

St. Anne Station

Station Area Plan

September 2025

Pittsburgh Regional Transit

CONTENTS

Acknowledgements 4

CH 1: Planning Process 6

1.1 What is the St. Anne Station Area Plan? 6

1.2 What is Station Area Planning? 6

1.3 How to Use This Plan 8

1.4 Planning Process 8

1.5 Analysis at Three Scales 10

1.6 A Transit Neighborhood Station 12

1.7 Community Context 14

1.8 Transit Context 15

1.9 Public and Stakeholder Engagement 16

CH 2: Station Area Plan 22

2.1 St. Anne Station Area 22

2.2 Getting to St. Anne Station 24

2.3 Station Area Wayfinding 33

2.4 Summary of Recommended Station Area Improvements 36

CH 3: Conceptual Station Design 38

3.1 Basis of Design 40

3.2 Platform Design 43

3.3 Station and Platform Access and Egress 44

3.4 Canopy Design 46

3.5 Station Amenities 47

3.6 Resiliency Considerations 48

CH 4: Implementation 50

4.1 Implementing the Vision 50

4.2 Alignment with PRT's Climate Action Plan 51

4.3 Addressing Flood Risk in Future Phases of Design 58

4.4 Alignment with PRT's Accessibility Goals 60

4.5 Transit-Oriented Development Opportunities 60

4.6 Encouraging Transit-Oriented Communities 70



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Pittsburgh Regional Transit

Pittsburgh Regional Transit (PRT) provides public transportation throughout the City of Pittsburgh and Allegheny County in Western Pennsylvania.

PRT's 2,600 employees operate, maintain, and support bus, light rail, incline, and paratransit services for approximately 122,000 daily riders.

Governed by an 11-member board appointed by the Allegheny County executive, leaders from both parties in the Pennsylvania General Assembly, and the governor of Pennsylvania, the board and its committees hold regularly scheduled public meetings.

PRT's budget is funded by fares, advertising revenue, and money from county, state, and federal sources. Its finances and operations are regularly audited, both internally and by external agencies.

PRT began serving the community as the Port Authority of Allegheny County in March 1964.

PRT Leadership and Staff

The St. Anne Station Area Plan was stewarded internally by PRT's Transit-Oriented Communities (TOC) advisory community, an interdepartmental body established to support PRT's transit-oriented development activities and station improvement projects. Moira Egler, AICP, PRT's Manager of TOC, hosts and manages this committee.

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PRT is grateful to its agency partners and community stakeholders who supported the St. Anne Station Station Area Plan:

Allegheny County Economic Development

Castle Shannon Borough Staff and Elected Officials

Castle Shannon Revitalization Corporation

CONNECT

Mobilify

Pennsylvania Department of Transportation (PennDOT)

Watersheds of South Pittsburgh

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PLANNING PROCESS

1.1 WHAT IS THE ST. ANNE STATION AREA PLAN?

The Federal Transit Administration's (FTA) All Stations Accessibility Program (ASAP) is a nationwide effort through the Infrastructure Investment and Jobs Act (IIJA) to improve the accessibility of public transportation stations that are older than the Americans with Disabilities Act (ADA). Pittsburgh Regional Transit has been awarded two grants through this program to address accessibility needs at 14 stations and is implementing improvements through its Light Rail Accessibility Program (LRAP). This report will focus on St. Anne Station in Castle Shannon.

1.2 WHAT IS STATION AREA PLANNING?

Station Area Planning examines the challenges and opportunities for PRT's transit stations. For a station's riders and neighbors, this process serves as an opportunity to engage in conversation with PRT about station design, station access, area land use, and potential Transit-Oriented Development (TOD) opportunities.

A station area plan includes recommendations about changes to the physical environment of the station itself and adjacent areas that build a stronger connection between the station and the neighborhoods around it. This connection makes it easier for residents and visitors to use the transit service at the station and across Allegheny County.

PRT'S GOALS FOR TRANSIT

Through its 2021 long-range transportation plan, NEXTransit, PRT, and the communities of Allegheny County affirmed the values that describe the type of transit that should exist in the region, including:

- Accessible: Infrastructure is fully available in every way to those with specific needs, such as physical or mental disabilities, those traveling with infants or small children, and those traveling with groceries or other goods
- Sustainable: The project enhances the health of communities and the natural environment through its design and operations regarding energy use, water use, raw material use, land use, and waste production
- These values form the foundation of the PRT planning team's LRAP work

STATION AREA PLAN COMPONENTS

The St. Anne Station Area Plan incorporates five components:

- Stakeholder Engagement: Two public meetings, three Stakeholder Committee meetings, and five pop-up community events
- Conceptual Design: 10% design with site plan and three perspectives for an improved, ADA accessible, station
- Safety Audit: Analysis of safe access to transit, including up to five intersections near the station
- Station Area Plan: Includes potential improvements at and near the station
- TOD Evaluation: High-level identification of potential sites for future TOD



Fig.1 Pop-Up Event Presentation

1.3 HOW TO USE THIS PLAN

This document provides a shared understanding of the existing conditions and opportunities for St. Anne Station, including a conceptual design to improve accessibility. The plan will help guide the next phase of decisions for the station's surrounding community and possible TOD stakeholders, including riders, residents, PRT, local governments, regional planners, community groups, developers, and others.

Create A Shared Understanding Of Current Conditions And Future Possibilities

The plan documents current conditions within one-half mile of St. Anne Station, including land use, traffic incidents and injuries, and detailed topography and infrastructure survey data.

Clarify Roles For Public Agencies

Implementing improvements at St. Anne Station and the surrounding area will require actions at every level of government and other stakeholders, in addition to PRT. Castle Shannon Borough, Allegheny County, or PennDOT controls key roads. Land-use decisions are made locally and impact nearby retail developers, tenants, homeowners, and renters. This plan strategically examines which actions PRT may take directly, and which will require cooperation with other entities.

Plan For A More Accessible Station

The 10% conceptual design included in this station plan is intended to guide PRT and other stakeholders during the design phase.

Encourage Development Near The Station

TOD allows people to integrate transit into their lives by creating mixed-use communities where they can easily access the places they live, work, shop, and play. PRT-owned land near the station includes the St. Anne park and ride facility, which could be the site of a TOD. This plan will consider factors that would encourage either TOD directly on PRT property or private redevelopment of other parcels near the station.

