

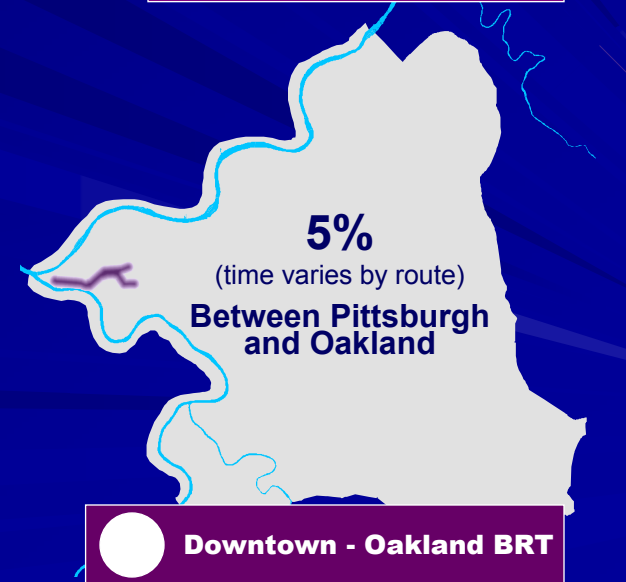
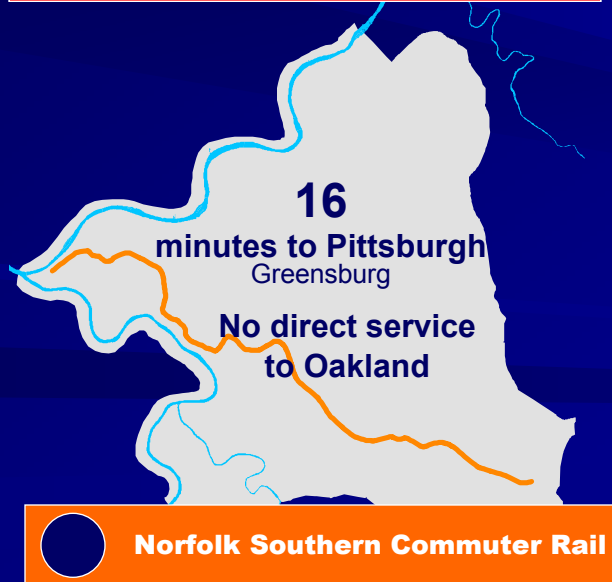
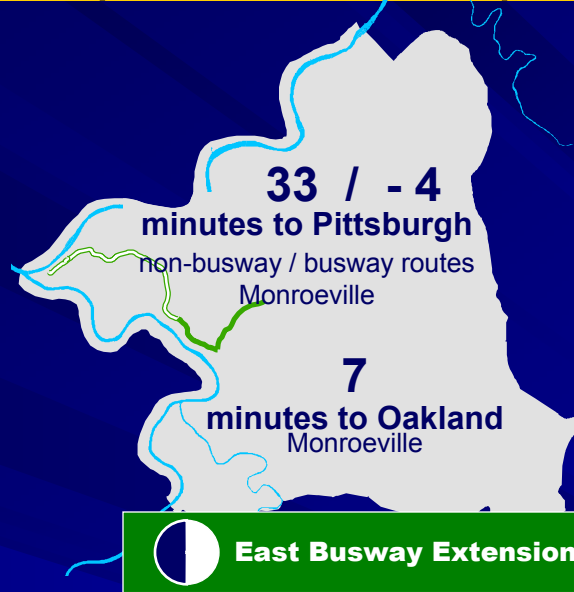
Evaluation Strategy

