



Corridor G: River to River Phase One Past Plans Review

March 2025

Pittsburgh Regional Transit

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TIMELINE OF PLANS IN CORRIDOR G

This review of previous relevant transportation and community plans, studies, and action plans will be used as input to inform the project team, the public, and stakeholders of the planning and historical context of Corridor G.

Document or Action	Year	Agency	Outcome of Relevant Plans
The Pittsburgh Transportation Problem	1910	City of Pittsburgh	Called for radial network to serve workers
Transit: A Part of The Pittsburgh Plan	1923	Citizens Committee on City Plan of Pittsburgh	Analyzed the current conditions of transit in the city and identified rapid transit as an "unavoidable necessity" for the city
Allegheny County Rapid Transit Study	1967	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	Assessed the feasibility and ROM costs of a rapid transit system, including development of a long-range system with various alternatives tested; study pivots to assessment of aerial loop system in downtown (as opposed to subway construction) as a form of rapid transit
The Oakland Plan	1980	Oakland Directions, Inc.	Designated areas in Oakland as 'fixed' or 'areas of opportunity for development;' the plan considered residential areas, institutional areas, and commercial areas and evaluated pedestrian and traffic patterns
Spine Line Corridor Study	1993	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	Looked at an eight-mile corridor that extends from the north side to the east end
Oakland Improvement Strategy	1998	City of Pittsburgh	Called for "transform[ing] Oakland's portion of Fifth Avenue into a pedestrian-friendly, beautifully landscaped avenue through landscaping, sidewalk widening, and the potential elimination of a lane of traffic"

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Pittsburgh to Homestead Commuter Ferry Study	2001	Unknown	Analyzed the feasibility of passenger-only ferry service from West Homestead to downtown Pittsburgh
Master Development Plan in Hazelwood and Junction Hollow	2001	City of Pittsburgh	Studied implications of the proposed Mon-Fayette Expressway
Regional Waterways Study	2002	Southwestern Pennsylvania Commission (SPC)	Intermodal connections (downtown) and ferry landings (regional)
Future of Oakland Plan	2002	Oakland Task Force	Sought to create a sense of place in Oakland, make it easier to get into and around in Oakland, stimulate neighborhood revitalization, and foster technology development
2020 Southwestern Pennsylvania Regional Transit Vision	2002	Southwestern Pennsylvania Commission (SPC)	Recommended that the Southwestern Pennsylvania region encourage and facilitate regional transit cooperation through empowering the Transit Operators Committee
Railroad Corridor Assessment: Strategic Regional Transit Visioning Study	2002	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC), Southwestern Pennsylvania Commission (SPC)	Assessed the freight railroads in and around Pittsburgh to explore consolidation
Eastern Corridor Transit Study: Final Report	2003	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	Allegheny Valley Commuter Rail (#1), East Busway Corridor Extension to Monroeville (#4), Spine Line Corridor Light Rail to Homestead (#6), Monongahela Valley Corridor Light Rail to Etna/McKeesport (#7), and NS Corridor Commuter Rail (#8)
Oakland Transit Whitepaper	2004	Oakland Task Force	Described existing transit services and usage in Oakland and proposed improvements for transit serving Oakland

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Eastern Corridor Transit Study: Transitional Analysis to Locally Preferred Alternatives	2006	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	Updated previous study with specific alignments, boardings, and costs; Allegheny Valley Commuter Rail (#1), either BRT service to Oakland (#2) or Spine Line (#4), NS Commuter Rail (#6), and the East Busway Extension
20/20 Transit Vision Full Report	2006	Southwestern Pennsylvania Commission (SPC)	Trend vs. Focused Scenario; proposed study of numerous future LRT, BRT, and commuter rail connections regionally
Mon-Fayette Expressway Transit Coordination Report	2007	Pennsylvania Turnpike Commission	Identified existing and emerging transit plans in the Oakland area as well as potential owners and operators for park and ride lots; included design parameters for light rail, heavy rail (commuter rail), and people mover systems
Oakland Transit Connector and Downtown Pittsburgh to Oakland Connector	2009	Transportation Action Partnership (ad hoc, County-led)	Oakland Transit Connector included autonomous/gondola components; Downtown to Oakland Corridor LRT
Connect09	2009	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	System plan developed to connect the region, its neighborhoods and resources, and transit customers and employees; resulted in a Transit Development Plan based on public input
Remaking Hazelwood, Remaking Pittsburgh	2009	CMU Remaking Cities Institute	Promoted a comprehensive and sustainable urban design-based approach to the revitalization of Hazelwood through redevelopment of the 178-acre ALMONO site
Hill District Green Print	2009	Find the Rivers!	Purpose: the Hill District should take advantage of its unique landscape, history, and nature to create a more livable and healthier "village in the woods"
The Transportation Solution from ALMONO to Oakland	2010	Unknown	Compared Maglev and Light Rail Transit (LRT), showing the benefits of a Maglev system between Oakland and the ALMONO site (Hazelwood Green)

