

**PORT AUTHORITY OF ALLEGHENY COUNTY  
2018 TOD FIXED-GUIDEWAY  
STATION EVALUATION**

# ACKNOWLEDGEMENTS

Port Authority of Allegheny County (PAAC) provides public transportation throughout Pittsburgh and Allegheny County.

The Authority's 2,600 employees operate, maintain and support bus, light rail, incline and paratransit services for approximately 220,000 daily riders.

Port Authority is governed by an 11-member board – unpaid volunteers who are appointed by the Allegheny County Executive, leaders from both parties in the Pennsylvania House of Representatives and Senate, and the Governor of Pennsylvania. The board and its committees hold regularly scheduled public meetings.

Port Authority's budget is funded by fare and advertising revenue, along with money from county, state, and federal sources. The Authority's finances and operations are audited on a regular basis, both internally and by external agencies.

Port Authority began serving the community in March 1964. In early 2015, the Port Authority began investing in a transit-oriented development program.

## Participants

Port Authority of Allegheny County would like to thank agency partners for supporting the 2018 TOD Fixed-Guideway Station Evaluation, and all those who participated by dedicating their time and expertise.

The evaluation received input and feedback internally from the Port Authority's TOD advisory committee, an inter-departmental body established to support the TOD program. Guidance was also provided by a group of Port Authority stakeholders.

The evaluation and analysis was conducted by TOD staff within the Planning Department.

# CONTENTS

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<b>Introduction and Goals</b>	<b>1</b>
<b>2018 Evaluation Process</b>	<b>2</b>
<b>The Update Process</b>	<b>2</b>
<b>Changes in Transit</b>	<b>3</b>
<b>Changes in Orientation</b>	<b>3</b>
<b>Changes in Development</b>	<b>3</b>
<b>Methodology</b>	<b>4</b>
<b>Evaluation Results</b>	<b>5</b>
<b>Appendices</b>	
<b>I: List of Stations</b>	<b>7</b>
<b>II: Transit Weight</b>	<b>8</b>
<b>III: Orientation Weight</b>	<b>9</b>
<b>IV: Development Weight</b>	<b>10</b>
<b>V: Final Rankings</b>	<b>11</b>
<b>VI: Annual Implementation</b>	<b>13</b>

# INTRODUCTION AND GOALS

## Introduction

*Port Authority of Allegheny County delivers outstanding transportation services that connect people to life.*

The Port Authority of Allegheny County (PAAC) was created in 1959 and began servicing the community in March 1964. Today, PAAC serves approximately 220,000 daily riders through bus, light rail, incline, and paratransit services. In 2015, PAAC established a Transit-Oriented Development (TOD) program to promote TOD as a means of making it easier to access and use transit, in order to grow ridership and operating revenue for the agency. When development occurs within a half-mile of transit stations and is designed for mixed-use, higher density, and easy pedestrian and multimodal access, it creates transit-oriented places where people can live, work, and play without needing a car. PAAC identified TOD as a strategy for supporting users and ridership, and created an action plan for how it will support and pursue TOD in the near future.

Port Authority of Allegheny County is the steward of a significant public investment, which includes important real property assets essential to PAAC's operation. These assets can be used to leverage the viability of the transit system and add to its value in the community. Initiatives that direct and concentrate TOD around transit facilities also enhance the value of these assets.

PAAC seeks to enhance its financial sustainability and further other agency goals by supporting TOD that will foster an increase in ridership and generate increased farebox and joint development revenues. The agency will work closely with the jurisdictions within which it operates to identify and implement TOD opportunities.

## Process Goals

One of the first identified steps in the pursuit of TOD is to make capital investments in transit stations via the Station Improvement Program (SIP) to both encourage an increase in use from riders and to attract interest for development near the stations. For the purposes of Port Authority's TOD program, a station is defined as any stop along a fixed-guideway with rapid service<sup>1</sup>. To identify which of the fixed-guideway stations receive investment as part of the Station Improvement Program, an objective process and evaluation method was established. The purpose of this process was to identify the factors that contribute to successful TOD locations, create a methodology for evaluation of current stations and surrounding neighborhoods, conduct evaluations, gather data for all fixed-guideway stations, and analyze findings to make recommendations.

The first TOD Station Evaluation was conducted in 2015 and the results informed three years of SIP work. To date,

<sup>1</sup> Rapid service as defined by Port Authority's 2017 Transit Service Guidelines



Rendering from the first Station Area Plan, Negley Station



Rendering from the second Station Area Plan, Station Square



Rendering from the third Station Area Plan, Dormont Junction Station

# 2018 EVALUATION PROCESS

the first three stations identified as high priority locations through this evaluation have completed station area planning (the first stage of the SIP).

