












































































This evaluation document will be used to help identify the Locally Preferred Alternatives for the Eastern Corridor region. A Locally Preferred Alternative, or LPA, is a reasonable transit alternative that is technically feasible, provides identifiable benefits to the area it serves and has the support and financial backing of local residents, stakeholders and elected officials. It is identified through technical evaluation and comments received through public outreach. The purpose of this study is to identify several Locally Preferred Alternatives for the Eastern Corridor Region from those recommended by the previous study, the Eastern Corridor Transit Study (ECTS).

The summary table below shows how each alternative (rows) performs in each of several categories (columns). As is shown in the legend, a high performance is designated by a full (dark) circle, medium performance by a half circle and low performance by an empty (white) circle. *Note that adding up the total number of high, medium and low performance ratings received by each alternative will only provide an overview of the alternatives. It will not identify the Locally Preferred Alternatives.* 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.

Legend	
	= High Performance
	= Medium Performance
	= Low Performance
TBD	= To Be Determined

The following pages will provide more detailed information to accompany each of the performance ratings shown in the summary table.

Summary

	Transit Travel Time Reduction	Comparison to Highway Travel Times	Changes to Existing Transit Choices	Major Connection to Other Transit Services	Exclusive Guideway Service to Oakland	Exclusive Guideway Service to Other Destinations	Daily Transit Boardings	Capital Cost (2006\$\$)	Operation and Maintenance Costs (2006\$\$)	Use of Existing Facilities	TOD Potential	Public Support
Allegheny Valley Commuter Rail							 (Regular)  (Enhanced)					TBD
East Busway Extension								 (Monroeville)  (E. Pittsburgh)				TBD
NS Commuter Rail												TBD
Mon Valley Light Rail							 (Etna)  (McKeesport)	 (Etna)  (McKeesport)	 (Etna)  (McKeesport)		 (Etna)  (McKeesport)	TBD
Spine Line Light Rail		 (to Oakland)  (to Pittsburgh)						 (Underground)  (At-Grade)			 (W)  (H)	TBD
Oakland BRT		TBD						TBD	TBD			TBD

Ability to Satisfy Needs

	Segment for Comparison	Need: Improve Transit Service Quality			Need: Improve Transit Choices and Provide Alternative to Driving		
		Transit Travel Time Reduction vs. Existing Transit Services			2025 Transit Time vs. Estimated Highway Time (minutes)		Changes to Existing Transit Choices
		Minutes:	Percent:	Versus:	Minutes:	Percent:	
Allegheny Valley Commuter Rail	New Ken. ¹ - Pittsburgh ² :	10 - 15	15 - 23%.	Rt. 78A	3-8	7-18%	<ul style="list-style-type: none"> Supplements existing bus routes with exclusive guideway service – increased speed, capacity and more direct route to Pittsburgh Introduces a transfer (to bus shuttle) not required of riders on the existing PAAC Route 78A. Will have feeder bus service to stations
East Busway Extension	Monroeville - Pittsburgh (skip-stop):	33	49%	Rt. 67A ³	-6	-21%	<ul style="list-style-type: none"> Additional Connectivity to Monroeville – new bus routes New exclusive transit guideway – faster access for 5 PAAC routes and some WCTA routes to East Busway, Oakland and Downtown Pittsburgh from Monroeville, East Pittsburgh and Braddock Reduces route lengths in mixed traffic Currently the exclusive guideway can be accessed in Swissvale, Wilksburg or Oakland for Downtown Pittsburgh trips
	Monroeville - Oakland:	-4	-13%	Rt. 68A ⁴	-12	-43%	
NS Commuter Rail	Greensburg - Pittsburgh:	16	20%	1F (WCTA)	0	0%	<ul style="list-style-type: none"> Replaces commuter express bus route (WCTA 1F) with exclusive guideway service – increased speed and capacity, more direct route to Pittsburgh. Introduces a transfer not required of riders on the existing WCTA Route 4 to reach Oakland. Will have feeder bus service to stations
Mon Valley Light Rail	McKeesport - Pittsburgh:	14	28%	Rt. 56C	3	8%	<ul style="list-style-type: none"> Supplements existing bus routes with fixed guideway service – increased speed and capacity More direct service from Mon Valley to Downtown Pittsburgh, Oakland and the northern Allegheny Valley shore.
	McKeesport - Oakland:	23	50%	Rt. 61C	12	34%	
	Etna - Pittsburgh:	6	30%	Rt. 1A	4	22%	
Spine Line Light Rail	Pittsburgh - Wilksburg:	17	43%	Rt. 61A	-4	-21%	<ul style="list-style-type: none"> Replaces most existing bus routes between Oakland and Downtown Pittsburgh, a highly congested area New exclusive guideway service within Oakland Supplements existing bus routes to Downtown Pittsburgh and Oakland from Squirrel Hill or Hazelwood and Homestead.
	Pittsburgh - Homestead:	0 ⁵	0%	Rts. 53F&H	-4	-20%	
	Oakland - Wilksburg:	9	45%	Rt. 61A	7	39%	
	Oakland - Homestead:	10	45%	Rt. 61C	5	29%	
	Oakland - Pittsburgh:	3-4	20-25%	Rt. 61A ⁶	2	14%	
				● (to Oakland) ○ (to Pittsburgh)			
Oakland BRT	Oakland - Pittsburgh:	varies	5%	Current bus route travel times	Not determined		<ul style="list-style-type: none"> Increased travel speed and reliability through transit signal priority, improved fare collection or other methods. Routes affected: 61A, 61B, 61C, 67A, 67C, 67E, 67F, 67G, 67H, 67J, 71C, 71D, 77C, 78C, 500
					TBD		

