



PortAuthority

BELASCO STATION Design Phase

*By: John Binsse, Senior Project Engineer
December 2020*

Hello and Welcome to the meeting to discuss a new station design at Belasco.



Housekeeping

- ✓ Interpreter instruction
- ✓ Closed caption instruction
- ✓ Mute yourself
- ✓ Hold your questions to the end
- ✓ Submit questions through the chat function



David Huffaker – Chief Development Officer, Port Authority of Allegheny County

Before John gets started, I would like to welcome you all to our series of online briefings on Belasco Station. I am David Huffaker, the Chief Development Officer at Port Authority. In these crazy times, we are working very hard to ensure that everyone has an opportunity to stay abreast of what is happening in your neighborhood. We would love to be meeting in person, but until the pandemic is under control, we have found that these online sessions can still be effective in gathering input from the community. We would like to reiterate that this is your community's station, and while we might have opinions on what might make the most sense from a safety, operational, or constructability view, it is important that we hear what the community wants. We will listen with an open mind and incorporate what we can into future designs. John and the rest of the Port Authority team are here to take your feedback and hear your concerns. Thank you for taking time out of your busy holiday schedules to join us today.

Agenda

- Introductions
- Project Background
- Design Concept A
- Design Concept B
- Placement Views
- Next Steps
- Questions & Discussion



My name is John Binsse, I am a Senior Project Engineer at Port Authority of Allegheny County. In collaboration with City of Pittsburgh's Department of City Planning and Department of Mobility and Infrastructure, I would like to thank the public for their interest and input.

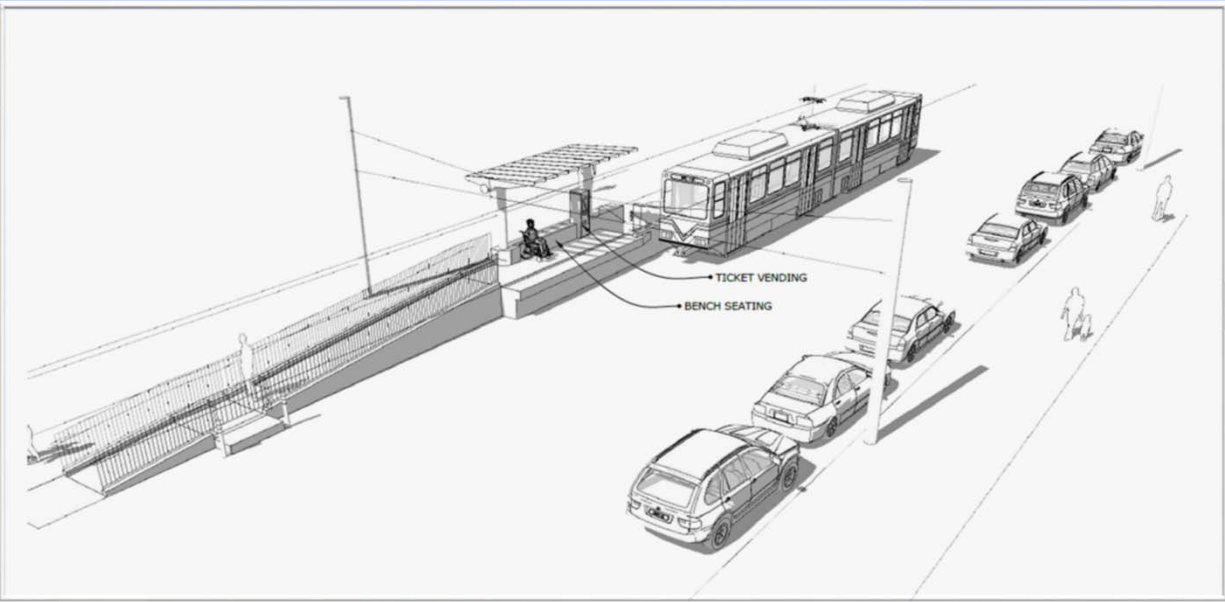
Background: Belasco is currently a low platform legacy stop. Riders must utilize the low platform doors on the LRV, which require the use of stairs. A neighborhood request was made for an accessible platform on Broadway between Fallowfield and Potomac, bringing our rail and bus riding community closer together.

