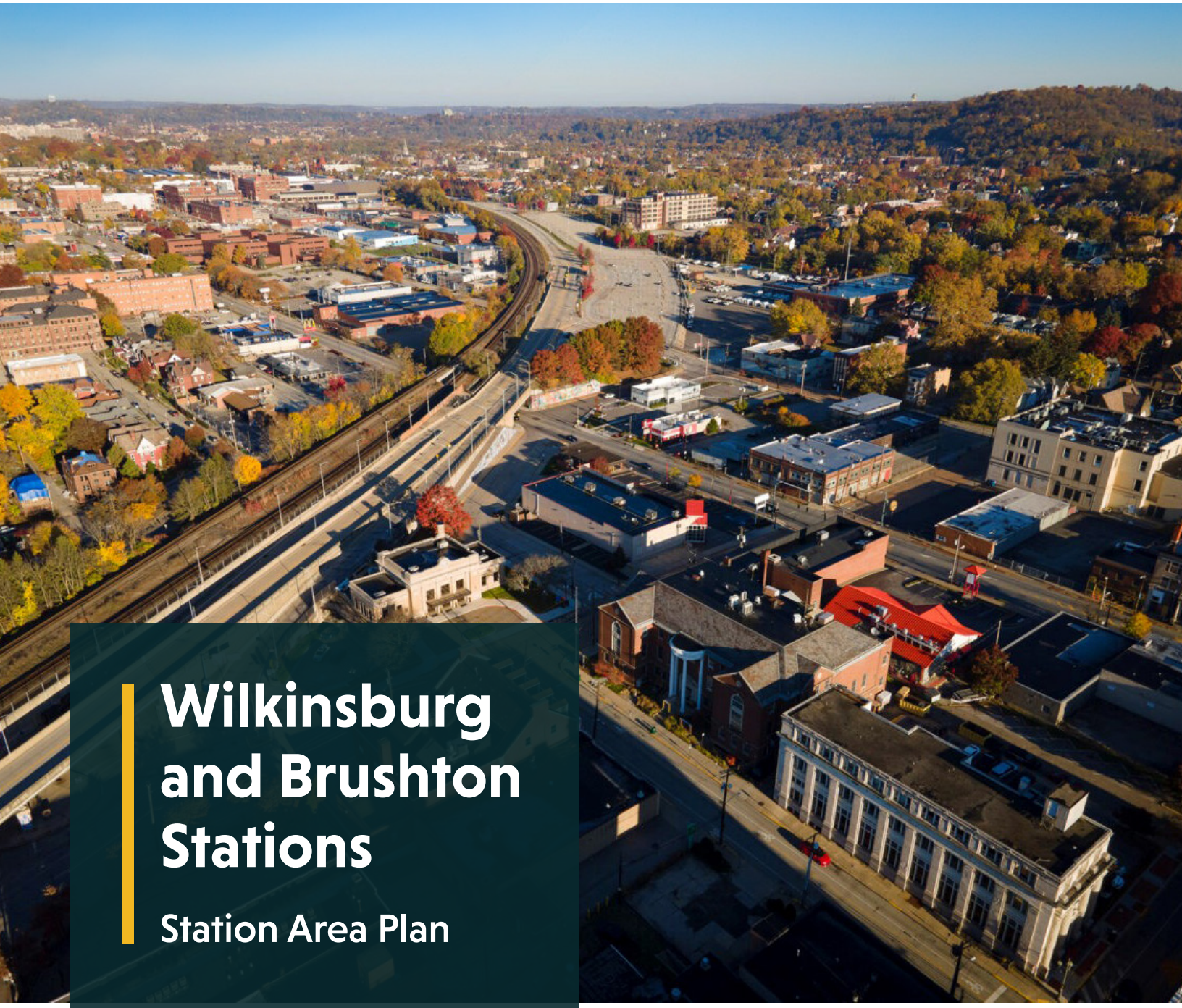
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Wilkinsburg and Brushton Stations

Station Area Plan

Appendix 3

Elevator Feasibility Assessment

October 2023

PRT
Pittsburgh Regional Transit

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WILKINSBURG AND BRUSHTON STATIONS ELEVATOR FEASIBILITY ASSESSMENT

Introduction

The Wilkinsburg and Brushton Station Elevator Feasibility and Need Assessment aims to create a high-level qualitative and quantitative methodology to assess the needs for an elevator at the two stations due to the significant topography at both sites. The question being answered is, **"How should PRT evaluate the addition of elevators at its stations?"**

During the conceptual design process for the Wilkinsburg/Brushton Stations, the project team evaluated ways to improve accessibility. This included the use of improved sidewalks, pedestrian crossings, and the use of elevators in locations where vertical elevation change would make it difficult for those with disabilities to access the station. The project team then focused on the proposed concepts for each station as the basis for the assessment of station access with and without elevators proposed at key locations to provide multiple accessible routes to transit users. The summary of findings was presented to the Transit Oriented Communities Committee (TOC) at Pittsburgh Regional Transit during the March 28, 2023 meeting. A summary of the elevator discussion with the TOC can be found at the end of this document.

