Carnegie Park and Ride and Station Improvement Project

Transit-Oriented Communities Program
What is TOD?

Transit-oriented development is:

• Dense.
• Mixed-use.
• Walkable.
• Close to high-quality transit.
Transit-Oriented Communities Program

• TOD Guidelines
• TOD Zoning
• First and Last Mile
• Station Improvement Program
• Joint development
PAAC Roles in TOD

• TOD **sponsor** for joint development

• TOD **stakeholder** for any development that occurs within the “zone of influence” of current or future stations

• TOD **advocate** for sustainable land use decisions along all of the Pittsburgh region’s transit corridors
Visit our website for more info!
Port Authority is gathering input from the community to help plan the addition of a new parking garage at Carnegie Station that would add more than 200 parking spaces as part of a transit-oriented development station improvement project. Please check back with this page to learn about the latest information and opportunities to provide feedback.

Project Plan

The 2010 West Busway Transit-Oriented Development Assessment and Plan called for a new parking garage at Carnegie Station. Additional recommendations included first level retail space, upper floor space for offices for educational and cultural institutions, and new residential units along Logan Street.

Port Authority has secured Congestion Mitigation and Air Quality Improvement
CARNegie STATION
PARK AND RIDE GARAGE ALTERNATIVE
August 24, 2020
1. Project Summary
   Funding Source: CMAQ
   Project Timeline

2. Garage Planning Analysis
   Safety Assessment
   Carnegie Station
   Zoning
   Land Use
   Walksheds
   Gateways
   Opportunities / Challenges

3. Scenario #1
   Concept Design
   Summary Matrix

4. Scenario #2
   Concept Design
   Summary Matrix

5. Design Review
   Summary Matrix
   Concept Renderings
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CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

- A program which provides grants to multimodal projects that provide congestion relief and contribute to air quality improvements
- Port Authority submitted a grant application to CMAQ in 2015 for Carnegie Park-and-Ride expansion
- Grant to award $6.5 million in matching funds

PROJECT GOALS

- Increasing the current park-and-ride size to hold over 400 spaces
- Creating pedestrian and bicycle enhancements
- Designing the site for better transit connections
- Providing future space for transit-oriented community development
**PROJECT SUMMARY**

**TIMELINE**

1. **2015-2019**
   - Funding - submission of a CMAQ Grant and award

2. **December ‘19**
   - Project kickoff with Authority and consulting team

3. **April ‘20**
   - Site analysis and research for parking structure development

4. **July ‘20**
   - Present draft concept designs to Authority

5. **August ‘20**
   - Present refined concepts to public

6. **Next Steps**
   - Present final concepts to public - move into final design
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With a goal of identifying improvements for safe, accessible routes to the Authority’s Carnegie Station for all users, the project team performed a pedestrian and bicycle safety evaluation.

Upgrade signalized intersections to the latest technology to improve safety for all users.
Upgrade the intersections at Campbell’s Run Road, Jefferson Street, Third Avenue and Cubbage Street to have ADA-compliant pedestrian signals.

Provide Sidewalks Along Streets
Provide Ramps as Alternative to Stairs
Install Curb Ramps
Perform Sidewalk Maintenance
Improve or Reconfigure Sidewalk
Update Curb Ramps
Improve Bicycle Accommodations
Improve Pedestrian Connectivity
Replace or Update Signage
Add Crosswalk Markings and Stop Lines; Reposition Stop Signs
Improve Crosswalk Markings
SAFETY ASSESSMENT
CARNEGIE STATION - BARRIERS

- Provide sidewalks along streets
- Provide ramps as alternative to stairs
- Install curb ramps
- Perform sidewalk maintenance
- Improve or reconfigure sidewalk
- Update curb ramps
SAFETY ASSESSMENT
Carnegie Station - Bicycle and Pedestrian Study

