

- Enhance environmental quality
- Reduce congestion with effective public transportation solutions
- Coordinate public transportation and community planning to enhance economic development and quality of life

- Improve public transportation choices in the eastern corridor
- Improve the quality of service and amenities at station stops and transfer points
- Preserve, protect and utilize existing transportation resources

## STUDY NEEDS

Oakland is one of the region's foremost economic centers in which thousands of people either work or attend its education and medical centers, and historical and cultural attractions each day. As the number of people in and out of Oakland continues to grow, so does the need for improved public transportation services. This rendering illustrates how a multimodal public transit terminal could help link and promote bike and pedestrian connections to public transportation. Organizations such as the Oakland Community Council and Oakland Task Force - which are made up of community residents and representatives from the community's education, medical, cultural and business institutions - are participating in the ECTS and helping to find viable transit solutions that will effectively address the community's continuously growing transportation needs. Other communities within the ECTS study area and community groups participating in the study will be featured in future issues of this newsletter and on the project web site.



- Continue public outreach activities
- Refine preliminary list of potential public transportation improvements
- Conduct station and community design workshops
- Hold second round of public meetings (October)
- Develop ridership projections
- Develop preliminary capital, operating and maintenance costs
- Evaluate the alternatives' effectiveness via the goals, objectives and evaluation criteria

## WHAT'S NEXT

(September - December 2002)

- Inlines**
  - Provides hill-side transit service via two rail cars guided by cables
  - Offers frequent service trips to stations; one operator controls both rail cars
  - Offers point-to-point community transit connections
  - Enduring rail transportation mode
- Commuter Rail**
  - Used primarily for long-distance travel
  - Provides transit service primarily during peak travel periods
  - Offers limited stops and longer distances between stations
  - Operates on a railroad right-of-way and can share operations with a freight railroad
  - Connects suburban communities with a Central Business District
- Bus Rapid Transit**
  - Provides high-speed, high-frequency service ideally on a dedicated transit right-of-way
  - Offers flexible routing and scheduling using modern buses of various sizes and styles
  - Connects residential areas to major employment and economic centers
  - Creates a foundation for the implementation of future transit technologies
  - Offers intermodal transfer centers and stations with park and ride lots
  - Stations can be catalysts for community development
  - Connects suburban communities with a Central Business District
- Light Rail Transit**
  - Provides high frequency service ideally on a dedicated transit right-of-way
  - Connects residential areas to major employment and economic centers
  - Offers intermodal transfer centers and stations with park and ride lots
  - Stations can be catalysts for community development
  - Connects suburban communities with a Central Business District



The eastern corridor boasts a diverse mix of land uses and developments, which call for a combination of transit service modes to help meet the corridor's needs. The information below highlights the characteristics of the types of transit services that are being considered for implementation within the eastern corridor.

## PUBLIC TRANSPORTATION SERVICES

Fall 2002

# EASTERN CORRIDOR TRANSIT STUDY

Information gathered through an extensive public outreach effort in the corridor east of downtown Pittsburgh in Allegheny County and west of the City of Greensburg in Westmoreland County has resulted in a comprehensive list of public transit alternatives and improvements that are now under further evaluation as part of the Eastern Corridor Transit Study (ECTS).

This initiative being advanced by the Port Authority of Allegheny County, Westmoreland County Transit Authority (WCTA) and the Southwestern Pennsylvania Commission (SPC) is identifying and evaluating a set of public transportation proposals that would expand the existing transportation infrastructure, offer additional transit services and further generate economic development.

The importance of this study has been reiterated through public comments gathered and feedback obtained through other public outreach efforts. The study needs were developed as a result of these comments. Those public-based ideas and suggestions guided the Project Team in creating the evaluation criteria that measured the feasibility of each alternative to determine if it warranted further

## TRANSIT ALTERNATIVES IDENTIFIED FOR EASTERN CORRIDOR

evaluation. This newsletter includes a chart that identifies the proposed alternatives and map of the proposed public transit corridors.

"We are still early in the process to select the public transportation facilities and services that will best serve and meet the needs of the eastern corridor communities," said Henry Nutbrown, Port Authority's Assistant General Manager of Engineering and Construction. "Although there are still additional factors to be evaluated, such as cost and engineering feasibility, we want to provide the public the opportunity to examine the preliminary alignments and offer feedback."