The assessment was completed on proposed station plans during the development of the conceptual drawings and might vary slightly from the final approved plans. The outcomes of this assessment impacted the final proposed station plans.

Assessment Approach and Criteria

To answer the question above, the team considered the proposed ADA-accessible routes and station access, alternative routes and their conditions, the topography of the site, and the capital and maintenance costs on PRT of putting in an elevator.

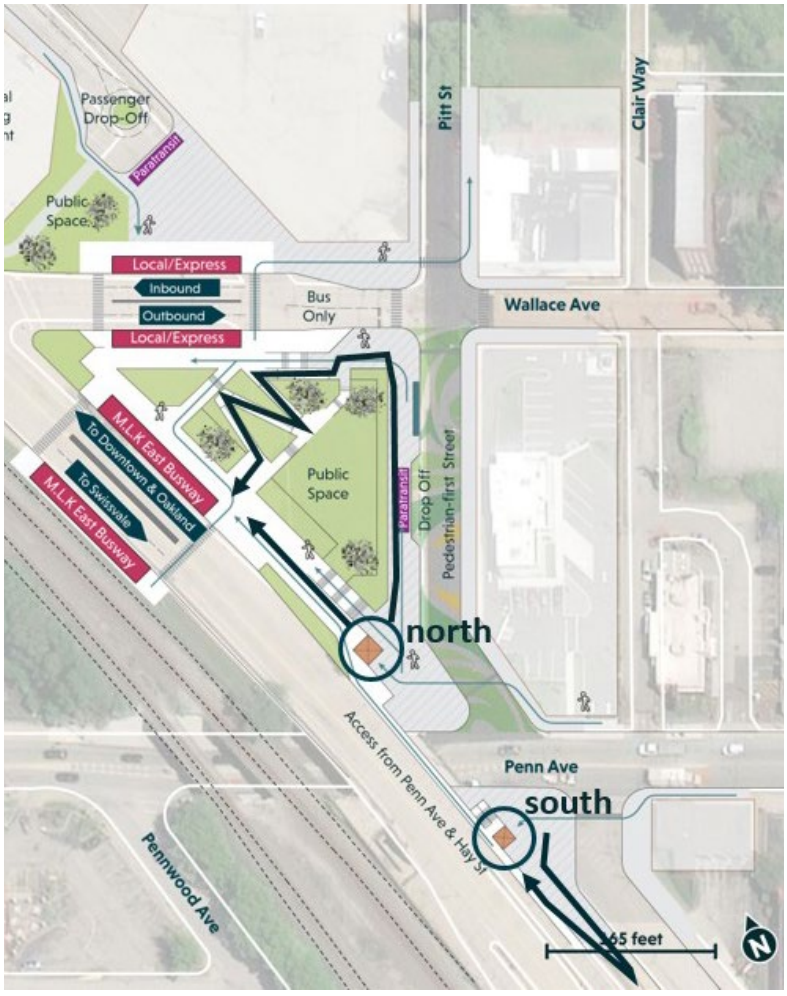
Below is a list of the proposed approach:

- The ADA sets the minimum requirements for accessibility. PRT's riders, many of whom have mobility, sensory, or cognitive disabilities, would benefit from enhancements beyond the ADA.
- The station area plan will identify all locations where elevators could be located to enhance accessibility. This provides design flexibility for the future.
- In addition, the plan will provide clear metrics to support PRT's decision-making process, such as approximate vertical elevation, an approximate distance of an alternative route, and a percentage of the alternative route whose sidewalks may be of questionable quality.
- Elevators are a significant capital and maintenance investment. Elevators should only be added when PRT can commit to their long-term maintenance.

Wilkinsburg Station Area Elevators Assessment

The assessment at the proposed Wilkinsburg Station included two elevators along Penn Ave adjacent to the Martin Luther King Jr. East Busway bridge over Penn Ave (see **Figure 1**).

Figure 1. Wilkinsburg Station Area Elevator Assessment



Wilkinsburg Station Main Elevator north of Penn Ave:

- Elevation change: 18'
- Preferred route length with elevator: 140'
- Alternative route length with ramps: 500'
- Difference: 360': 257% longer
- Length of ramp needed: 235' (4-6 landings)
- Route on sidewalks of questionable quality (i.e., outside PRT control): 0'; 0%

Conclusion:

- Strong elevator candidate, due to significant difference between the travel distance when using the elevator and when not using it.