The evaluation analyzes stations through three lenses, which are used to categorize data used in the process. *Transit* measures the conditions of existing stations. *Orientation* represents the existing arrangement of the land and people. *Development* measures market momentum and the potential for development. These three themes are represented by a collection of data factors. When combined and weighted, the three themes create a score, ranging from 0 to 100. Higher scores represent locations where neighborhood characteristics and development momentum and potential are supportive of TOD but the station is in need of investment.

## The Update Process

In order to maintain accurate data, PAAC Planning Department TOD staff embarked on updating the previous evaluation. The analysis process remained the same, using the same measures identified by internal and external stakeholders in 2015. For specific details on how the evaluation methodology came to be, please refer to the 2015 TOD Station Evaluation.

Throughout the 2018 process, data sources were updated to include the most current data. Details regarding the data use and the data sources changes between 2015 and 2018 are notated below.

Theme	Feature(s)	2015 Data Source	2018 Data Source	Reason for Change
Transit	All, except crime	Staff evaluation conducted in April, 2015	Staff evaluation conducted in June, 2017	More recent data available
Transit	Crime	Port Authority Police Data 2010-2015	Port Authority Police Data 2010-2017	More recent data available
Orientation	Density, Mixed Use	2013 American Community Survey, 2011 Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics datasets	2016 American Community Survey, 2015 Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics datasets	More recent data available
Orientation	Sidewalk Presence (changed to Sidewalks in Neighborhood, Sidewalks to Station)	Staff evaluation conducted in April, 2015	Staff evaluation conducted in June, 2017	More recent data available
Orientation	Intersection Data, Walkshed Size	2015 Allegheny County Street Network	Unchanged	N/A
Development	Change in Density	2000 Decennial Census, 2009-2013 American Community Survey, 2002 and 2011 Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics datasets	2000 Decennial Census, 2009-2016 American Community Survey, 2002 and 2015 Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics datasets	More recent data available
Development	Change in Rent, Change in Home Value	2009-2013 American Community Survey	2009-2016 American Community Survey	More recent data available
Development	Presence of TOD Plan	<i>Transit-Oriented Development Typology Strategy for Allegheny County</i>	Staff knowledge	The prior study used is static, does not get updated
Development	Emerging Development	Staff knowledge, review with City of Pittsburgh planning staff	Staff knowledge, reviewed with building permit data	Building permit data now available online
Development	Underutilized Land	2014 Allegheny County Office of Property Assessment dataset	2018 Allegheny County Office of Property Assessment dataset	More recent data available
Development	Government Capacity (changed to Planning Staff and TOD-Supportive Zoning)	<i>Transit-Oriented Development Typology Strategy for Allegheny County</i>	Planning Staff identified through survey or municipal managers, Zoning review completed by consultant team	The prior study used is static, does not get updated
Development	Community Based Organization Capacity	<i>Transit-Oriented Development Typology Strategy for Allegheny County</i>	Updated with staff knowledge	The prior study used is static, does not get updated

# 2018 EVALUATION PROCESS

In addition to updating the sources of data, some changes were made to better reflect or clarify the features PAAC is attempting to measure. These changes formed through the recommendations of staff expertise and include the addition of data and changes in data weights. Despite some changes in weighting, the relative importance was maintained to reflect stakeholder input gathered in 2015. Adjustments are outlined below. Additional detail on each of the themes can be found in the appendices.

## Changes in Transit

Category	Change in Features	Reason for Change	Change in Weight
User Access	Added measure for Convenience of Cross Path within Station	During station planning efforts, convenience of cross paths in the station were identified as important features of using the station	Decreased entry/exit convenience by one point, assigned point to convenience of cross path
User Access	Changed Visibility Rank to Viewshed Area	Reflects change in measurement: ranking polygons versus measuring polygons	N/A
Information	Added measure for the presence of Maps	Maps were excluded from the previous report due to an ongoing wayfinding project.	Decreased route signage by one point, assigned point to the presence of informative maps
Design	Added measure for the presence of Grass	Added based on best practice research	Decreased appearance scale by three points, allocated points to the presence of grass (1), sense of place (1), and art (1)
Bike Amenities	Added measure for the presence of Bike Remains	Added based on best practice research	Decreased points from Sufficient Space for Loading Bikes on Bus Rack (1) and Sufficient Bike Rack Space (2) to allocate to new items (1 point each)
Bike Amenities	Added measure for Safety of Bike Rack(s)	Added based on best practice research	
Bike Amenities	Added measure for Visibility of Bike Rack(s)	Added based on best practice research.	
Bike Amenities	Added measure for Convenience of Bike Rack(s)	Added based on best practice research	
Bike Amenities	Renamed "Bike Sign more than 3ft from platform" to "Sufficient Space for Loading Bikes on Bus Rack"	Clarity	
Bike Amenities	Consolidated Bike Rack 1 Covered and Bike Rack 2 Covered to Covered Bike Rack	Remove redundancy	
Bike Amenities	Renamed "Ratio of Spaces: Bike 1 or Greater" to "Sufficient Bike Rack Space"	Clarity	

