

KEY PLAN FEATURES & BENEFITS

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- **A 62-mile network of urban boulevards** within the Mon Valley that will enhance safety and create incentives for economic redevelopment of existing town centers and brownfields;
- **Improved connections to interstate highways** which will increase the mobility of vehicles that transport goods from the Valley to outside markets; and
- **Three major new transit investments** that will reduce traffic congestion and increase real estate values in the Mon Valley.

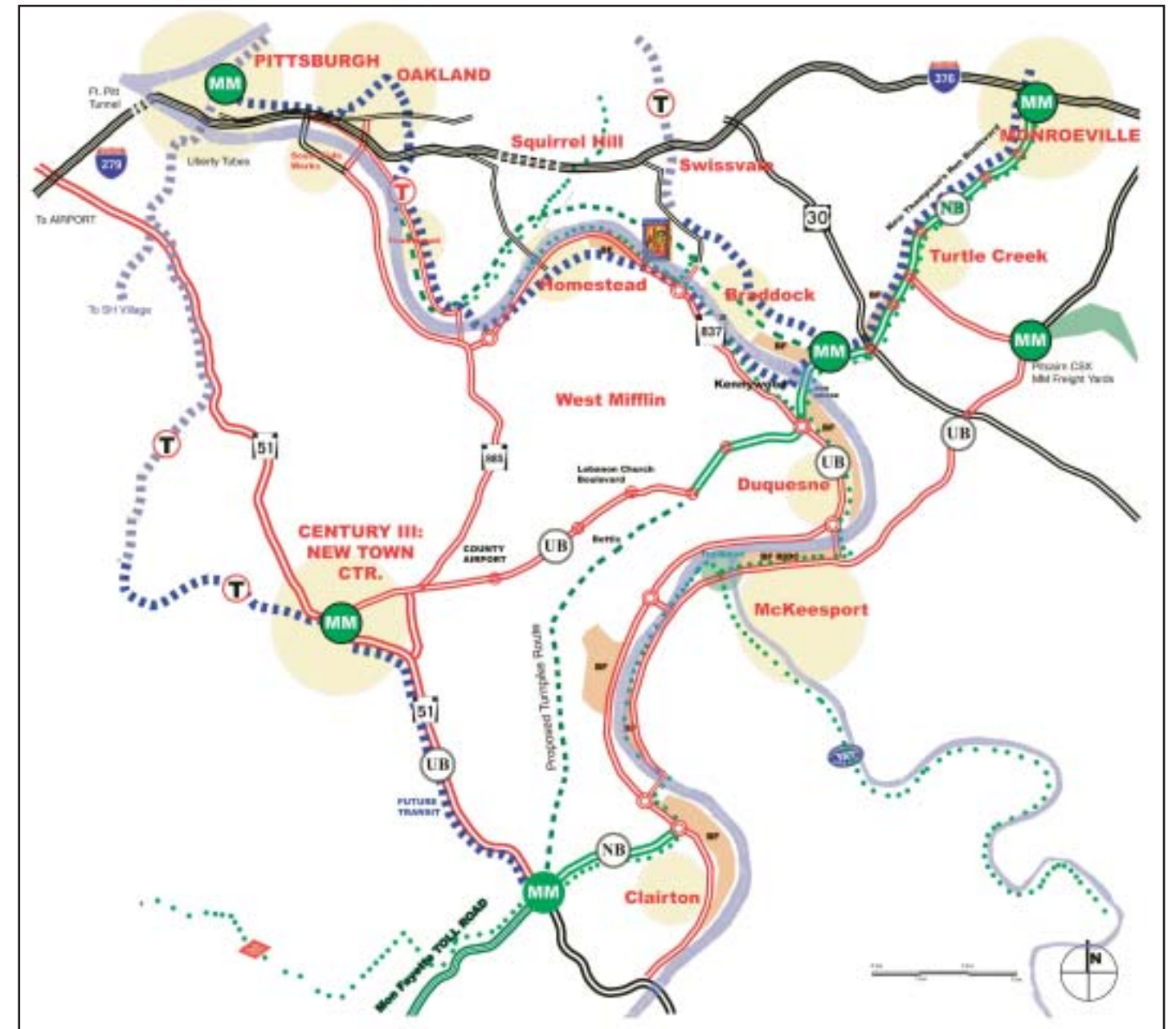
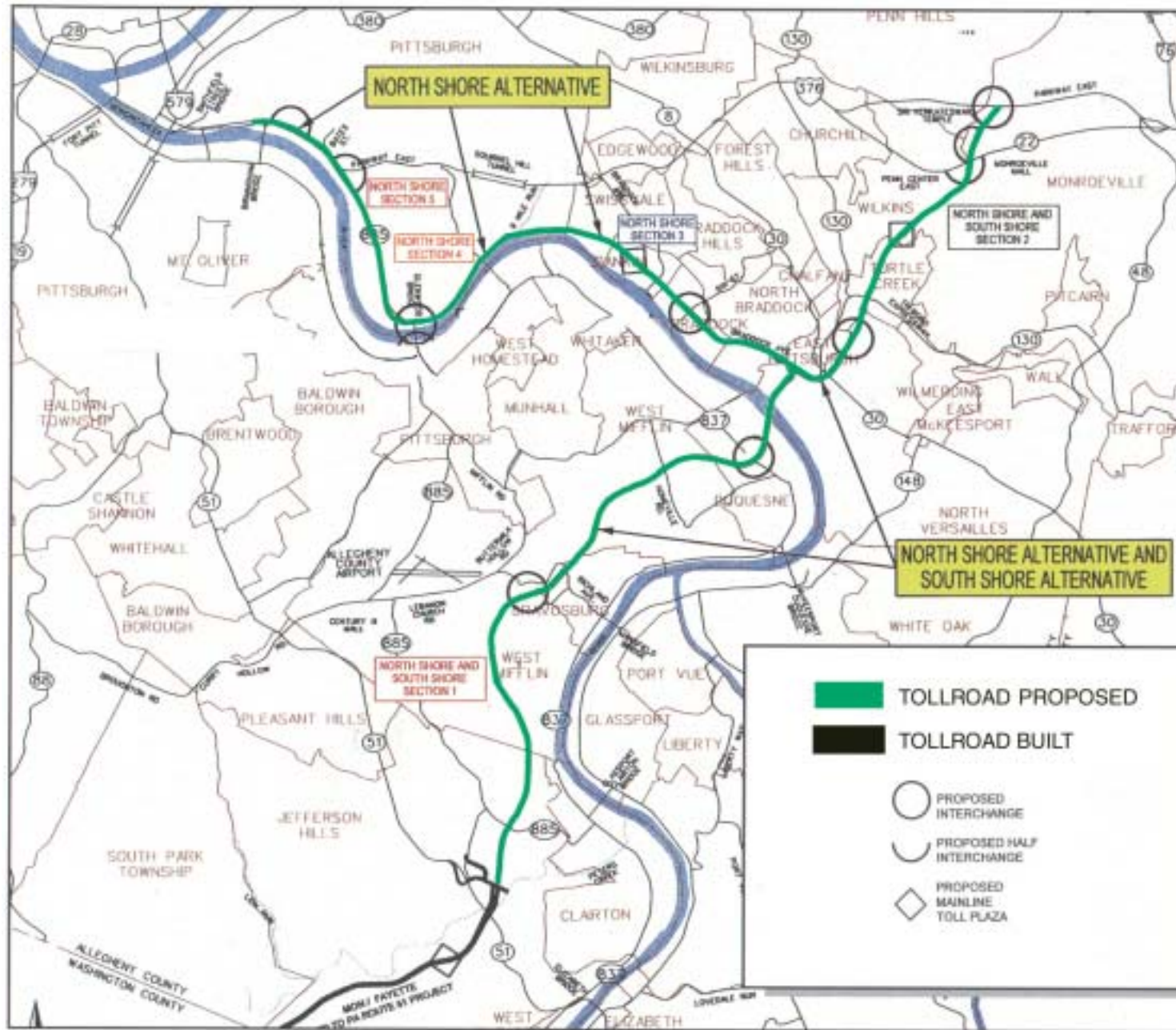
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- **Substantial investment** in the deteriorated roads and infrastructure of Mon Valley communities that are overlooked by the Turnpike plan.
- **Direct connections** to and among key brownfield redevelopment sites and existing urban centers, providing better incentives for economic development;
- **Improved mobility** and safety with enhanced access to Mon Valley communities;
- **Better traffic management** by providing commuters with more choices and flexibility in reaching employment and education centers;
- **Increased real estate values** within established communities; avoidance of inappropriate land speculation on "greenfield" sites.
- **Less sprawl**, thereby preserving the region's forests, streams, hillsides and farms; and
- **Sustainable balance** between the economic development of the riverfronts and their recreational and environmental value.