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Active Allegheny	2010	Allegheny County Economic Development	Proposed bicycle routes, bicycle facilities, pedestrian improvements (including accessibility for persons with disabilities), other non-motorized transportation, and complete streets as well as how to implement them
Pittsburgh Rail Connection	2010	City of Pittsburgh	Study of using the CSX/AVR corridor extending from Hazelwood to Lawrenceville via Oakland
Allegheny Riverfront Vision Plan	2011	Urban Redevelopment Authority of PGH, City of Pittsburgh, Riverlife	Strip District to Highland Park: commuter rail, urban circulator trolley network, multimodal trails
Greater Hill District Master Plan	2011	Hill Community Development Corporation	Neighborhood plan
Oakland 2025 Master Plan	2012	Oakland Planning & Development Corporation	Neighborhood plan
Allegheny River Green Boulevard Transportation Appendix	2013	Urban Redevelopment Authority of PGH, City of Pittsburgh, Riverlife	Transit station design criteria; multimodal corridor with mobility improvements, looked at commuter rail, street design, and multi-use path options
Strip District Transportation and Land Use Plan	2013	City of Pittsburgh	Proposed improved Downtown to Strip District transportation connections
UDream Studio (Centre Avenue between Reed Street and Herron Avenue)	2014	Hill District Community Development Corporation	Student project with proposals for housing along Centre Avenue between Reed Street and Centre Avenue
UPMC Oakland Hospitals, Project Area Master Plan	2014	UPMC	Institutional master plan

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Southwestern Pennsylvania Public Transit-Human Services Coordinated Transportation Plan	2015	Southwestern Pennsylvania Commission (SPC)	Provided a comprehensive inventory of existing transportation services, providers, and partners in the region; transportation needs, issues, and barriers; and objectives, strategies, and best practices to consider enhancing future transportation coordination
Review of Regional Transit Corridor Studies	2015	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	Recaps major corridor initiatives and updates: · Spine Line, Downtown – Oakland – Wilkinsburg/Homestead via Hill District (LRT) · Downtown – Oakland via Panther Hollow/Carrie Furnace site (unspecified rail mode) · Lawrenceville – Oakland – Hazelwood (commuter rail/diesel multiple units)
City Steps Plan	2017	City of Pittsburgh, DOMI	Used spatial analysis, public input, and field visits to create a prioritized list of steps and develop a list of step-related projects for rehabilitation and renovation
RTA Imagine Transportation	2017	Regional Transportation Alliance of SW PA	"50 Ideas to Explore" including both policies and projects
Mon-Oakland Mobility Plan	2018	City of Pittsburgh, Urban Redevelopment Authority of PGH	Sought to create a publicly-owned and accessible microtransit route to operate continuously between the neighborhoods of Hazelwood, Greenfield, Four Mile Run, South Oakland, and Oakland
Pittsburgh Cable Transit	2018	City of Pittsburgh and 100 Resilient Cities/Rockefeller Foundation	Captured the ideas expressed in the cable transit workshop and provided readers with a concise summary of cable transit systems
Smart Moves for a Changing Region	2019	Southwestern Pennsylvania Commission (SPC)	Vision focused planning goals and strategies for mobility, communities, and economy