1.4 PLANNING PROCESS

The Station Area Plan for St. Anne Station was completed over four main phases: Discovery and Engagement, Station Area Planning, Conceptual Design, and Implementation. This process was conducted with a similar plan for Bethel Village Station in Bethel Park.

Discovery And Engagement

The Discovery phase provided PRT with background information to understand existing challenges and opportunities. This phase formed the basis for identifying improvements that would then be developed into design concepts. Some of the key activities during this phase included mapping of the station area using Geographic Information System (GIS) tools to understand the spatial relationships of the data, site visits to observe and document conditions first-hand, and a detailed cartographic survey of the station to act as the foundation for design considerations.

PRT's goal was to provide clear and concise communications to the community based on the belief that people affected by planning and investment decisions have a right to be involved in the decision-making process and to influence the choices made.

Engagement efforts included multilingual outreach, partnerships with community-based organizations, and accessible meeting venues—ensuring inclusive participation from underrepresented groups per Title VI of the Civil Rights Act, federal DOT regulations, and PRT's Title VI Plan.[1] In addition to coordinating with PRT's TOC committee, PRT engaged with a Stakeholder Committee that included municipal officials, non-profit groups, property owners, and major employers. Public engagement included three rounds of public meetings and pop-up events held in public locations.

Station Area Planning

Although PRT does not directly control conditions surrounding its property, St. Anne Station does not exist in a vacuum—it is part of its community. PRT's team investigated safe routes to get to the station, recommending future improvements to infrastructure for people who walk, bike, and drive. PRT also analyzed the surrounding properties to determine how these station improvements might spark transit-oriented development. This high-level analysis identifies potential sites for future TOD, especially at PRT's nearby St. Anne park and ride facility.

Conceptual Design

A core goal of the St. Anne Station Station Area Plan was to create a 10% conceptual design of a new station that would be ADA accessible. The project's design team incorporated technical data from the Discovery phase, public input from the Engagement phase, and a detailed geographic survey of the site to complete the design.

This phase of the project also includes PRT's engagement with the Envision Framework and critical consideration for sustainability and transit needs that can be set forth early in the planning process to inform the next phases of design and engineering.

The Envision Framework provides a unique opportunity to redesign the station per the Institute for Sustainable Infrastructure's (ISI) Envision principles, which focus on setting standards early and incentivizing higher performance goals beyond the minimum requirements set by building codes. It also provides a common language for collaboration and clear communication internally with project teams and externally with the community. See Chapter 4 for more details.

The proposed improvements were also aligned with PRT's Climate Action Plan[2] to demonstrate how this project will advance these goals. The St. Anne Station Station Area Plan proposes facilities to reduce climate impacts by proactively managing stormwater run-off on site and exploring solar canopy deployment to generate power. This is action 4.1.a under Strategy 4.1 of PRT's Climate Action Plan (see pages 51-52) and would serve to reduce environmental impacts and costs.



Fig.2 St. Anne Station Platform

[1] Pittsburgh Regional Transit (n.d.). Bylaws and Policies. RidePRT.org. Retrieved July 22, 2025, from https://www.rideprt.org/inside-Pittsburgh-Regional-Transit/Transparency/bylaws-and-policies/

[2] (2024). Pittsburgh Regional Transit Climate Action Plan. https://hdp-us-prod-app-rideprt-engage-files.s3.us-west-2.amazonaws.com/3517/1355/9050/PRT_Climate_Action_Plan_FINAL_-_spreads.pdf

1.5 ANALYSIS AT THREE SCALES

St. Anne Station was analyzed at three scales: its role in transit access, its relationship to the surrounding community, and its position along the light rail transit (LRT) corridor.

Station Area

At the station area scale, PRT considered:

- The compatibility of the station with ADA requirements and other accessibility factors
- The general physical condition of the station, including comfort and amenities
- The natural environment
- How current riders use the station

Community Context

At the community context scale, PRT considered:

- Getting to the station: safe routes to access transit
- Key factors in the surrounding area that could support TOD
- The physical condition of the surrounding infrastructure
- Recent and past planning and development activity
- The cultural context, including community identity, place-making, and public art
- The historical context of the station and its place in the neighborhood
- Community use patterns and perceptions
- Any environmental factors, such as stormwater conveyance and ecological systems

Transit Corridor

At the transit corridor scale, PRT considered:

- Improving connectivity to other major destinations
- Regional economic trends that affect ridership and utilization of St. Anne Station
- How investment at the station can be coordinated to complement other PRT projects throughout PRT's rail network



Fig.3 PRT's light rail vehicle approaching the outbound platform at St. Anne Station



1.6 A TRANSIT NEIGHBORHOOD STATION

In 2016, PRT adopted the Transit-Oriented Development (TOD) Guidelines to help promote TOD at or near its transit assets. This document includes a classification system for PRT's busway and light rail stations, based on the residential and employment density of the surrounding neighborhood. This system identifies the area around St. Anne Station with the Transit Neighborhood classification.[3]

Transit Neighborhoods are primarily residential, with higher housing density than suburbs and a mid-level density of jobs. Street grids are often similar to suburban styles, but with smaller, more condensed blocks. The primarily residential character results in greater travel distances to businesses and services. PRT's guidelines note the importance of planning for diverse transportation modes. Residents in Transit Neighborhoods are more likely to use transit primarily for commuting. Transit Neighborhoods are less likely to be destinations in themselves than areas with greater density and mix of uses.

Station Type - Transit Neighborhood

Description

- Neighborhood feel - neither distinctly urban nor suburban
- Medium density
- Mostly residential use

Multimodal Highlights

- Enhance multimodal access with infrastructure improvements
- Park and ride facility not appropriate except at end of line
- Enhance drop-off access at locations near main streets
- Connect to existing multimodal networks including on-street transit

Walkability Highlights

- Provide safe, visible connections around station and neighborhood streets
- Provide alternative pedestrian routes off fast-moving streets
- Decrease block size
- Consider wayfinding

Development Highlights

- Three to five stories
- 30% to 70% lot coverage
- Multi-family or townhouses
- Building design should match the feel and needs of the specific neighborhood
- Build higher density close to the station

Keys to Success

- Market transit connections
- Rebuild and reconnect pedestrian infrastructure
- If vacancy is high, plan development and infrastructure for future density

Local Examples

- Crafton Station (Crafton)
- Homewood Station (Pittsburgh)

Fig.4 Adapted from 2015 TOD Guidelines

[3](2016). Transit-Oriented Development Guidelines (p. 10). Pittsburgh Regional Transit. https://www.rideprt.org/contentassets/d1e84d83d7d9471dbd5c11daddd25e56/todguidelines.pdf