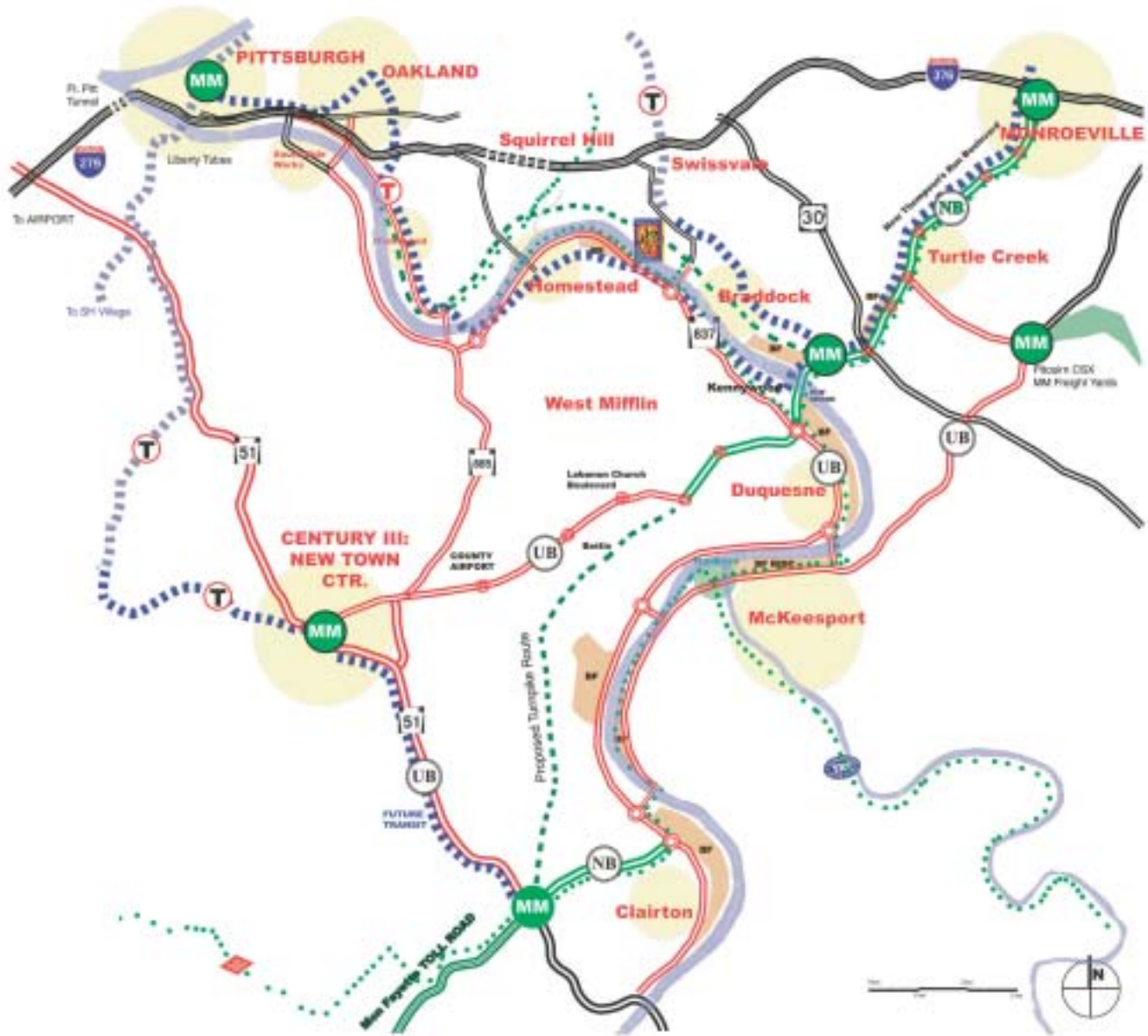


TURNPIKE COMMISSION TOLL ROAD PLAN

THE CITIZENS' ALTERNATIVE PLAN



THE CITIZENS' ALTERNATIVE TRANSPORTATION PLAN



Roads, Boulevards & Highways

- Proposed Turnpike Path
- Existing Turnpike already built
- NEW Urban Boulevard 4 Lane Road
- UPGRADED EXISTING Boulevard or Arterial
- Existing Highway, Boulevard or Arterial
- Bike Trails

