Overview

The 2015 Long Range Transportation Plan adopted by the Southwestern Pennsylvania Commission in 1994 identified Pittsburgh's North Side to Oakland "Spine Line Corridor" as the region's most densely traveled corridor. The North Shore/CBD Transportation Corridor Major Investment Study (MIS) focuses on the North Shore/CBD segment of the Spine Line Corridor. (See Map 1.) Included in this segment are a Core Development Area consisting of the North Shore, near Strip, and Cultural District areas of downtown and an Impact Area extending into the neighborhoods surrounding downtown. (See Map 2.) The Core Development Area is the focus of intense development activity that creates an interrelated set of access, parking and connection needs. However, the transportation improvements for satisfying those needs are not necessarily confined to the Core Development Area. Because of functional and physical relationships, the impacts of Core Development Area improvements extend beyond the Core Development Area, defining broader impact areas. The size and character of these impact areas depend on the nature of the need being addressed and the transportation improvements being considered.

The North Shore/CBD corridor is the region's premiere tourist destination with the Three Rivers Stadium (the home of the Pittsburgh Steelers and Pirates); the Carnegie's Science Center and Andy Warhol museums; the David L. Lawrence Convention Center; the Heinz, Benedum, and Byham performance theaters; and the Senator John Heinz Pittsburgh Regional History Center. In addition, a significant amount of fringe parking takes place in the corridor during weekdays. On average about 6,000 daily Golden Triangle commuters park on the North Shore. In turn, the Golden Triangle provides needed parking for major North Shore events. For baseball games, up to 1,000 Golden Triangle spaces are used by fans. For football games, 2,000 spaces are used. The use of Golden Triangle parking for North Shore events relieves congestion on the North Shore, improves the utilization of CBD parking facilities, and encourages the patronization of downtown businesses.

The corridor is also the focus of intense development activity that includes the immediate construction of a new baseball park for the Pirates and a new football stadium for the Steelers. In addition, a 6000 seat amphitheater is under consideration as well as plans for future expansion of the Carnegie Science Center and the Andy Warhol Museum. Together the existing, new, and expanded attractions in the corridor could draw eight to ten million visitors annually as well as additional commercial and entertainment development.

The primary task of this MIS is to develop a transportation improvement program for the North Shore/CBD corridor that accommodates the access and circulation needs of both existing activities and the development plans for the corridor.

Upon identifying the transportation needs to be addressed along with goals and objectives for guiding consideration of solutions (Report 1), a universe of alternatives was developed and subject to a preliminary screening analysis (Report 2). This analysis evaluated the alternative's service to the corridor, redundancy, costs effectiveness and physical feasibility, and development compatibility. The alternatives coming out of Phase I screening were further defined so as to be able to more fully assess their impacts (Reports 4, 5, and 6). The LRT and People Mover alternatives were subjected to a more rigorous screening assessment of their engineering feasibility, development compatibility, operational issues, costs, effectiveness, and extendibility (Report 7). Occurring throughout the screening processes was a public comment and outreach program consisting primarily of public meetings and presentations with follow up correspondences and open discussions at community meetings (Report 3). In addition, shuttle bus and pedestrian alternatives were developed for consideration in defining and evaluating the LRT and People Mover alternatives (Report 8). A summary of each report's purpose, content, and findings has been included in this executive summary.

TABLE 1
Preliminary Capital and Annual O/M Cost Summaries
For North Shore/CBD LRT and People Mover Alternatives

Critical Segment Combinations	Vertical Alignment	Capital Cost ** Estimates ('98 millions)	Annual O/M Costs Estimates ('98 millions)
LRT Operational Combinations			
CS #2	Subway	$190	na
CS #1-2	Subway - Subway	$310	$2.4
CS #3-4	Subway - Mixed - Subway	$207	na
CS #1-3-4	Subway - Mixed - Subway (NB)*	$333	$2.6
CS #1-2-3-4	Subway-Subway-Mixed-Subway (NB)*	$489	na
PM Operational Combinations			
CS #2	Aerial	$83	$1.9
CS #3-4	Aerial-Subway (NB)*	$171	$3.5
CS #2-3-4	Aerial-Aerial-Subway (NB)*	$228	$5.0
LRT/PM Operational Combinations			
LRT CS #2 with PM CS #3-4		$361	na
LRT CS #1-2 with PM CS #3-4		$481	$5.9
LRT CS #3-4 with PM CS #2		$290	na
LRT CS #1-3-4 with PM CS #2		$416	$4.5

* New bridge at 11th Street, $10 million

1/5/99

** Capital costs do not include ROW or utility costs, but do include engineering/design at 20% and contingencies at

Sources: Parsons Brinckerhoff, Manuel Padron and Associates, Port Authority, Adtranz, WPMDC, and DCP (See Appendices C and D.)