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TAC Intercity Rail Study	2019	Pennsylvania Transportation Advisory Committee	Listed challenges and success factors for intercity rail in PA; reassessed corridors recommended from the 2001 study; outlined potential city pairs and intercity bus alternatives
SPC Regional Park and Rides Facility Origin-Destination Study	2019	Southwestern Pennsylvania Commission (SPC)	Mapped passenger origins and destinations for a sample of customers that utilize 26 Park and Ride facilities throughout multiple counties
State Route 885/Second Avenue Multimodal Corridor Study	2019	Southwestern Pennsylvania Commission (SPC)	Explored existing multimodal transportation needs, future trends, and potential improvement strategies
PRT Index of Transit Need	2019	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	Expanded categories for transportation disadvantaged groups to establish an index of transit need; developed a frequent service walkshed to determine areas without frequent service and assigned an transit need score to transit routes
SW Mobility Final Report	2019	PA Turnpike Commission (Southwest Partnership for Mobility)	Act 89 stipulates that in 2022, PA Turnpike Commission's (PTC) annual payment to PennDOT will be reduced from $450 to $50 million and the burden for the difference will transfer to the state's General Fund; Two actions needed: 1) fix PA Act 44 to stabilize statewide public transportation funding without payments from PTC, 2) fund projects to maintain the region's competitiveness by passing legislation to enable the exploration of locally-enacted revenue sources
Transit-Oriented Development (TOD) for Allegheny County	2019	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	PAAC-CONNECT study of stations with TOD potential including a demographic analysis and details for 10 communities near BRT stations
Greater Hazelwood Neighborhood Plan	2019	City of Pittsburgh and Greater Hazelwood Community Collaborative	Neighborhood plan

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Pedestrian Safety Action Plan	2020	City of Pittsburgh	Goal of plan to identify policy and infrastructure improvements which support city mobility goals: Vision Zero on city streets, access to fresh fruits and veggies within 20 minutes of home; all trips under one mile are easy and enjoyable to achieve without a vehicle; no household must spend more than 45% of income on housing + transportation + energy; streets reflect value and pride of the city
Bike(+) Master Plan	2020	City of Pittsburgh	Proposes 243 total miles of facilities (existing and proposed) for bicycles and similar light-weight devices; policy approaches include (but not limited to) Vision Zero design strategies, improved accessibility of bike facilities, transportation demand management strategies, and increased supply of bike parking
SmartMoves Connections: A Regional Vision for Public Transit	2021	Southwestern Pennsylvania Commission (SPC)	SmartMoves Connections presented an approach to regional transit planning based on locating the Transit Supportive Land Uses already present in our region; clusters of land with multimodal potential were put into six categories where Multimodal Hubs and Multimodal Corridors could be good mobility options
Envision 2070: Mobility in a Sustainable Pittsburgh	2021	City of Pittsburgh	Serves as a strategic roadmap to maintain past investments, address current disparities, and meet future mobility challenges in Pittsburgh
NEXTransit Long-Range Plan	2021	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	Long-range transportation plan with 25-year horizon to understand the projects and funding sources needed to keep Pittsburgh and Allegheny County moving
University of Pittsburgh Institutional Master Plan	2021	University of Pittsburgh	Institutional master plan

Document or Action	Year	Agency	Outcome of Relevant Plans
Strip District Mobility Plan	2022	City of Pittsburgh - DOMI	Evaluated existing and projected land use and travel patterns to identify a series of recommendations to improve access, safety, and comfort for all users of the transportation network to, through, and within the Strip District
Move PGH Mid-Pilot Report	2022	City of Pittsburgh/Move PGH Initiative	Launched in July 2021 as a two-year pilot to bring Mobility as a Service (MaaS) to Pittsburgh—Move PGH is the first authorized electric scooter program in PA; this pilot will inform state and local policy regarding the operation of e-scooters and this mid-pilot report reflects the learnings to date (data collected from July 2021 to June 2022)
PRT 2023-2028 Strategic Plan	2022	Pittsburgh Regional Transit (a.k.a. PRT, PAT, PAAC)	Used as an organizational tool to balance and prioritize the competing demands of intracity connections and expanding transit service that meets the needs of the region
Oakland Plan	2022	City of Pittsburgh	Neighborhood plan
Carnegie Mellon University Institutional Master Plan	2022	Carnegie Mellon University	Institutional master plan
Greater Hill District Master Plan Update	2022	City of Pittsburgh and Hill Community Development Corporation	Neighborhood plan
Pilot Process for Reuse, Reinvestment, and Revitalization in Pittsburgh's Hill District	2024	City of Pittsburgh	Prioritized finding alternatives to demolition by stabilizing and restoring distressed properties, when possible

SUMMARY OF KEY PLANS

1. Pittsburgh Rail Connection (2010)

This study explores the possibility of using the CSX/Allegheny Valley Railroad (AVR) corridor extending from Hazelwood to Lawrenceville via Oakland. The line that connects Lawrenceville to Hazelwood provides a corridor between the Allegheny River and the Monongahela River, traversing industrial, residential, institutional, park, and vacant lands with significant development potential. This rail line is currently under the control of CSX and is being used mostly for the movement of freight within and through the Greater Pittsburgh area. Amtrak operates one daily train round trip in a section of the corridor from a point near Herron Station of the East Busway to Hazelwood.