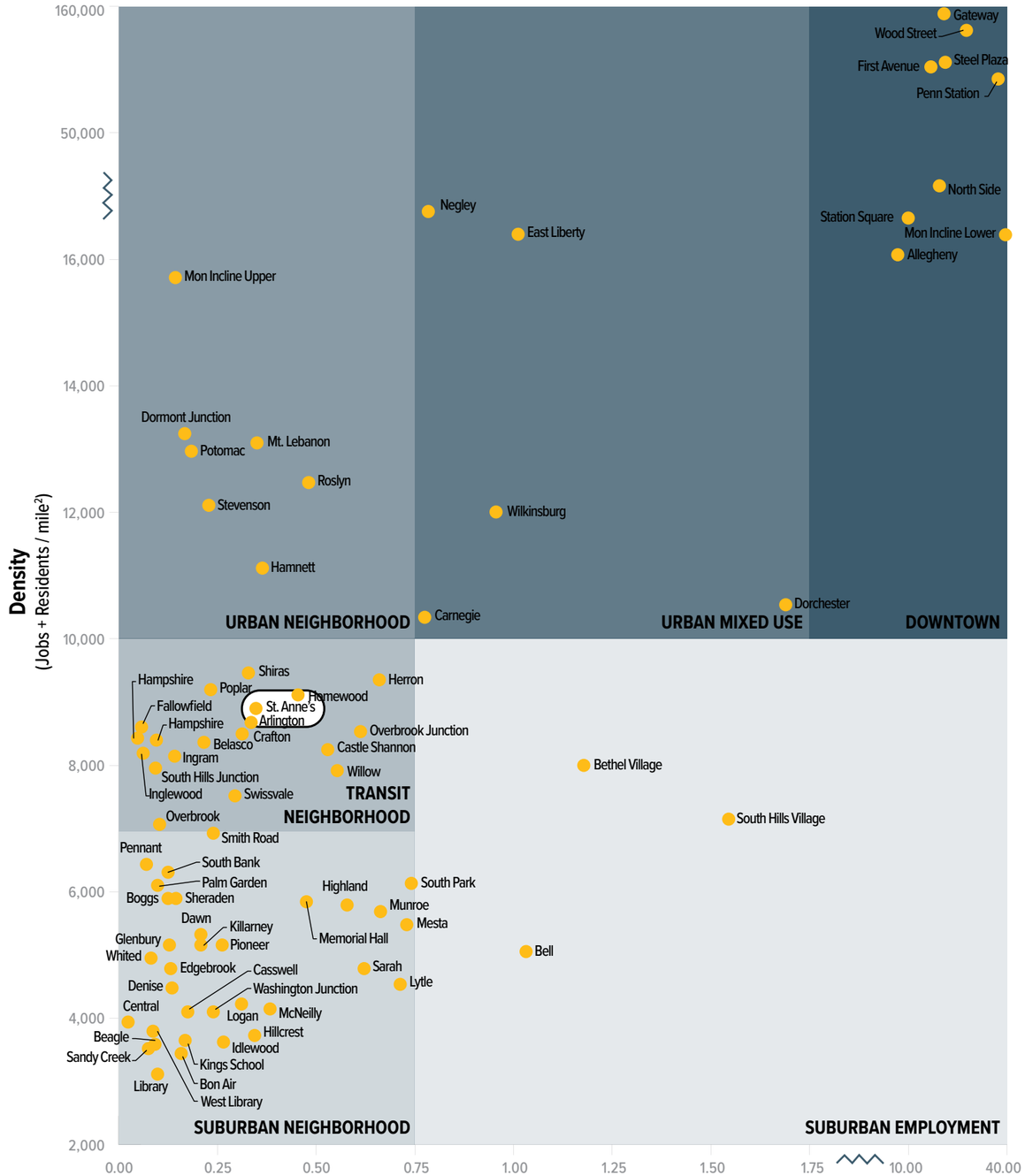


Fig.5 TOD Type Matrix Adapted from PRT's 2015 TOD Guidelines

1.7 COMMUNITY CONTEXT

As previously noted, St. Anne Station is located in a Transit Neighborhood south of Pittsburgh, in the borough of Castle Shannon. Near the station, housing is single-family, primarily detached; several multi-family structures are also nearby. East and north of the station, the land-use pattern is light industrial and retail, adjacent to Library Road.



Fig.6 St. Anne Station Community Context

St. Anne Station Area Over Time

A transit station has existed at this location since the early days of Pittsburgh's streetcar and interurban rail systems. Originally part of the Pittsburgh Railways Company network, the station stopped along the interurban line connecting downtown Pittsburgh to the South Hills and beyond. This line eventually evolved into the main line of PRT's light rail system.

The platforms at St. Anne Station are built at sidewalk height, a design characteristic of the era when PCC (Presidents' Conference Committee) streetcars were the primary mode of transit. These low-floor platforms reflect the station's historical roots and continue to serve modern light rail vehicles but are not ADA accessible.

St. Anne Station, located in Castle Shannon, Pennsylvania, derives its name from the former St. Anne School, which has since been closed and is now part of the South Hills Catholic Academy. Although the St. Anne School has been closed, the building continues to serve the community, maintaining a link to the area's religious and educational heritage.

The surrounding neighborhood is emblematic of post-World War II suburban development. It features modest, single-family brick homes with driveways, garages, and front and back lawns. While some streets are equipped with sidewalks, others lack pedestrian infrastructure, reflecting the car-centric planning typical of mid-20th-century suburban growth.

1.8 TRANSIT CONTEXT

St. Anne Station serves all three lines of PRT's rail system (Red, Blue, and Silver) and is about one-quarter mile north of the Smith Road Station in Castle Shannon Borough. When heading inbound, this is the last station before the Red Line diverges toward Overbrook, and the Blue and Silver trains head to Willow Station. No fixed-route bus lines serve this neighborhood—while the Mid Mon Valley Transit Authority does run the length of Library Road, there are no scheduled stops. PRT operates a well-utilized park and ride facility two blocks from St. Anne Station.