Wilkinsburg Station Elevator south of Penn Ave:

- Elevation change: 16'
- Preferred route length with elevator: 325'
- Alternative route length with ramps: 790'
- Difference: 465': 143% longer
  Length of ramp needed: 180' (Existing)
- Route on sidewalks of questionable quality: 0'; 0%

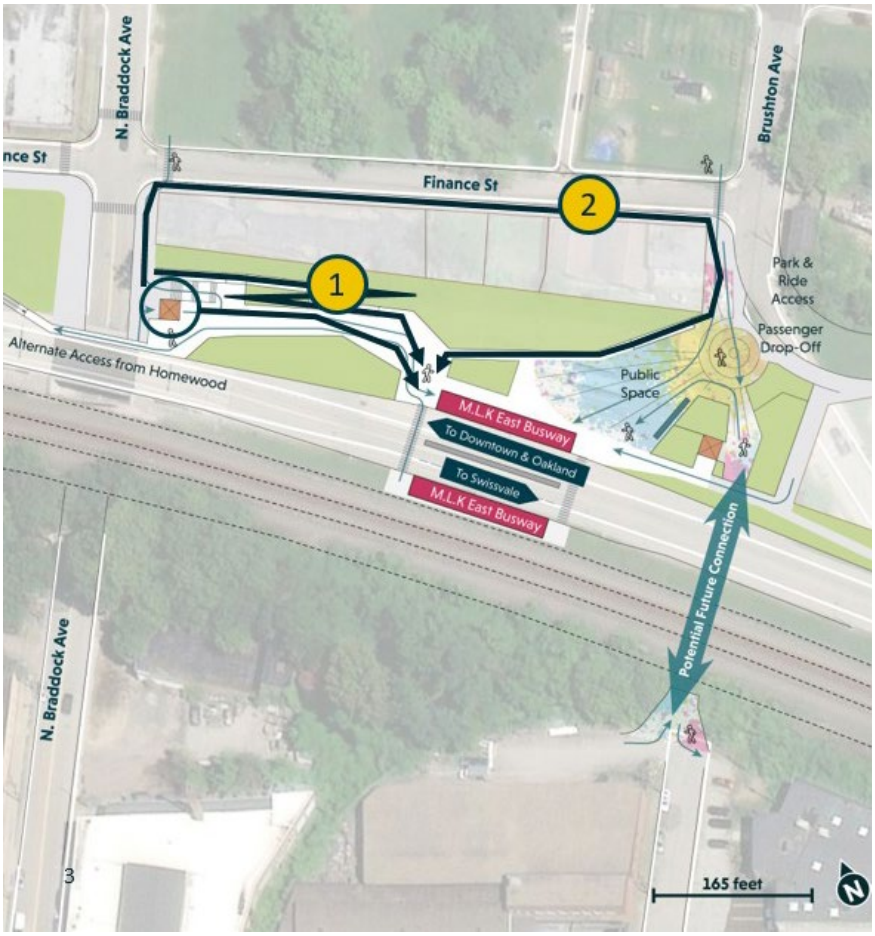
Conclusion:

- Not a strong elevator candidate, because this access point is used less by transit riders and there is an already existing ramp.

Brushton Station Area Elevators Assessment

The assessment at the proposed Brushton Station included two elevators, one along N. Braddock Avenue adjacent to the E. Busway bridge (see **Figure 2**) and one closer to Brushton Avenue closer to the potential future connection proposed as a reconnection of Brushton Avenue (see **Figure 3**).

Figure 2. Brushton Station Area Elevator Assessment at N. Braddock Ave



Brushton Station Main Elevator at N. Braddock Ave:

- Elevation change: 24'
- Preferred route length: 230'

Alternative Route #1: Ramp Adjacent

- Alternative route length: 600'
- Difference: 370'; 160% longer
- Length of ramp needed: 600' (8 landings)
- Route on sidewalks of questionable quality: 0'