Mass Transit

- NEW DEDICATED TRANSIT System Extension
- EXISTING TRANSIT
- Transit Line

Urban Boulevard
See drawing of typical Design

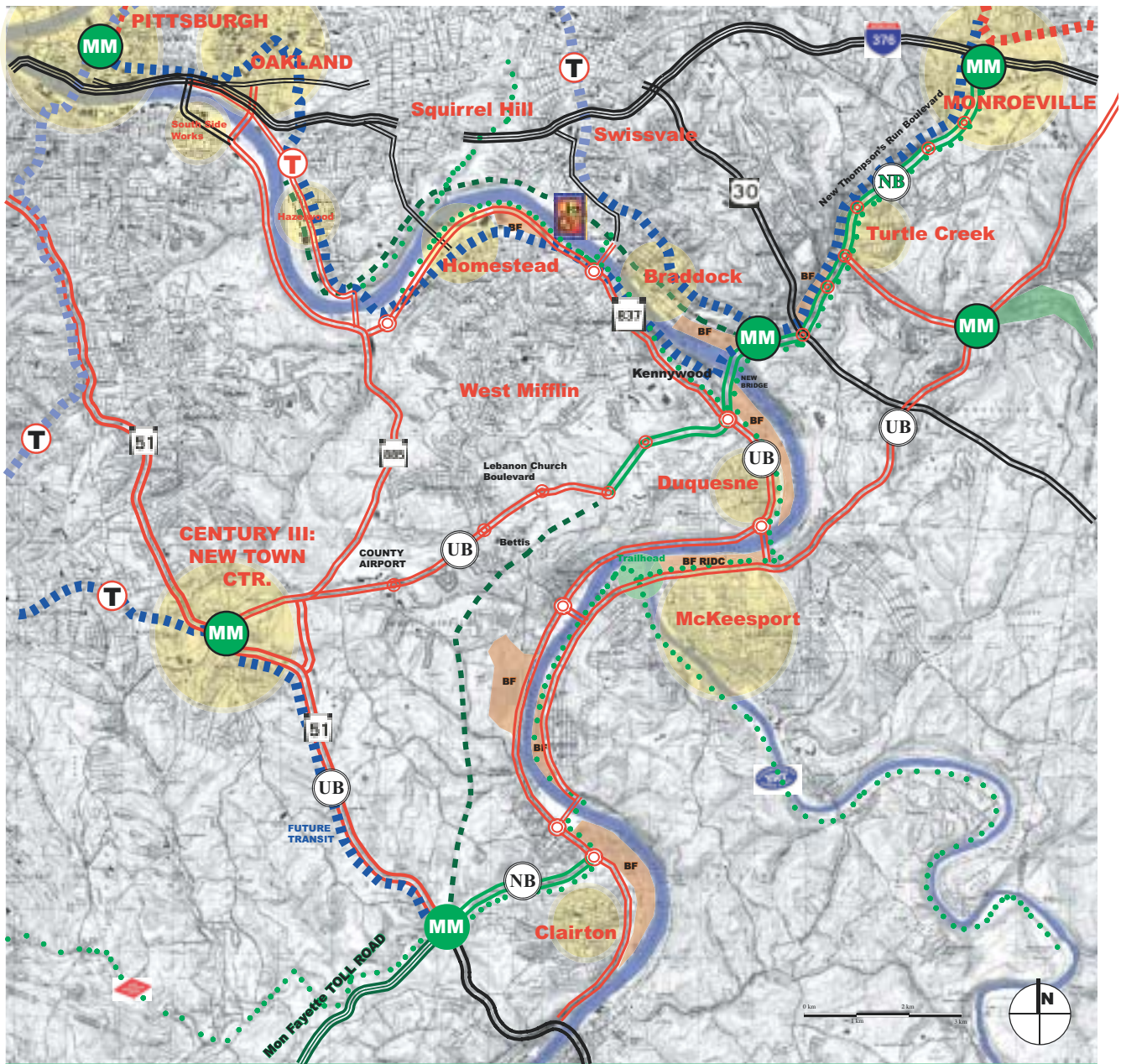
Multimodal Center
See drawing of typical Design

Population & Employment Center

Existing Industrial or Brownfield Site



THE CITIZENS' ALTERNATIVE TRANSPORTATION PLAN



TRANSPORTATION TYPE KEY:

Roads, Boulevards & Highways

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Transit Line



Urban Boulevard
See drawing of typical Design



Multimodal Center
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Population & Employment Center



