

6.3 Targeted Outreach

In addition to the corridor working group meetings and open houses, the study team conducted targeted outreach sessions to various organizations and individuals to discuss the study and gather further information on transportation and community needs. The targeted outreach process was created to supplement the overall public outreach and agency coordination by meeting with a wide-ranging audience on a one on one basis, including: neighborhood organizations, community business groups, chambers of commerce, civic associations, major employers, universities, hospitals, museums and other institutions, as shown in Exhibit 6.3 (includes targeted outreach through August 9, 2002). Typically, meetings are held 2-3 times per week with the study team available seven days per week to meet with individuals on an as-requested basis.

Exhibit 6.3 Targeted Outreach (through 8-9-02)	
Session	Highlights
Allegheny County Public Participation Panel	Wants analysis with and without the Mon-Fayette Expressway
Allegheny County Transit Council	Urged early public outreach efforts
Allegheny Valley Railroad	Very favorable towards commuter rail
Area Agency on Aging of Allegheny County	Concerned about paratransit; specifically, crossing county boundaries and whether paratransit could use busways
Ayanna King/Transportation Equity Project	Interested in the transportation planning process of the study and participation of African-Americans in the process
Bloomfield-Garfield Redevelopment Corporation	Would like to implement bus service traveling from the city to county parks
Carlow College	Concerned about student access to the Airport and about the lane on Fifth Avenue closing for UPMC construction
Carnegie Mellon University	There is a need for a transit loop that starts in the downtown, travels to Oakland and back to the downtown
Citizens for Accessible Transit (CAT)	Asked about impacts Maglev will have on the study and inquired about double track right-of-way for rail options
East Liberty Development Incorporated	Concerned about improving transit in East Liberty and bus stations along the East Busway
Gaydos, Ron, Allegheny County Economic Development	Focus on economic development; particularly interested in Mon Valley issues
Hill District Consensus Group	Concerned over high transit fares and better access to neighborhoods without transferring to Downtown
Monroeville Chamber of Commerce	Concerned about the status of the Maglev and Mon-Fayette projects in ECTS
Neighbors in the Strip	Informational presentation at regular organizational meeting
Nogrady, Brian, Citizen Alert	Interested in the integration of trails and transit, and advocates conversion of the East Busway to light rail
Oakland Community Council	Requested that ECTS be done with and without Mon-Fayette and interested in the integration of trails & transit
Oakland TMA	Concerned with the implementation of the project; specifically, how the projects will get funded

Exhibit 6.3 (continued) Targeted Outreach	
Session	Highlights
Ped-Bike Committee, SPC	Need to integrate pedestrian and bike facilities with any proposed transit investments
Pfaffman, Rob, Preservation Pittsburgh	Interested in transit alternatives to the Mon-Fayette Expressway
Pittsburgh Partnership for Neighborhood Development	Interested in revitalizing communities through improved transit services
Regent Square Civic Association	Wanted to know what is different about this study and they're interested in using their newsletter to keep their community involved
Richard Florida/CMU	Wants to make transit regional and link bus stations with developments, such as coffee shops
Riverlife Task Force	Had general questions and concerns about the integration of water transportation in the study
Robison, Jonathan, Oakland CC Transportation Committee	Emphasized the critical need for improved transit to Oakland
Sri Shirdi Sai Baba Temple	Wants better transit connections between the Airport and Monroeville
Sustainable Pittsburgh	There is a need for bikeways and they wanted to know what is different about this study
The Carnegie Museum	Concerned with improving transportation to Oakland, including better bus stop shelters
UPMC McKeesport	There is a need to alleviate traffic congestion on Route 30 and to provide transit services within a 5 mile radius of the hospital
Uptown Community Action Group	Concerned with transit connections and providing a safe environment at bus stops during off-peak hours
Vintage Senior Center	Main concern is that most seniors attending their facility get there by car because they cannot walk from Penn Ave because it is too long and not safe
Westmoreland County Public Participation Panel	There is a need for a park and ride lot on Route 22 in Murrysville and they would like to see better coordination between Allegheny and Westmoreland Counties for transit service

6.4 Study Coordination

The study team reports to two committees, the Project Technical Committee and the Steering and Regional Stakeholders Committee on a monthly basis. The purpose of the two committees is to provide technical and regional input on the study. The committees are comprised of technical support staff and other professionals. In addition, one representative from each of the five corridor working groups was appointed as a member of the Steering and Regional Stakeholders Committee.