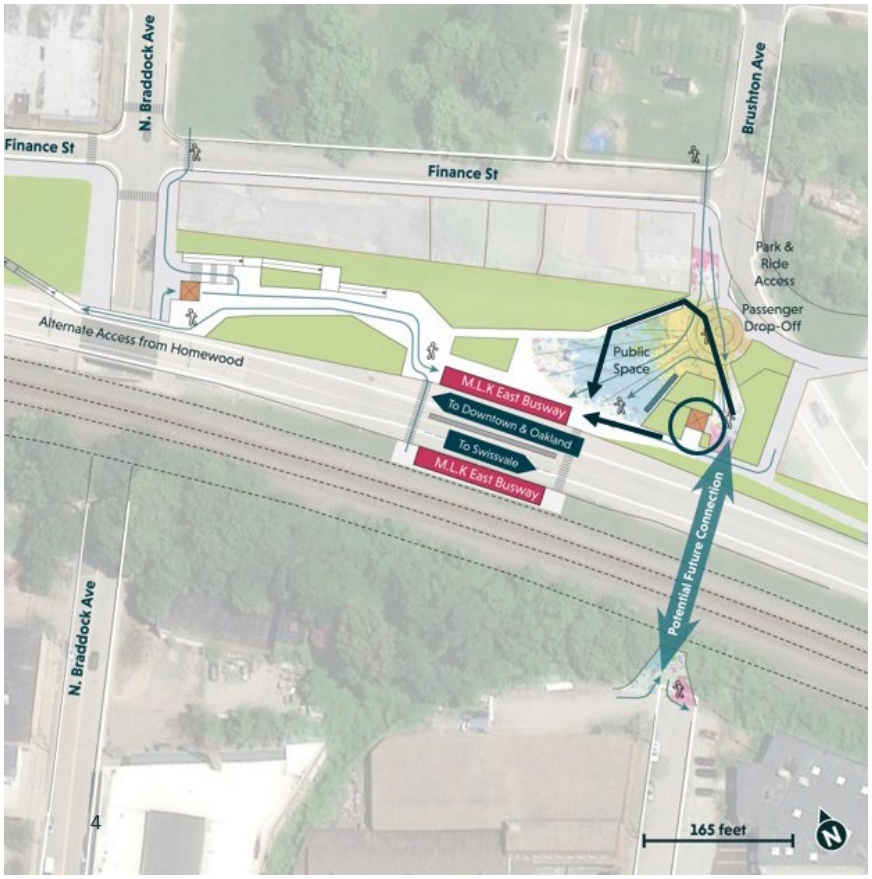
Alternative Route #2: Finance St Loop (Outside PRT Control)

- Alternative route length: 930'
- Difference: 700'; 305% longer
- Length of ramp needed: 165' (2 landings)
- Route on sidewalks of questionable quality: 600'; 65%

Conclusion:

- Strong elevator candidate, due to the significant difference in grade and the need for long ramps.

Figure 3. Brushton Station Elevator at Potential Future Connection:



Brushton Station Elevator at Potential Future Connection:

- Elevation change: 7'
- Preferred route length: 80'
- Alternative route length: 390'
- Difference: 310'; 388% longer
- Length of ramp needed: 165' (2 landings)
- Route on sidewalks of questionable quality: 0'

Conclusion:

- Strong elevator candidate if the connection is built; otherwise, it is unwarranted.

Wilkinsburg and Brushton Stations – Station Area Plan

TOC Meeting Minutes – Elevator Discussion

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Minutes of Meeting from the March 28, 2023 TOC Discussion on Elevators

Amy Silberman (AS): We could study how many people enter the station area from Penn Avenue to determine if an elevator here is really worth it. Penn Avenue is not a pleasant street to walk along and many coming from the south and east may already be walking up the Hay Street ramps or along Wallace Avenue.

Darcy Cleaver (DC) in meeting chat: "We can definitely schedule some checks with TA staff to see where peds are coming from. Please work with Jenn, Moira."

Greg O'Hare (GO): Brushton Station Alternative Route #2 goes along Finance Street and there is no sidewalk at that location currently.

GO: With regard to an overall policy about elevators, there should be a conversation with maintenance and operations. In particular, there should be an understanding of the staffing needs to keep the elevators clean.

Andy Lukaszewicz (AL): Minneapolis' transit agency has many elevators. In that city, they have problems with trash, urination, and defecation in the elevators.

Seth Davis (SD): These kinds of maintenance concerns are less of an issue if there are public restrooms in the area.

AL: PRT isn't able to maintain restrooms for operators as well as we would like, so at this time public restrooms are well beyond the agency's capacity.

AL in meeting chat: "Development gets you closer to elevators and Public Restrooms, that way local businesses can be part of custodial maintenance, and they are on site to report any issues."

DC: Which stations have the most ramp switchbacks?

GO: Bon Air and Boggs

AL: Bon Air has the most with 6-7 switchbacks (see **Figure 4**).

SD in meeting chat: Bon Air. "The hill up/down is even worse. That was my original PRT station."

Figure 4. Bon Air T Station





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