Existing Industrial or Brownfield Site



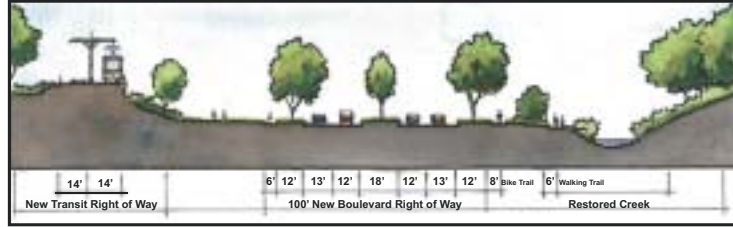
NEW & RENEWED URBAN BOULEVARDS

New Urban Boulevards with Transit

Example of a new urban boulevard such as the road proposed between Turtle Creek and Monroeville.



- A** Two twelve foot travel directions in either direction (PennDOT Standards.)
- B** Efficient signalized intersections with dedicated left hand turn lanes.
- C** New dedicated light rail right of way and with extension of existing service.
- D** Ecologically restored creek with conservation easement.
- E** New walking and bicycling trails.

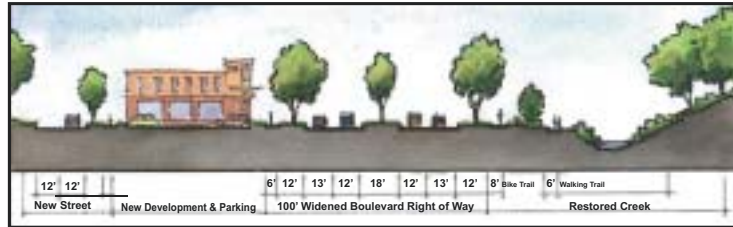


Upgraded Commercial Urban Boulevard

Example of an upgraded urban boulevard lined with commercial uses. This example illustrates a congested commercial arterial such as route 51 transformed into an efficient urban boulevard with new development opportunities.



- A** Two twelve foot travel directions in either direction without frequent driveways (PennDOT Standards.)
- B** Efficient signalized intersections with dedicated left hand turn lanes.
- C** New development parcels.
- D** New service road network connecting to development and parking.
- E** New shared parking facilities.
- F** Ecologically restored creek with conservation easement.
- G** New walking and bicycling trails.

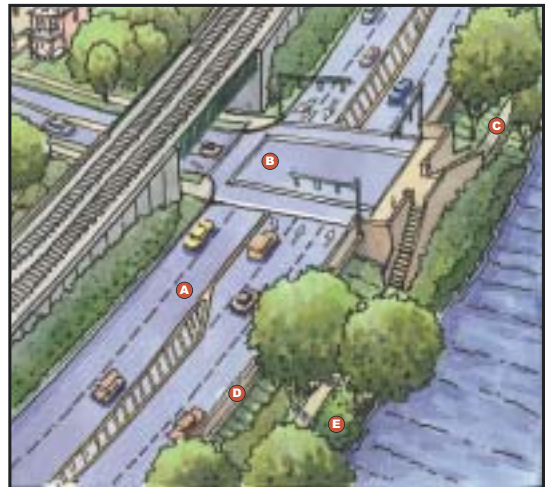


Upgraded River Edge Urban Boulevard

Example of an Urban Boulevard upgraded along a constrained river edge. This example illustrates an area constrained by existing railroad tracks and a river bank such as sections of route 837.



- A** Two twelve foot travel directions in either direction (PennDOT Standards.)
- B** Efficient signalized intersections with dedicated left hand turn lanes.
- C** New walking and bicycling trails along the Monogahela River.
- D** Cantilevered extension of existing roadway where needed to accommodate widened road.
- E** Ecologically restored riparian river edge with conservation easement.