¹ Allegheny Valley Commuter Rail travel time is shown only as far east as New Kensington, rather than the alternative's terminus of Arnold, for consistency between highway and transit travel times. Existing PAAC Route 78A does not travel to Arnold.

² In all descriptions, Pittsburgh refers to downtown Pittsburgh, in or near the Golden Triangle

³ Route 67A does not travel on a busway

⁴ Route 68A travels on a busway for part of its route

⁵ Routes 53F and H only reach 8th and Ann Streets, they do not enter into the Waterfront development, where the SpineLine Homestead alternative would terminate. To make a reasonable comparison of travel times, one minute was added to the bus travel time to account for access time from its current route to the Waterfront.

⁶ This assumes 4-5 minutes of the 20 minute travel time shown in the Route 61A schedule between timepoints Forbes/Craig and Forbes/Stanwix would be traveling into downtown Pittsburgh beyond the terminus of the light rail alternative at Steel Plaza.

Ability to Satisfy Needs (continued)

Need: Convenient, Continuously Linked Transit Network

	Major Connections to Other Transit Services	Exclusive Guideway Service to Oakland	Exclusive Guideway Service to Other Destinations
Allegheny Valley Commuter Rail	<ul style="list-style-type: none"> WCTA Routes in New Kensington to Avonmore, Mills Mall Business/Research Park and Penn State New Kensington Local and regional transit routes in Downtown Pittsburgh serving most neighboring counties - requires walking or bus shuttle transfer from Strip District 	<ul style="list-style-type: none"> No direct service to Oakland Transfer to Oakland possible in Downtown Pittsburgh via shuttle bus or walking transfer to local bus routes (non-exclusive guideway) 	<p><u>Direct Service:</u></p> <ul style="list-style-type: none"> Strip District, Allegheny Valley Options exist to bring the service farther into Downtown Pittsburgh (11th St.) Optional routing to Penn Station via Brilliant Branch Potential extension east to Armstrong County <p><u>Via Transfer:</u></p> <ul style="list-style-type: none"> Downtown Pittsburgh via shuttle bus Many other regional destinations via transfer to other transit services in Downtown Pittsburgh – requires walking or bus shuttle in Downtown Pittsburgh
	◐	○	◐
East Busway Extension	<ul style="list-style-type: none"> All East Busway Routes Local and regional transit routes serving Allegheny and most neighboring counties from Penn Station Amtrak and Greyhound intercity services 	<ul style="list-style-type: none"> Extended reach of exclusive guideway Oakland service to Braddock, East Pittsburgh and Monroeville – one Oakland busway station, but continuing service on Oakland local roads without transfer (non-exclusive guideway) 	<p><u>Direct Service:</u></p> <ul style="list-style-type: none"> Monroeville/Monroeville Mall area, East Pittsburgh, Braddock, Wilksburg, Oakland and Downtown Pittsburgh. <p><u>Via Transfer:</u></p> <ul style="list-style-type: none"> Many other regional destinations accessible via transfer to other transit services in Downtown Pittsburgh or other East Busway stations
	◐	●	◐