7 STATEMENT OF NEEDS

The transportation and community needs of the study area were developed through the public outreach process, technical analyses, and agency coordination efforts. A major component to the development of the needs statements was the comments gathered at the five corridor working group meetings, four open houses, and numerous targeted outreach sessions. Several general themes were expressed during these meetings providing the groundwork for the development of the study needs. The transportation and community needs for the Eastern Corridor Transit Study are:

1. Improve transit choices in the Study Corridor

- Provide more rapid transit choices and service in the study area.
- Provide community circulator services for better access within neighborhoods and improved connections to through routes.
- Consider serving areas beyond the study corridor (e.g. Pittsburgh International Airport, Cranberry).
- Provide more park and ride lots for convenient access to both fixed guideway transit and fixed-route bus.
- Improve access to Oakland, the second largest activity center in southwestern Pennsylvania, from other points in the corridor as well as the Airport.
- Need for better service and connections to developing areas such as the Waterfront (Homestead), Monroeville, RIDC and Penn Township.

2. Improve the quality of service and amenities at station stops and transfer points

- Need for longer service periods and more frequent service to allow more flexibility for accessing jobs and recreational activities during non-business hours.
- Upgrade transit stops with sufficient seating areas, protection from the elements and visually aesthetic designs.
- Provide more direct or efficient links between the suburbs, urban areas and activity centers.
- Provide better information about transit service routes, transfer points and intermodal connections including those between service providers.

3. Preserve, protect and utilize existing transportation resources

- Identify a mechanism to preserve rail rights-of-way within the study corridor and region.
- Improve transit service and access in the Allegheny Valley through the use of an underutilized transportation facility (e.g. Allegheny Valley Railroad) to accommodate transit service to areas in Lawrenceville, Oakmont and New Kensington.
- Provide dedicated bus lanes and/or transit prioritization to speed up service between areas in Westmoreland and Allegheny Counties.

4. Enhance environmental quality

- Relieve air and noise pollution by considering environmentally friendly transit vehicles and modes. Consider light rail vehicles on the East Busway, or at a minimum, cleaner and quieter fuel technologies that could include electric buses.
- Utilize existing transportation resources such as transit and railroad rights-of-way to avoid new disturbances to the environment from a construction and operational perspective.
- Station stops and shelters should be adequately landscaped with attractive designs to enhance the visual and aesthetic qualities of both existing and planned transit facilities.
- Increase investments in pedestrian and bicycle facilities along existing and planned fixed guideway transit investments.

5. Reduce congestion with effective transit solutions

- All of the major roadways in the study area, such as I-376, Routes 28, 22, 30, 48, 286, 51 and 837, are now and are projected to be congested, with a majority of the roadways operating in the highly and severely congested range.
- A viable transit alternative to single occupancy vehicles usage is needed as a way to offset the affects of increased congestion in the corridor.
- An attractive transit solution will allow for transportation choices, which can serve to diminish reliance on the automobile.

6. Coordinate transit and community planning to enhance economic development and quality of life

- Improve collaboration with neighborhood planning efforts should be pursued by transit agencies, regional planning organizations and local townships/municipalities in an effort to coordinate future transit investment locations/designs with community plans.
- Find ways to increase economic development opportunities along existing and planned transit guideways by improving partnerships between businesses and transit through joint development and service planning coordination that matches employee needs.
- Update transit facilities so that they are community assets.