1. Improve bicycle accommodations
2. Improve pedestrian visibility
3. Improve pedestrian connectivity
4. Replace or update signage
5. Add crosswalk, stop lines, and signs
6. Install curb ramps
BOROUGH OF CARNEGIE: PAAC PROPERTY
- D-3 ARTERIAL DISTRICT: THE PURPOSE OF THIS DISTRICT IS TO DELINEATE AN AUTO-ORIENTED AREA FOCUSED ON EXISTING TRANSIT FACILITIES AND COMMERCIAL ESTABLISHMENTS WITH LARGER BUILDINGS AND LOTS.
- SET BACK REQUIREMENTS
  - 0 MINIMUM FRONT YARD
  - 0 MINIMUM SIDE YARD
  - 10' MINIMUM REAR YARD
- HEIGHT RESTRICTIONS
  - 5 STORIES (60') MAXIMUM
CARNegie BOROUGH DOES NOT HAVE SPECIFIC TRANSIT-ORIENTED DEVELOPMENT (TOD) ZONING BUT WAS A PARTICIPANT IN THE 2017-2018 TOD BEST PRACTICES PROJECT LED BY PORT AUTHORITY AND CONNECT.

BOROUGH OF CARNEGIE: ADJACENT PROPERTY
- M-1 PLANNED INDUSTRIAL DISTRICT: THIS ZONING DISTRICT IS INTENDED TO ACCOMMODATE LARGER AND MORE INTENSE USES SUCH AS INDUSTRIAL USES. IT DOES NOT ACCOMMODATE RESIDENTIAL USES.
- SET BACK REQUIREMENTS
  - 10' MINIMUM FRONT YARD
  - 5' MINIMUM SIDE YARD
  - 20' MINIMUM REAR YARD
- HEIGHT RESTRICTIONS
  - 5 STORIES (75') MAXIMUM
Challenges for walkability in the Carnegie Station area include:

- Lack of crosswalks
- Lack of sidewalks
- Limited crossings of Chartiers Creek
Enhanced areas to the southwest of the Station Area would have an improved walk to the station.

This scenario assumes:

- Add a crosswalk at 3rd Avenue
- Create good quality pedestrian connections throughout Port Authority’s property
- Add a sidewalk along the north edge of West Main Street
- Improvements to the pedestrian network at Carnegie would slightly expand the number of places within a ten minute walk.
- Improvements to the pedestrian network would also enhance the quality of experience for a substantial area.

Legend

- Existing 10 Minute Walkshed
- Enhanced 10 Minute Walkshed
GATEWAYS

JAYWALKING ISSUES / DESIRED CROSSING

4 LANE ROAD INTERSECTION

CROSSWALK ISSUES
- MULTIPLE POINTS OF PEDESTRIAN - VEHICULAR CONFLICT
- DISCONNECTED CROSSWALKS

PRIMARY VEHICULAR ENTRY POINTS FROM LOGAN STREET AND VETERANS WAY
The PNR site is roughly 3 acres, allowing for flexibility in parking structure placement and size.

Significant daily ridership (with CY2017 weekday average stop use of 987).

Access to infrastructure.

Potential enhancement to bus turn-around facilities.

Overhead power line bisecting the existing PNR site at 3rd Street.

Additional infrastructure costs for rerouting electric services.

Vehicle access limited from Logan Street and Veterans Way.

OPPORTUNITIES:

CHALLENGES:
CARNEGIE PARK AND RIDE
SOUTHWEST VIEWSHED FROM BUS TURNAROUND

OPPORTUNITIES:

• Proximity to the Carnegie Borough building, with associated on-site employment demand
• The site has frontage along West Main Street
  • West Main Street offers high visibility (ADT 10,885), an important criteria for commercial tenants
• Non-active railroad line located directly adjacent to the site
  • If acquisition of the right-of-way is feasible, potential rails to trails conversion
• Potential vehicle and pedestrian access at the 3rd Street intersection (would require new, at grade crossing)

CHALLENGES:

• Non-active railroad line located directly adjacent to the site.
  • Owned by Genesee & Wyoming, Inc. (acquired from Pittsburgh & Ohio Central Railroad)
  • If acquisition of the right-of-way is not feasible, the Borough and Port Authority may want to investigate the likelihood of adding another crossing, improving access to the site
• Currently, continuous street retail frontage or sidewalks do not exist along the north west side of West Main Street
CARNEGIE PARK AND RIDE
NORTH EAST VIEWSHED OF W. MAIN STREET ACCESS