In addition, several low cost transportation enhancements with relatively short construction periods are under analysis and will be available for public review and input. These enhancements consist of projects such as pedestrian access improvements, introduction of new transit vehicle and information technologies, new park and ride facilities and improvements to the existing bus services.

The ECTS is scheduled to conclude in Spring 2003 with a public transportation improvement strategy for the eastern corridor. The next step would be to advance the alternatives into detailed planning and environmental studies.



## PUBLIC MEETINGS SCHEDULED

The public is encouraged to attend the second round of public meetings to gain updated information, have questions answered, view maps and provide feedback regarding the preliminary alternatives. Members of the Project Team will be available to discuss all aspects of the proposed alternatives and to address the next steps for the study. Contact

Port Authority Customer Service at 412-442-2000 or Westmoreland County Transit Authority at 1-800-221-WCTA for additional information regarding public transit service to the meetings. These meetings are accessible to persons with disabilities.

**Downtown Pittsburgh**  
 Wednesday, October 9  
 11:00 AM - 2:00 PM  
 WYCA of Greater Pittsburgh  
 305 Wood Street  
 By public transit: All Port Authority bus and light rail service to downtown Pittsburgh

**East Liberty**  
 Wednesday, October 9  
 5:00 - 8:00 PM  
 East Liberty Presbyterian Church  
 116 South Highland Avenue  
 By public transit (from downtown Pittsburgh): Port Authority bus routes EBA, 500, 71B, 64A, 81B, 86A and 86B

**Greensburg**  
 Thursday, October 10  
 5:00 - 8:00 PM  
 Westmoreland Mall  
 Route 30 East  
 By public transit: Westmoreland County Transit Authority bus route 9 Greensburg-Latrobe Shopper

**Wilksburg**  
 Tuesday, October 15  
 5:00 - 8:00 PM  
 Wilksburg High School  
 747 Wallace Avenue  
 By public transit (from downtown Pittsburgh): Port Authority bus routes EBA, EBX, 71C, 71D, 86B and 86A