7. Develop a transit network that conveniently and continuously links people and activity centers

- Integrate a fixed guideway transit system that connects through downtown Pittsburgh serving differing parts of the region.
- Connect the East, West and South Busways for access to other parts of the region via a convenient through running service in downtown Pittsburgh.
- Better service from the Hill District to other parts of the study area and region to eliminate the need for a transfer.
- Reduce automobile and bus congestion in downtown Pittsburgh to relieve gridlock during peak commuter periods and during special events.

8 GOALS AND OBJECTIVES

The statement of goals and objectives is an essential component of the Alternatives Analysis project planning process. In general, the transportation planning process uses goals to compare the efficacy of various investments prior to the selection of an alternative for implementation. Following implementation, the transportation investment is often evaluated according to its performance with respect to the previously established goals.

Given the considerable geographic extent of the Eastern Corridor Transit Study Area, the study goals must be sufficiently comprehensive to encompass the needs of a wide array of its neighborhoods, residents, activity centers and jurisdictions. To this end, the goals must be derived from the needs, and reflect the plans and desires of the communities within the study area, as well as the region as a whole.

8.1 Consideration of Regional and Local Vision

The collective agenda of the Pittsburgh region is aptly expressed in SPC's long-range transportation plan, the 2025 Transportation and Development Plan for Southwestern Pennsylvania. The long range plan, which was developed with the input of stakeholders at every level of government and public participation, provides an excellent set of overall guidelines for the establishment of goals for the Eastern Corridor Transit Study. The vision elements of the SPC long range plan are as follows:

- Sustain an economic region that attracts and promotes industry,
- Maintain a quality of life that retains and draws residents,
- Support community action that facilitates social interaction,
- Foster a range of work styles and life styles,
- Respond promptly to the demand for economic development,
- Preserve environmental quality, including the conservation of open space and air quality improvements.

8.2 Consideration of TEA-21 Factors

The primary tenets of the Transportation Equity Act for the 21st Century (TEA-21) are also necessarily considered in this study's development of goals and objectives. In effect, the TEA-21 legislation proffered seven factors in its purpose for transportation appropriations as follows:

- Support the **economic vitality** of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
- Increase **the safety and security** of the transportation system for motorized and non-motorized users.
- Increase the **accessibility and mobility** options available to people.

- Protect and enhance the **environment**, promote energy conservation, and improve quality of life.
- Enhance the **integration and connectivity** of the transportation system, across and between modes.
- Promote efficient **system management** and operation.
- Emphasize the **preservation** of the existing transportation system.

8.3 Consideration of Identified Transportation and Community Needs

The identified transportation and community needs of the Eastern Corridor Transit Study are the primary and most essential component in the development of Goals and Objectives for the study process. As identified in the previous chapter, the needs statements of the Eastern Corridor Transit Study are:

Need 1: Improve transit choices in the Study Corridor

Need 2: Improve the quality of service and amenities at station stops and transfer points

Need 3: Preserve, protect and utilize existing transportation resources

Need 4: Enhance environmental quality

Need 5: Reduce congestion with effective transit solutions

Need 6: Coordinate transit and community planning to enhance economic development and quality of life

Need 7: Develop a transit network that conveniently and continuously links people and activity centers

Full details on the needs statements are provided in Chapter 7.0.

8.4 Goals and Objectives of the Eastern Corridor Transit Study

The Eastern Corridor Transit Study goals and objective represent a fusion of the identified transportation and community needs from the extensive public outreach and agency coordination process and needs assessment analyses, the SPC long-range plan vision and the factors set forth in TEA-21. The alternative development and evaluation process (which will follow later in the study) will seek to highlight potential alternatives that can support and fulfill these goals and their objectives as compared to the No-Build and TSM Alternatives.

Explained in detail below, the goals and objectives provide guidelines for addressing the public transportation challenges of the study area.