Diesel Multiple Unit (DMU) trainsets operating on the existing CSX/AVR line would provide the service. Stations and parking facilities would be constructed, rolling stock would be purchased, and some track improvements would be made. Capital costs were estimated to be $66.5 million (2009 dollars). Operating and maintenance costs were estimated to be $8.05 million per year.

The proposed operation consisted of a locomotive and one cab car for bidirectional operation shuttling between Lawrenceville and Hazelwood on 30-minute headways. Including station dwell time, the Lawrenceville to Hazelwood trip would be 13 minutes, which would be a savings of up to 75% in travel time via automobile at congested times of the day.

Separation of the types of railroad traffic (i.e., commuter, long distance, local freight and through freight) will likely require improvements to the track signals and some type of temporal (by time of day) separation.

2. Mon-Oakland Mobility Plan (2018)

This plan proposes a publicly-owned and accessible microtransit route to operate continuously between the neighborhoods of Hazelwood, Greenfield, Four Mile Run, South Oakland, and Oakland. Additionally, a proposed network of bicycle and pedestrian paths will facilitate non-motorized transportation between these neighborhoods. The study area includes Oakland, South Oakland, Four Mile Run, Schenley Park, Squirrel Hill, Greenfield, and Hazelwood.

The study responded to a widely acknowledged need for a better connection between these nodes but did not honestly evaluate public transit as an option.

3. Pittsburgh Cable Transit (2018)

In July 2017, the City's resilience office submitted a service request to engage with Doppelmayr Garaventa Group, the world's largest manufacturer of ropeways, to deepen its understanding of how cable transit systems can enhance public transportation in Pittsburgh. This Technology, Concepts, and Opportunity Analysis (TCO) is meant to capture the ideas expressed in the workshop and to provide readers with a concise summary of cable transit systems. The TCO considered various cable transit technologies.

Top supported technologies can move up to 6,000-8,000 persons per hour per direction.

In North America, there is an estimated one passenger fatality for every 900 million ropeway passengers compared to one passenger fatality for every 31 million riders of conventional transit systems. In Switzerland,

home to the highest per capita use of cable cars, lift passengers are three times less likely to be injured than in a tram, bus, or train, and fifty times less likely to be injured than in a car. This report considers six different cable car concepts that are believed to be prime opportunities to implement cable transit systems in the Pittsburgh context. These concepts should neither be seen to be prescriptive nor all-encompassing.

4. State Route 885/Second Avenue Multimodal Corridor Study (2019)

This planning study explored existing multimodal transportation needs, future trends, and potential improvement strategies along the State Route (SR) 885 (a.k.a. Second Avenue) corridor. The study corridor spans Second Avenue from the 10th Street Bridge in the Uptown neighborhood, through South Oakland, Greenfield, and Hazelwood, to a southern terminus at its intersection with SR 837 in Hays. The SR 885 corridor connects the Lower Monongahela River Valley and the South Hills communities with major job centers in Oakland, South Side, and Downtown Pittsburgh.

Additionally, the study corridor is expected to experience a significant amount of growth at Hazelwood Green, the Carrie Furnace, the Homestead Waterfront, Pittsburgh Technology Center (PTC), SouthSide Works, and within the Hazelwood commercial district. It is, therefore, critical from an economic development and community quality of life standpoint that the impacts of these developments are considered when planning for the overall vision of this corridor.

