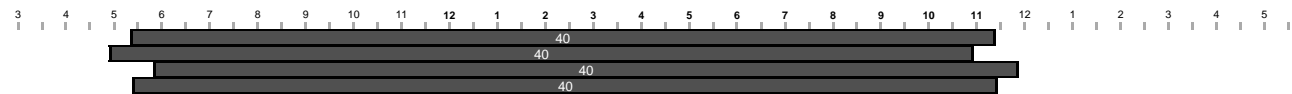
##### Weekday Service

Arriving Downtown  
Washington Junction (from Library)  
Washington Junction (to Library)  
Leaving Downtown



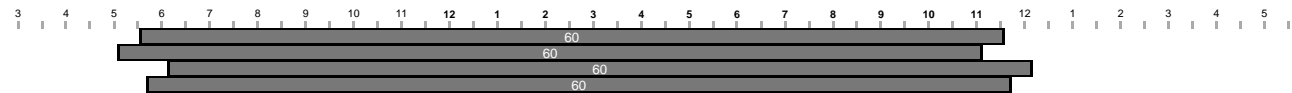
##### Saturday Service

Arriving Downtown  
Washington Junction (from Library)  
Washington Junction (to Library)  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Washington Junction (from Library)  
Washington Junction (to Library)  
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.

### Blue South Hills Village via Overbrook

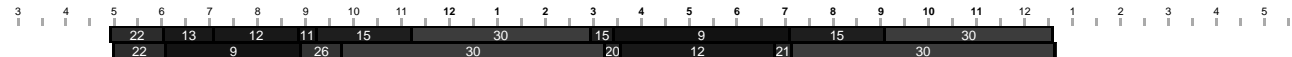
#### Full TDP Implementation

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)

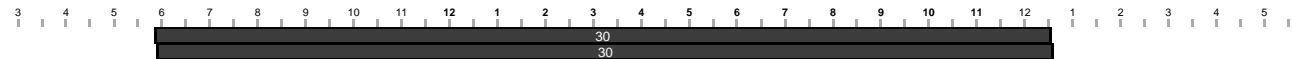
##### Weekday Service

Arriving Downtown  
Leaving Downtown



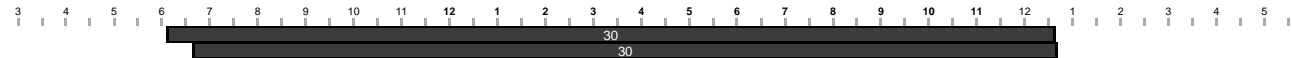
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



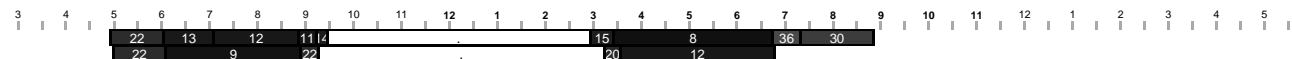
#### Proposed 35% Service Reductions

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.

Bro Allentown

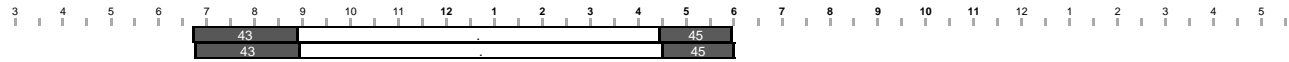
### Full TDP Implementation

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.