## Changes in Orientation

Change in Features	Reason for Change	Change in Weight
Split Presence of Sidewalks into (a) Sidewalks in Neighborhood and (b) Sidewalks to Station	Clarity and added detail	Split previous 20 points equally between these two categories

## Changes in Development

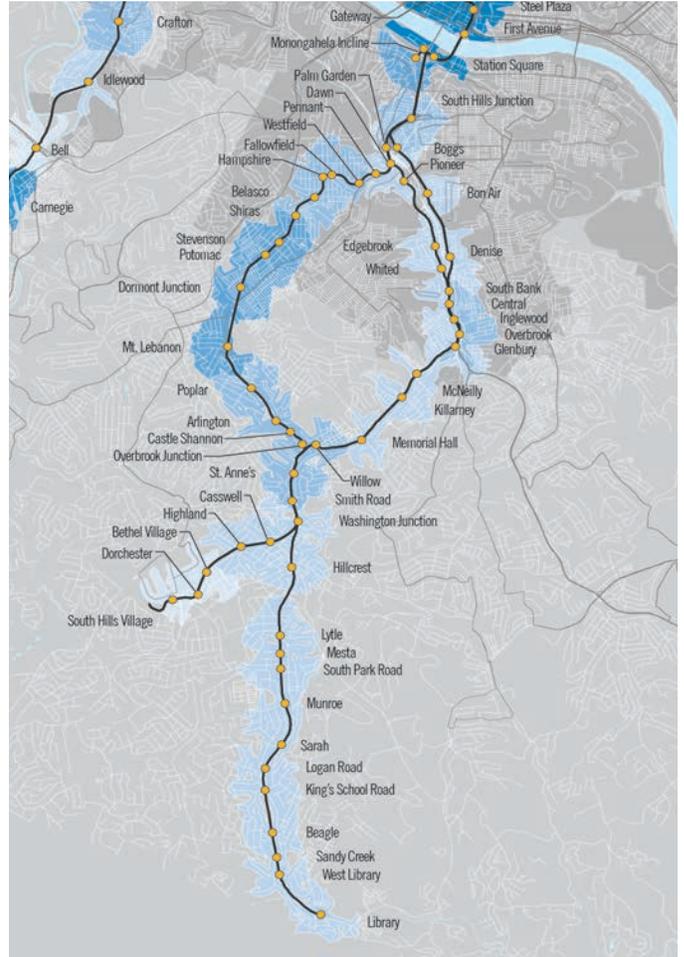
Change in Features	Reason for Change	Change in Weight
Split Government Capacity into Planning or Related Agency Staff and Adopted TOD Supportive Zoning	Clarity	Split previous 5 points equally between these two categories

**Methodology**

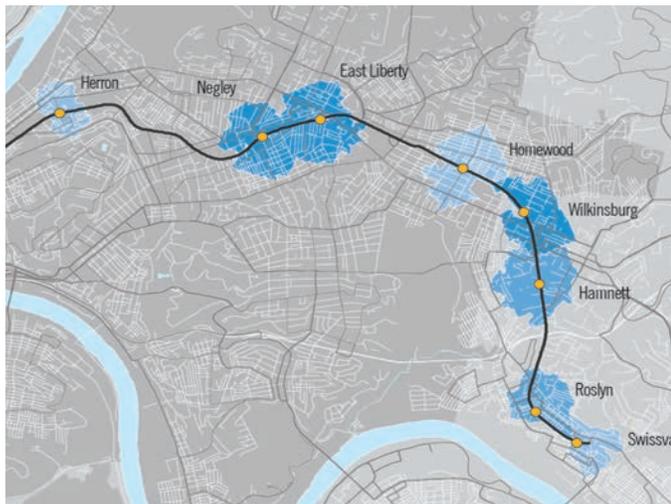
The Port Authority continued to use walksheds to define the most relevant areas around stations. Walksheds are the half-mile walkable area around a fixed-guideway station and, when combined with spatial data walksheds, help display the places and people accessible to a station. The half-mile distance is used per industry standard; most riders are willing to walk up to 1/2 mile (or approximately 10 minutes for the average pedestrian) to reach high quality service.