Sample Evaluation Matrix

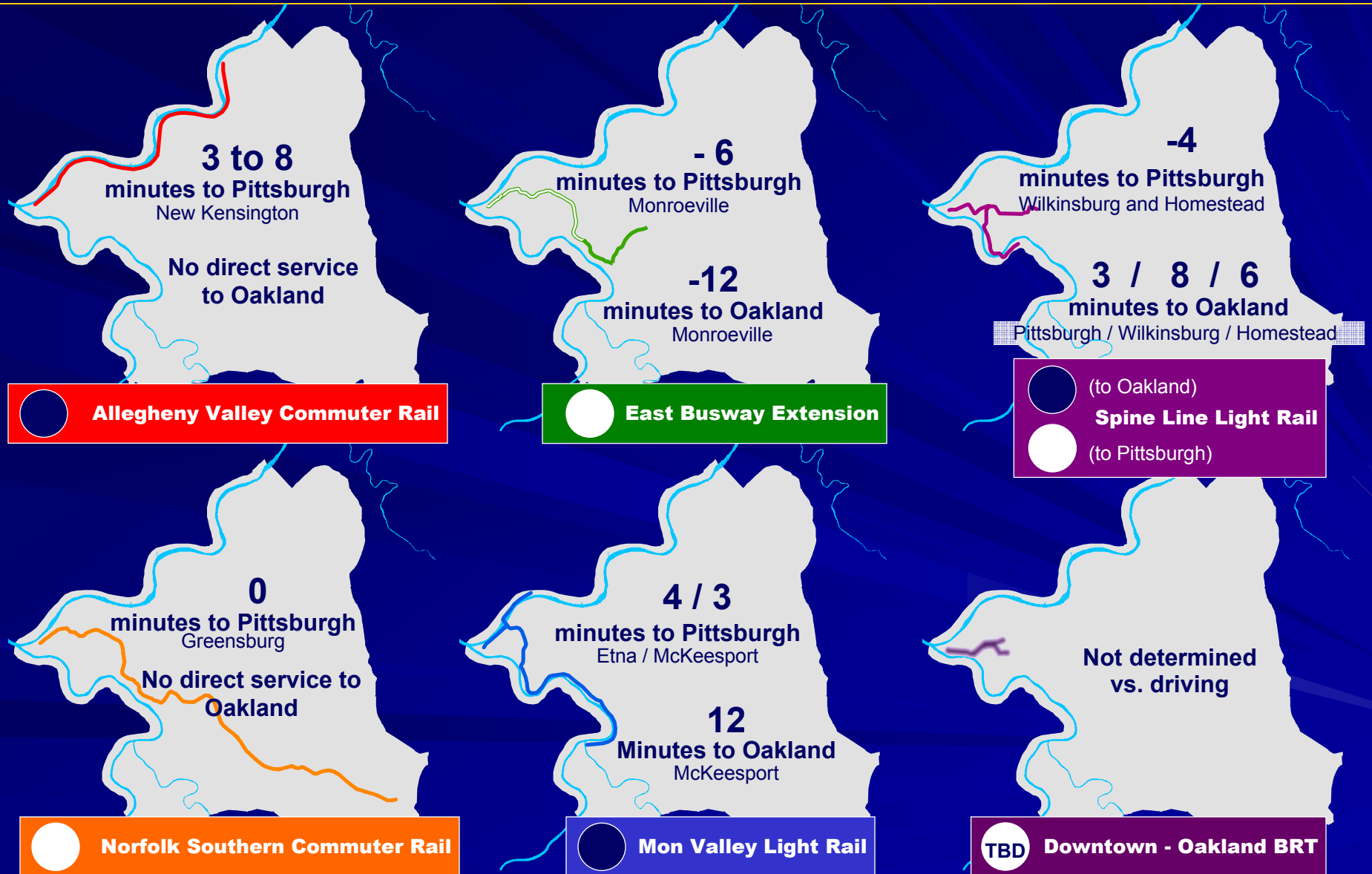
Alternative	Travel Time Reductions	Changes to Existing Choices	Connectivity to other Transp. Services	Connectivity to Key Destinations	Capital Costs (2006 \$)	O&M Costs (2006 \$)	Ridership	Use of Existing Facilities	support/ complement TOD	Public Support
Alternative 1	• Description of accessibility of this alternative	• Description of institutional issues related to this alternative	•etc.							
<i>Rating</i>	○	○	○	○	○	○	○	○	○	○
Alternative 2										
<i>Rating</i>	○	○	◐	●	◐	◐	◐	◐	◐	◐
Alternative 3										
<i>Rating</i>	◐	◐	●	◐	○	◐	●	◐	●	◐
Alternative 4										
<i>Rating</i>	◑	◑	◑	◑	◑	◐	◑	◐	○	○

For each alternative (rows) there is text describing its performance in each evaluation category (columns). In addition there is a circle below it that shows a high-medium or low rating for each alternative in each category. High = full (dark) circle, medium = half circle, low = empty (white) circle. The final selection of the Locally Preferred Alternatives will depend on which characteristics are felt to be the most important and how each alternative helps to address the most pressing needs of the region. Public support will play a large role in the selection of Locally Preferred Alternatives.