Design: Through a vigorous design and elimination process, we have narrowed it down to two alternatives, A & B. We are currently in the design phase and looking to the neighborhood and collect input. This input will assist us in determining what an ideal design and placement is for the riding public. There are many constraints we must consider. Including Federal, State and Local government codes and regulations.

Placement: Belasco on Broadway has been identified as the best fit - Belasco and Shiras were both evaluated; however, given the design constraints, Belasco is the most viable location. There are numerous reasons for this, including track geometry and LRV dynamics.

Next Steps: The community expressed a need for an accessible platform in the vicinity of Belasco, given the long distance between Fallowfield and Potomac. The Vision on the Authority is amplified by projects like this, especially for those who will take advantage.

Design Concept A

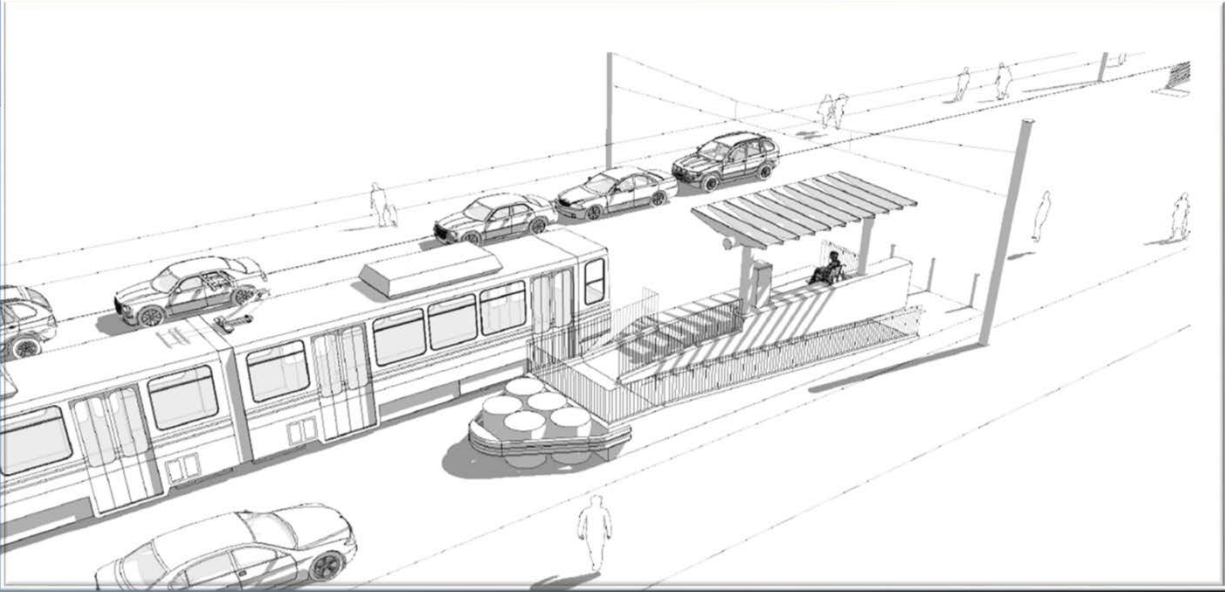


I will refer to this as Design Concept A. We created this rendering in accordance with Port Authority Station design criteria. As you can see, this is an accessible station, complying with all codes and regulations identified in the ADA Standards for Accessible Design. It has a long straight ramp.