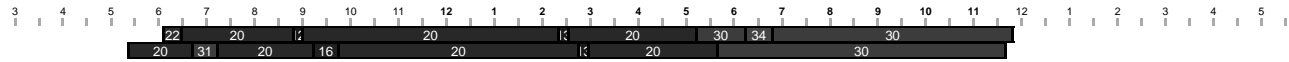
### G1 West Busway-Robinson

#### 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)

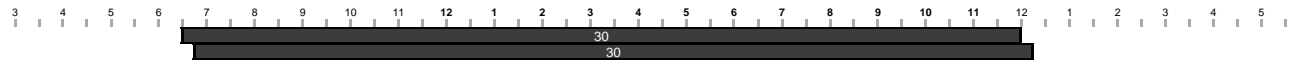
##### Weekday Service

Arriving Downtown  
 Leaving Downtown



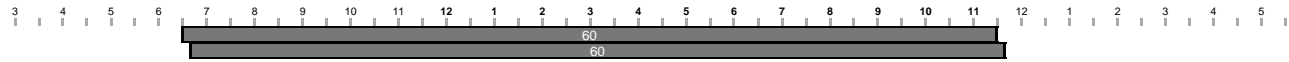
##### Saturday Service

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.

### G2 West Busway-Oakland

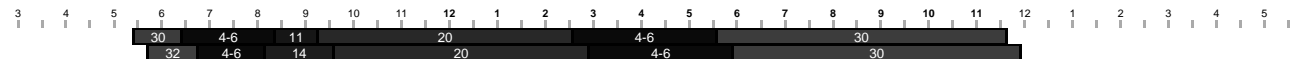
#### Full TDP Implementation

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)

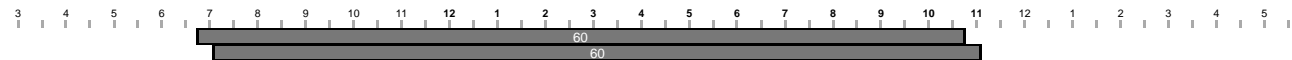
##### Weekday Service

Downtown(to Oakland)  
Downtown(to West Busway)



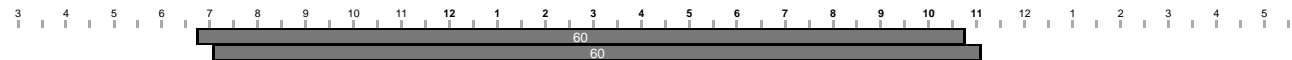
##### Saturday Service

Downtown(to Oakland)  
Downtown(to West Busway)



##### Sunday and Major Holiday Service

Downtown(to Oakland)  
Downtown(to West Busway)



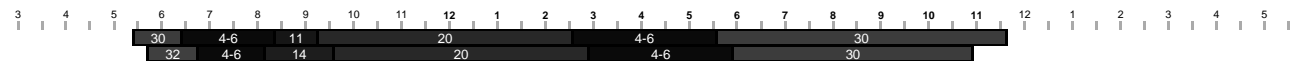
#### Proposed 35% Service Reductions

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)

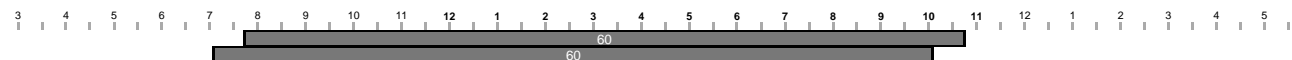
##### Weekday Service

Arriving Downtown  
Leaving Downtown



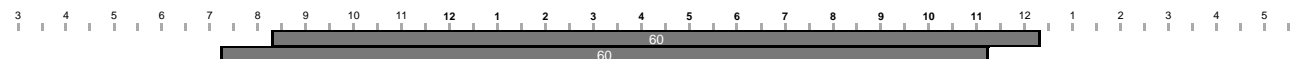
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown





## 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.

### 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.

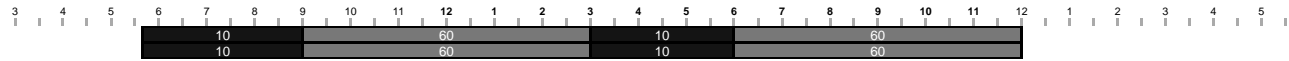
### O1 Ross Park-and-Ride Flyer

#### 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

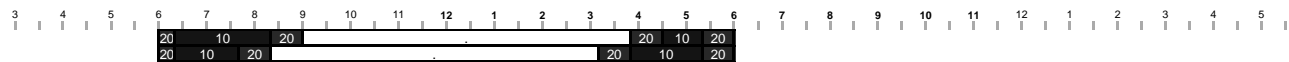


#### Proposed 35% Service Reductions

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)