The recommended improvements will operate as an integrated multimodal system that improves mobility and access for people and freight traveling to, from, and through the study area by:

- Reducing single-occupant-vehicle traffic along SR 885/Second Avenue with Bus Rapid Transit (BRT)
- Adding a new multimodal bridge to improve transit operations, reduce traffic along Hazelwood's main street, and provide a direct connection to The Great Allegheny Passage trail from Hazelwood
- Improving mobility for all modes at major intersections
- Improving bicycle and pedestrian connections and safety through additional links to allow for continuous separated trail access and various safety improvements

There are two BRT alignment options to connect the Hazelwood Green development with the PTC:

- Dedicated BRT lanes beneath the Hot Metal Bridge connecting to Technology Drive within the PTC; this option would provide a faster and more reliable BRT service, but there would be increased property impacts to the Hazelwood Green and PTC site
- Enter mixed traffic at the Second Avenue/Irvine Street/Greenfield Avenue/Saline Street intersection and proceed along Second Avenue through the Blair Street/Second Avenue, Hot Metal Bridge/Second Avenue, and Bates Street/Second Avenue intersections where it would turn left onto Technology Drive; this option would provide slower and less reliable service

5. Strip District Mobility Plan (2022)

Key findings from this plan include:

- The majority of Strip District bus stops, including high ridership stops, do not have amenities for riders such as benches or shelters

- Lack of stations on the East Busway limits use for access to and from the Strip District
- On Liberty Avenue, there is a bus stop on almost every block in the Strip District
- Despite these challenges, there are nearly 2,700 transit trips (boardings and alightings) on a typical weekday in the Strip District

The community suggested creating a new transit station on the East Busway. Ideas for station locations included 21st and 26th Streets, which would improve access to Penn Avenue shops, new development, and other destinations.

RECENT COMMUNITY PLANS

1. Greater Hazelwood Neighborhood Plan (2019)

Greater Hazelwood residents and stakeholders, along with the Greater Hazelwood Community Collaborative, developed the Greater Hazelwood Neighborhood Plan with a clear objective: develop without displacement.

Greater Hazelwood residents desire closer connections to neighboring communities and increased ease and safety of movement to and through the neighborhood. Mobility goals within the plan include:

- Improve neighborhood walkability and bikeability
- Ensure residents have access to high-quality transit that increases economic opportunity and supports everyday needs
- Address gaps in multimodal network throughout the neighborhood
    - Calm through-traffic

2. Oakland Plan (2022)

The Oakland Plan is a 10-year plan with a shared vision for Oakland's future and the projects and programs necessary to make that vision a reality. Mobility goals identified in the plan include:

- Public and institutional transportation services are part of an efficient system that serves both economic development and resident needs
- Oakland is a hub of the regional transit system, on par with downtown, to ensure access to the jobs and activities that are growing here
- Stops and station areas are attractive hubs of activity and buses provide the safest, most comfortable, and enjoyable travel mode
- Streets are designed as a system to provide safe, accessible, and comfortable pedestrian environments
- Accessways follow pedestrian desire lines
- True accessibility results from intentional design on the part of public and private investments in the right-of-way and in buildings
- Rights-of-ways are improved to create an accessible network of ways to get to and around Oakland
- A network of bike facilities with integrated bike and transit networks
- Activities and facilities in the ground floors of buildings and public right-of-way support and are supported by cyclists
- No one dies or is seriously injured on city streets
- Safe and just outcomes in traffic enforcement interactions
- On- and off-street parking are continuously managed as a system to reduce parking demand and meet a variety of changing needs with the minimum space dedicated to parked vehicles
- Development that incorporates significant amounts of parking is carefully designed so that parking structures can be converted to

other uses and circulation between buildings can be efficiently reprogrammed for non-auto uses

3. Greater Hill District Master Plan and Update (2022)

The Mobility, Transportation, and Parking element calls for ensuring viable and affordable transportation access to all members of the community. Improve transportation networks and services to the city and within the Hill District. New infrastructure should promote walkability, street accessibility for persons with disabilities, and access to work, retail, and social amenities. Create a well-planned parking strategy that supports new development while minimizing negative impacts on residents.