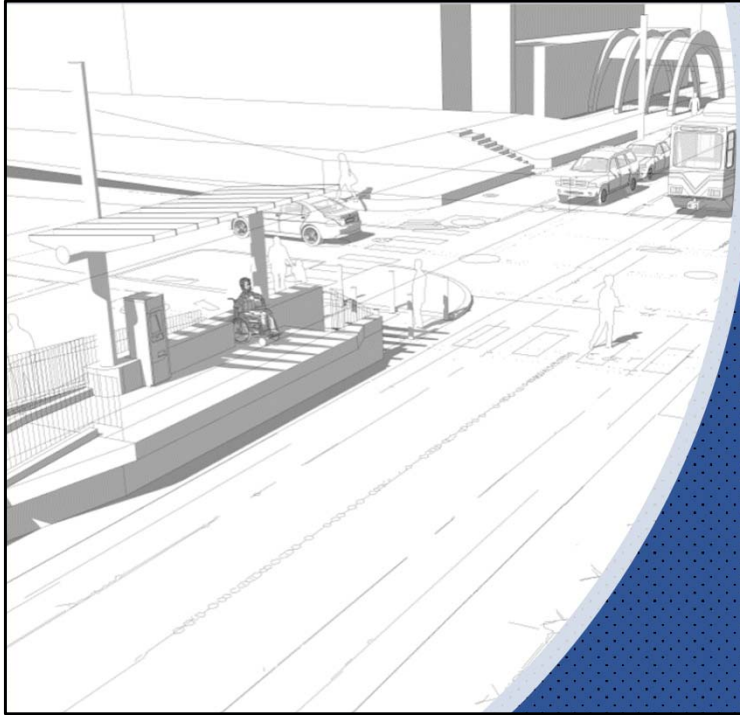
Proposed Included Amenities

- High Platform Level Boarding, eliminating the use of stairs
- Shelter, this is our current proposal and standard; however, if there is some simple architecture the community would like to see to tie the station into its surroundings, I would be excited to collaborate on that initiative.
- Accessible Ramp with a bus height boarding platform when rail service has been interrupted. This will be easily facilitated by a swinging gate that will block entrance to the platform while rail service has been interrupted.
- Steps, for those that wish to use them or find them more convenient
- Ticket Vending Machine
- Bench Seating
- Digital signage indicating real time system information

Design Concept B



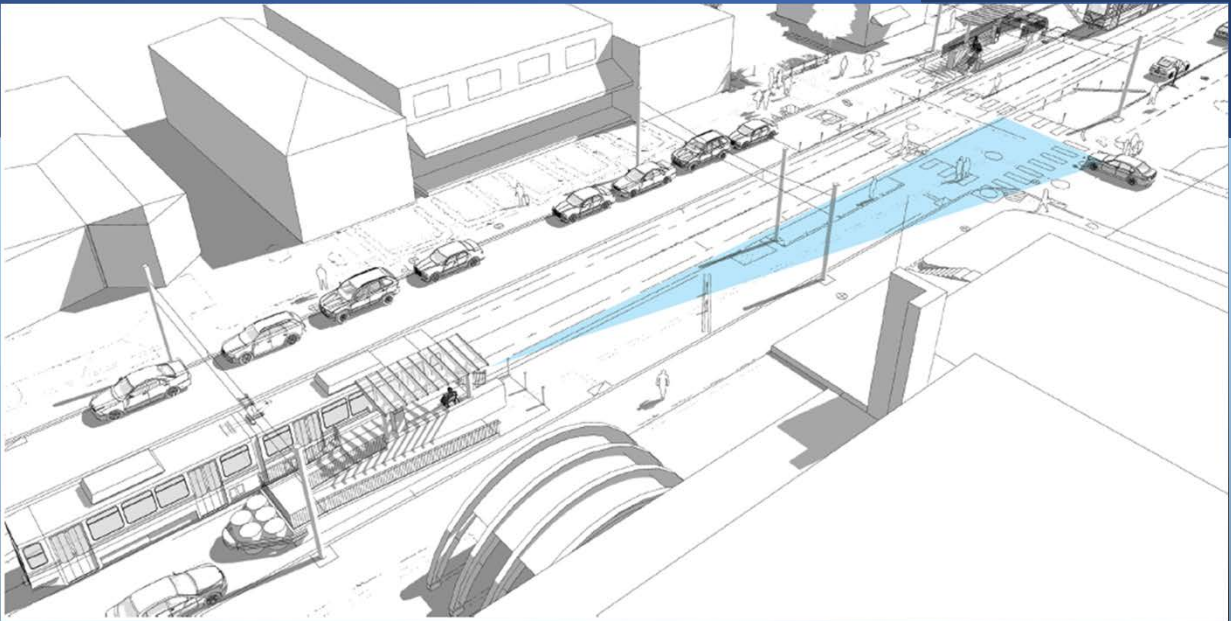
As we move on, I will refer to this as Design Concept B. It is more compact and the ramp wraps around the platform. This design lessens the overall footprint of the station, reducing the impact on parking. If bike lanes are a consideration, future modifications to the City's infrastructure will be required.