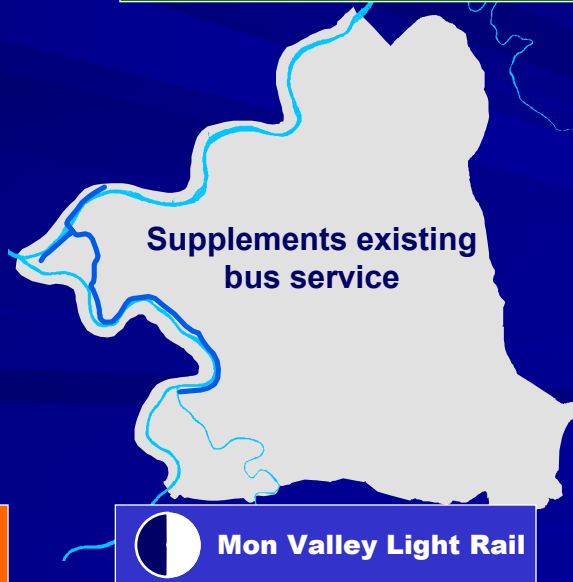
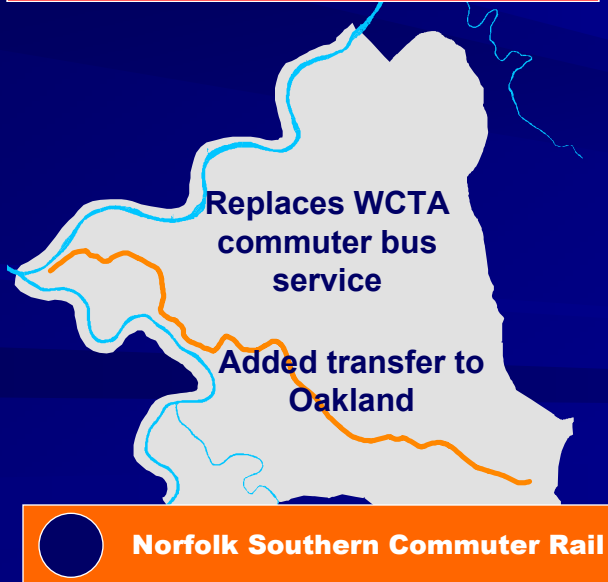
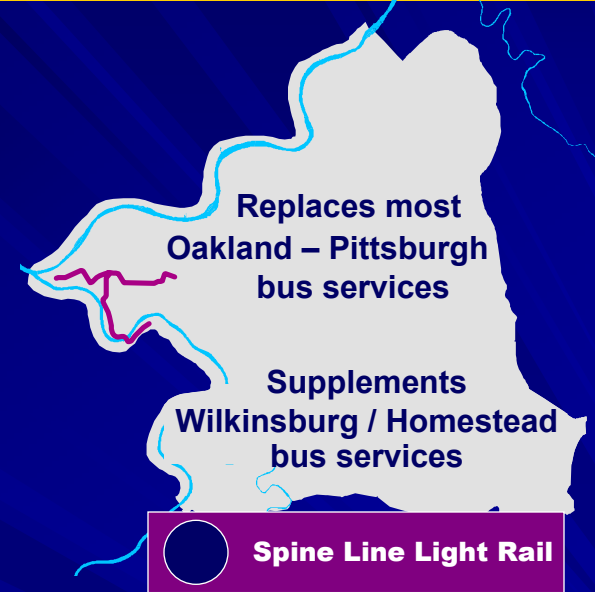
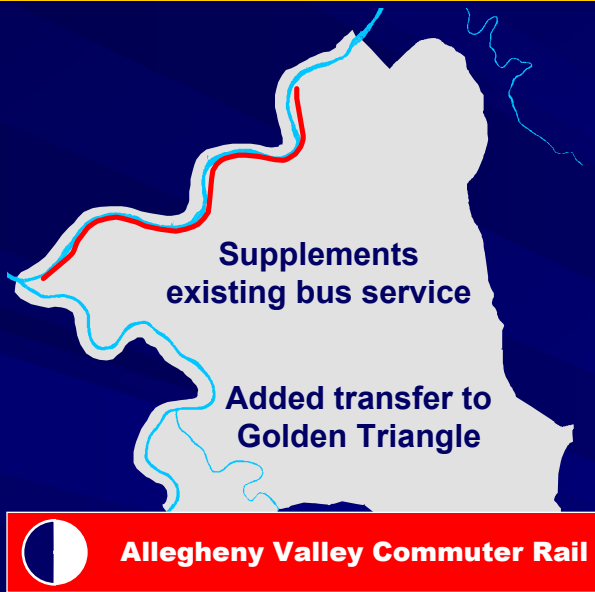
Transit Travel Time Savings vs. Existing Transit (in minutes)



Transit Travel Time Savings vs. Driving (in minutes, projected for year 2025)



Changes to Existing Transit Choices



Connections to Other Transportation Services



WCTA Routes
Local / Regional Bus Routes
(walking transfer in Downtown Pittsburgh)

Allegheny Valley Commuter Rail

This map shows the Allegheny Valley Commuter Rail route in red, connecting to WCTA routes and local/regional bus routes with a walking transfer in Downtown Pittsburgh.