##### 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.

### O3 Marshall Flyer

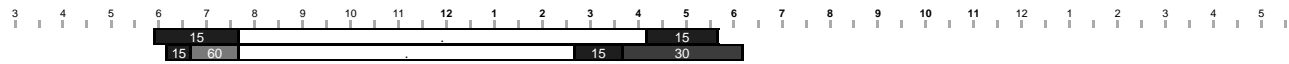
#### Full TDP Implementation

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)

##### 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.

### 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

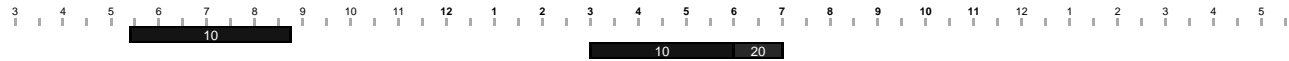
#### Full TDP Implementation

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)

##### Weekday Service

Arriving Downtown  
Leaving Downtown



##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



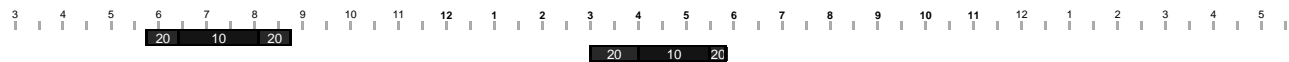
#### Proposed 35% Service Reductions

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.

### P1 East Busway-All Stops

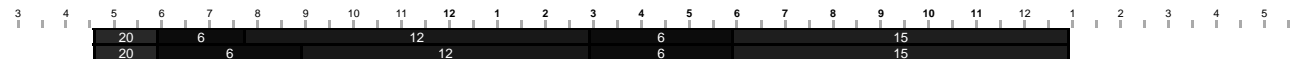
#### Full TDP Implementation

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)

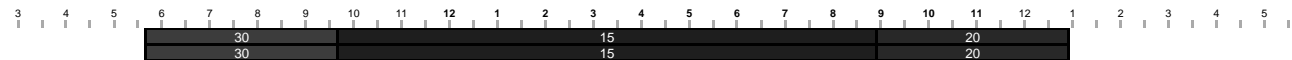
##### Weekday Service

Arriving Downtown  
Leaving Downtown



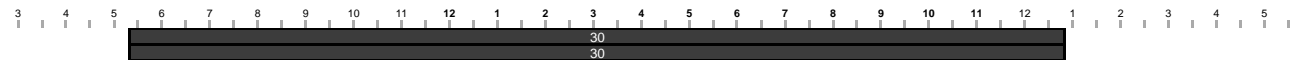
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



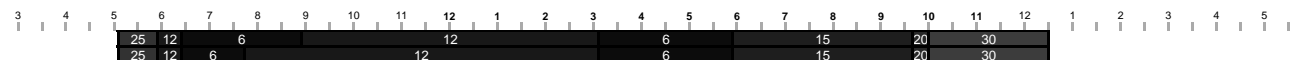
#### Proposed 35% Service Reductions

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)

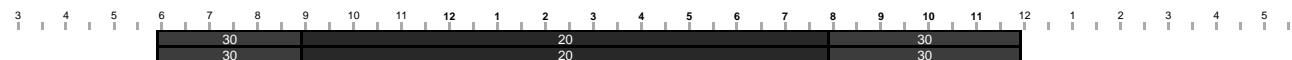
##### Weekday Service

Arriving Downtown  
Leaving Downtown



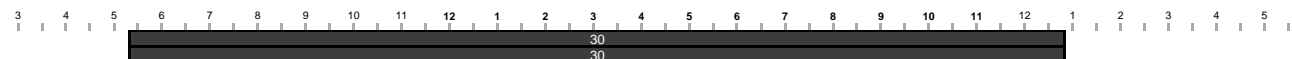
##### Saturday Service

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.