Goal 1: Provide More Transit Choices and Improved Quality of Service: This goal addresses one of the primary concerns of the study area as indicated by the public, and it directly relates to the TEA-21's focus on increasing accessibility and mobility options to the general public. Implementing additional transit choices, such as new bus routes, busways, light rail transit, bus rapid transit or enhancing existing facilities and services will serve to meet this goal. The objectives to attain this goal are:

- To improve and/or expand public transit service/alternatives within the Eastern Corridor Transit Study area to compliment existing and ongoing investments
- To improve the attractiveness of public transit by making it faster, more reliable, more convenient to use, and more effective at providing service to present day destinations
- To improve access to rapidly developing areas (e.g. Oakland, Waterfront, Monroeville, Penn Township)
- To enhance transit access to the transit dependent

Goal 2: Promote Economic Development and Improve Quality of Life: Developing alternate transportation improvements provides the means to address not only mobility and accessibility issues, but also the opportunity to enhance economic development and the general quality of life in the study area. In order to maintain a quality of life that retains residents and attracts economic growth, the transportation system must offer efficient access to important destinations and must be implemented in concert with local community planning initiatives. Promoting economic development and quality of life is clearly consistent with what has been heard from the public, the SPC vision of sustaining an economic region that attracts and promotes industry, and the TEA-21 objective of enhancing the economic vitality of the nation, the states, and metropolitan areas. The objectives to attain this goal are:

- To strengthen older urban communities as centers of economic opportunity
- To broaden the range and availability of public transportation alternatives between the various urban areas in the study area for a variety of trip purposes
- To foster transit-oriented development (TODs) around transit stations through coordinated community and transportation planning
- To upgrade existing transit facilities so they serve as community assets
- To find ways to maximize the economic development opportunities along existing and planned transit guideways

Goal 3: Reduce Roadway Congestion Through Transit Solutions: Although the concentration of transit service in the Eastern Corridor is the highest in the region, travel demand is dominated by the automobile. All of the major roadways in the study area are projected to experience high levels of congestion into the horizon year of 2025 even with the many improvements programmed in the TIP and long range plan. By offering increased public transportation solutions, the study area can achieve a reduction in automobile vehicle miles traveled thereby reducing traffic congestion and related impacts such as low air quality and higher energy consumption. The objectives to attain this goal are:

- To provide an effective and attractive alternative that provides a convincing option to the use of the automobile for both work and recreational trips
- To reduce vehicle miles of travel in the study area and the region
- To reduce travel times between key activity centers in the study area

Goal 4: Minimize Impacts to the Environment and Preserve Existing Resources:

Environmental quality is a multi-faceted consideration in transportation planning, encompassing air quality, energy conservation, and the preservation of farmland, open space and existing transportation rights-of-way, all of which have an impact on quality of life in the region. It is desirable from a local and regional perspective to invest in transportation projects that reduce impacts to environmental resources, promote more compact (less land-intensive) forms of development and utilize existing transportation resources. This goal is based on significant input from the general public and correlates with SPC's vision of preserving environmental quality and TEA-21 objectives related to the preservation of the existing transportation system and enhancement of the environment. The objectives to attain this goal are:

- To address residential, commercial and industrial "sprawl" development in the study area
- To utilize environmentally friendly transit vehicles and modes to relieve air and noise pollution impacts
- To increase the development of pedestrian and bicyclist facilities to supplement existing and planned public transportation improvements
- To identify transit improvements that utilize existing and underutilized transportation resources and/or preserve these resources for future transit uses

Goal 5: Develop a Convenient, Cost Effective and Integrated Transit Network:

The development of a transit network that is cost effective, efficient and integrated is a primary goal of the Eastern Corridor Transit Study and is supported by recommendations from the general public through the public outreach process. The development of an integrated transit network that links people, communities and activity centers, will serve to increase both convenience and productivity of the transit system. In addition, this goal correlates with TEA-21 objectives related to the integration and connectivity of the existing transportation system and the promotion of efficient system management and operation. The objectives to attain this goal are:

- To invest resources efficiently
- To connect to other areas of the region beyond the Eastern Corridor Transit Study area
- To connect and enhance existing transit investments such as the existing busways to allow for convenient one-seat rides to various parts of the region
- To maximize the benefits to the region of the existing Light Rail Transit system, including the downtown subway
- To eliminate the need for transfers to access other parts of the region
- To improve the productivity and cost-effectiveness of transit services in the study area and region
- To improve the productivity of the transit system
- To reduce congestion in downtown Pittsburgh

Appendix A

2003 Home-Based Work Trips

	CBD	Strip District	Hill District / Oakland	E Liberty / Highland Park	Shadyside / Squirrel Hill	Hazelwood	North Side	Millvale/Etna / Shaler	Sharpsburg / Fox Chapel / O'Hara / Harmar	Mt. Washington / Brookline	South Side / Brentwood / Whitehall	W.Mifflin / Mon Valley South	Pleasant Hills / Jefferson / Clairton/Elizabeth	S.Park / Bethel Upper St. Clair / Mt. Lebanon	Allegheny County Southwest	Allegheny County Ohio Valley	Allegheny County Airport	Allegheny County Airport Area West	Allegheny County Northwest	Springdale / Tarentum / Natrona	Allegheny County North Central
CBD	212	2,526	3,141	5,867	4,458	3,146	8,397	4,933	2,777	10,321	8,885	5,287	1,960	14,272	6,250	9,727	112	2,952	18,366	1,804	5,483
Strip District	27	702	715	1,878	1,207	558	1,306	1,227	719	1,492	1,487	904	330	2,013	854	1,300	15	395	2,915	463	1,261
Hill District / Oakland	38	1,417	3,063	4,782	4,950	2,288	1,702	2,223	1,639	2,876	3,884	3,472	1,135	4,246	1,542	2,294	25	685	4,467	1,088	2,566
E Liberty / Highland Park	12	629	827	5,126	2,970	821	725	1,905	1,641	818	959	1,235	316	1,200	463	683	8	216	2,149	1,004	2,260
Shadyside / Squirrel Hill	6	197	438	1,571	2,357	730	230	482	511	344	551	958	233	605	205	292	4	88	648	344	632
Hazelwood	2	39	120	214	404	509	73	84	87	178	454	604	196	432	81	123	1	37	195	62	118
North Side	40	448	558	1,281	879	558	5,480	2,518	1,034	2,421	1,859	1,104	445	3,596	1,582	3,718	39	1,120	8,930	655	2,479
Millvale/Etna/ Shaler	3	28	31	198	89	31	157	1,096	423	62	59	61	18	99	47	97	1	38	837	191	1,149
Sharpsburg/ Fox Chapel/ O'Hara / Harmar	0	50	69	557	302	93	187	991	3,380	120	124	206	53	189	83	145	3	51	946	2,086	2,315
Mt. Washington / Brookline	15	179	273	449	402	337	731	421	230	4,071	2,819	905	598	5,336	1,841	1,770	21	516	1,701	154	474
South Side / Brentwood / Whitehall	3	82	172	219	258	280	238	160	110	1,322	3,592	1,225	991	3,615	474	495	5	151	546	73	179
W.Mifflin / Mon Valley South	1	28	74	157	260	273	67	75	83	284	1,218	4,980	1,677	1,821	145	126	2	43	182	64	109
Pleasant Hills / Jffrsn/Clairton / Elizabeth	1	10	42	68	101	125	47	35	34	309	1,883	2,175	6,500	4,631	240	100	1	41	113	46	60