East Busway Routes
Amtrak
(at Penn Station)
Greyhound
(at Penn Station)
Local / Regional Bus Routes
(at Penn Station)

East Busway Extension

This map shows the East Busway Extension route in green, connecting to East Busway routes, Amtrak, Greyhound, and local/regional bus routes at Penn Station.



North Shore Light Rail
(direct service)
South Hills "T"
East Busway Routes
(in Wilkinsburg)
Local / Regional Bus Routes

Spine Line Light Rail

This map shows the Spine Line Light Rail route in purple, connecting to North Shore Light Rail (direct service), South Hills "T", East Busway Routes in Wilkinsburg, and local/regional bus routes.



WCTA Routes
East Busway Routes
Amtrak
(at Penn Station)
Greyhound
(at Penn Station)
Local / Regional Bus Routes
(at Penn Station)

Norfolk Southern Commuter Rail

This map shows the Norfolk Southern Commuter Rail route in orange, connecting to WCTA routes, East Busway routes, Amtrak, Greyhound, and local/regional bus routes at Penn Station.



North Shore Light Rail
South Hills "T"
Local / Regional Bus Routes

Mon Valley Light Rail

This map shows the Mon Valley Light Rail route in blue, connecting to North Shore Light Rail, South Hills "T", and local/regional bus routes.

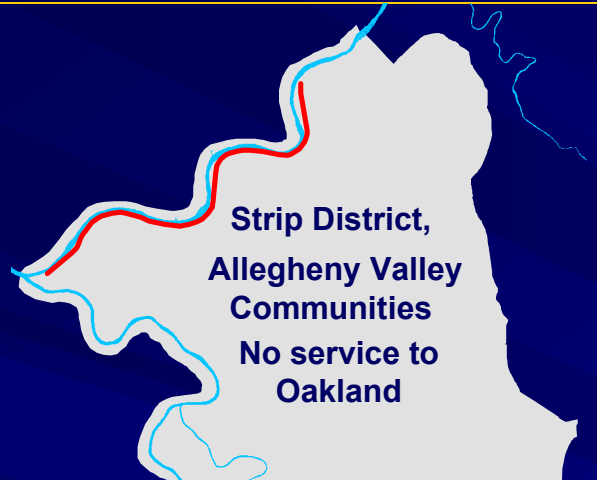


Local / Regional Bus Routes

Downtown - Oakland BRT

This map shows the Downtown - Oakland BRT route in purple, connecting to local/regional bus routes.

Exclusive Guideway Service to Key Destinations



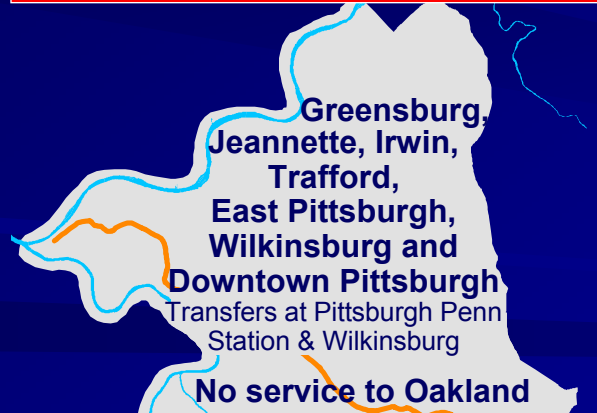
to Oakland
Allegheny Valley Commuter Rail
 to Other Destinations



to Oakland
East Busway Extension
 to Other Destinations



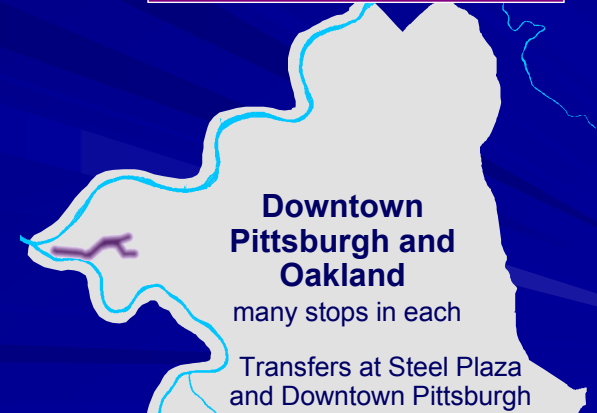
to Oakland
Spine Line Light Rail
 to Other Destinations