**OPPORTUNITIES:**
- Connection between West Busway and connector routes
- Destinations located in close proximity:
  - Carnegie Downtown Business District
  - Andrew Carnegie Free Library and Music Hall
  - Off the Wall Productions (a multicultural performing arts theater)
- Streetscape improvements and road diets to improve pedestrian safety (worked as two lanes during PENNDOT construction project)
- There appears to be width to add enhanced pedestrian access
  - **Parking:** On Street (south side only)
  - **Sidewalks:** Varies (8’+; southeast side)
  - **Bike Access:** On street bike route
  - **Speed Limit:** 25 mph

**CHALLENGES:**
- The PNR site is adjacent to a busy state road – West Main Street
  - Four traffic lanes and one lane for parallel parking
  - Limited pedestrian crosswalks from the site crossing West Main Street – Jefferson Street, Cubbage Street, and Chartiers Avenue
- Difficult pedestrian connection to downtown Carnegie
  - Difficulty attracting bus riders to the downtown district
  - No gateway signage to the downtown commercial business district
  - Regardless of access, it can be difficult to attract certain commuters to commercial businesses at the end of the day (e.g. commuters with families)
SCENARIO #1
GARAGE OVER BUS LOOP: PHASE ONE

- Connections to Logan Street and Veteran's Way remain viable in the short term but this scenario enables easy flexibility should a connection to West Main Street at 3rd Street be introduced at a later date.
- Future development phases could keep the connection to Veteran's Way though a larger development site is possible if that connection is vacated. By vacating the access point at Veteran's Way, a developer could have a more engaging storefrontage facing West Main Street.
SCENARIO #1
GARAGE OVER BUS LOOP: PHASE TWO

• The driveway through the site could be reconfigured to face West Main Street instead of from Logan Street, enabling buses to directly access West Main Street from the west busway.

• A West Main Street entrance is also a key selling point for developers.
SCENARIO #1
GARAGE OVER BUS LOOP: PHASE TWO

PORT AUTHORITY LAYOVER (8-10 BUSES)
- 70' SPACES FOR 60' BUSES
- 15' BETWEEN SPACES FOR EASY IN/OUT
- UP TO 4 CHARGING STATIONS

CARNEGIE STATION

REGIONAL BUS LAYOVER (1-3 BUSES)

OPTION: DEDICATED REGIONAL BUS PLATFORM FOR REGIONAL TRANSFERS

DRIVER FACILITIES AND OPERATIONAL SUPPORT

VAN SERVICE AND SERVICE VEHICLE PARKING.
VAN SERVICES COULD INCLUDE PARATRANSPORT SUCH AS ACCESS OR MICROTRANSIT SERVICE SIMILAR TO ACTA OR HERITAGE.
SERVICE VEHICLES COULD INCLUDE PORT AUTHORITY’S ROAD OPERATIONS OR MAINTENANCE VEHICLES.

BICYCLE PARKING (165)
SCENARIO #1
GARAGE OVER BUS LOOP: PHASE TWO

POTENTIAL LOADING ACCESS FROM MAIN SITE DRIVEWAY

POTENTIAL INFILL RETAIL DEVELOPMENT AT A LATER PHASE
SITE: 60’ X 115’ (6,900 SF)

FACADE FRONTAGES TOWARD WEST MAIN AND PORT AUTHORITY

VIABLE FOR MULTISTORY COMMERCIAL OR RESIDENTIAL WITH GROUND FLOOR RETAIL.
SITE: 115’ X 140’ (16,100 SF)
BUILDABLE: FIVE FLOORS, UP TO 80,500 SF