ROUTES 837/885 UPGRADED RIVER BOULEVARDS



Cartway width



RR Overpasses

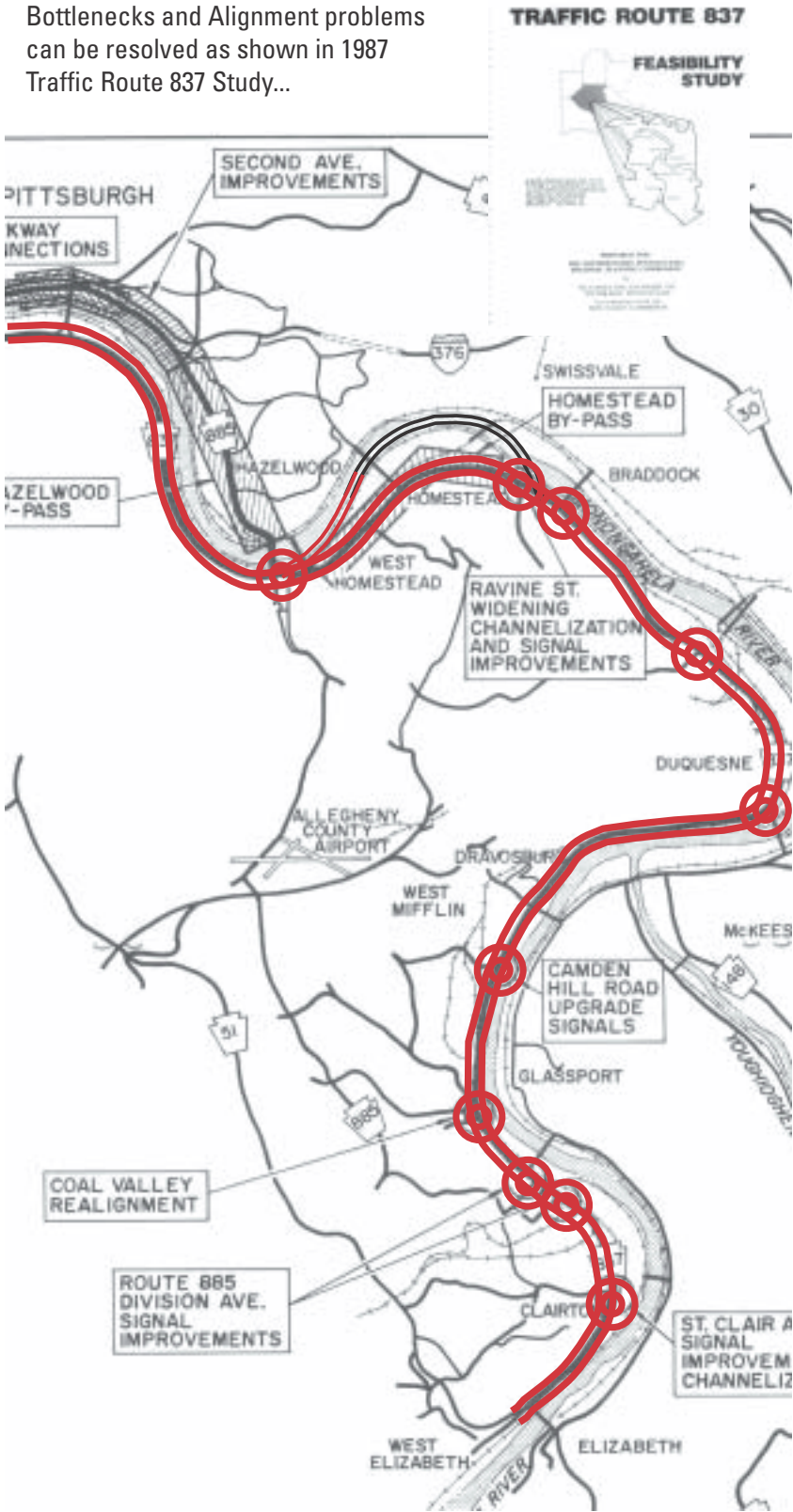


Utility ROW's



Landuse Improvements

Bottlenecks and Alignment problems can be resolved as shown in 1987 Traffic Route 837 Study...