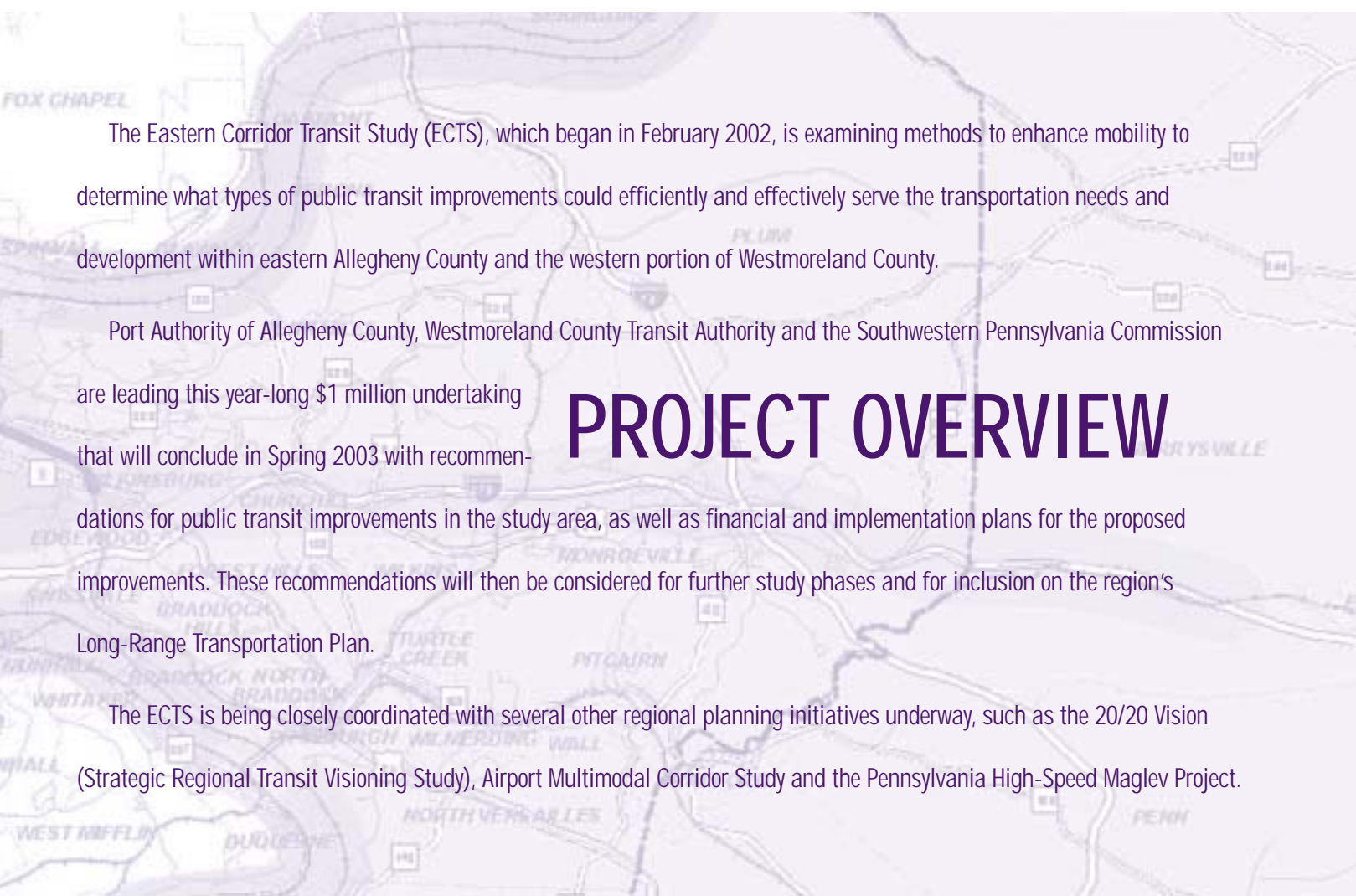


The Eastern Corridor Transit Study (ECTS), which began in February 2002, is examining methods to enhance mobility to determine what types of public transit improvements could efficiently and effectively serve the transportation needs and development within eastern Allegheny County and the western portion of Westmoreland County.

Port Authority of Allegheny County, Westmoreland County Transit Authority and the Southwestern Pennsylvania Commission are leading this year-long \$1 million undertaking that will conclude in Spring 2003 with recommendations for public transit improvements in the study area, as well as financial and implementation plans for the proposed improvements. These recommendations will then be considered for further study phases and for inclusion on the region's Long-Range Transportation Plan.

The ECTS is being closely coordinated with several other regional planning initiatives underway, such as the 20/20 Vision (Strategic Regional Transit Visioning Study), Airport Multimodal Corridor Study and the Pennsylvania High-Speed Maglev Project.