Station Placement Views

From here forward we will talk about exact locations where the station could be located.

Aerial View – Compact Station (Outbound)



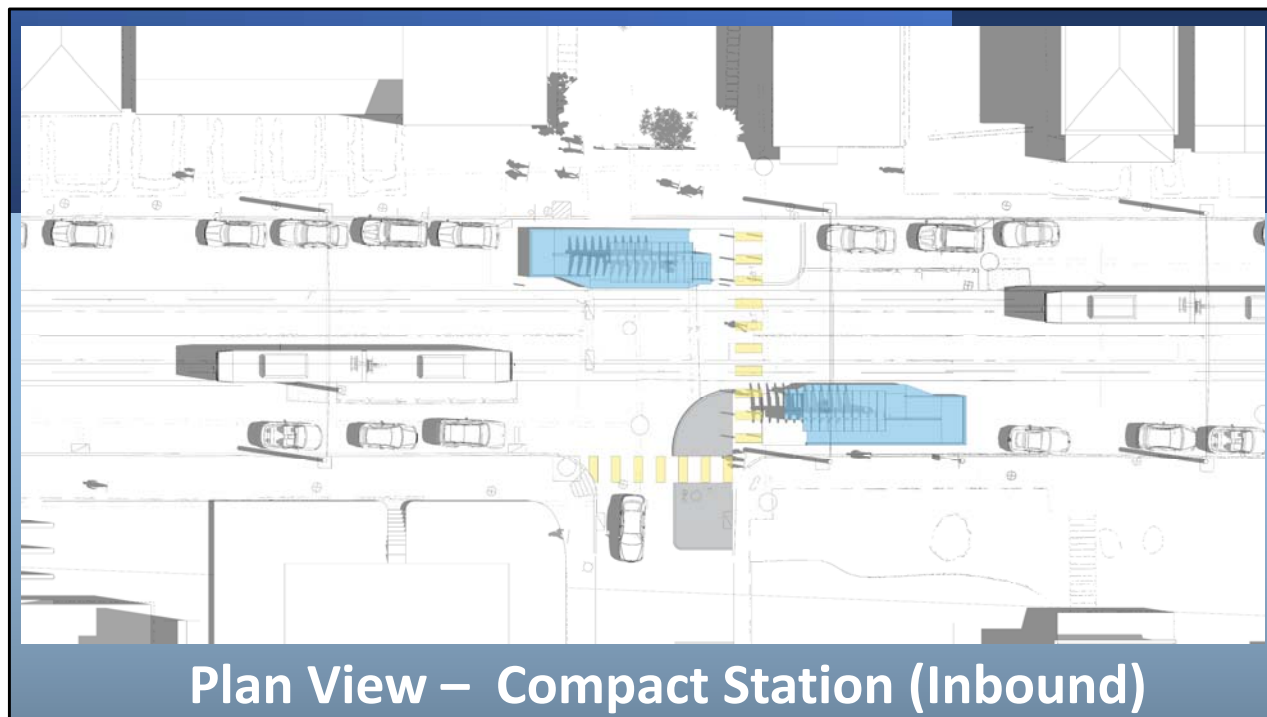
This is an aerial view of the compact Design Concept B platform on the Outbound side of Belasco, in front of St. Catherine's.

The blue triangle represents the sight distance triangle, indicating how far back from the intersection the station must be set, to comply with safety standards.

As you can see the platform is set back from the intersection, significantly further than the existing platform near the crosswalk.

This orientation is not ideal for many reasons, including pedestrian access to the crosswalks in the immediate vicinity of the platform.

Design Concept A, the long platform, can also be placed in a similar location.