S.Park/Bethel /Upper St. Clair / Mt. Lebanon	3	37	65	115	115	126	221	132	67	1,980	2,943	1,021	2,230	28,924	3,674	743	18	422	658	66	181
Allegheny County SW	8	95	136	266	235	169	663	338	172	2,675	1,495	498	578	10,262	9,541	3,993	74	1,804	2,075	133	417
Ohio Valley Southwest	8	93	144	279	230	171	1,160	524	242	1,502	992	399	254	3,346	3,688	10,197	224	5,025	4,823	168	755
Allegheny Cnty Airport	0	10	11	29	25	17	65	39	27	146	98	59	56	533	648	813	399	4,610	1,031	34	147
Allegheny Cnty Airport Area W	2	17	33	48	47	31	205	114	51	329	203	89	77	1,118	1,629	2,335	677	12,278	2,693	67	322
Allegheny Cnty Northwest	4	101	133	426	254	135	1,411	2,176	758	525	421	265	112	982	625	1,600	98	2,141	26,234	587	7,302
Springdale / Tarentum / Natrona	0	10	13	77	45	15	27	125	425	17	22	30	13	40	16	25	0	13	254	7,078	1,601
Allegheny Cnty N.Central	2	12	20	112	55	16	87	587	541	39	38	34	15	71	31	76	1	63	2,248	789	7,738
Highland Park / Wilkinsburg	2	58	113	594	759	171	72	229	338	104	161	364	78	179	56	89	0	30	251	255	365
Swissvale/ ForestHills /Braddock	3	38	93	316	612	281	75	125	168	147	298	1,037	220	343	91	140	2	34	203	133	197
Churchill/Wilkins	0	15	49	163	261	111	41	83	124	76	120	356	105	136	51	68	0	28	110	172	155
Monroeville	1	21	56	173	275	130	59	83	187	97	162	593	224	198	57	91	0	37	181	563	488
Penn Hills Oakmont/Verona	0	13	18	122	115	34	22	99	286	23	36	93	29	51	15	17	1	13	143	643	491
McKeesport / N.Versailles/ White Oak	1	12	26	75	124	78	23	33	45	56	211	1,319	678	393	36	31	3	19	67	81	76
Plum / New Ken. /Kiski Valley	0	3	5	30	22	7	3	36	113	7	9	22	10	27	6	10	0	6	77	2,230	539
PortVue/Forward / Elizabeth	0	1	4	6	14	10	4	4	3	13	62	233	488	238	9	5	0	2	8	11	13
Irwin / Manor/ N Huntingdon	0	3	4	14	27	13	2	10	16	8	29	165	124	76	11	6	0	9	36	65	58
Penn/Jeanette	0	1	2	5	12	9	1	4	13	9	9	34	23	20	4	5	1	2	13	48	39
Murrysville / Export/Delmont	0	1	1	8	7	3	6	4	12	3	1	18	8	13	5	6	0	3	11	86	34
Plum / New Kensington / Kiski Valley	1	3	10	41	47	23	4	28	60	13	25	94	28	40	13	15	0	10	48	230	146
Greensburg & vicinity	0	1	4	10	10	4	5	10	19	8	17	53	42	47	6	11	0	1	24	57	58
Westmoreland Cnty N.Central	0	1	1	4	3	1	2	5	5	2	7	7	4	4	2	1	0	0	11	89	26
Westmoreland Cnty E.	0	0	3	4	2	1	1	0	3	1	2	8	12	6	0	0	0	0	2	18	13
Westmoreland Cnty S & W	1	0	1	4	7	6	3	5	8	8	30	56	214	178	19	11	1	3	17	29	24
Washington County	0	9	15	30	32	26	55	41	29	246	347	249	1,102	5,968	2,019	425	20	813	382	29	107
Beaver Cnty	0	4	5	18	13	7	51	43	30	39	38	26	17	162	138	241	77	1,689	2,086	64	328
Butler Cnty	1	5	9	32	21	10	61	116	108	31	29	32	15	95	68	121	6	175	2,590	812	2,534
ArmslrngCnty	0	1	0	6	2	0	0	6	19	3	3	8	2	5	3	2	0	0	26	405	129
Externals to Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Productions	397	6,900	10,497	25,374	22,008	11,354	23,669	21,149	16,537	32,725	35,582	30,278	21,210	95,510	36,268	41,947	1,839	35,563	88,297	22,976	43,368