Geographic Information System (GIS) software was used to create the half-mile walksheds using street networks and mapped walking paths to reflect where people on foot and wheels can actually go. The walksheds were then used to assess the TOD potential of the land around each fixed-guideway transit station. Appendix IV of the 2015 Station Evaluation details the steps taken to create these walksheds as well as how they were used to evaluate each station's TOD potential. The 2018 Evaluation used the same walksheds created in 2015.

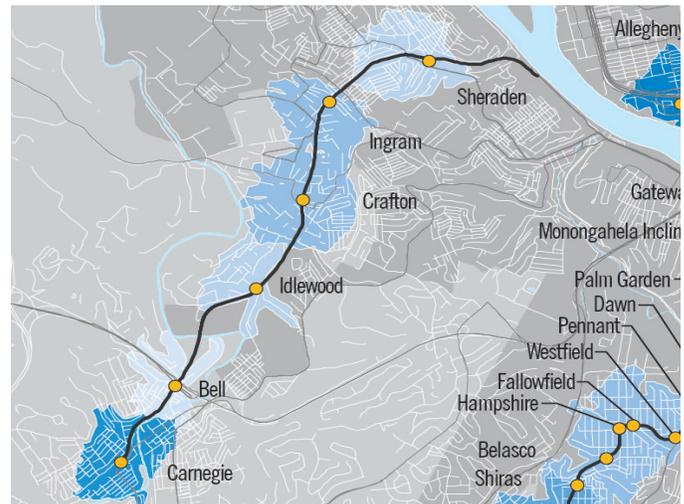
To assess the characteristics of the neighborhoods in station walksheds, Port Authority retrieved data from three data sources maintained by the U.S. Census Bureau: the 2000 Decennial Census, the 2009-2016 American Community Survey, and the 2002, 2011, and 2015 Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics datasets. This data was obtained at the Census Block Group level, the smallest geography available for each dataset. Additionally, a shapefile representing the block groups in Pennsylvania was obtained from the U.S. Census Bureau's TIGER repository.



Light Rail Walksheds



Purple Line Walksheds



Green Line Walksheds

# 2018 EVALUATION PROCESS

## Evaluation Results

The goal of the TOD Fixed-Guideway Station Evaluation is to provide an objective, informative tool identifying and prioritizing stations for the Station Improvement Program. The Station Improvement Program invests resources into existing fixed-guideway stations and the immediate surrounding areas to grow revenue through increased transit ridership and joint development of Port Authority land.

With this goal in mind, the final results of the Transit, Orientation and Development scores were combined into one complete score that does not value all categories equally. To identify where return on investment would be highest, the Orientation and Development scores were determined to be the most important factors in the evaluation. Orientation and Development scores each contribute 40 percent to the final evaluation score, while Transit makes up the last 20 percent. This weight system ensures Orientation and Development are twice as important as station status alone, which prevents the scores from recommending investments in stations located in neighborhoods that have no potential to support appropriate TOD (at the time of evaluation).

The final results can be seen in Appendix V. Based on these results, the Purple Line (East Busway) and Downtown (Red and Blue Light Rail Lines) stations largely dominate the top ten stations. The highest scoring station is East Liberty with a score of 75.75 out of a total possible score of 100. The continued positioning of East Liberty as the clear lead in the score reflects well on the evaluation as East Liberty hosts a major TOD recently completed in 2015.

As indicated by the placement of the recently reconstructed East Liberty, some factors are not considered in this evaluation and therefore, not all stations will be appropriate foci for the Station Improvement Program. Staff will examine and parse priorities annually for an action plan that guides planning and invest at station areas. See Appendix VI for further details.

