

As the project continues, additional work will be performed to further enhance the ridership demand estimate. The additional work may include:

- Analyzing the impact of the addition of maglev stations; and,
- Optimizing transit connectivity and service frequency.

4.13 Elderly and Persons with Disabilities

The FRA *Procedures for Considering Environmental Impacts (45 CFR 40854)* require an assessment of impacts on the transportation and general mobility of special populations (the elderly and persons with disabilities). Impacts to the elderly population and persons with disabilities were determined using *45 CFR 40854*, CEQ regulations (*40 CFR 1500*), and U.S. DOT Order 5610.1C as procedural guidelines.

4.13.1 Methodology

Impacts to the elderly populations and persons with disabilities were evaluated for the No-Build Alternative and the alternative alignments under detailed study. This group was defined as all persons 65 years of age or older and any person with a mobility-related disability. An analysis of data from the 1990 U.S. Census and 2000 U.S. Census, examination of aerial photography for the project area, interviews with local officials, and a review of the alternative alignments were conducted to identify potential impacts to the elderly population and persons with disabilities.

4.13.2 Impact Analysis

No-Build Alternative

Under the No-Build Alternative, transportation patterns, access, and mobility of individuals with special needs would continue as they currently exist.

As the average age of western Pennsylvanians continues to rise, more people will have special transportation needs. Although transportation investments in the No-Build Alternative could increase the mobility of the elderly and persons with disabilities, a high-speed maglev system could further improve their mobility.

Build Alternatives

Section A

Alternative Alignments A5-North and A5-South would not have a negative impact on the mobility of this group. Both of the alternative alignments in Section A generally follow existing transportation corridors and would not disrupt or change existing patterns of transportation or mobility. Local roadway improvements would be required for the proposed station at PIA. Transportation patterns would be enhanced and the elderly and persons with disabilities would benefit with increased mobility. The Steel Plaza station would be accessed primarily by public transportation or pedestrian access, and existing traffic patterns would not be altered. As a

result of the transportation improvements (including roadway and pedestrian facilities) in Section A, individuals with special needs would benefit.

Section B

Alternative Alignments B4-East and B4-West would not have a negative impact on the mobility of this group. Alternative Alignments B4-East and B4-West generally follow existing transportation corridors and would not disrupt or change existing patterns of transportation or mobility. Local roadway improvements would be required for the Thompson Run station. These improvements would enhance transportation patterns, and would be beneficial for individuals with special needs.

Section C

There would not be a negative impact to the mobility of this group from Alternative Alignments C2-Mod, C5, or C6. These alternative alignments follow the same existing transportation corridors before diverging near the eastern boundary of the Municipality of Monroeville. Existing travel patterns would not be disrupted or changed. Local roadway improvements would be required for the Greengate Mall station or the Toll Route 66/PA Route 136 station, depending on which alternative alignment is selected. These improvements would enhance transportation patterns, and would be beneficial for individuals with special needs.

4.13.3 Summary

Due to the short travel time between stations, transportation for the elderly and persons with disabilities would be enhanced with any of the build alternatives. The stations would be accessed by various modes of transportation, including public transit and paratransit vehicles, which would increase mobility. The project would improve the transportation and general mobility of the elderly and persons with disabilities.

4.13.4 Mitigation

Suitable access to existing travel patterns, both vehicular and pedestrian, would be maintained. The design of all maglev facilities would meet the requirements of the *Americans with Disabilities Act*, 42 USC §12101 et seq., USDOT regulations at 49 CFR parts 37 and 38, and any applicable state or local laws and ordinances, assuring full access for these special populations. Coordination with municipal representatives throughout the design and construction phases of the proposed project would assure that the mobility of the elderly and persons with disabilities would not be impacted.

4.14 Land Use

Potential impacts to land use from the project were analyzed according to existing and future land use, local land use controls, and comprehensive planning.

4.14.1 Existing and Future Land Use

Topography throughout the project area is best described as rolling terrain, intermixed with steep valleys, roadside cuts, and agricultural uses. Land use throughout the project area