to Oakland
Norfolk Southern Commuter Rail
 to Other Destinations

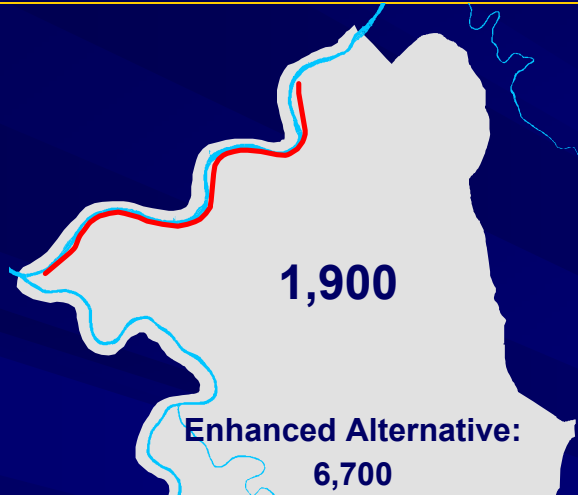




to Oakland
Mon Valley Light Rail
 to Other Destinations

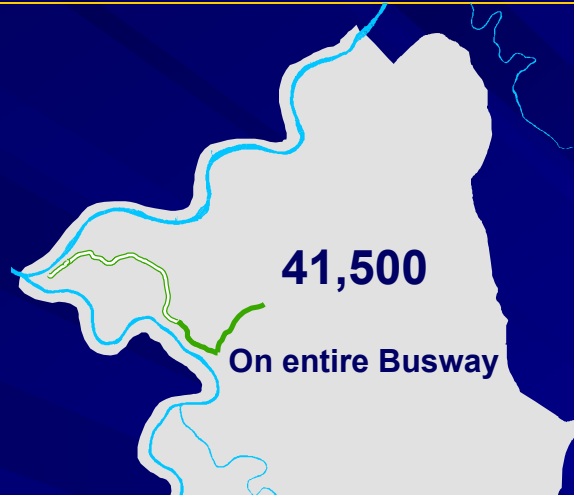



to Oakland
Downtown - Oakland BRT
 to Other Destinations

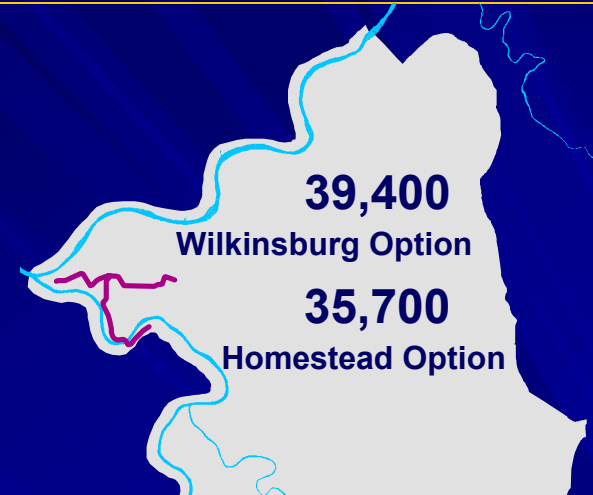
Projected Daily Boardings (year 2025)



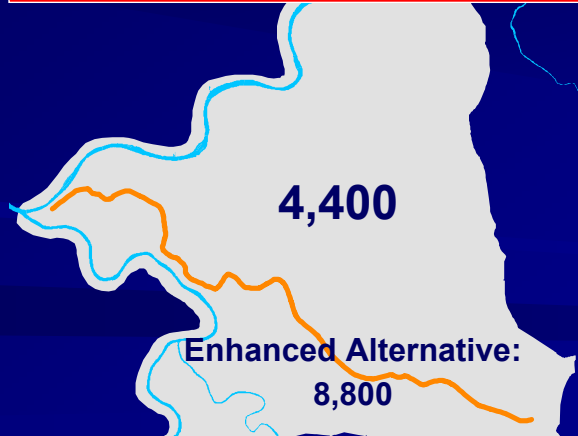
 (regular alternative)
Allegheny Valley Commuter Rail
 (enhanced alternative)