## PROJECT OVERVIEW



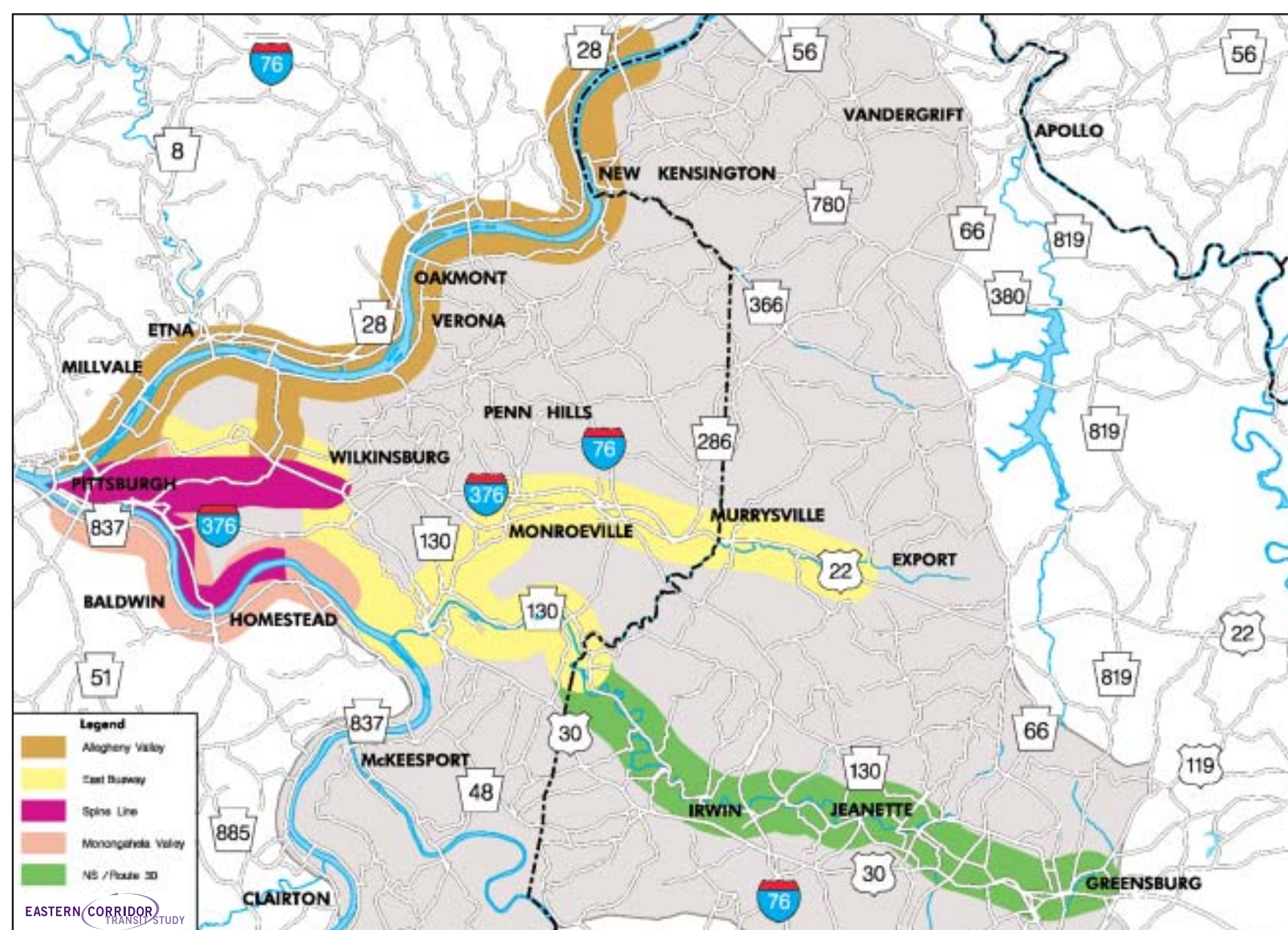
Printed on recycled paper.

The Eastern Corridor Transit Study newsletter is distributed by mail and at libraries and other community facilities. To receive additional information about the Eastern Corridor Transit Study or on any one of Port Authority's major capital projects or transportation studies, please contact Carmen Bray at (412) 566-5137. Also call if you would like to be placed on the mailing list.

**EASTERN CORRIDOR TRANSIT STUDY**  
 Port Authority of Allegheny County  
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 Pittsburgh, PA 15222-2527