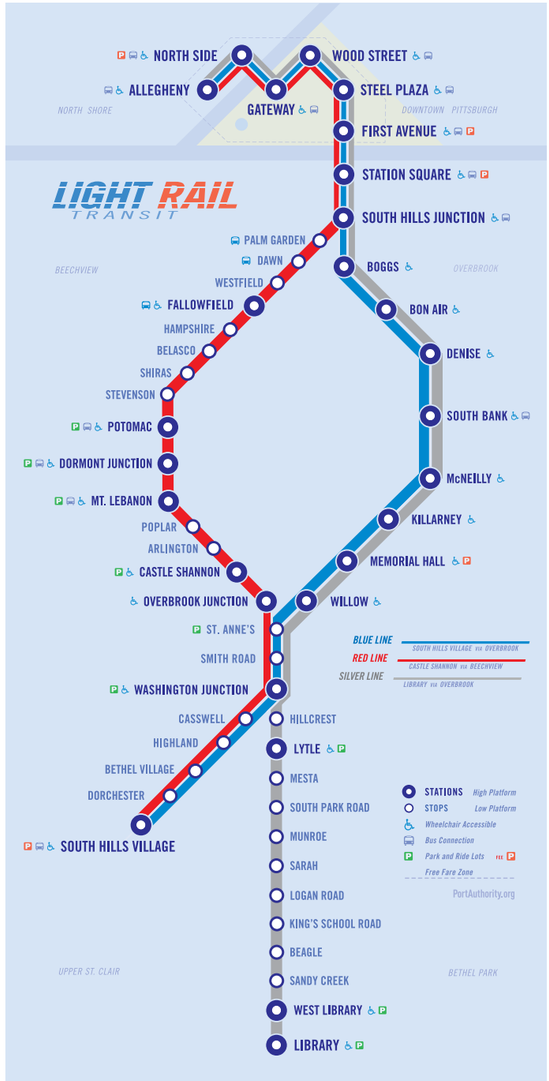


Fig.7 PRT's Light Rail Transit System

1.9 PUBLIC AND STAKEHOLDER ENGAGEMENT

The project team designed a community engagement plan for the St. Anne Station Station Area Plan to engage directly with riders currently using the station and stakeholders in the surrounding community. Engagement efforts included a variety of in-person and online input methods to yield diverse voices and provide the adjacent neighborhoods with a sense of ownership in the station area plan.

The St. Anne Station Station Area Plan is connected to a similar plan for nearby Bethel Village Station. While some stakeholders advised on both projects, the two committees included organizations with specific ties to the station neighborhoods. Public and Stakeholder Committee meetings were combined, with common issues considered, but each station was also addressed separately.

Engagement Overview

The engagement plan for the St. Anne Station Station Area Plan included the following methods/groups:

- Stakeholder Committee
- Pop-Up Events
- Public Meetings
- Online Engagement

Stakeholder Committee

PRT established a Stakeholder Committee to help guide the Station Area Plan. The Stakeholder Committee included representatives from the following organizations:

- Allegheny County Economic Development
- Castle Shannon Borough Staff and Elected Officials
- Castle Shannon Revitalization Corporation
- CONNECT
- Mobilify
- Watersheds of South Pittsburgh

The Stakeholder Committee allowed members to share their knowledge of the station, identify community issues and concerns related to the station area, and serve generally as a voice of the surrounding community. Stakeholder Committee members reviewed project work, provided feedback, and assisted with planning and promoting community engagement events for the plan.

Pop-Up Events

The project team worked closely with the Stakeholder Committee to either attend existing community meetings or hold small, in-person pop-up events at key locations near the stations. At each pop-up, the project team displayed graphics that helped introduce the project, planning process, and the overall engagement process, asked questions that helped unearth how neighbors understand and connect to the project area and station, and collected feedback about desired improvements. These efforts were promoted through the same channels as the public meetings.



Fig.8 Pop-Up Event at Bethel Village Giant Eagle Market District

Public Meetings

Public meetings, held online via Zoom during each phase of engagement, allowed the project team to promote transparency and foster two-way communication with the public.





Fig.9 Pop-up event at the St. Paul of the Cross Fish Fry

Online Engagement

The project team created a web page on PRT's Engage platform under the existing LRAP project website (at https://engage.rideprt.org/lrap). This webpage shared information about the planned upgrades to the station, advertised public meetings and pop-ups, and allowed people to provide comments and input. The page was updated periodically throughout the project timeline.

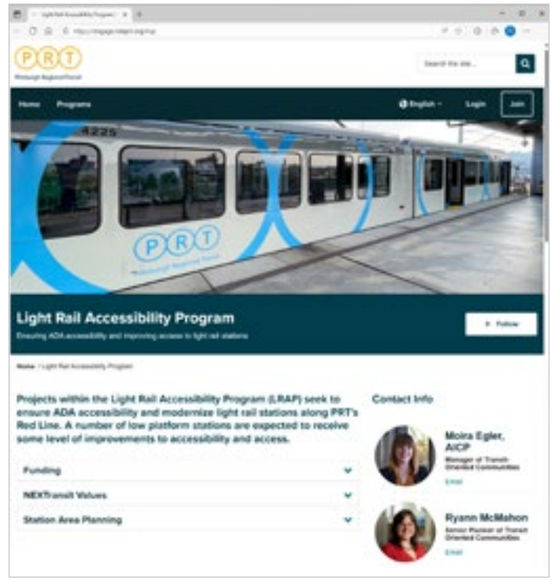


Fig.10 Program Page on the Engage Platform

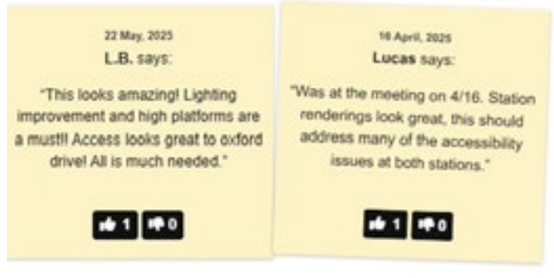


Fig.11 Example Comments from the Engage Platform

Timeline

As shown in Figure 12, engagement activities for the St. Anne Station Station Area Plan were conducted in three phases.



Fig.12 Station Area Plan Timeline

Phase 1: Discovery
September – December 2024

The first phase of the project included limited community engagement. The project team organized and facilitated the kickoff meeting with the Stakeholders Committee.

Stakeholders Meeting #1

December 12, 2024, at 3:00 PM at the Bethel Park Community Center

At the first meeting, PRT presented an overview of LRAP and what will be included and addressed within the 10% conceptual design for the station's area plan.

