TRANSIT-ORIENTED DEVELOPMENT

AT PORT AUTHORITY OF ALLEGHENY COUNTY
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
Station Improvement Program

Phases
1. Station Evaluation
2. Station Area Planning
3. Design
4. Construction
5. Repeat
Station Area Plan

1. TOD feasibility
2. Station access
3. Station design
Station Area Plan

1. TOD feasibility -> joint development
2. Station access
3. Station design
Station Area Plan

1. TOD feasibility -> joint development
2. Station access -> first + last mile
3. Station design
Station Area Plan

1. TOD feasibility -> joint development
2. Station access -> first + last mile
3. Station design -> station renovation
Dormont Junction Station

- Light rail: Red Line
- 878 trips per day (top 25%)
Planning Process

1. February ‘18
   - Kick off
   - Existing conditions documentation & analysis

2. May ‘18
   - First round of stakeholder meetings

3. July ‘18
   - Vision development + ongoing stakeholder coordination

4. August ‘18
   - Second round stakeholder meetings: goals + priorities

5. December ‘18
   - Next steps - finalized plans
## User Input

### Where are you coming from/where are you going?

<table>
<thead>
<tr>
<th>Distance</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between Work and Home</td>
<td>66.0%</td>
</tr>
<tr>
<td>Less than 1 Mile</td>
<td>54.2%</td>
</tr>
<tr>
<td>Greater than 1 Mile</td>
<td>45.6%</td>
</tr>
</tbody>
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<tr>
<th>Distance</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>All Other Combinations</td>
<td>34.0%</td>
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</table>

### Travel Distance:

<table>
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### Barriers / Obstacles:

<table>
<thead>
<tr>
<th>Obstacle</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No or poor condition sidewalks</td>
<td>6.9%</td>
</tr>
<tr>
<td>No or poor condition crosswalks</td>
<td>1.7%</td>
</tr>
<tr>
<td>Long waits</td>
<td>7.5%</td>
</tr>
<tr>
<td>Lack of lighting</td>
<td>2.3%</td>
</tr>
<tr>
<td>I felt alone</td>
<td>1.7%</td>
</tr>
<tr>
<td>I felt confused</td>
<td>1.7%</td>
</tr>
<tr>
<td>I felt unsafe from traffic</td>
<td>17.9%</td>
</tr>
</tbody>
</table>

### What would you like to see that would make this station better?

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>50.8%</td>
</tr>
<tr>
<td>Parking Amount</td>
<td>23.1%</td>
</tr>
<tr>
<td>Safety</td>
<td>16.2%</td>
</tr>
<tr>
<td>Information</td>
<td>15.4%</td>
</tr>
<tr>
<td>Amenities</td>
<td>15.4%</td>
</tr>
<tr>
<td>Pathways</td>
<td>14.6%</td>
</tr>
<tr>
<td>Accessibility</td>
<td>5.4%</td>
</tr>
<tr>
<td>TVM's</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

* Sample size of 146 of 380, confidence level of 95%, confidence interval of 6.37
Transit-Oriented Development
Transit-Oriented Development

- Five-story building, 58,100 SF residential
- Five-story building, 53,160 SF residential
- Four-story building, 5,630 SF first floor commercial, 40,880 SF office, 20' step back of building along West Liberty Avenue
- Four-story building, 6,000 SF first floor commercial, 51,120 SF residential, 20' step back of building along West Liberty Avenue
Station Access: West Liberty
Station Access: Biltmore

- BUC-ONLY CONNECTOR ROAD
- VEHICULAR DROP-OFF LOOP
- VEGETATED STREETSCAPE
- 10’ WIDE SIDEWALKS
- PAVER CROSSWALKS
- PERMEABLE PAVERS ALONG BILTMORE
- PAVER CROSSWALKS
- BILTMORE AVENUE & WEST LIBERTY AVENUE INTERSECTION IMPROVEMENTS:
  - REALIGN BILTMORE AVENUE TO INTERSECTION APPROACH
  - INSTALL TRAFFIC SIGNAL CONTROL FEATURES
  - ALLOW ALL MOVEMENTS AT INTERSECTION
Station Access: Raleigh + Park
Station Conceptual Design
Station Conceptual Design

- **Secondary Egress/Future Access**: On-grade access point for emergency egress and potential future use.
- **Controllable with locked gate to match new guardrails.
- **Station Canopies**: Painted steel frame structure on 18” high concrete base with transparent solid-core polycarbonate panels.
- **Secondary canopy covers 6’-0” width on outside of platform for approach and ticketing, bike parking and additional seating.

- **Platform Extension**: Extend/Current platform length 10’ to 15’ to conform with station design guidelines.
- **Bike Parking**: Covered bike parking.
- **Shared Vehicle Infrastructure**: Utility-ready for charging stations for shared vehicle stations.

- **Identity Signage**: Tall identity sign system for visibility from commuter drop-off location, consistent with Port Authority’s wayfinding design guidelines.
- **Access Control Booth**: Provided at singular access point, with 360 degree visibility.

- **Public Art/Signage**: Bold, visible Port Authority branding graphic or commissioned public art piece.
- **Graphic is placed on perforated metal panels that double as a platform guardrail.

- **Large Pedestrian Crossing**: Removable bollards.
- **Differentiated paving.

- **Trash Receptacles**: Trash receptacles are placed regularly within proximity to passenger seating areas.

- **Landscape Planters**: Modular planting at pedestrian zones.

- **ADA Ramp**: 6’-0” wide ADA accessible ramp (1:12) with handrails and mid-ramp landing.

- **Handrails + Guardrails**: Handrails and guardrails consistent with Port Authority’s Light Rail Station Design Guidelines.

- **Covered Approach and Twins**: 6’-0” covered area on outside of each platform.
- **Ticket vending machines placed all approach to access point.

- **Secondary Egress/Future Access**: Stair access path for secondary agency and potential future use.
- **Guardrail**: Guardrail with locked gate to match new guardrails.

- **风障**：Modular glass or perforated metal panels supported by vertical posts protect seating areas.
- **Wind Screens allow opportunities for selective additional signage, ad locations, and shading.

- **Passenger Seating**: Concrete benches span between 20’-0” column bays and double as column base.
- **Wood or composite seat area is easily replaceable as-needed over time.”
Next Steps
Port Authority's Station Improvement Program, is a key piece of our transit-oriented development program. The purpose of the Station Improvement Program is to invest capital resources into existing fixed-guideway assets to encourage more transit ridership and investment.

The first phase of the Station Improvement Program was a station evaluation used to prioritize station areas for investment.

Port Authority conducted an evaluation of all 75 unique station locations across 57 metrics and stations.

Station Evaluation Process

- Negley Station
- Station Square
- Dormont Junction
QUESTIONS?

DORMONT JUNCTION STATION
STATION AREA PLAN

TOD Program
Planning Department
Port Authority

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TOD Manager
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