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Corridor	Mode	Alignment	Advantages
Allegheny Valley	Commuter Rail	Begins in downtown Pittsburgh (Downtown) near the Convention Center, travels to 21st Street, and connects the Allegheny Valley Railroad right-of-way to Lower Burrell.	<ul style="list-style-type: none"> <li>• Good potential to attract ridership</li> <li>• Considerable public interest</li> <li>• Available right-of-way</li> </ul>
Allegheny Valley	Light Rail	Begins in Downtown near the Convention Center, travels to 21st Street and connects the Allegheny Valley Railroad right-of-way to Lower Burrell.	<ul style="list-style-type: none"> <li>• Good potential for increased transit ridership</li> <li>• Good potential for reducing congestion in Downtown</li> <li>• Available right-of-way</li> </ul>
Martin Luther King, Jr. East Busway	Light Rail	Converts the entire East Busway to light rail transit, including the connection to Oakland via the Neville Ramp. The alignment would continue from Swissvale along the Norfolk Southern and Union Railroad rights-of-way to Monroeville and Plum.	<ul style="list-style-type: none"> <li>• Good access to key activity centers</li> <li>• Good potential to attract ridership</li> <li>• Supports Transit Oriented Development</li> </ul>
Martin Luther King, Jr. East Busway	Busway	Extends the existing East Busway, which has a connection to Oakland via the Neville Ramp, from Swissvale along the Norfolk Southern Railroad and Union Railroad rights-of-way to Monroeville and Plum.	<ul style="list-style-type: none"> <li>• Good access to key activity centers</li> <li>• Good potential to attract ridership</li> <li>• Supports Transit Oriented Development</li> </ul>
Martin Luther King, Jr. East Busway (Parkway East)	Light Rail	Converts the East Busway to light rail with an extension to Murrysville along I-376 and Business Route 22.	<ul style="list-style-type: none"> <li>• Good potential to attract ridership</li> <li>• Good access to key activity centers</li> <li>• Supports Transit Oriented Development</li> <li>• Utilizes existing right-of-way</li> </ul>
Martin Luther King, Jr. East Busway (Parkway East)	Busway	Extends the East Busway to Murrysville along I-376 and Business Route 22.	<ul style="list-style-type: none"> <li>• Good potential to attract ridership</li> <li>• Good access to key activity centers</li> <li>• Supports Transit Oriented Development</li> <li>• Utilizes existing right-of-way</li> </ul>
Spine Line	Light Rail	Begins in Downtown near the Steel Plaza Subway Station and travels along Centre Avenue through the Hill District. Via 5th Avenue or Forbes Avenue, the alignment would travel to Oakland and Squirrel Hill and to Wilkinsburg via Forbes Avenue.	<ul style="list-style-type: none"> <li>• Significantly improves access to key activity centers</li> <li>• Strong potential to attract ridership</li> <li>• Provides a direct rapid transit connection between Downtown and Central Oakland</li> <li>• High potential to improve transit travel time</li> <li>• Good potential for reducing congestion in Downtown</li> </ul>
Spine Line	Light Rail	Begins in Downtown near the Steel Plaza Subway Station and travels along Centre Avenue to the CSX Railroad right-of-way near Neville Street then south on the CSX Railroad right-of-way through Oakland and Hazelwood to Homestead.	<ul style="list-style-type: none"> <li>• Significantly improves access to key activity centers</li> <li>• Provides a rapid transit connection between Downtown and Central Oakland</li> <li>• Strong potential to attract ridership</li> <li>• Good potential for reducing congestion in Downtown</li> </ul>
Mon Valley	Light Rail	Begins near the Convention Center and travels to the 33rd Street Railroad Bridge where it crosses the Allegheny River and travels along the CSX right-of-way to Etna. Also at the 33rd Street Railroad Bridge, a southern spur would travel along the CSX right-of-way to Oakland via the Schenley Tunnel and Panther Hollow to Hazelwood and Rankin.	<ul style="list-style-type: none"> <li>• Good access to key activity centers</li> <li>• Provides a north to south connection</li> <li>• Good potential to attract ridership</li> <li>• Good ability to reduce congestion in Downtown</li> </ul>
Norfolk Southern/Route 30	Commuter Rail	Begins in Downtown and travels along the Norfolk Southern Railroad right-of-way parallel to the East Busway. The alignment then turns south near Bloomfield on the Norfolk Southern right-of-way traveling through Wilkinsburg, Braddock, North Huntingdon, Irwin and Jeannette to Greensburg.	<ul style="list-style-type: none"> <li>• Provides an option for rapid transit</li> <li>• Connects activity centers</li> <li>• Utilizes existing right-of-way</li> </ul>



## JOIN IN AND BE HEARD

Public comments obtained are vital to the study's success and essential in identifying the public transit improvements for the entire corridor. Based on comments obtained from public outreach efforts underway, the Project Team developed the study's needs which were used to evaluate the ideas and suggestions for transit improvements and development needs in the study area.

Corridor Working Groups, made up of business leaders, municipal officials and representatives from the various community organizations, are reviewing the study's progress and offering input to the Project Team regarding community and transit needs.

Information exchanges with elected officials and environmental resource agencies have also been an active and ongoing component of the public outreach effort. Public meetings, community meetings and the project web site offer venues for the public to obtain information, ask questions and offer comments to the Project Team.

Project Team representatives are available to speak to community organizations about the project. A presentation can last from 10 minutes to one hour, depending upon the time allocated by the organization, and Project Team members come equipped with display boards and informational handouts. For more information about ECTS or to request a presentation, please call 412-244-3445 or link directly to project information from the home pages of the following web sites: [www.ridegold.com](http://www.ridegold.com), [www.spcregion.org](http://www.spcregion.org), or from [www.westmorelandtransit.com](http://www.westmorelandtransit.com).