The Stakeholder Committee reviewed and discussed the project's goals and broke into groups to conduct an issues identification exercise using maps of St. Anne Station. Key issues for the station area include:

- Access and wayfinding, specifically related to pedestrian and bicycle safety and connectivity to nearby neighborhoods and community assets
- Station improvements for accessibility and general upgrades
- Potential for TOD in the area immediately surrounding the station, with a particular focus on the St. Anne park and ride





Fig.13 Stakeholders Meeting #1

Phase 2: Initial Design Concepts
January – April 2025

The goal of Phase 2 engagement was to inform, educate, and solicit input from the community on the overall planning project and the station area plan process, as well as understand the public's experience at the station area. The purpose of Phase 2 was to:

- Educate the public on station area planning, project goals, objectives, timeline, and boundaries
- Provide a high-level overview of the St. Anne Station Station Area Plan and LRAP process
- Present the draft recommendations and early conceptual designs for the station area
- Provide an opportunity for the public to ask questions and provide comments

Stakeholders Meeting #2

April 1, 2025, at Castle Shannon Borough Municipal Building

At the second Stakeholder Committee meeting, the project team provided an update on the progress and presented the early draft conceptual designs for the station area. The team also discussed and reviewed the planned community engagement events.



Fig.14 Early Conceptual Design

Pop-Up Events

The recommendations and design concepts were presented on boards at small pop-up events in each community. Materials included the plan view with recommended station area improvements and the conceptual designs of the actual stations. Project team staff were one hand to review and explain the proposed improvements, answer questions, and collect input.

1. **St. Paul of the Cross Fish Fry (at the old St. Anne School Gym), April 15, 2025, 4:00-7:00 PM**





Fig.15 Pop-Up Engagement Events During Phase 1 and Phase 2

Public Meeting

April 16, 2025, at 6:00 PM via Zoom

This meeting's goal was to inform, educate, and solicit input from the community stakeholders on the LRAP project and the station area plan process, and to understand the public's experience of the station area. The public meeting was held via Zoom and recorded and uploaded to the website.

Online Engagement

The LRAP project website mirrored the materials that were presented at the public meeting and on display at the pop-up events, as follows:

1. Recording of the April 16, 2025 Public Meeting Presentation
2. Station Area Improvements Map
3. Map with hot spot locations explaining proposed improvements/recommendations
4. 3D conceptual renderings
5. Open comment form

Summary of Questions/Comments Gathered During Phase 2

- Why isn't the station including full-sized platforms?

  Note: see Chapter 3 for details about the design
- Will the possible budget cuts affect these projects?

  Note: the project is fully funded as part of PRT's Light Rail Accessibility Program
- There is a need to improve accessibility of the station areas for pedestrians and bicyclists
- Concerns from neighboring property owners regarding landscaping and buffers between their residential yards and the station improvements
- Concerns about lighting, garbage, and privacy screening
- The area needs a coordinated wayfinding strategy
- The streambank along Saw Mill Run must be protected

Phase 3: Draft 10% Conceptual Design
January – April 2025

The goal of Phase 3 engagement was to inform, educate, and solicit input from the community on the overall St. Anne Station Station Area Plan project and the updated recommendations related to station area improvements and the 10% conceptual design plans for each station. The purpose of Phase 3 was to:

- Educate the public on station area planning, project goals, objectives, timeline, and boundaries
- Provide a high-level overview of the Station Area Plan and LRAP process
- Present the updated recommendations and 10% conceptual designs for the station area, reflective of the public input gathered during Phase 2
- Provide an opportunity for the public to ask questions and provide comments
- Review the next steps and proposed implementation timeline for final design and construction



Fig.16 3D Coneptual Design

Stakeholders Meeting #3

May 27, 2025, at Castle Shannon Borough Municipal Building

At the third and final Stakeholder Committee meeting, the project team provided the updated conceptual design plans and recommendations. The team also discussed and reviewed the planned events for the final round of community engagement. PRT also reviewed the preliminary timeline for the next project phase, which will include final design and construction. PRT will continue to coordinate with the Stakeholder Committee through the final design process, which will provide review points at key design milestones. The team also discussed and reviewed the planned community engagement events.

Pop-Up Events

The recommendations and design concepts were presented on boards at small pop-up events in each community. Materials included the plan view with recommended station area improvements and the conceptual designs for the actual stations. Project team staff were on hand to review and explain the proposed improvements, answer questions, and collect input. The community events attended included:

1. **Castle Shannon Community Days, May 31, 2025, 2:00-4:00 PM**
2. **St. Paul of the Cross Parish Fair, June 9, 2025, 6:00-8:00 PM**



Fig.17 Pop-up event at St. Anne Parish Fair

Public Meeting

June 17, 2025, at 6:00 PM via Zoom

This meeting's goal was to inform, educate, and solicit input from the community stakeholders on the St. Anne Station Station Area Plan project and process, and present the updated recommendations and 10% design plans, reflective of the public input received during Phase 2. The public meeting was held via Zoom and was recorded and uploaded to the website. PRT also reviewed the preliminary timeline for the next project phase, including final design and construction. PRT will continue coordinating with the Stakeholder Committee through the final design process, providing review points at key design milestones.

Online Exercise

The LRAP project website mirrored the materials that were presented at the public meeting and on display at the pop-up events, as follows:

1. Recording of the June 17, 2025 Public Meeting Presentation
2. Updated Station Area Improvements Map
3. Map with hot spot locations explaining proposed improvements/recommendations
4. Updated 3D conceptual renderings
5. Open comment form

Summary of Questions/Comments Gathered During Phase 3

- Continued concerns from neighboring property owners about landscaping and privacy
- Stormwater drainage and impacts from station area improvements
- Interest in continued involvement and participation during the final design process

STATION AREA PLAN

2.1 ST. ANNE STATION AREA

St. Anne Station is on the border of a residential neighborhood and the more industrial and retail uses along Library Road (or State Route (SR) 88). Single-family homes with lots smaller than one-quarter acre border the PRT-owned light rail line to the west. The space between the light trail tracks and Willow Avenue is occupied by the South Hills Catholic Academy (formerly Saint Anne School), with the Castle Ridge apartments facing it.

Saw Mill Run abuts the station and is crossed by a vehicle bridge with a protected sidewalk on Rockwood Avenue. To the east of Saw Mill Run are some auto-oriented retail centers commonly associated with the Library Road corridor. North of Rockwood Avenue is an auto repair facility.

The Library Road corridor is separated from the neighborhood to the east by railroad tracks and is accessible only through a one-car tunnel with no pedestrian accommodations. This neighborhood is primarily made up of single-family homes.