Station	Transit	Orientation	Development	Weighted Total	Rank
East Liberty	29.37	93.14	81.56	75.75	1
Negley	33.02	94.95	69.43	72.36	2
Wood Street	41.10	87.63	68.34	70.61	3
Herron	50.05	79.65	67.57	68.90	4
Steel Plaza	30.31	87.93	67.51	68.24	5
First Avenue	35.16	85.45	63.48	66.60	6
Penn Station	56.12	78.37	59.33	66.30	7
Gateway	32.31	86.45	61.76	65.74	8
Wilkinsburg	51.91	84.40	52.21	65.03	9
Hampshire	53.46	71.65	60.51	63.56	10

### LEGEND

Blue Line (Light Rail)	Green Line (West Busway)	Purple Line (East Busway)	Red Line (Light Rail)	Multi-Line (Red and Blue Light Rail)	Incline
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Example of evaluation results

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# APPENDIX I: LIST OF STATIONS

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## Non-duplicated Stations

1. Swissvale
2. Roslyn
3. Hamnett
4. Wilkinsburg
5. Homewood
6. East Liberty
7. Negley
8. Herron
9. Penn Station
10. Carnegie
11. Bell
12. Idlewood
13. Crafton
14. Ingram
15. Sheraden
16. Pennant
17. Westfield
18. Fallowfield
19. Hampshire
20. Belasco
21. Shiras
22. Stevenson
23. Potomac
24. Dormont Junction
25. Mt. Lebanon
26. Poplar
27. Arlington
28. Castle Shannon
29. Overbrook Junction
30. Casswell
31. Highland
32. Bethel Village
33. Dorchester
34. South Hills Village
35. St. Anne's
36. Smith Road
37. Washington Junction
38. Boggs
39. Bon Air
40. Denise
41. McNeilly
42. Killarney
43. Memorial Hall
44. Willow
45. Hillcrest
46. Lytle
47. Mesta
48. South Park Road
49. Munroe
50. Sarah
51. Logan Road
52. King's School Road
53. Beagle
54. Sandy Creek
55. West Library
56. Library
57. Allegheny
58. North Side
59. Gateway
60. Wood Street
61. Steel Plaza
62. First Avenue
63. Dawn
64. Palm Garder
65. Station Square
66. South Bank
67. South Hills Junction
68. Monongahela Incline Upper Station
69. Monongahela Incline Lower Station

## Excluded Stations

- The South Busway and Duquesne Incline stations were excluded from this evaluation as they are not defined as rapid-transit.
- The Purple Line at Garage is an employee stop only not available to the general public.

# APPENDIX II: TRANSIT WEIGHT

Points for weight were first distributed to eight topic areas. The highest amounts of points were assigned to the most important features for TOD. The weight distribution resulted as such:

Category	Points
User Access	22
Design	17
Amenities	16
Safety	16
Accessibility	10
Information	10
Bike Amenities	8
Advertising	1
<b>Total</b>	<b>100</b>

The points awarded to each category were then distributed to the 48 features that make up the various categories. Again, distribution was based on the importance to successful TOD.

All 48 factors can be seen below and to the right. As stations were evaluated, if a feature was NOT present, the station would be awarded points. For example, if a station was missing trash receptacles, it would receive a point to highlight the deficiency. For crime, transit connections, viewshed area, and appearance scale, points were awarded for higher crime, less transit connections, less visibility, and worst appearances. With this system, the stations that do not have the desired TOD conditions received the most points as a method to identify where investment is needed.

User Access	
Safe Entrance & Exit	5
Visible Entrance & Exit	2
Convenient Entrance & Exit	5
Safe Cross Path in the Station	1
Visible Cross Path in the Station	1
Number of Transit Connections	2
Viewshed Area	6
Design	
Presence of Public Art	3
Sense of Place	5
Landscaping	3
Appearance Scale	3
Sustainable Design	2
Grass	1

Amenities	
Inbound Shelter from Above	3
Inbound Shelter from Side	1
Inbound Passenger Seats	2
Outbound Shelter from Above	3
Outbound Shelter from Side	1
Outbound Passenger Seats	2
Trash Receptacles	1
Validator	1
TVM(s)	2
Safety	
Jersey Barriers	1
Ability to Be Seen Beyond the Station	4
Ability to See Others Beyond the Station	4
Safe Routes and No Entrapment	3
Convex Mirrors (if needed)	1
Security Cameras Present	1
Safety Call Box	1
Crime Rating	1
Accessibility	
Shelter Space for Wheelchair	1
Accessible Signage	1
Station Accessibility	4
Accessible Boarding	4
Information	
Directional Signage	4
Station Name Signage	3
Route Signage	2
PA/VMS	1
True Time	0
Maps	1
Bike Amenities	
Sufficient Space for Loading Bikes on Bus Rack	1
Covered Bike Rack(s)	1
Safe Bike Rack(s)	1
Visible Bike Rack(s)	1
Convenient Bike Rack(s)	1
No Visible Bike Remains	1
Sufficient Bike Rack Space	2
Advertising	
Advertising Present?	1
<b>Total</b>	<b>100</b>

