

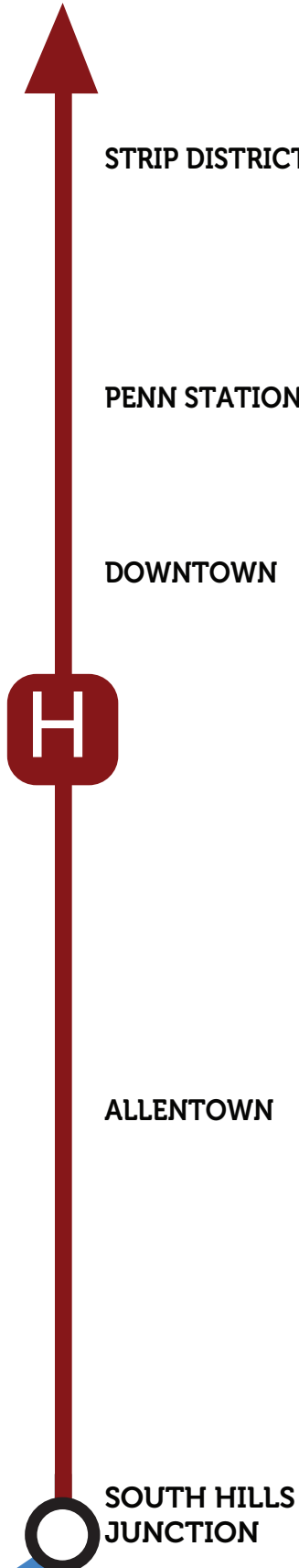
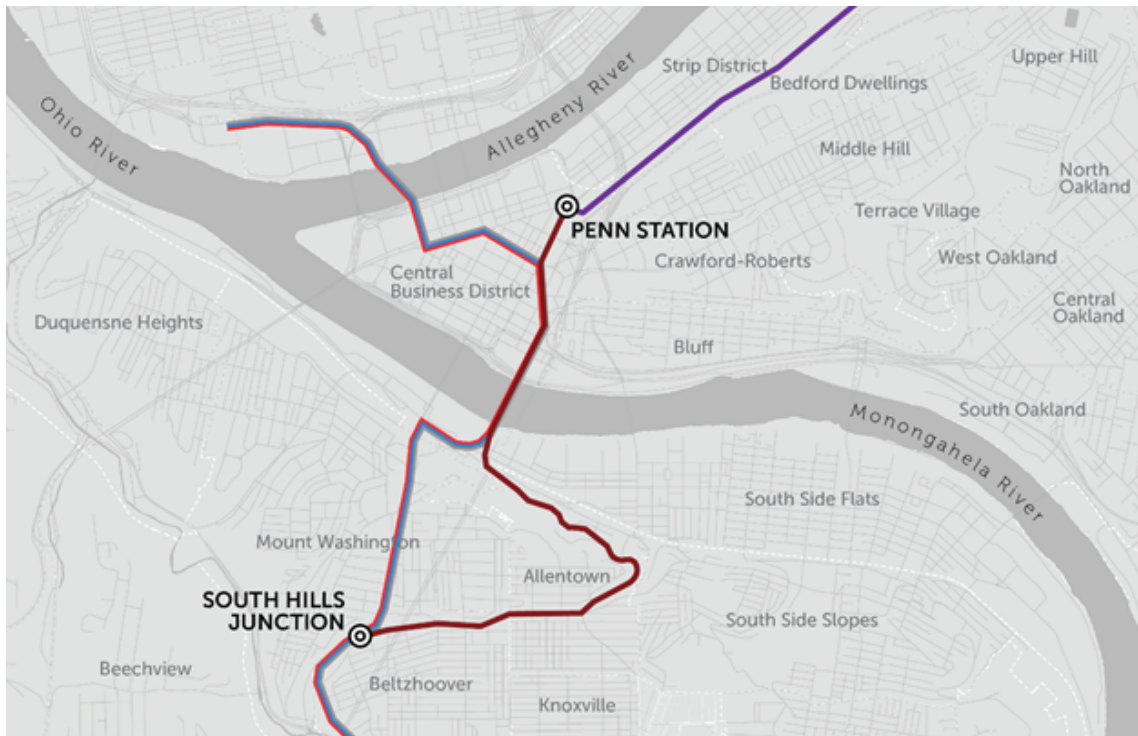


Allentown/Downtown/Strip District LRT Best Use Study

The Port Authority will conduct a study to investigate the best uses for the existing Allentown light rail alignment and the rail spur from Steel Plaza to Penn Station, both of which are physically operational but do not currently operate any regularly scheduled service. Both assets require further study to determine whether future investment is warranted, and if so, what type of service configuration would best serve riders in a way that is financially viable for the Authority.

The Allentown Line, formerly the Brown Line, and prior to that Route 52, was built in 1984 and went from South Hills Junction through Allentown via Warrington and Arlington Avenues to the Gateway light rail Station in Downtown Pittsburgh. Service for the line was cut in 2011 due to a system-wide service cut. The line is still used as a bypass today for the Red and Blue lines when the Mt. Washington Transit Tunnel is closed for maintenance. Currently, the Allentown neighborhood is primarily supported by the 43-Bailey, 44-Knoxville, and the 48-Arlington bus routes. Allentown has a high transit propensity—meaning the people of the neighborhood are likely to utilize transit if it is made available. Increasing rapid transit service to Allentown would provide transportation access to transit-dependent people and people with high mobility need. The line could provide local service between South Hills Junction, Allentown, and Downtown—with an ultimate destination at Penn Station that would connect to the Strip District and the East Busway.

While the infrastructure in place is currently operational, there are several issues such as community support, service detail and how/if it changes bus services in the area, and meeting ADA law given that the system was built prior to the passing of ADA and is currently inaccessible to persons with disabilities. These issues, along with adjacent design issues that would need to be addressed within the public right of way to allow potential regular operation to thrive, all need to be studied further along with internal operational and financial constraints and opportunities.



STRIP DISTRICT

PENN STATION

DOWNTOWN

ALLENTOWN

SOUTH HILLS JUNCTION