Fig.18 A light rail vehicle serving the inbound platform at St. Anne Station

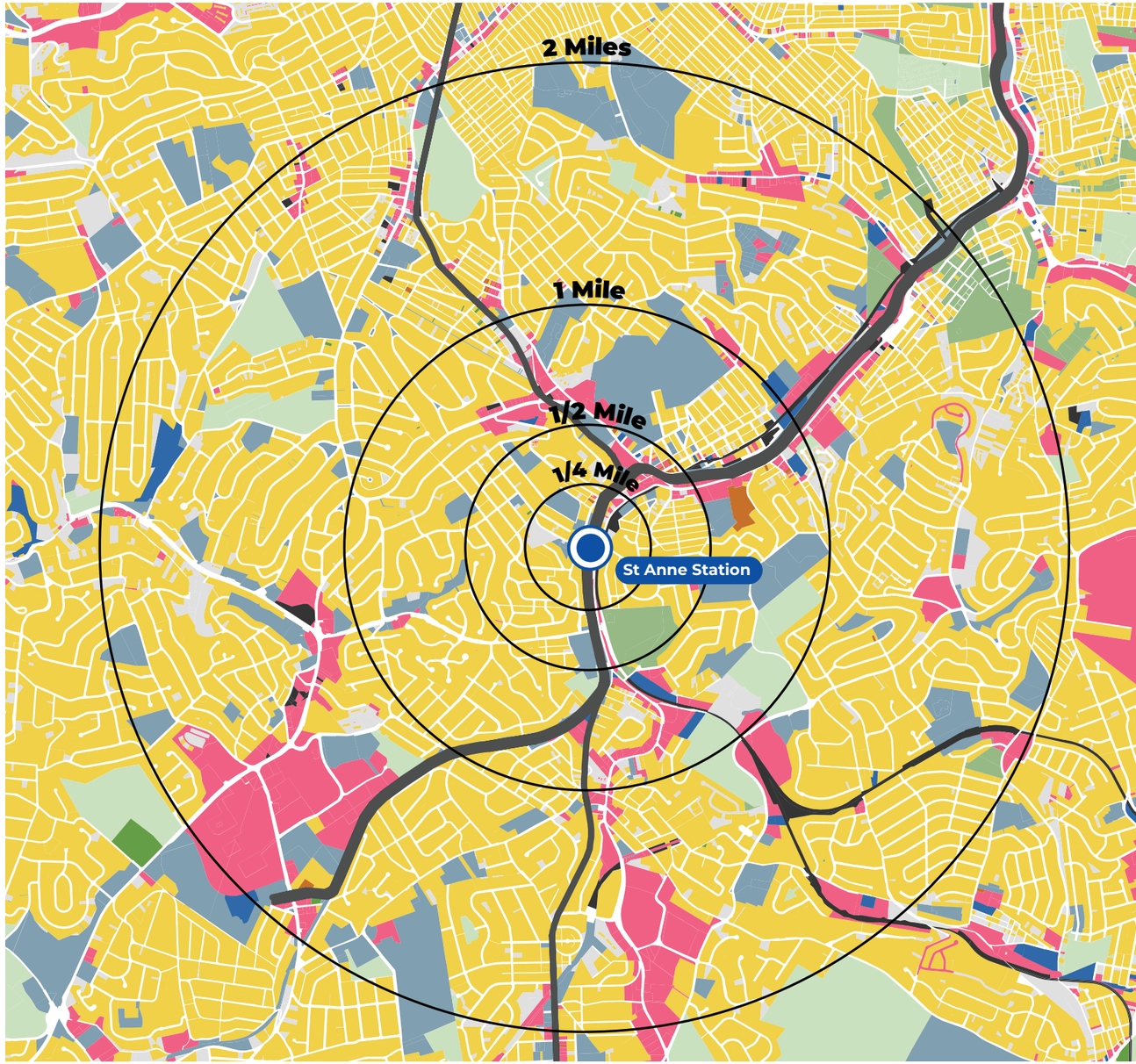


Fig.19 St. Anne Station Land-Use

Key Planning Considerations

Planning for accessibility improvements at St. Anne Station reveals several key issues and challenges for this project to address:

- The platforms do not allow for level boarding
- This segment of the LRT system is close to Saw Mill Run and is within the 100-year floodplain
- St. Anne riders face a variety of mobility challenges in accessing the station:
  - Library Road poses a significant access barrier, with inadequate sidewalks, broken pedestrian equipment, and a high number of crashes
  - Bike amenities are needed throughout the area
  - The rail bridge over McCully Road creates a barrier to the neighborhood
- Wayfinding could draw attention to the station and increase utilization
- There are opportunities to influence future transit-oriented development in the station area, especially at the PRT owned park and ride facility

2.2 GETTING TO ST. ANNE STATION

Every PRT rider is a pedestrian for some part of their journey and deserves the safest possible route to access the transit network. This includes safe sidewalks, bike infrastructure, and park and ride facilities. Having more comfortable means of getting to transit can encourage more people to ride. The Federal Highway Administration notes that "The physical safety of transit passengers while using and accessing transit facilities is crucial to the success of the transit system," while also recognizing the role of transit in reducing the number of motor vehicle crashes.[4]

In this section, we will examine many of the access and safety issues surrounding getting to St. Anne Station.

Methods

The St. Anne Station Area Plan includes a review of the progress towards creating safe routes to access the stations. This review takes the form similar to a Road Safety Audit (RSA)[5], in that it looks at road segments and intersections from the perspective of all users, reviews historical pedestrian and bicycle crash data, and conducts in-person observations of these locations.

Historical Crash Data

Crash data for the half mile around the station was downloaded from PennDOT and digitized with GIS software, yielding a picture of the locations that have seen pedestrian or bicycle incidents.

Infrastructure Review

Satellite images were examined for the initial desk review of the locations. This allowed for scoring the built environment according to how much each factor encourages or discourages pedestrians and cyclists to access the station and choose transit.