# APPENDIX III: ORIENTATION WEIGHT

Category	Points
Density (Jobs + Resident per square mile)	50
Mixed Use (Jobs : Residents Ratio)	10
Presence of Sidewalks in the Neighborhood	10
Presence of Sidewalks to the Station	10
Intersection Density	10
Walkshed Size	10
<b>Total</b>	<b>100</b>

Density (Jobs + Resident per square mile)	50
A point in density is distributed based on the quartiles of data representing the highest to lowest densities. The top quartile receives the full point, the second greatest quartile receives .75 points, etc.	
Mixed Use (Jobs : Residents Ratio)	10
A point in mixed use is distributed so the further a site's ratio moves away from the perfect 1:1 ratio, the lower points they receive.	
Presence of Sidewalks in the Neighborhood	10
A point for sidewalks in the neighborhood is determined by the observable amount of sidewalks outside of the immediate station area. If a neighborhood (a) has sidewalks on both sides of the road throughout, it receives the full point, (b) has some sidewalks but not on every road or on every side, it receives half a point, and (c) has no sidewalks, no points are distributed. Presence of sidewalks was determined during visits to the station and what was visible when walking around the surrounding area. Additional clarification was sought through satellite imagery. It does not adequately represent accessibility of sidewalks throughout the walkshed but provides an approximation until comprehensive sidewalk data is available.	
Presence of Sidewalks to the Station	10
A point for sidewalks is determined by the presence of sidewalks between the transit station and the street network. This category differs from the one above in that it only considers what is directly adjacent to the station. If a station (a) has sidewalks connected to it, it receives the full point, (b) has some sidewalks but not on every road or on every side, it receives half a point, and (c) has no sidewalks, no points are distributed. Presence of sidewalks was determined during visits to the station and represents direct connectivity to the station.	
Intersection Density	10
A full point in intersection density is awarded to every station with 400+ intersections within the walkshed. As the number of intersections decreases, so does the point distribution. 300-400 intersections results in 0.8 points, 200-300 results in 0.6 points, 100-200 points results in 0.4 points and onwards.	
Walkshed Size	10
With perfect access allowing a walking commute in all directions for a ½ mile, the perfect walkshed is a circular 0.79 square miles. The stations were awarded points based on the size in relation to (as a percentage of) the perfect 0.79 square miles.	
<b>Total</b>	<b>100</b>

# APPENDIX IV: DEVELOPMENT WEIGHT

Category	Points
<b>Development Momentum</b>	<b>50</b>
Change in Density	5
Change in Rent	15
Change in Home Value	15
Presence of TOD Plan	10
Emerging Development	5
<b>Development Potential</b>	<b>50</b>
Underutilized Land (Acreage as a percentage of the highest amount of acreage in the system)	40
Adopted TOD-Supportive Zoning	2.5
Planning or Related Agency Staff	2.5
Community Based Organization Capacity	5
<b>Total</b>	<b>100</b>

<b>Development Momentum</b>	<b>50</b>
Change in Density	5
To capture how the neighborhood was changing in density, a point was awarded to any station that experienced over 20% increase in density. As the amount of change decreases so does the amount awarded. 20-6% receives 0.75 points, 6-0% increase receives 0.5 points, and 0%-(-5)% receive 0.25 points.	
Change in Rent	15
A full point is awarded for any station which had an 80%+ increase in rent. As rent change decreases, so does the point value. Ranges include 80-60% (0.8 points), 60-40% (0.6 points), 40-20% (0.4 points), 20-0% (0.2 points).	
Change in Home Value	15
A full point is awarded for any station which had an 60%+ increase in home value. As home value change decreases, so does the point value. Ranges include 60-45% (0.8 points), 45-30% (0.6 points), 30-15% (0.4 points), 0-15% (0.2 points).	
Presence of TOD Plan	10
Four point options exist in this category. A full point is awarded to any station with a comprehensive TOD plan such as a TRID study. Fewer points (0.6) were awarded for station area plans that address TOD without specifics and even fewer points (0.3) were awarded if there is a community plan that does not address TOD. If no plan is present, no points were awarded.	
Emerging Development	5
Points for emerging development were based on the commitment to development occurring near the station. Plans in discussion, financing, and construction were awarded 0.3, 0.6, and 1.0 points respectively.	
<b>Development Potential</b>	<b>50</b>
Underutilized Land	40
Each station's amount of underutilized acreage was taken as a percentage of the highest amount of underutilized acreage identified in the system. The highest being Library with 84.75 acres, points were awarded as the station's underutilized acreage divided by 84.75.	
Adopted TOD-Supportive Zoning	2.5
TOD-supportive zoning allows for higher density, mix use development near the station. Municipal zoning codes were evaluated by a consultant team and points were awarded ranging from highly supportive (1), medium (.66), low (.33) or not-all-supportive (0).	
Planning or Related Agency Staff	2.5
The fixed-guideway municipality managers were surveyed and provided input on the staff they have dedicated to planning. Points were awarded in a range from dedicated full-time staff (1) to no dedicated staff time (0).	
Community Based Organization Capacity	5
Community Based Organization capacity was taken as an average of rankings assigned to "community organizing", "land use planning/visioning", "development" plus "fundraising". Points were awarded in relation to high, medium, low, or non-existent capacity as determined by an updated GoBurgh review.	
<b>Total</b>	<b>100</b>