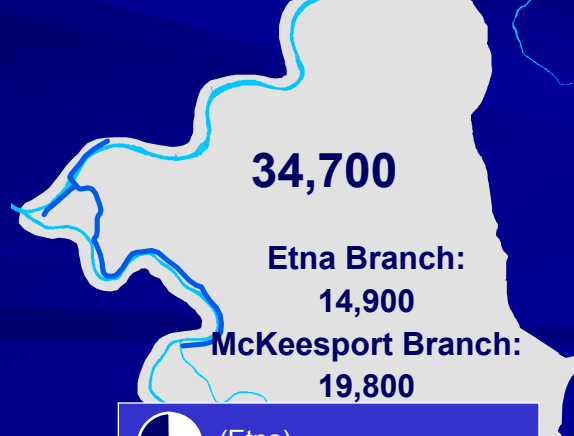
 **East Busway Extension**



 **Spine Line Light Rail**



 **Norfolk Southern Commuter Rail**

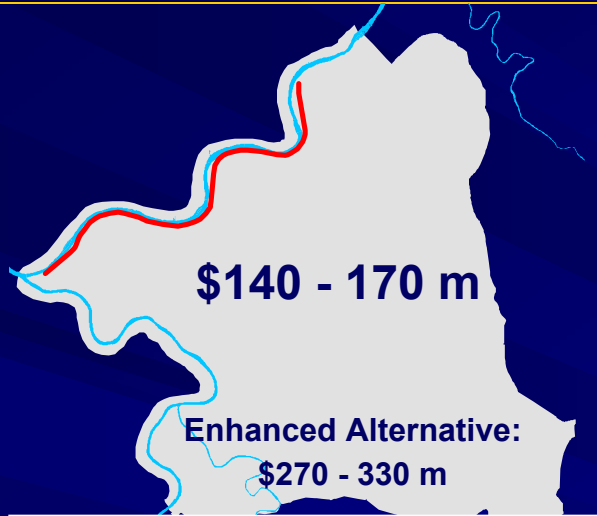


 (Etna)
Mon Valley Light Rail
 (McKeesport)



 **Downtown - Oakland BRT**

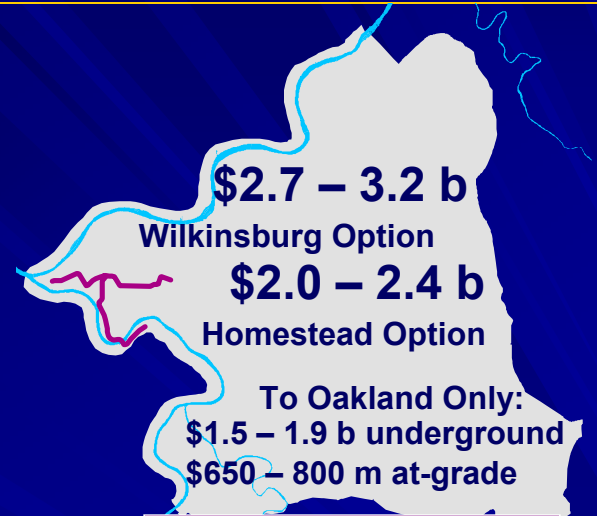
Capital Costs (2006 Dollars)



Allegheny Valley Commuter Rail



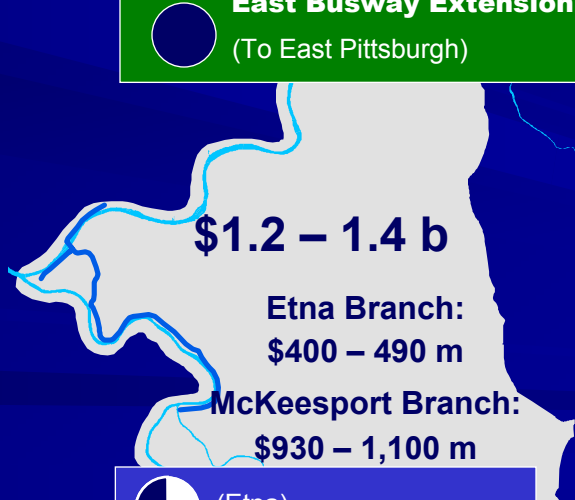
(To Monroeville)
East Busway Extension
(To East Pittsburgh)



(Tunnel Options)
Spine Line Light Rail
(To Oakland At-Grade)