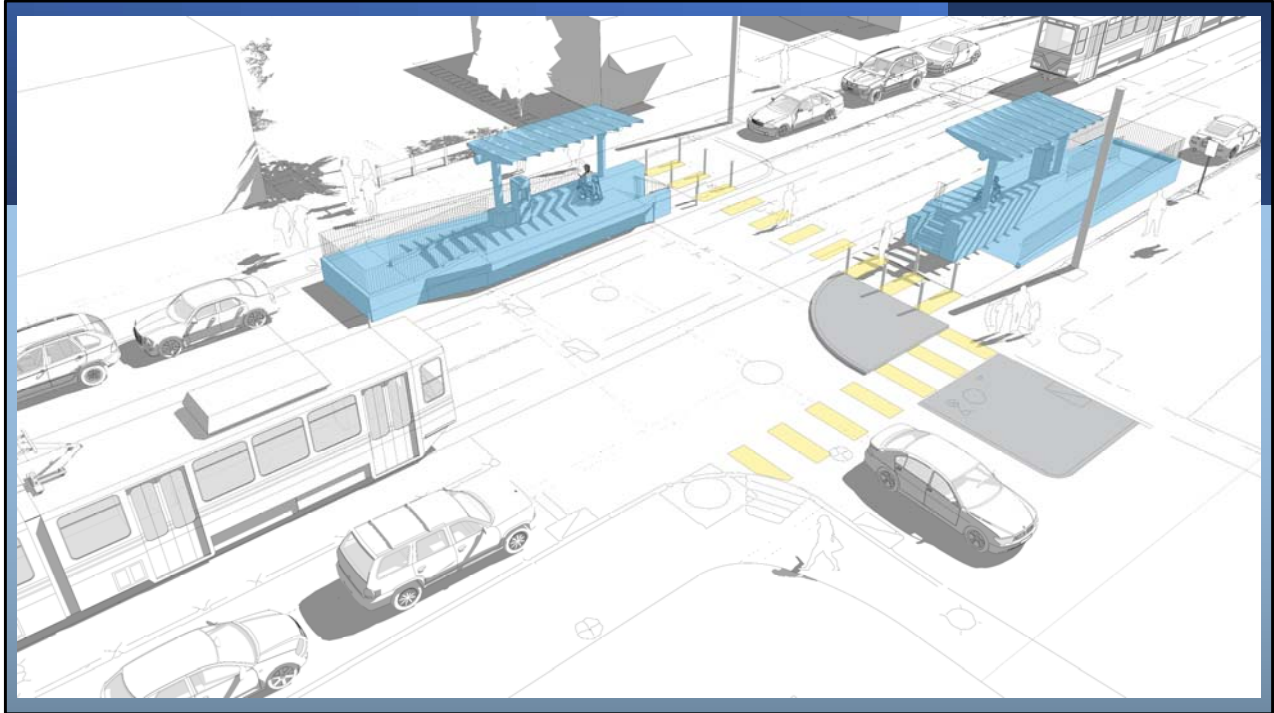
Here is an alternative to previous placements; however, it requires changes that we will need feedback on. If the neighborhood is agreeable to making Belasco a one-way street, and under careful analysis of design standards and codes, we may be able to move the platform closer to its existing location, where the low platform currently is, or to the other side of the intersection, as shown here.

In this layout, the church is to the left. The compact design concept B is on the inbound side of Belasco, rather than its existing location on the outbound side. Once again, in this placement, either A or B will work; however, the long platform will reduce parking capacity. Most likely losing two to three parking spots directly in front of several homes that have no access to off street parking.