### P2 East Busway-Short

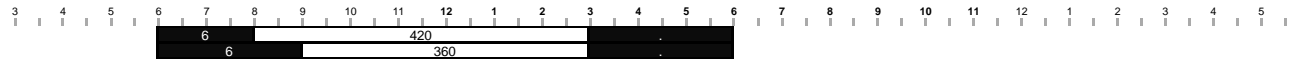
#### Full TDP Implementation

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

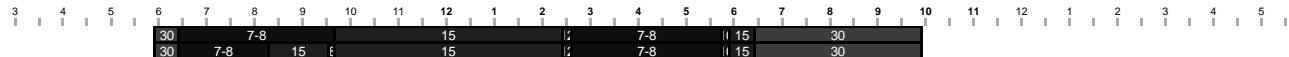
#### Full TDP Implementation

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)

##### Weekday Service

Arriving Oakland  
Leaving Oakland



##### Saturday Service

Arriving Oakland  
Leaving Oakland



##### Sunday and Major Holiday Service

Arriving Oakland  
Leaving Oakland



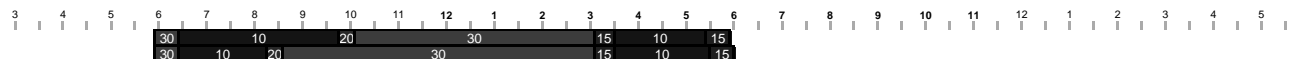
#### Proposed 35% Service Reductions

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.

### P7 McKeesport Flyer

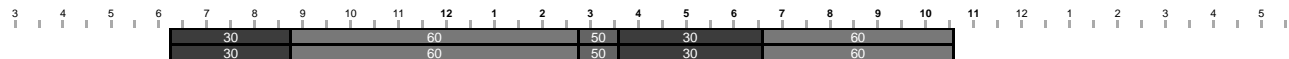
#### Full TDP Implementation

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



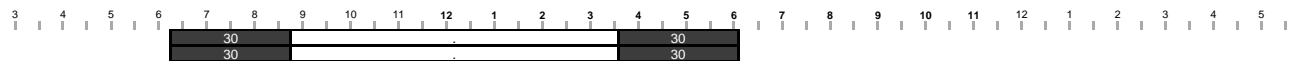
#### Proposed 35% Service Reductions

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

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)

##### 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.

### P10 Allegheny Valley Flyer

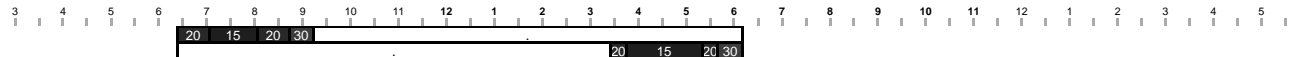
#### Full TDP Implementation

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)

##### 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.

### P12 Holiday 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.

### 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)

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.

### P16 Penn 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.

### P17 Lincoln Park Flyer

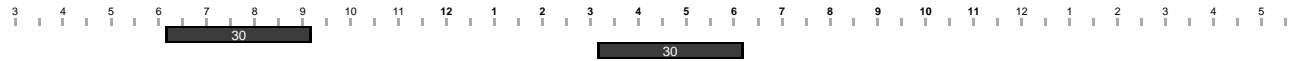
#### Full TDP Implementation

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



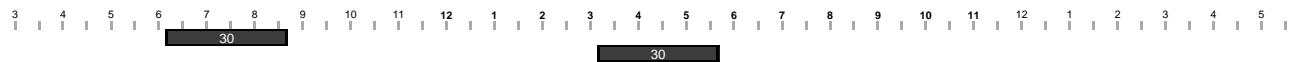
#### Proposed 35% Service Reductions

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

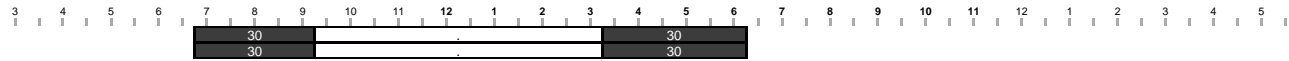
#### Full TDP Implementation

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)

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.