2003 Home-Based Work Trips

	Highland Park / Wilkensburg	Swissvale / Forest Hills / Braddock	Churchill / Wilkins	Monroeville	Penn Hills / Oakmont / Verona	McKeesport / Versailles/WhiteOak	Plum / New Kensington / Kiski Valley	Port Vue / Elizabeth / Forward	Irwin / Manor / North Huntingdon	Penn / Jeannette	Murrysville Export / Delmont	Plum	Greensburg & Vicinity	Westmoreland County North Central	Westmoreland County Eastern	Westmoreland County South & West	Washington County	Beaver County	Butler County	Armstrong County	Externals to Region	Total Attractions
CBD	2,863	4,394	2,509	2,107	2,915	3,264	2,248	1,681	1,845	1,053	952	1,902	881	776	738	1,558	6,627	5,594	5,895	2,045	0	172,723
Strip District	795	788	513	370	754	582	519	288	319	180	169	394	129	148	131	255	970	849	1,067	438	0	31,426
Hill District / Oakland	2,927	2,953	1,849	1,338	2,568	2,232	1,396	1,024	1,149	633	594	1,440	424	495	487	836	2,175	1,655	2,120	1,187	0	79,864
E Liberty / Highland Park	2,423	1,522	1,137	670	1,907	1,007	1,097	349	553	304	322	921	167	271	211	298	678	598	1,229	764	0	42,395
Shadyside / Squirrel Hill	1,503	1,292	776	469	997	750	459	271	410	221	221	524	94	147	124	179	337	220	415	311	0	21,146
Hazelwood	208	347	158	139	168	302	85	185	135	63	55	120	37	29	41	85	196	86	102	68	0	6,622
North Side	618	864	511	400	652	616	626	324	381	236	199	387	201	185	93	370	1,719	2,300	2,399	583	0	54,408
Millvale/Etna/ Shaler	108	65	64	32	162	42	153	20	32	17	20	67	18	24	7	32	67	133	392	114	0	6,284
Sharpsburg/ Fox Chapel/ O'Hara / Harmar	462	257	281	243	1,431	190	1,635	72	209	147	158	453	110	164	116	157	167	266	1,241	978	0	20,687
Mt. Washington / Brookline	251	452	248	211	261	381	198	299	205	117	100	189	92	92	58	235	1,659	693	558	198	0	29,740
South Side / Brentwood / Whitehall	164	335	159	162	151	472	105	468	196	94	58	119	68	50	57	249	1,011	244	233	89	0	18,674
W. Mifflin / Mon Valley South	209	698	247	385	205	2,262	132	1,741	769	270	92	172	134	70	115	477	1,031	114	138	97	0	21,027
Pleasant Hills / Jffrsn/Clairston/ Elizabeth	81	239	111	204	84	1,549	87	3,168	705	183	51	82	150	49	125	1,399	3,381	82	79	45	0	28,416
S.Park/Bethel /Upper St. Clair / Mt. Lebanon	74	183	73	94	80	492	108	921	243	99	50	71	97	44	39	683	9,071	540	291	45	0	57,039
Allegheny Cnty SW	155	274	154	133	154	237	195	258	180	99	80	128	75	75	19	298	7,777	1,648	819	137	0	48,522
Ohio Valley Southwest	153	270	153	129	175	215	223	154	168	110	88	129	71	80	7	166	4,010	4,040	1,555	170	0	46,290
Allegheny Cnty Airport	19	35	24	31	35	57	15	44	23	8	12	35	1	1	0	5	1,914	9,156	418	1	0	20,631
Allegheny Cnty Airport Area W	38	63	40	37	54	72	84	74	72	39	37	56	3	8	0	63	4,606	9,192	966	17	0	37,886
Allegheny Cnty Northwest	227	212	146	130	389	176	523	120	165	119	98	173	94	121	13	127	959	8,338	7,543	543	0	66,506