ROUTE 51: RESTORED URBAN BOULEVARD

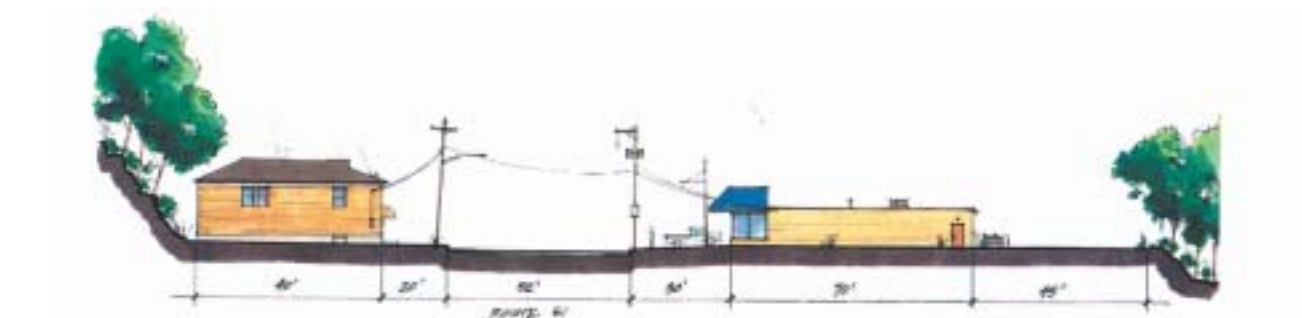


Image Transformation

Route 51 Today (above)
Poorly maintained buildings, lack of sidewalks, and utility poles dominate the character of the corridor.

ROUTE 51: RESTORED URBAN BOULEVARD



Near-street Building



Near Existing Tilt and Retention Wall



Near Intersection of Edgewood and Route 51

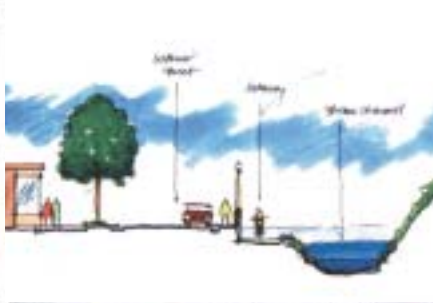


Near Post-Cell Site

For Mill Run Restored | 3 TRANSPORTATION PLANNING, URBAN DESIGN, LAND USE, AND MARKETING PLAN



Development parcel in the south of Colburn



Mill Run - Colburn intersection approaching from the north

APPLICATION OF SOLUTIONS: Typical Site Sections

The three sections depicted here are representative examples of successful development scenarios along Route 51. The top section shows a typical, sensitive re-orientation of a building placed directly adjacent to the right-of-way and a steep slope on the urban. The middle section represents a future area of the corridor, however, here Mill Run will close to the roadway which poses a challenge on the depth of development along and spacing placement. The bottom section depicts the greatest opportunity to develop with steep parcels along the corridor as nearby land uses.

From report by LBA for the City of Pittsburgh 2001



THOMPSON'S RUN: BOULEVARD/TRANSIT/WATERSHED



Rebuild existing streets into Boulevard with transit median and adjacent restored watershed.



Bike trails between Great Allegheny Passage (Mon River) and Monroeville.



CENTURY III: A NEW SUSTAINABLE COMMUNITY

Today : Unsustainable Sprawl and Traffic

Badly designed infrastructure is overwhelmed by poorly planned suburban development creating congestion and sprawl. These problems are only exacerbated by new interstate construction which induces more sprawl.



Uncontrolled commercial development leads to sprawling inhumane traffic clogged arterials.



Development of large single use pods leads to numbing uniformity, auto dependence and environmental ruin.



Tomorrow : A Sustainable Mixed-Use Multimodal Center

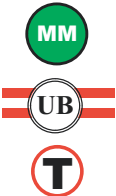
Investments in well designed multimodal infrastructure allow for the development of new mixed use town centers served by new urban boulevards and light rail transit.



Wise investments in multimodal infrastructure allow for the creation of a sustainable town center that will stimulate the economy, better serve the future needs of the region and create opportunities for long term growth.



Multimodal infrastructure and mixed use development create sustainable beautiful places.