Fig.20 St. Anne Station Satellite Image

[4]FHWA (2022). Improving Safety for Pedestrians and Bicyclists Accessing Transit (p. 4). US Department of Transportation. https://safety.fhwa.dot.gov/ped_bike/ped_transit/fhwasa21130_PedBike_Access_to_transit.pdf

[5]FHWA. (2006). FHWA Road Safety Audit Guidelines (p. 26). US Department of Transportation. https://safety.fhwa.dot.gov/rsa/guidelines/

In-person visits to the sites were used to validate the assessments and observe additional dangerous conditions based on prompts suggested by the Federal Highway Administration (FHWA).[6] It should be emphasized that these Infrastructure assessments are not an attempt to levy blame on pedestrians, cyclists, or drivers, but rather to note that these behaviors trace back to deficiencies in the environment so that possible interventions may be recommended. Additional intelligence was gathered at the stakeholder engagement session on December 12, 2024.

Interventions

Potential interventions are suggested for each location and are examined below. Implementation of these interventions will require coordination between PRT and the Municipality of Bethel Park, Allegheny County, or PennDOT, as well as the Southwestern Pennsylvania Commission (SPC). In its Safe Routes to Transit guidance, the American Public Transportation Association (APTA) suggests that public transit agencies make recommendations for safe routes to facilities, bridging the jurisdiction gap.[7]

FHWA has recommendations for pedestrian safety-enhancing improvements, depending on the types of dangers that need to be mitigated. These include:

- Crosswalk visibility enhancements, such as high-visibility markings, parking restrictions, improved lighting, or warning signs for drivers
- Curb extensions
- Raised crosswalks
- Pedestrian refuge islands
- Improved beacons
- Road diets[8]

PRT is currently developing Bus Stop and Street Design Guidelines that also make recommendations for street and roadway design that can inform the range of interventions for the area around St. Anne Station, such as:

- High-visibility crosswalks, pedestrian beacons, or refuge islands at uncontrolled crossings
- Traffic calming elements, such as curb extensions[9]

Improving wayfinding around the station could also lead to safer access. Section 2.3 discusses these interventions in more detail.



Fig.21 Willow Avenue at Baldwin Street

[5]FHWA (2022). (p. 25).

[6]APTA (2018). Bicycle and Transit Integration: A Practical Transit Agency Guide to Bicycle Integration and Equitable Mobility (pp. 35-36). American Public Transportation Association. https://www.apta.com/wp-content/uploads/Standards_Documents/APTA-SUDS-UD-RP-009-18.pdf

[7]Blackburn, L., Zegeer, C., & Brookshire, K. (2018). Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (p. 17). FHWA. https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

[9]Pittsburgh Regional Transit (2025). Pittsburgh Regional Transit Bus Stop and Street Design Guidelines (Draft 3.1) (p. 59). PRT.

Historical Crash Data Review And Discussion

Crash data from the previous ten years was analyzed with GIS software to show the distribution of incidents within the study area.

Since 2015, PennDOT has noted 272 crashes, including one fatality and 159 injuries. Seven pedestrians have been involved in crashes in the study area, but no bicycle crashes were reported.

Five pedestrian crashes were reported within the walkshed of St. Anne Station. The two closest happened on Library Road and Willow Avenue. One was at Willow Avenue and Baldwin Street. These three locations were also selected for analysis.



Fig.22 All Crashes by Severity



Fig.23 Pedestrian and Bicycle Crashes by Severity

Intersection Analysis

Five locations were selected for analysis near St. Anne Station:

- Rockwood Avenue at Willow Avenue
- Rockwood Avenue at Library Road (SR 88)
- Rockwood Avenue at Canal Street
- Willow Avenue at Baldwin Street
- Segment: McCully Road from Steiger Street to Library Road (SR 88)

Location 1: Rockwood Avenue at Willow Avenue

Willow Avenue crosses Rockwood Avenue halfway between the park and ride entrance and the LRT station. Four-way stop signs control the intersection. South of Rockwood Avenue is a neighborhood of single-family homes, while to the north is South Hills Catholic Academy and an apartment building. Sidewalks connect in all directions, although several misaligned plates or cracks are greater than ½" deep. Crosswalks and stop bars are somewhat faded, and two corners lack tactile ramps.

Potential Interventions:

Phasing	Issue	Intervention
Medium	Sidewalk Condition	Repair cracked sidewalk segments
Medium	Sidewalk Placement	Install a flashing pedestrian signal at Willow Avenue. Widen the sidewalk from the park and ride lot to the station
Short	Bicycle Accommodations	Add bike racks and/or lockers at St. Anne Station
Short	Other	Add public art, sidewalks, and other gateway amenities at the park and ride entrance and intersection
Short	Signage	Add signage on Rockwood and on Willow Avenues with directions to the LRT station



Fig.24 Rockwood Avenue at Willow Avenue

Location 2: Rockwood Avenue at Library Road (SR 88)

Rockwood Avenue crosses the main state highway, Library Road (SR 88), at a four-way signalized intersection with left-turn lanes in both the northbound and southbound directions of Library Road. The sight lines for northbound traffic may be too short approaching the intersection, which might account for the high number of crashes reported in this lane. "Piano key" crosswalks add a measure of pedestrian safety when crossing Library Road or McCully Road to the east; however, no crosswalk is painted across Rockwood Avenue. Furthermore, during the Safety Review site visit, one pedestrian indicator and one pedestrian crossing signal request button were completely non-functional, and one button was located where it would be impossible for a person in a mobility device to access it. The auto repair business on the east side of Library Road uses property on the west side of the highway to stage vehicles, leading workers to dart across the road while performing their jobs. No signage indicates the proximity of the park and ride facility or the LRT station.

Potential Interventions:

Phasing	Issue	Intervention
Medium	Intersection Control	Consider adding the missing sidewalks to Library Road. Consider removing the sidewalk on the south side of Rockwood Avenue to emphasize the need to use the bridge. Investigate moving the guide rail on Rockwood Avenue to allow a sidewalk bypass around the utility pole
Medium	Intersection Control	Repair and improve the left turn lane on northbound Library Road
Short	Stop Bars	Consider "Stop here on red" signs for Library Road. Add a stop bar to McCully Road
Long	Sight Lines & Visibility	Consider traffic calming on Library Road south of this intersection to give drivers more warning as they come around the bend
Medium	Curb Ramps	Add missing curb ramps and verify safe access to the sidewalks
Short	Crosswalks	Ask PennDOT to meet with management at the auto repair shop to see if there is a safer option for workers to access their staging facility
Short	Signage	Add gateway signage to Library Road to indicate the presence of the LRT station and the park and ride lot
Short	Other Amenities	Ask PennDOT to replace or repair broken pedestrian heads and pedestrian buttons. Add a safe, concrete pad for the buttons on the northwest corner. Institute a leading pedestrian phase

Location 3: Rockwood Avenue at Canal Street

Canal Street abuts PRT's light rail tracks, running north from Rockwood Avenue past several industrial businesses before connecting to single-family homes. Signs indicate that it is not permitted to turn right from Canal Street onto Rockwood Avenue, across the tracks; however, it was reported that this practice is not uncommon. Rockwood Avenue is controlled by flashing railroad lights for the at-grade crossing. Rockwood Avenue becomes a bridge over Saw Mill Run to the east with a pedestrian walkway on the north side of the bridge. With this as the only way over the run, pedestrians must cross Rockwood Avenue at this point to get to or from St. Anne Station. The crosswalk for Rockwood Avenue leads directly over a storm grate and up to a concrete barrier.