# APPENDIX V: FINAL RANKINGS

Station	Transit	Orientation	Development	Weighted Total	Rank
East Liberty	29.37	93.14	81.56	75.75	1
Negley	33.02	94.95	69.43	72.36	2
Wood Street	41.10	87.63	68.34	70.61	3
Herron	50.05	79.65	67.57	68.90	4
Steel Plaza	30.31	87.93	67.51	68.24	5
First Avenue	35.16	85.45	63.48	66.60	6
Penn Station	56.12	78.37	59.33	66.30	7
Gateway	32.31	86.45	61.76	65.74	8
Wilkinsburg	51.91	84.40	52.21	65.03	9
Hampshire	53.46	71.65	60.51	63.56	10
Station Square	33.58	77.37	64.41	63.43	11
North Side	36.99	81.45	57.34	62.91	12
Potomac	34.42	90.95	45.84	61.60	13
Mt. Lebanon	26.26	87.36	52.33	61.13	14
Westfield	57.08	70.16	52.60	60.52	15
Hamnett	50.67	73.62	50.42	59.75	16
Belasco	53.63	73.53	48.58	59.57	17
Fallowfield	36.41	71.83	58.59	59.45	18
Dormont	37.53	87.72	42.14	59.45	19
Allegheny	30.46	82.82	50.55	59.44	20
Mon Incline Lower	45.55	64.45	61.07	59.32	21
Homewood	33.35	72.85	56.33	58.34	22
Shiras	54.64	72.72	44.30	57.74	23
Poplar	58.39	73.14	41.61	57.58	24
St. Anne's	62.99	64.25	44.88	56.25	25
Carnegie	35.03	74.75	47.01	55.71	26
Stevenson	47.78	83.02	31.40	55.32	27
Roslyn	29.71	90.84	32.39	55.24	28
Ingram	30.68	72.31	47.66	54.12	29
Swissvale	39.77	75.57	38.89	53.74	30
Overbrook Junction	61.04	68.78	34.94	53.69	31
Arlington	53.11	66.96	40.27	53.51	32
Bell	51.13	56.77	50.31	53.05	33
Mon Incline Upper	42.46	68.37	41.17	52.31	34
Willow	40.75	70.38	39.34	52.04	35

## LEGEND

Blue Line (Light Rail)	Green Line (West Busway)	Purple Line (East Busway)	Red Line (Light Rail)	Multi-Line (Red and Blue Light Rail)	Incline
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# APPENDIX V: FINAL RANKINGS

Station	Transit	Orientation	Development	Weighted Total	Rank
Crafton	30.03	69.19	43.47	51.07	36
Castle Shannon	39.81	60.58	45.90	50.55	37
Pennant	80.77	38.23	47.48	50.44	38
Smith Road	66.74	40.50	51.87	50.30	39
Sheraden	35.21	55.79	51.33	49.89	40
South Hills Junction	40.05	52.19	51.39	49.44	41
Bethel Village	59.33	65.40	26.71	48.71	42
Dawn	60.07	33.36	57.99	48.55	43
Highland	78.71	58.72	17.61	46.27	44
Killarney	53.13	54.42	34.43	46.16	45
Boggs	57.14	54.72	31.52	45.92	46
South Bank	61.22	38.50	44.96	45.63	47
South Park	48.70	49.41	39.11	45.15	48
Palm Garden	64.95	36.61	43.19	44.91	49
Idlewood	32.48	40.14	55.73	44.84	50
Library	48.18	27.40	59.65	44.46	51
Hillcrest	65.71	38.87	34.67	42.56	52
Dorchester	53.48	46.73	32.40	42.35	53
Denise	49.42	23.10	50.97	39.51	54
Lytle	50.75	34.63	37.57	39.03	55
Mesta	52.01	38.68	32.83	39.00	56
Washington Junction	36.44	29.87	49.22	38.92	57
Munroe	55.47	43.81	25.02	38.63	58
Memorial Hall	34.44	39.37	38.89	38.19	59
Kings School	72.40	21.82	31.88	35.96	60
Logan	69.65	22.95	30.89	35.46	61
South Hills Village	34.87	36.92	34.02	35.35	62
Sandy Creek	88.96	21.25	21.48	34.88	63
McNeilly	47.26	28.74	33.63	34.40	64
Sarah	71.35	25.24	25.06	34.39	65
Bon Air	64.57	24.86	22.34	31.79	66
Beagle	60.95	26.18	21.65	31.32	67
Casswell	59.19	26.20	21.67	30.98	68
West Library	55.95	22.66	26.49	30.85	69