NS Commuter Rail	<ul style="list-style-type: none"> Connection with several WCTA routes in Greensburg/Route 30 Corridor East Busway routes from Wilksburg Local and regional transit routes serving Allegheny and most neighboring counties from Penn Station Amtrak and Greyhound intercity services 	<ul style="list-style-type: none"> No direct service to Oakland Transfer to Oakland possible in Downtown Pittsburgh via transfer to local bus routes (non-exclusive guideway) 	<p><u>Direct Service:</u></p> <ul style="list-style-type: none"> Greensburg, Jeannette, Irwin, Trafford, East Pittsburgh, Wilksburg and Downtown Pittsburgh. Possible extension to Latrobe <p><u>Via Transfer:</u></p> <ul style="list-style-type: none"> Many other regional destinations accessible via transfer to other transit services in Downtown Pittsburgh, Greensburg and Wilksburg
	◐	○	●
Mon Valley Light Rail	<ul style="list-style-type: none"> Cross-platform transfers to South Hills and North Shore “T” service Local and regional bus routes from Mon Valley, Oakland and Downtown Pittsburgh transfer points 	<ul style="list-style-type: none"> Direct access to Oakland from Mon Valley – two Oakland stations in CMU area Cross-platform transfer to Oakland possible at proposed 31st Street Station via McKeesport Branch – two Oakland stations 	<p><u>Direct Service:</u></p> <ul style="list-style-type: none"> Etna /northern Allegheny Valley, McKeesport / Mon Valley, Strip District and Downtown Pittsburgh Carrie Furnace and Hazelwood development sites <p><u>Via Transfer:</u></p> <ul style="list-style-type: none"> North Shore - Mon Valley connection – cross platform transfer South Hills and North Shore – cross-platform transfer Many other regional destinations accessible via transfer to other transit services in Downtown Pittsburgh
	◐	◐	◐
Spine Line Light Rail	<ul style="list-style-type: none"> Through-service to North Shore Cross-platform transfers to South Hills “T” Local and regional bus routes from Downtown Pittsburgh and Oakland transfer points East Busway routes from Wilksburg & Downtown Pittsburgh 	<ul style="list-style-type: none"> Direct access to Oakland – stations in several Oakland locations 	<p><u>Direct Service:</u></p> <ul style="list-style-type: none"> Downtown Pittsburgh, North Shore, Hill District, Wilksburg and/or Homestead, the Waterfront and Homestead development sites <p><u>Via Transfer:</u></p> <ul style="list-style-type: none"> South Hills connection – cross platform transfer Many other regional destinations accessible via transfer to other transit services in Downtown Pittsburgh
	●	●	●
Oakland BRT	<ul style="list-style-type: none"> Local and regional bus routes from Downtown Pittsburgh and Oakland transfer points, as well as other major locations along each of the routes. 	<ul style="list-style-type: none"> Direct access to Oakland – stations in several Oakland locations 	<p><u>Direct Service:</u></p> <ul style="list-style-type: none"> Downtown Pittsburgh <p><u>Via Transfer:</u></p> <ul style="list-style-type: none"> South Hills, North Shore, East Busway destinations Many other regional destinations accessible via transfer to other transit services in Downtown Pittsburgh
	◐	●	◐