### P71 Swisshelm Park-Rankin Flyer

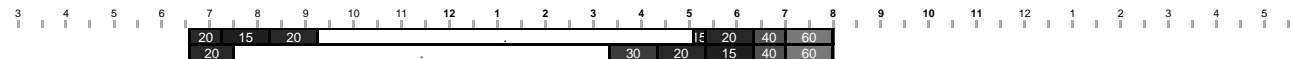
#### Full TDP Implementation

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



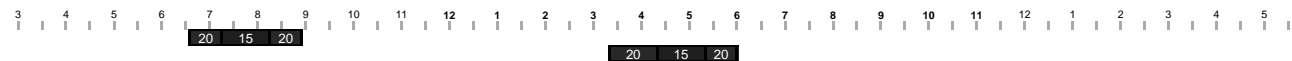
#### Proposed 35% Service Reductions

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.

### P76 Lincoln Highway Flyer

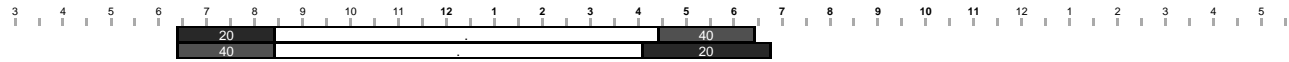
#### Full TDP Implementation

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

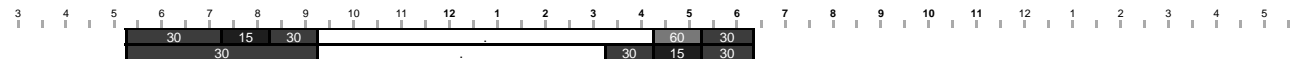
#### Full TDP Implementation

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



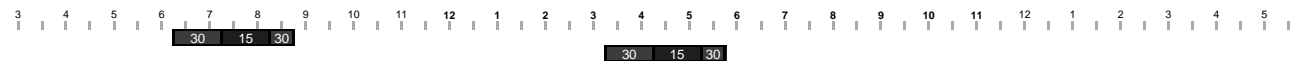
#### Proposed 35% Service Reductions

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



## 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

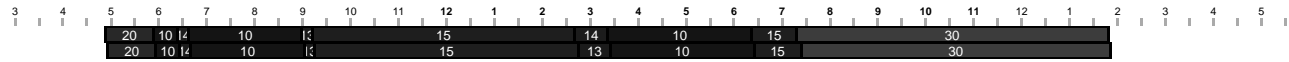
#### Full TDP Implementation

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)

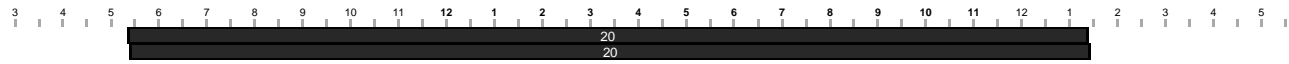
##### Weekday Service

Arriving Downtown  
Leaving Downtown



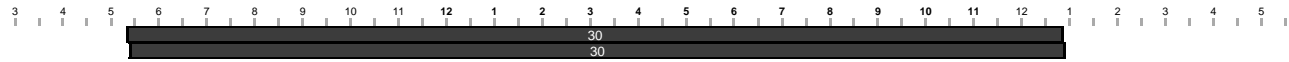
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