## LEGEND

Blue Line (Light Rail)	Green Line (West Busway)	Purple Line (East Busway)	Red Line (Light Rail)	Multi-Line (Red and Blue Light Rail)	Incline
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# APPENDIX VI: ANNUAL IMPLEMENTATION

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The goal of this evaluation process was to identify the stations with the best potential for successful TOD. As described above, the evaluation process produced a ranking of 69 stations. It is the goal of the Station Improvement Program to invest in priority stations each fiscal year to support TOD.

The results of the evaluation, when scores were placed in order from largest to smallest, ranked the stations in the order of best station investment locations. However, while the evaluation identified many factors for determining TOD preparedness and potential, other planning factors that impact the real investments of Port Authority were not captured in the evaluations. To account for these other planning factors, the top 50 percent (35 stations) will be continuously reviewed at least annually to identify the priorities of the Station Improvement Program.

A few practicalities must be addressed prior to investing in stations. As the Station Improvement Program is planned for the future, the Port Authority will make an informed and coordinated efforts to follow the evaluation while remaining fiscally responsible. The Station Improvement Program will not look to invest in stations that are newly built or updated. Additionally, the Station Improvement Program will not address stations that do not serve a distinct rapid service. This includes the South Busway stations which was excluded from the 2018 update.<sup>1</sup>

Additionally, at any given time, some stations will have future changes planned or in planning by internal and external parties. Internally, this means that staff will compare the Station Improvement Program with State of Good Repair projects and long-term planning. When possible, Station Improvement Program investments and State of Good Repair investments will be coordinated so as to minimize disruption and capitalize on construction opportunities. Additionally, development rights may be under negotiation, funding may be pending, or attention and support from other external entities may be under way. In these situations, stations will be put on hold and will not be part of the program in order to ensure station investments reflect both current and future uses. These stations are likely appropriate investment sites in a different year, once other internal/external projects have come to fruition; TOD improvements can be integrated into station-area plans at that time.

Lastly, PAAC-owned property near stations allows the potential for PAAC to develop the land as TOD. Therefore, all stations with adjacent developable PAAC land will be identified and, due to the value the land development offers PAAC, prioritized. The remaining stations move down the rankings, but remain in order of total score.

Each fiscal year, a Station Improvement Program work plan will be established following a review of the top 35 stations with these internal and external processes in mind. Working from this list, the agency will pursue Station Area Planning at select locations.

Station Area Plans are large scale efforts and require cooperation from the municipality and community to identify improvements. Station Area Plans include three focuses: access to the station, TOD development opportunity, and station design. As a result, identified improvements will likely extend beyond PAAC property and cooperation is required to create shared vision and implementation.

There may also be locations where development opportunities do not need to be identified because there is market momentum or external plans have recently been completed. In these locations, the planning process will focus specifically on station access and station design. In these scenarios, planning will focus on PAAC property and transform the way the property looks, operates and interacts with its surroundings.

Any Station Area Plan is also an opportunity to ensure PAAC facilities are functioning optimally in support of agency operations and the adjacent community.

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<sup>1</sup> The South Busway, despite offerings a segregated, dedicated right-of-way, does not warrant or receive the standards of service seen with the other fixed-guideways being analyzed in this evaluation. Specifically both span and frequency of service are significantly less and it is the only guideway that does not have a dedicated route servicing only its stations. PAAC's Annual Service Guidelines designates the routes using the South Busway as either Local or Express routes. The Purple, Green, Blue, Red and Inclines routes, however are all designated as Rapid. Additionally, the areas surrounding the South Busway are more disconnected from the stations than other corridors. In all, these factors were determined to be too significant to be considered for TOD. The evaluation for all South Busway Stations was complete as time may change the service and surroundings of the South Busway.

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