Cost Effectiveness

	Daily Transit Boardings	Capital Cost (2006\$\$)	Operation and Maintenance Costs (2006\$\$)
Allegheny Valley Commuter Rail	1,900	\$140 - 170 m	\$ 6.4 m
	<u>Enhanced Alternative:</u> 6,700	<u>Enhanced Alternative:</u> \$270 - 330 m	<u>Enhanced Alternative:</u> \$10.9 m
	○ (Regular) ◐ (Enhanced)	●	●
East Busway Extension	41,500 (on entire Busway)	<u>To Monroeville:</u> \$390 - 480 m	<u>To Monroeville:</u> \$14.1 m
	◐	<u>To East Pittsburgh:</u> \$240 - 300 m	<u>To East Pittsburgh:</u> Costs not determined
	◐ (to Monroeville) ● (to East Pittsburgh)	◐ (to Monroeville) ● (to East Pittsburgh)	◐
NS Commuter Rail	4,400	\$190 - 230 m	\$15.8 m
	<u>Enhanced Alternative:</u> 8,800	<u>Enhanced Alternative:</u> \$250 - 300 m	<u>Enhanced Alternative:</u> \$20.0 m
	◐	●	◐
Mon Valley Light Rail	34,700 Total	\$1,200 - 1,400 m	\$24.4 m
	<u>Single branch from Pittsburgh:</u> 14,900 – Etna 19,800 – McKeesport	<u>Single branch from Pittsburgh:</u> \$400 - 490 m to Etna \$930 - 1,100 m to McKeesport Continued deferral of the North Shore Connector's Convention Center Branch would increase the cost of this alternative by the amount of that connection.	<u>Single branch from Pittsburgh:</u> \$ 4.7 m to Etna \$19.5 m to McKeesport
	● (Etna) ◐ (McKeesport)	◐ (Etna) ○ (McKeesport)	● (Etna) ◐ (McKeesport)
Spine Line Light Rail	39,400 (Wilkinsburg) 35,700 (Homestead)	\$2,700 - 3,200 m (Wilkinsburg) \$2,000 - 2,400 m (Homestead)	\$ 14.5 m (Wilkinsburg) \$27.9 m (Homestead)
	<u>Underground to Oakland Only:</u> Has not been evaluated <u>At-Grade to Oakland Only:</u> Has not been evaluated	<u>to Oakland Only:</u> \$1,500 - 1,900 m (underground) \$650 - 800 m (at-grade)	
	●	○ (Underground) ◐ (at-Grade)	◐
Oakland BRT	5,900 above current ridership levels (total for all routes)	Costs not evaluated	Costs not evaluated
	◐	TBD	TBD