Springdale / Tarentum / Natrona	96	53	91	158	608	90	4,539	44	157	116	215	359	87	401	101	102	41	151	2,447	2,328	0	22,030
Allegheny Cnty N. Central	69	38	54	72	274	53	610	30	78	46	53	107	43	65	38	54	68	475	3,431	497	0	18,730
Highland Park / Wilkensburg	1,666	822	803	378	1,292	509	460	155	292	164	189	527	63	150	77	114	121	95	230	232	0	12,607
Swissvale/Forest Hills/Braddock	942	2,569	998	846	794	1,622	341	499	841	411	246	514	149	132	131	222	256	117	176	178	0	16,540
Churchill/Wilkins	770	998	1,790	1,251	1,363	1,334	577	372	720	477	347	927	137	218	142	196	146	63	138	221	0	14,411
Monroeville	651	1,094	2,001	5,898	1,677	3,126	1,372	965	2,600	2,375	2,050	4,038	717	904	665	690	334	165	502	727	0	36,227
Penn Hills Oakmont/Verona	458	221	576	334	3,423	283	1,854	87	211	169	360	1,327	80	352	104	95	64	90	386	527	0	13,265
McKeesport / N.Versailles/ White Oak	212	828	529	1,260	342	7,246	239	3,209	2,480	859	237	434	353	125	196	816	680	40	113	141	0	23,726
Plum / New Ken. /Kiski Valley	69	45	103	138	684	89	12,989	39	114	244	676	1,037	166	1,724	295	93	18	74	1,057	3,622	0	26,438
PortVue/Forward / Elizabeth	17	53	33	98	25	898	24	2,628	564	133	31	43	92	24	68	874	801	2	13	17	0	7,566
Irwin / Manor/ N Huntingdon	52	156	111	525	102	1,150	151	822	9,641	4,049	551	259	2,468	390	805	2,029	341	13	98	131	0	24,520
Penn/Jeanette	29	45	60	309	80	217	307	121	1,566	4,202	1,515	355	1,607	661	659	441	75	12	54	217	0	12,786
Murrysville / Export/Delmont	21	30	52	205	123	87	608	42	371	1,132	3,355	605	532	972	459	182	27	8	52	384	0	9,477
Plum / New Kensington / Kiski Valley	154	156	380	1,003	934	425	1,109	172	525	542	837	3,516	194	585	219	159	62	55	157	470	0	12,533
Greensburg & vicinity	16	44	45	176	58	307	334	307	3,285	4,028	1,043	190	26,317	1,799	8,586	4,759	389	2	78	409	0	52,559
Westmoreland Cnty N. Central	11	11	14	48	62	26	1,245	21	179	447	710	244	679	2,612	776	162	23	2	117	1,367	0	8,931
Westmoreland Cnty E.	3	3	5	22	13	32	112	33	219	299	195	36	2,742	742	29,463	1,320	79	0	18	274	0	35,686
Westmoreland Cnty S & W	12	29	29	78	32	261	97	1,046	1,418	549	169	61	2,867	223	3,043	20,131	4,213	2	26	82	0	34,993
Washington County	29	56	39	72	47	365	31	1,576	512	169	50	53	403	44	337	6,612	86,462	1,187	218	6	0	110,212
Beaver Cnty	11	18	12	20	35	17	81	7	12	7	7	21	0	4	0	0	689	71,755	3,878	58	0	81,708
Butler Cnty	25	24	23	52	109	46	885	21	84	64	59	79	45	161	16	25	139	7,524	81,175	5,181	0	102,608
ArmstrongCnty	7	7	11	17	49	16	2,207	8	29	48	109	99	64	820	187	27	1	24	2,253	26,111	0	32,714
Externals to Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Productions	18,598	22,543	16,912	20,244	25,268	33,097	40,060	23,665	33,657	24,522	16,360	22,193	42,651	15,937	48,748	46,575	143,384	127,604	124,077	51,010	0	1,520,553