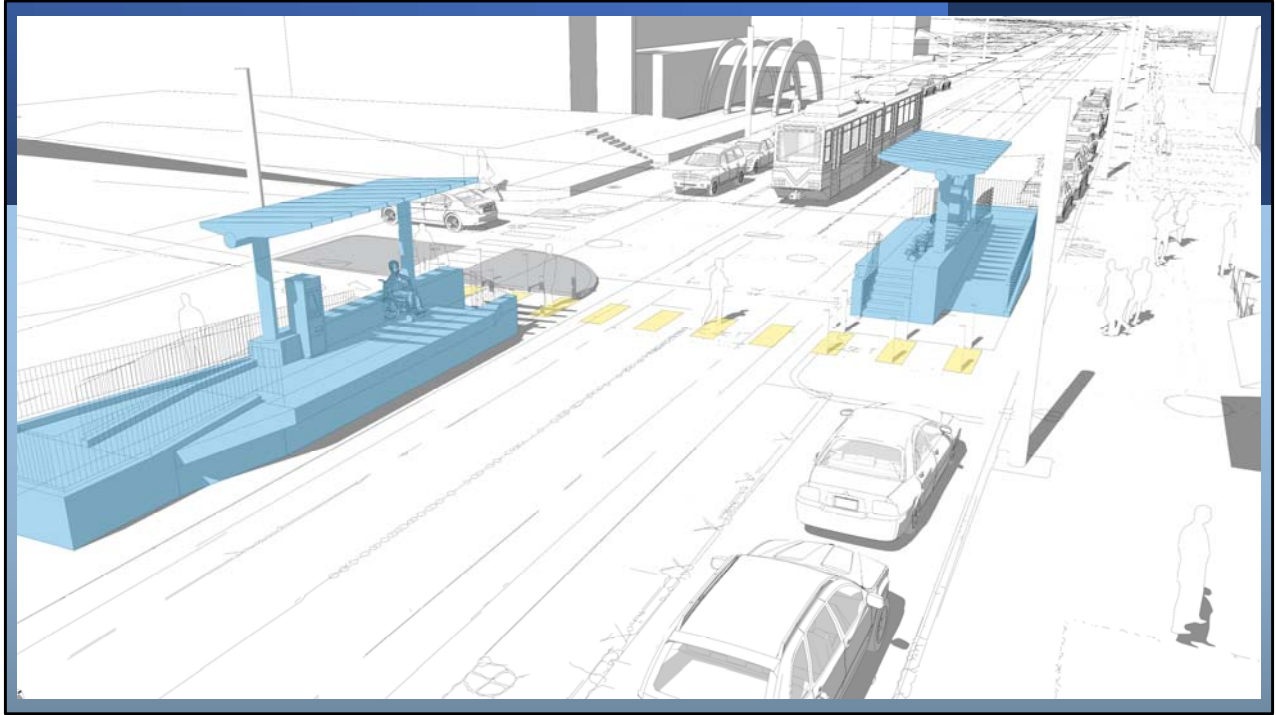
The major modification required at this placement, obviously is making Belasco a one-way street away from Broadway Ave.

I want to emphasize, we cannot place a new platform in the existing station location, or the displayed location, without making Belasco a one-way street. There is no sight distance, which means vehicles will never be able to safely exit Belasco onto Broadway. Without Belasco becoming a one-way street, either the station cannot be built, must be constructed mid-block in front of homes, or it must go directly in front of the church.

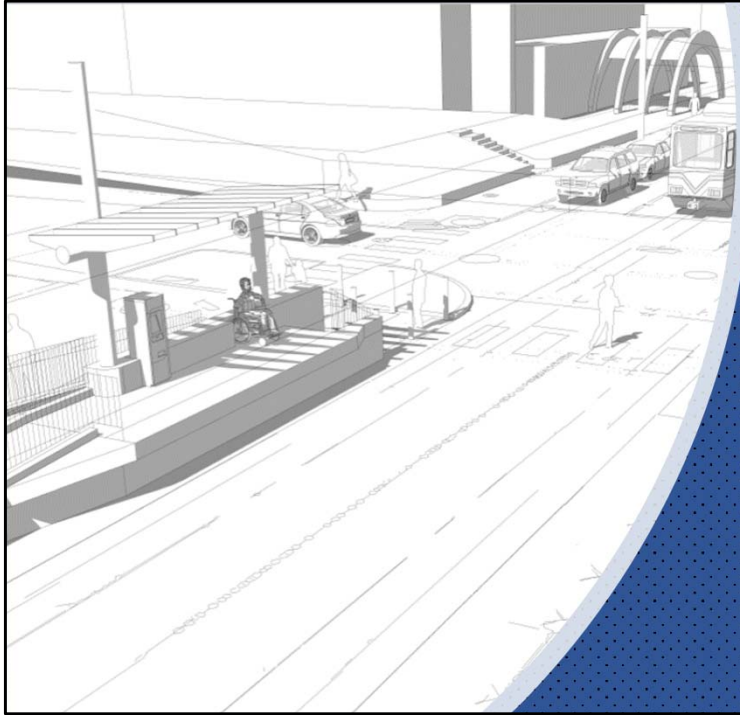
The current orientation shows the stations in the areas that were previously slip lanes, but are now future potential sites for public art. There is little to no impact on parking, and at this point does not appear to be in front of a home or business.



This is an additional view of the compact stations on the inbound and outbound side, showing the stations in 3D. Parking is gained in front of the church and none is lost on the other side of the street. The outbound platform occupies a portion of the intersection where Belasco continues, on paper, and is currently occupied only by utilities.