Existing Resources and Community Coordination

	Existing Facilities	TOD Potential		
Allegheny Valley Commuter Rail	<ul style="list-style-type: none"> AVR ROW is intact, with space for extra track ROW owner interested in CR/freight agreement Brilliant Branch may be available for alternate routing Could use existing platform and gazebo in Oakmont. Option to use Amtrak/Penn Station, but requires agreement with Norfolk Southern Original station in New Kensington may be owned by city Would require new maintenance facility 	Arnold – Good	Washington Boulevard – Poor	
	●	New Kensington – Excellent	62 nd Street – Good (concept plan exists)	
East Busway Extension	<ul style="list-style-type: none"> NS ROW intact, but requires agreement with NS and Union RR NS not opposed, but no commitment or terms of agreement Potential to connect to the Mon-Fayette or Tri-Boro Expressways. Discussed begun with PA Turnpike Commission, but further coordination required. Adds roadway next to tracks, does not use existing tracks Monroeville Mall - possibility of joint use of parking lot. 	Oakmont – Excellent (already TOD)	40 th Street – Excellent (concept plan exists)	
	●	Verona – Good	16 th Street – Good	
NS Commuter Rail	<ul style="list-style-type: none"> NS ROW intact, but requires agreement with railroad RRs not opposed, but no commitment or terms of agreement Would use Greensburg and Pittsburgh Amtrak Stations, possibly Wilkinsburg Station. Need to analyze whether additional tracks would be needed to accommodate passenger trains. Extension option would use Latrobe Station Would require new maintenance facility 	Sandy Creek Road – Poor		
	●	Braddock – Good		
Mon Valley Light Rail	<ul style="list-style-type: none"> CSX ROW intact but requires agreement with CSX and AVR (AVR leases the line from CSX) AVR ROW intact, with space for extra track 	East Pittsburgh – Good		
	●	Monroeville – Good		
Spine Line Light Rail	<ul style="list-style-type: none"> NS ROW intact, but requires agreement with railroad RRs not opposed, but no commitment or terms of agreement Would use Greensburg and Pittsburgh Amtrak Stations, possibly Wilkinsburg Station. Need to analyze whether additional tracks would be needed to accommodate passenger trains. Extension option would use Latrobe Station Would require new maintenance facility 	Greensburg – Excellent (already TOD)		
	●	Jeannette – Good		
Oakland BRT	<ul style="list-style-type: none"> CSX ROW intact but requires agreement with CSX and AVR (AVR leases the line from CSX) AVR ROW intact, with space for extra track 	Irwin – Fair/Good		
	●	Trafford – Fair/Good		
Allegheny Valley Commuter Rail	<ul style="list-style-type: none"> NS ROW intact, but requires agreement with railroad RRs not opposed, but no commitment or terms of agreement Would use Greensburg and Pittsburgh Amtrak Stations, possibly Wilkinsburg Station. Need to analyze whether additional tracks would be needed to accommodate passenger trains. Extension option would use Latrobe Station Would require new maintenance facility 	East Pittsburgh – Good		
	●	Wilkinsburg – Excellent (already TOD)		
East Busway Extension	<ul style="list-style-type: none"> NS ROW intact, but requires agreement with railroad RRs not opposed, but no commitment or terms of agreement Would use Greensburg and Pittsburgh Amtrak Stations, possibly Wilkinsburg Station. Need to analyze whether additional tracks would be needed to accommodate passenger trains. Extension option would use Latrobe Station Would require new maintenance facility 	Pittsburgh – Excellent (already TOD)		
	●			
Mon Valley Light Rail	<ul style="list-style-type: none"> CSX ROW intact but requires agreement with CSX and AVR (AVR leases the line from CSX) AVR ROW intact, with space for extra track 	<u>Trunk:</u> 14th Street – Good	<u>Etna Branch:</u> Millvale – Poor	<u>McKeesport Branch:</u> Centre Avenue – Excellent (already TOD)
	●	21st Street – Fair/Good	Etna – Fair	CMU – Excellent (already TOD)
Spine Line Light Rail	<ul style="list-style-type: none"> CSX ROW intact, but requires agreement with CSX (Homestead option) and AVR (AVR leases the line from CSX) At grade-option would use city streets 	31st Street – Poor		Greenfield Avenue – Poor
	●			Tecumseh Street – Good
Oakland BRT	<ul style="list-style-type: none"> Would use city streets It is still undetermined whether a new BRT lane would be created 			Glenwood Bridge – Poor
	●			Homestead Connection – Poor
Allegheny Valley Commuter Rail	<ul style="list-style-type: none"> Would use city streets It is still undetermined whether a new BRT lane would be created 			Rankin – Excellent
	●			Braddock – Good
East Busway Extension	<ul style="list-style-type: none"> Would use city streets It is still undetermined whether a new BRT lane would be created 			McKeesport – Good
	●			
NS Commuter Rail	<ul style="list-style-type: none"> Would use city streets It is still undetermined whether a new BRT lane would be created 			
	●			
Mon Valley Light Rail	<ul style="list-style-type: none"> Would use city streets It is still undetermined whether a new BRT lane would be created 			
	●			
Spine Line Light Rail	<ul style="list-style-type: none"> Would use city streets It is still undetermined whether a new BRT lane would be created 			
	●			
Oakland BRT	<ul style="list-style-type: none"> Would use city streets It is still undetermined whether a new BRT lane would be created 			
	●			