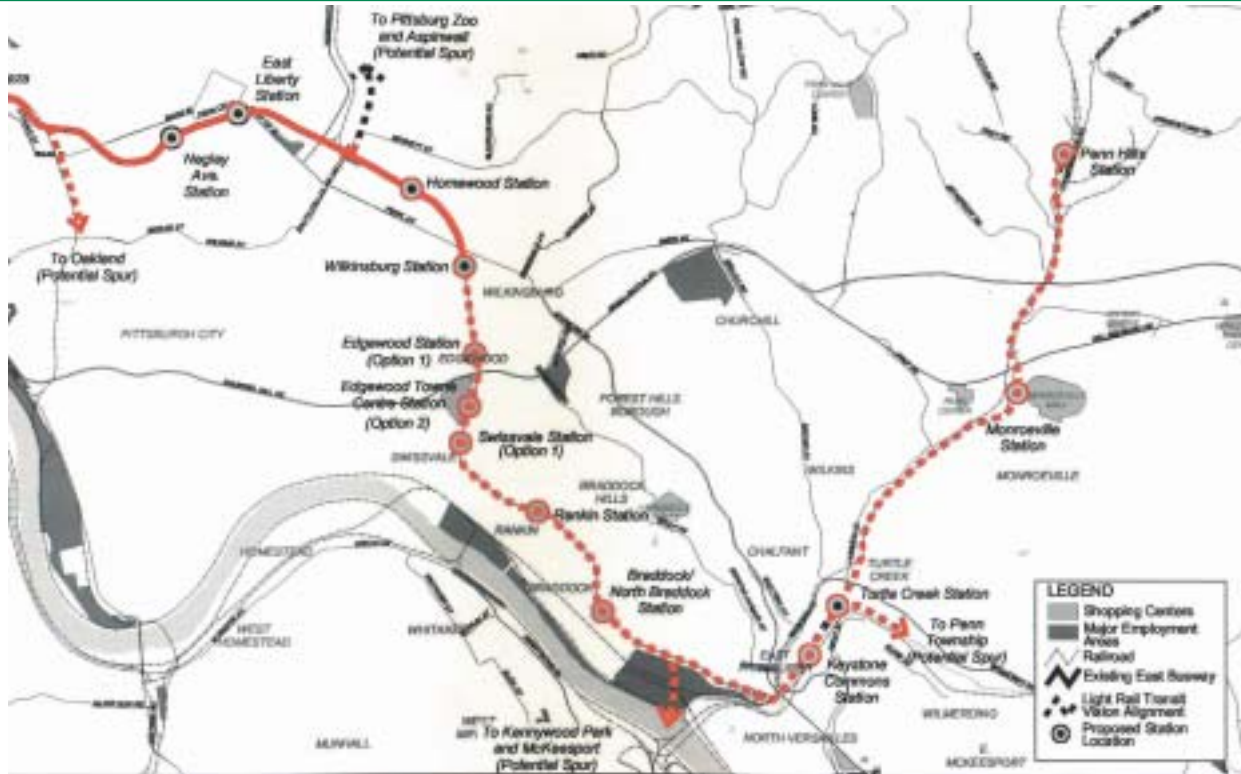
Route 51 at Century III Mall in 10 years

- A** 'T' Service is extended to serve the area surrounding Century III mall.
- B** A new Urban Boulevard with light rail links Route 51, Route 837 and Lebanon Church Road
- C** New walkable town center with both local and national retailers built along the new multimodal Urban Boulevard with wide sidewalks, street trees and light rail transit
- D** A new 1200 car Park 'n' Ride facility with express 'T' service to downtown serves Mon Valley commuters
- E** Multiple new 'T' stops serving Century Square and Century III Mall

Route 51 at Century III Mall in 30 years

- F** A new walkable residential neighborhood close to transit and retail is built after Century Square and Century III reach the end of their 30 to 35 year life cycles
- G** 'T' service is extended down Route 51 to a new Park 'n' Ride at the Mon-Fayette Expressway terminus and to the City of Clairton

TRANSIT ORIENTED COMMUNITIES



Monroeville Station

The station in this area would be located at the western edge of the Shoppes at Mall. The proposed LRT alignment would track the service with one of the Transit's tracks to the station and then continuing north under the State 70 bridge and across Pine Hills. The station would be built by general contractors at the Mall extension. This expansion would include associated parking and mechanical building, a new ramp and station to be located near the top of the hill where approximately 2000 cars will be taken to the parking lot. This will be done by a public-private partnership. The station design will be done by a public-private partnership. The station design will be done by a public-private partnership.

Turtle Creek Station

The Turtle Creek Station would be located under the intersection of Turtle Creek and Thompson Run. This is also the point at which the existing railroad will be replaced. The station would be located at the north end of the Avenue Center of Turtle Creek and at a point where a possible future extension of the LRT could cross to the Penn Township and Turtle Townships.

Bradock/North Bradock Station

The Station is located near the 8th Street extension of the existing rail alignment. An extension is planned for the extension to the north end of the line which would cross the bridge over the Allegheny River. The station would be located near the 8th Street extension of the existing rail alignment.

East Pittsburgh/ Keystone Commons Station

The station located in the center of the Keystone Commons area, adjacent to the light rail station. The station would be located in the center of the Keystone Commons area, adjacent to the light rail station.

Excerpts from "East Light Rail Transit Community Design Report" by OTAK 9/2000

CITIZENS' ALTERNATIVE PLAN SUMMARY



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