Norfolk Southern Commuter Rail

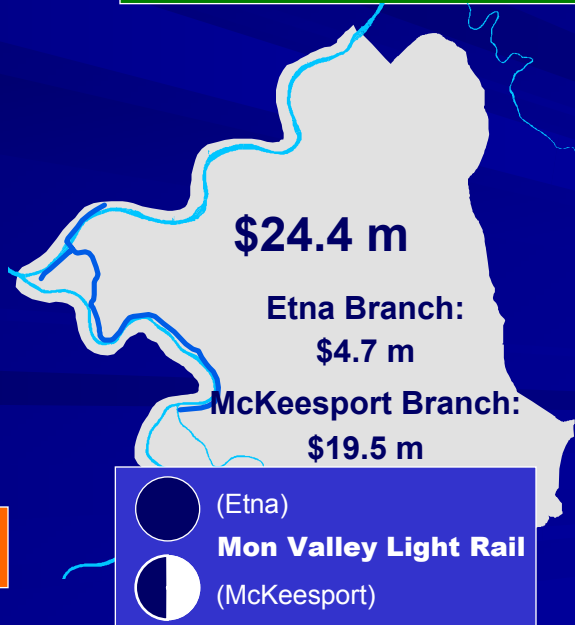
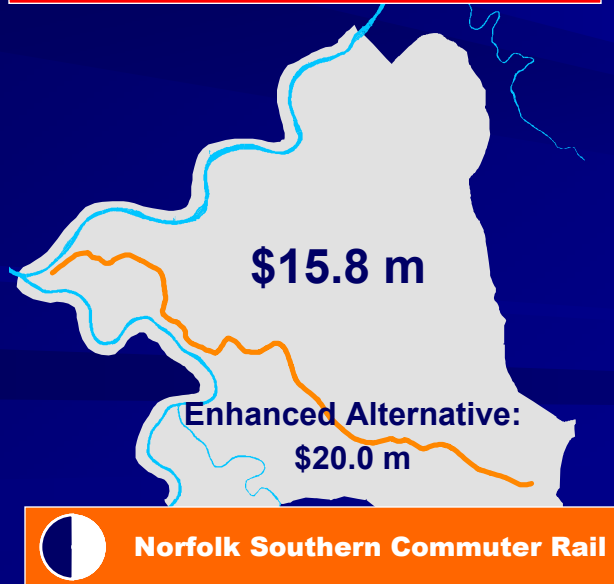
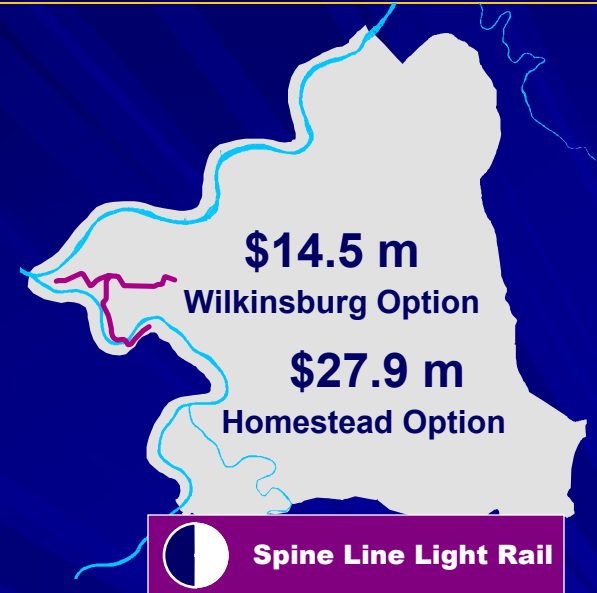
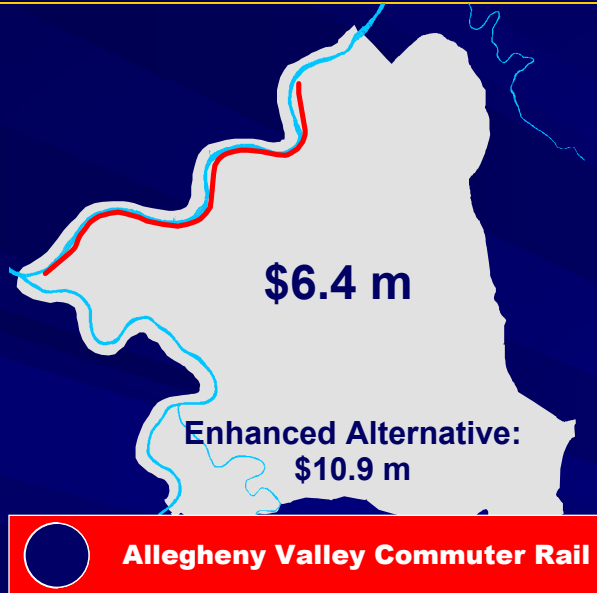


(Etna)
Mon Valley Light Rail
(McKeesport)