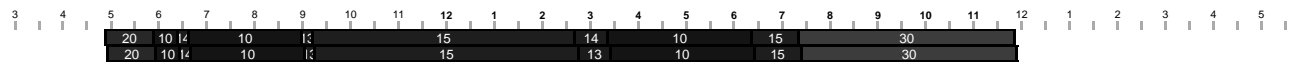
#### Proposed 35% Service Reductions

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)

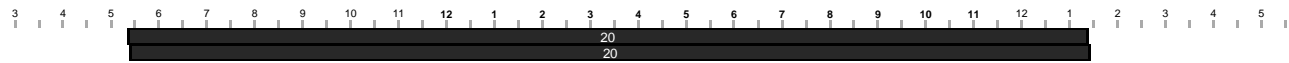
##### Weekday Service

Arriving Downtown  
Leaving Downtown



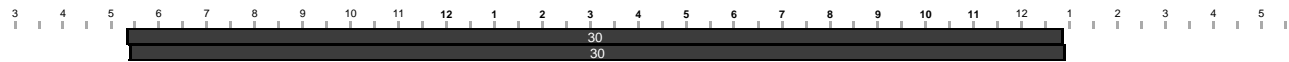
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



## 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.

Y1 Large 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.

### Y45 Baldwin Manor Flyer

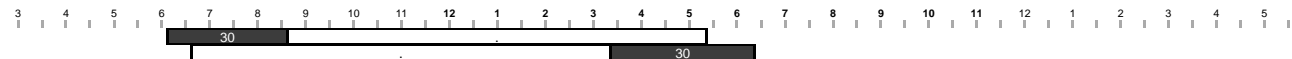
#### Full TDP Implementation

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



## 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.

### Y46 Elizabeth Flyer

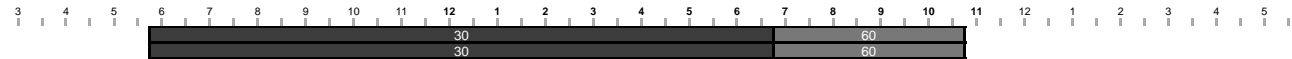
#### Full TDP Implementation

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)

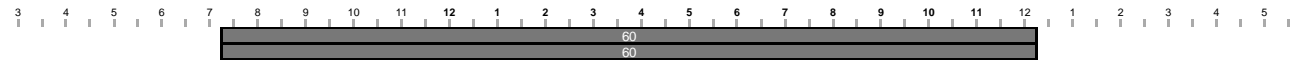
##### Weekday Service

Arriving Downtown  
Leaving Downtown



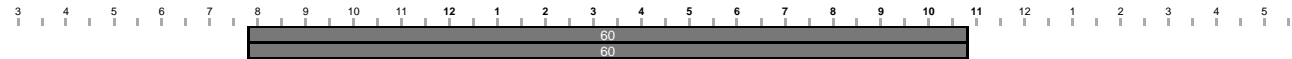
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



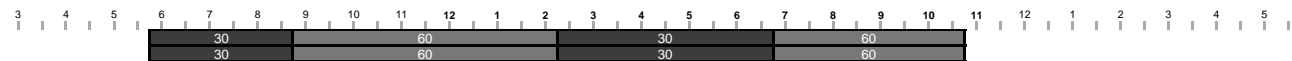
#### Proposed 35% Service Reductions

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)

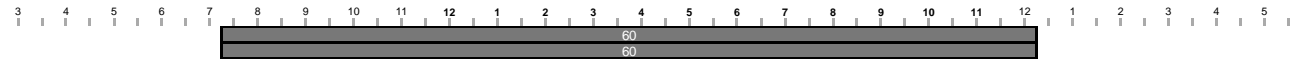
##### Weekday Service

Arriving Downtown  
Leaving Downtown



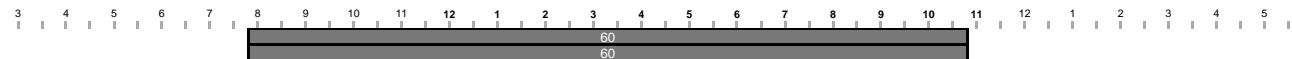
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