POTENTIAL LOADING ACCESS FROM VETERAN’S WAY

ELEVATORS AND STAIRS

GARAGE ENTRANCE WITH SPACE FOR PAID PARKING GATES

DRIVER FACILITIES AND OPERATIONAL SUPPORT

PICKUP AND DROP-OFF

2ND, 3RD, AND 4TH FLOOR PARKING (465)
<table>
<thead>
<tr>
<th>Summary Matrix</th>
<th>Garage Over Bus Loop</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scenario #1 Garage Over Bus Loop</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Parking Spaces</strong></td>
<td>465</td>
</tr>
<tr>
<td><strong>Bike Parking Facilities</strong></td>
<td>165</td>
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<tr>
<td><strong>Pick Up Drop Off Zone (Linear Feet)</strong></td>
<td>75</td>
</tr>
<tr>
<td><strong>Drop Off Distance to Station Platform (Minutes)</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Pick Up Drop Off Zone (Linear Feet)</strong></td>
<td>75</td>
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<tr>
<td><strong>Bus Layover Spaces (60’ Articulated)</strong></td>
<td>11-13</td>
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<tr>
<td><strong>Vehicular Access Points (Total)</strong></td>
<td>1-2</td>
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<td><strong>Active Frontage</strong></td>
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**Potential TOD Frontage:** 115’
**Garage Frontage:** 482’
**Total:** 597’
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SCENARIO #2
STAND ALONE GARAGE: PHASE ONE

- Garage entry from Veterans Way with an entry/exit from Logan Street
- Garage parking total: 430+/-
- Separate drop-off area
- TOD (4-5 story mixed-use): 70,000+/- square feet
- Pedestrian bridge connection
- Parking + loading may be provided within garage or have access from garage

- TOD area initially developed as surface parking with access from garage
- Bus loop at rear of site
- Minimum 12 60' articulated buses
- Maximum 15 60' articulated buses
- Includes infrastructure for future charging stations within island
- Driver facilities in island
SCENARIO #2
STAND ALONE GARAGE: PHASE ONE

- ADA PARKING + DROP OFF AREA
- 10-15 BUS LAYOVER SPACES
- DRIVER FACILITIES
- FUTURE CHARGING STATIONS
- VEGETATIVE BUFFER

LOGAN STREET ENTRY + EXIT
INTERNAL SPEED RAMP
PRIMARY ENTRY FROM VETERANS WAY

FUTURE TOD BACK OF HOUSE OPERATIONS
LOADING ZONE
PEDESTRIAN BRIDGE TOD CONNECTION
FUTURE RAIL TO TRAIL CONVERSION
PHASE 2

- CONNECT BUS LOOP TO GARAGE AND 3RD STREET ACCESS
- ADDITIONAL ENTRY AND EXIT POINT FOR ALL VEHICLES
- MINIMAL INFRASTRUCTURE CHANGES TO ACCOMPLISH PHASE 2
- RE-STRIPI NG OF GARAGE GROUND FLOOR
- CURB REALIGNMENT AT BUS LOOP
- SOLID BARRIER ALONG BUS ACCESS ROAD

GARAGE PARKING TOTAL: 390+/-
FUTURE TOD LOADING ZONE ACCESS CHANGES

SCENARIO #2
STAND ALONE GARAGE: PHASE TWO
SCENARIO #2
STAND ALONE GARAGE: PHASE TWO

- Logan Street Entry + Exit with new lane configuration
- Bus access road with solid barriers
- Logan Street
- Quaker State Construction
- Loading Zone
- Internal gate system
- 3rd Street entry for buses and PNR users
- 3rd Street pedestrian crossing and smart signal enhancements

Future TOD 4-5 stories (approx. 70,000+ square feet)

Plaza

3rd Street

West Main Street

Borough Building
### SUMMARY MATRIX
**STAND ALONE GARAGE**

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**Potential TOD Frontage: 330’**

**Garage Frontage: 300’**

**Total: 630’**
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DESIGN REVIEW
CONCEPT RENDERINGS: VIEW A

FUTURE TOD 4-5 STORIES
(APPROX. 70,000+ SQUARE FEET)

PLAZA

LOGAN STREET

INBOUND PLATFORM

OUTBOUND PLATFORM

QUAKER STATE CONSTRUCTION

BOROUGH BUILDING

WEST MAIN STREET

3RD STREET
DESIGN REVIEW
CONCEPT RENDERINGS: VIEW B
Raising your hand in Zoom

By desktop/laptop:
1. Click “Participants” on the Zoom Menu Bar at the bottom of the Zoom window.
2. A white “Participants” box will open. At the bottom of this screen, click, “Raise Hand.”

By IOS/Android:
1. Click “More” on the Zoom Menu Bar at the bottom of the Zoom window.
2. Choose “raise hand”

By telephone:
1. *6 to mute/unmute
2. *9 to raise hand