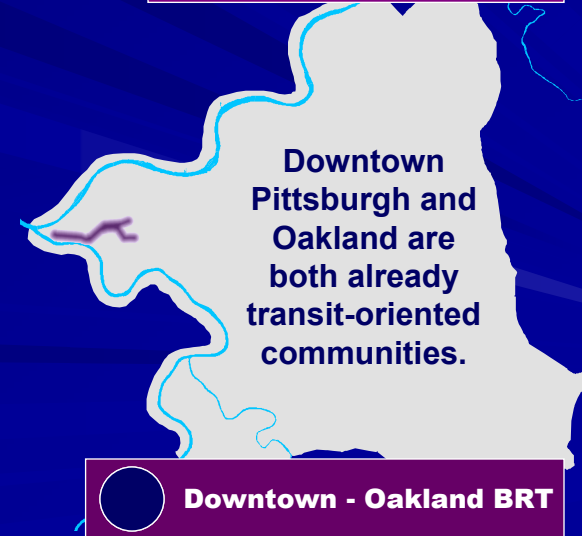
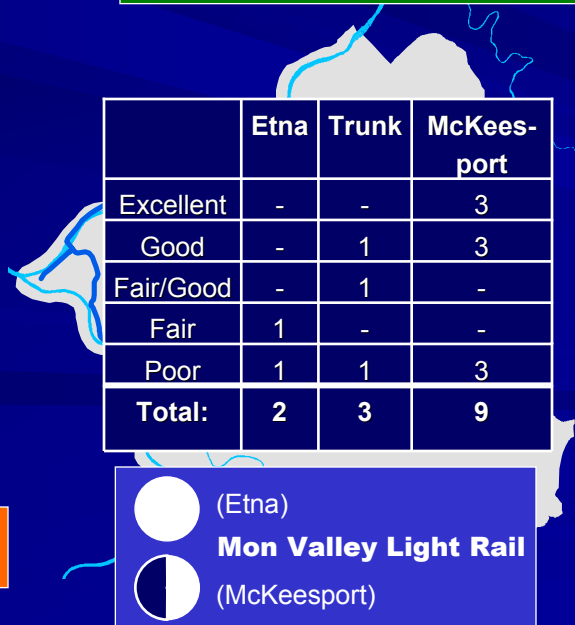
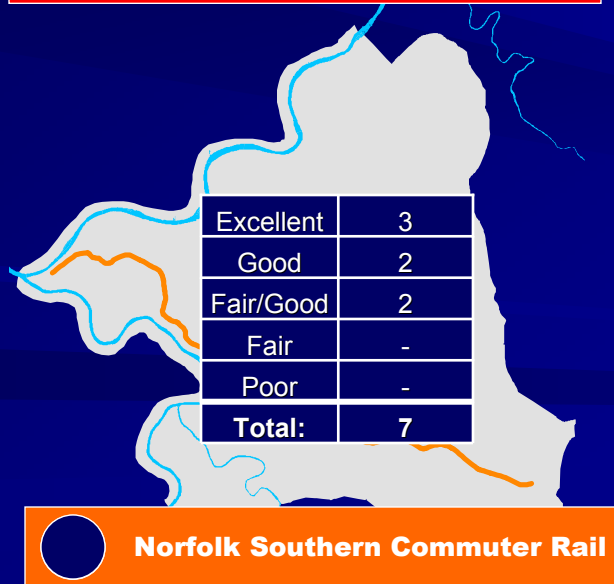
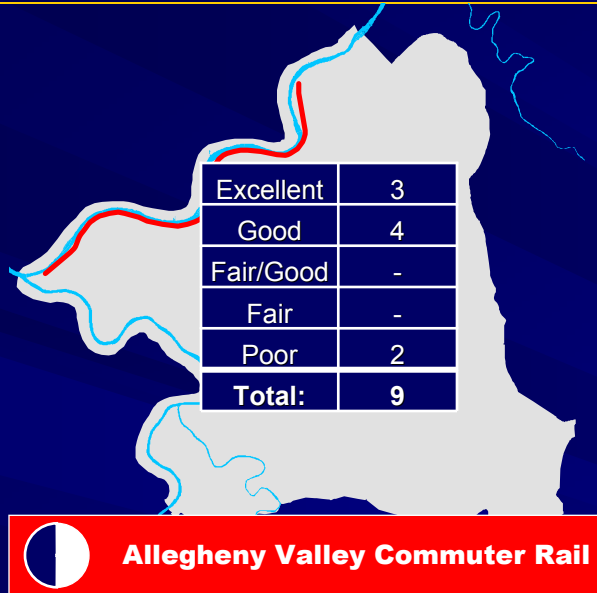


TBD Downtown - Oakland BRT

Operation and Maintenance Costs (Annual 2006 Dollars)



Potential for TOD near Stations



Evaluation Summary

	vs. Transit Travel Times	vs. Highway Travel Times	Transit Changes	Connections	To Oakland	To Other Destinations	Daily Boardings	Capital Cost	O&M Cost	Existing Facilities	TOD Potential	Public Support
Allegheny Valley Commuter Rail							 (Regular) (Enhanced)					TBD
East Busway Extension							 (Monroeville) (E. Pitt.)					TBD
Norfolk Southern Commuter Rail												TBD
Mon Valley Light Rail							 (Etna) (McKeesport)	 (Etna) (McKeesport)	 (Etna) (McKeesport)		 (Etna) (McKeesport)	TBD
Spine Line Light Rail		 (to Oakl.) (to Pittsb.)						 (Tunnel) (At-Grade)			 (Wilkinsburg) (Homestead)	TBD
Oakland BRT		TBD						TBD	TBD			TBD