## 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.

### Y47 Curry Flyer

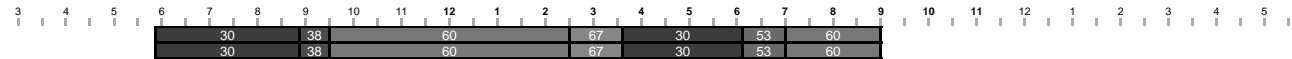
#### Full TDP Implementation

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)

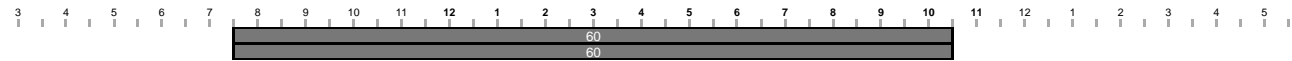
##### Weekday Service

Arriving Downtown  
Leaving Downtown



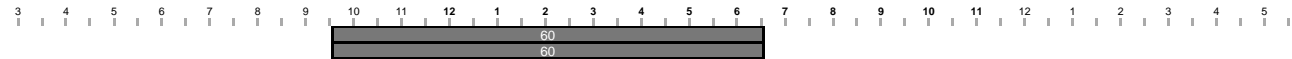
##### Saturday Service

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

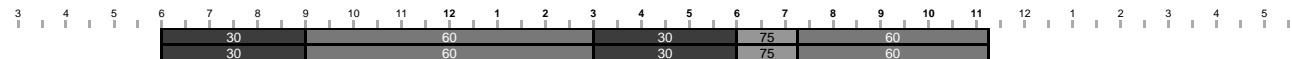
#### Full TDP Implementation

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)

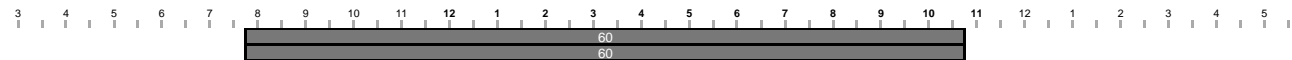
##### Weekday Service

Arriving Downtown  
Leaving Downtown



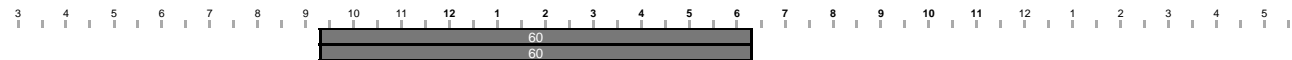
##### Saturday Service

Arriving Downtown  
Leaving Downtown



##### Sunday and Major Holiday Service

Arriving Downtown  
Leaving Downtown



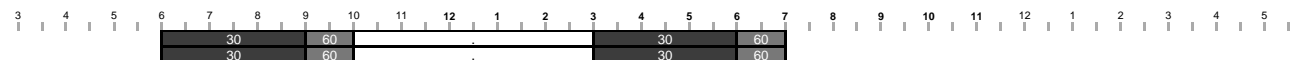
#### Proposed 35% Service Reductions

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)

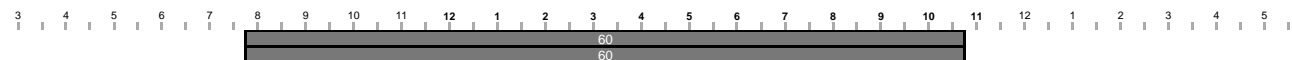
##### Weekday Service

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.