TIMELINE OF MAJOR EVENTS

1720s – A Lenape (Delaware) village was established along the East Bank of the Allegheny River near what is now Penn Avenue between 30th and 39th Streets

1816 – Pittsburgh incorporated as a city

1837 – 110 black families, 36 of whom owned property, living in Arthursville (now the Lower Hill District), the largest single African-American neighborhood in antebellum Pittsburgh

1845 – A fire in Downtown Pittsburgh caused many to move to what is now Oakland

1846 – 20th to 31st Streets in the Strip District annexed by Pittsburgh

1850s – Hill District became Pittsburgh's primary arrival point for Irish and German immigrants

1852 – Pennsylvania Railroad extended from Pittsburgh to Turtle Creek with a line along the south side of what is now Liberty Avenue in the Strip District

1857 – The Pittsburgh & Connellsville Railroad, subsequently leased to the Baltimore and Ohio Railroad, reached Pittsburgh via Hazelwood along what is now Second Avenue

1859 – The Citizens Passenger Railway Company and the Pittsburgh & East Liberty Passenger Railway Company were incorporated to build horse car lines on Penn Avenue to the Strip District and on Fifth Avenue to Oakland, respectively

1860 – The American Iron Works Eliza Furnaces began operations on a site acquired by Laughlin & Company in Hazelwood

1868 – Oakland was annexed into the City of Pittsburgh

1869 – Central Passenger Railway Company incorporated to build a line along Wylie and Centre Avenues to Minersville (now the Hill District)

1877 – Twenty-six were killed and many were wounded in the Strip District during the Great Railroad Strike in which railroad workers protested against a nationwide reduction of wages; the Pennsylvania Railroad's facilities between Downtown and 33rd Street were burned down

1880s – Italian and East European immigrants arrived in the Hill District

1884 – The Penn Incline was built to connect Liberty Avenue at 17th Street to a site just west of the current intersection of Ledlie Street and Arcena Street in the Hill District

1884 – Pittsburgh Junction Railroad opened Schenley Tunnel and completed a railroad line linking Lawrenceville, Oakland, and Hazelwood

1887 – The Hot Metal Railroad bridge was constructed to link the Eliza Blast Furnaces in Hazelwood with the puddling furnaces in the South Side

1889 - 1890 – Cable car lines replaced horsecar lines on Penn Avenue, Centre and Wylie Avenues, and Fifth Avenue

1890 – The Second Avenue Line, Pittsburgh's first electric trolley line, began operating between Downtown and Glenwood; the line, subsequently extended to Homestead and McKeesport, became one of the largest transit systems in the Pittsburgh area prior to the formation of Pittsburgh Railways

1896 – Conversion of all cable car lines to electric streetcar lines

1902 – Pittsburgh Railways formed from the merger of the Consolidated Traction Company, Southern Traction Company, and the United Traction Company to become the major predecessor transit system to the Port Authority of Allegheny County

1908 – University of Pittsburgh moves to Oakland

1910s – Southern Blacks began their migration to the Hill District in the 1910s when European immigration, halted by World War I, created a labor shortage in Pittsburgh

1932 – Greenlee Field, home of the Pittsburgh Crawfords and the county's first black-owned baseball field, built at 2500 Bedford Avenue; the Crawfords won the Black National League championship in 1935 and 1936

1950 – Hill District population peaks at 53,648 and 62,500 (data varies by source)

1953 – The Penn Incline closes

1956 – Large-scale demolition of buildings began in the Lower Hill District to clear land for the Civic Arena

1960 – Hazelwood's population peaks at 12,757 residents

1964 – The Port Authority of Allegheny County takes over the assets and operations of Pittsburgh Railways

1975 – Port Authority begins sponsorship of the Mon Valley commuter rail service operated by the Baltimore & Ohio/Chessie System known as the PATrain; the commuter rail service included stations in Hazelwood and Glenwood

1979 – Eliza Furnace in Hazelwood shut down

1989 – Port Authority discontinues PATrain and replaces service with three bus routes; these routes operated on Second Avenue through Hazelwood until they were rerouted onto the East Busway with the opening of the extension in 2003

1998 – Last major steel production in City of Pittsburgh, LTV coke works in Hazelwood, closes

2007 – 15% service cuts; did not result in elimination of any routes serving Corridor G

2009 – Port Authority completes Transit Development Plan (TDP); initial implementation of the TDP results in route consolidation and discontinuance of several routes in Corridor G

2011 – 15% systemwide service reductions were implemented due to funding limitations; four routes serving Corridor G were discontinued and one route's alignment changed

2014 – The area bounded by Railroad Street, the former Pennsylvania Railroad Yards, 22nd Street, Liberty Avenue and 15th Street was designated as the Strip Historic District, a National Historic District listed on the National Register of Historic Places

2023 – Construction began on Downtown - Oakland Bus Rapid Transit and service restructured on routes 61D, 71A, 71C, and 71D