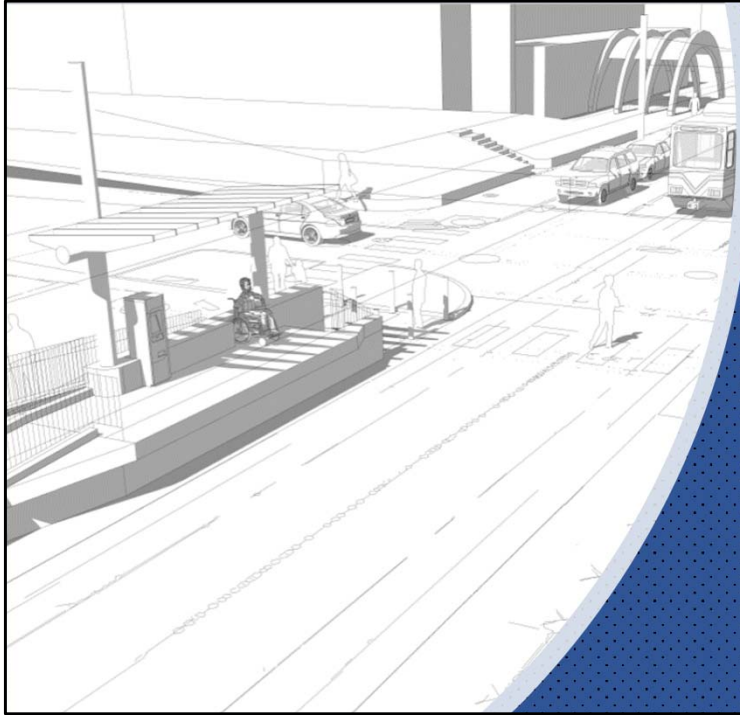


The last view here shows the outbound perspective with regards to church access and street parking.



Next Steps

I have shown you a few Design concepts and placements. We have gone through rigorous analysis up to this point, eliminating options that did not meet guidelines and code. Now we move on to our next steps!



Next Steps

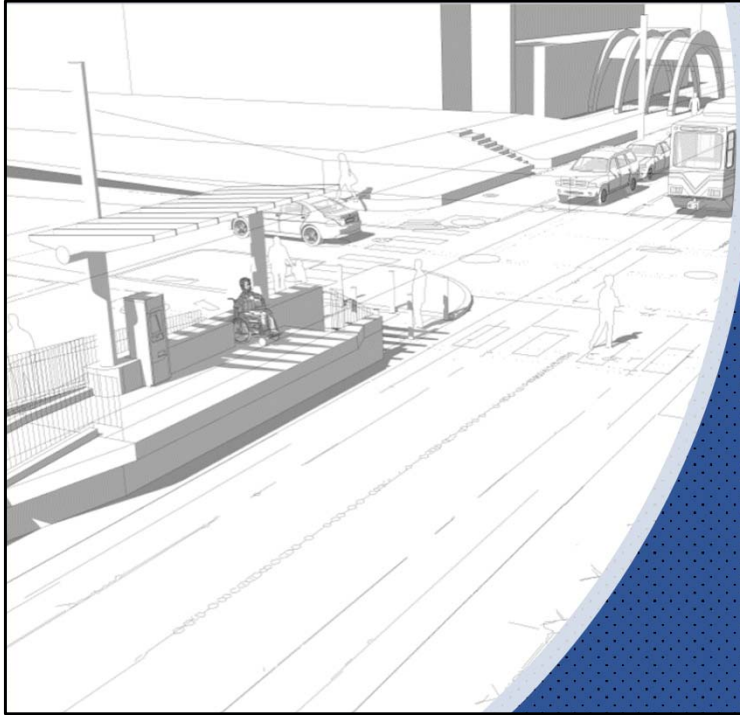
To be determined

- Finalize design
- **Secure funding**
- *Develop a timeline*
- Community engagement
- Construction

The first goal is to collect input from the public and determine which concept works best. We will then move towards finalizing the Design, which we expect to have complete in the Spring of 2021.

Currently there is no funding for construction and unfortunately, we cannot establish a timeline for construction at this point.

When construction funding has been secured, we will develop a timeline and reach out to the community, to collaborate on construction.



Questions and Discussion



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Thank you!