### DQI Duquesne Incline

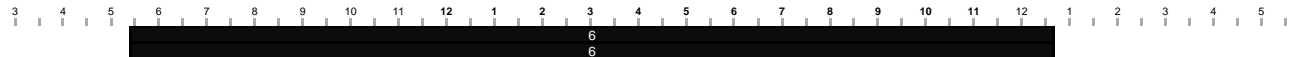
#### Full TDP Implementation

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)

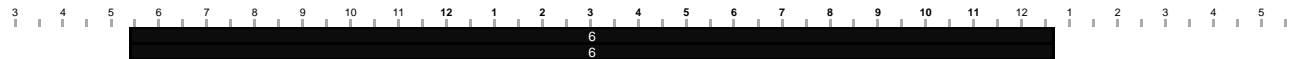
##### Weekday Service

Leaving Upper Station  
Leaving Lower Station



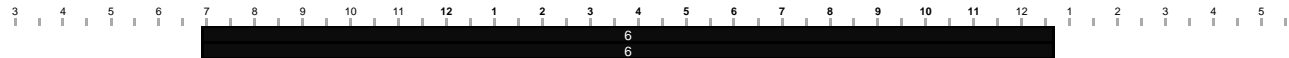
##### Saturday Service

Leaving Upper Station  
Leaving Lower Station



##### Sunday and Major Holiday Service

Leaving Upper Station  
Leaving Lower Station



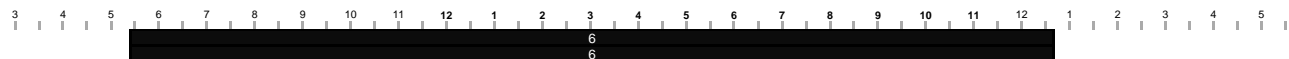
#### Proposed 35% Service Reductions

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



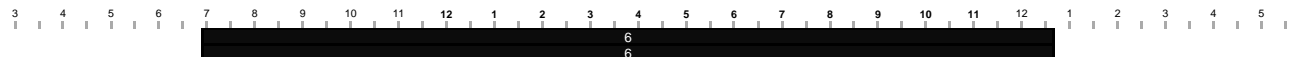
##### Saturday Service

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

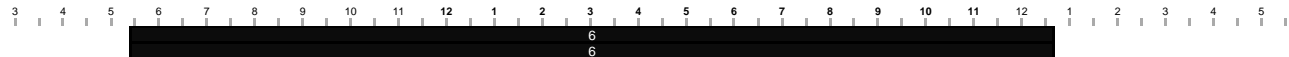
#### Full TDP Implementation

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)

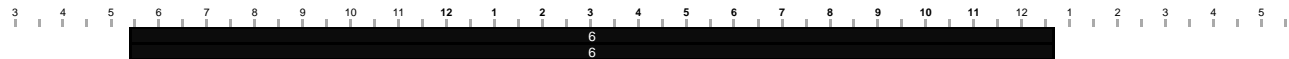
##### Weekday Service

Leaving Upper Station  
Leaving Lower Station



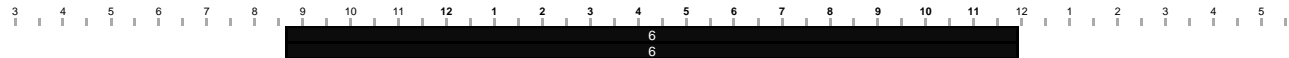
##### Saturday Service

Leaving Upper Station  
Leaving Lower Station



##### Sunday and Major Holiday Service

Leaving Upper Station  
Leaving Lower Station



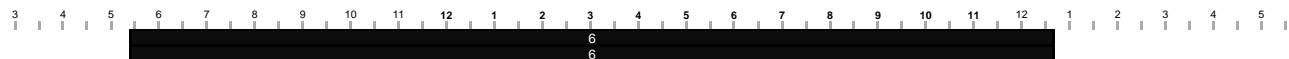
#### Proposed 35% Service Reductions

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)

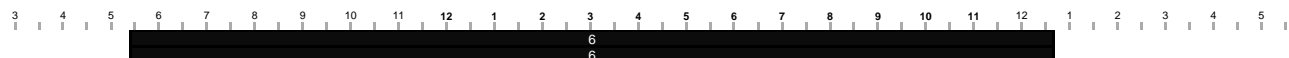
##### Weekday Service

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