Fig.25 Rockwood Avenue

Potential Interventions:

Phasing	Issue	Intervention
Medium	Intersection Control	Stop bars and signage are in place on Canal Street, but more needs to be done to stop illegal right turns. Consider signalizing or gating Canal Street and/or Rockwood Avenue
Medium	Crosswalks	Repaint crosswalks with added emphasis on crossing from the station to the north side of Rockwood Avenue, with a protected sidewalk across the bridge. Eliminate the stub of a sidewalk on the south side of Rockwood Avenue
Medium	Crosswalks	Repaint crosswalks, especially at Canal Street, where they go over a storm drain. Replace the storm drain with a bike-friendly design. Address the significant barrier at the LRT tracks, which blocks crossing. Add a safe crossing from the station to the far side of Rockwood Avenue, including traffic calming bulb-outs
Short	Bicycle Accommodations	Add bike racks and/or lockers at the station
Short	Lighting	Incorporate safe, dark-skies-compliant lighting in the entry plaza designs
Short	Signage	Add gateway signage to station entry plazas

Location 4: Willow Avenue at Baldwin Street

At the edge of the study area, nearly a half-mile from St. Anne Station, Willow Avenue meets Baldwin Street in a confusing jumble of roads. Willow Avenue splits in two, with one road crossing the tracks to run on the east side, meeting Canal Street—which curves suddenly to connect, here— and the other climbing a brief hill to run along the west side of the LRT, above the tracks. Baldwin Street enters from the dense, single-family neighborhood to the west, meeting Willow Avenue at a store parking lot acting as a turn lane. Crosswalks are not present.



Fig.26 Willow Avenue at Baldwin Street

Potential Interventions:

Phasing	Issue	Intervention
Long	Roadway Configuration	Reconfigure the intersection to protect vulnerable road users and reduce potential interactions with the T
Medium	Curb Ramps	Add missing tactile curb ramps where needed
Long	Crosswalks	Reconfigure crosswalks for safe access to destinations
Medium	Bicycle Accommodations	Consider bike safety markings on Willow Avenue, such as bike turning boxes and sharrows
Medium	Lighting	Add a streetlamp to illuminate the sidewalk crossings
Short	Signage	Add wayfinding signage indicating safe routes to the T stations

Location 5: McCully Road from Steiger Street to Library Road (SR 88)

McCully Road connects the single-family neighborhood up the hill east of Library Road. McCully crosses freight rail tracks through a narrow tunnel only wide enough for one car. There are no sidewalks on McCully Road, and a sign at the tunnel advises drivers to yield to pedestrians, while another caution sign indicates the presence of school children. This creates a potentially dangerous situation for anyone from the neighborhood attempting to walk or bike to St. Anne Station.



Fig.27 McCully Street and Library Road

Potential Interventions:

Phasing	Issue	Intervention
Short	Intersection Control	Remove illegal advertising from roadway signage
Short	Roadway Configuration	Consider closing McCully Road at the underpass to vehicular traffic until the bridge can be widened
Long	Sidewalk Placement	Add a safe sidewalk through the underpass, connecting to Library Road
Medium	Lighting	Add lighting to the underpass

2.3 STATION AREA WAYFINDING

One set of interventions that could be suggested around St. Anne Station is improved wayfinding. Wayfinding is “a system that allows people to establish their location, determine their destination, and then develop a plan that will help take them from their current location to their desired destination.”[10]

In 2022, PRT developed its own wayfinding design manual, intended to apply to light rail stations. PRT uses a typology for stations based on its TOD guidelines, which categorizes St. Anne Station as “Transit Neighborhood,” which will attract frequent users—both residents and commuters. The design manual says that wayfinding here shall:

- Enhance multi-modal access
- Highlight parking locations (shared parking or park and ride, when appropriate
- Highlight drop-off access and areas
- Connect to existing multi-modal networks
- Provide and encourage alternative pedestrian routes off fast-moving streets[11]

The PRT design manual also distinguishes wayfinding external to the station from internal signage. The questions answered by the external signs should be incorporated into the wayfinding intended to address safety concerns near St. Anne Station. Some of these questions include:

- Where is the station?
- How do I plan my trip?
- What are my trip options?
- What services are at this station?
- Where is my connection?
- How do I continue my journey?[12]

External signs at key locations may be recommended to assist travelers with these questions. The map below illustrates potential key intersections and locations within the ½ mile or 10-minute walkshed that would help orient both pedestrians and vehicle users to the station. A clear sign at Library Road and Rockwood Avenue would alert travelers to the station and could also enhance safety by prompting drivers to pay more attention to their surroundings as they enter the station area.

External signs at stations are meant to help/direct users to locate the station easier, to identify what services are provided at the station, to highlight how access is gained and to provide information about the station.

External signage information must include the PRT logo, the station name, service provided at the station, ADA entrance feature or nearest ADA entrance available, and regulatory information.

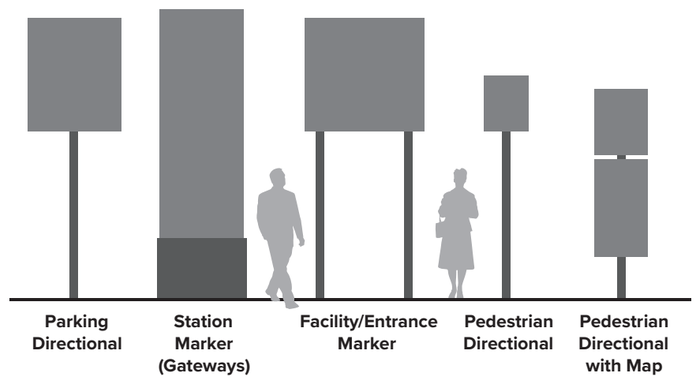


Fig.28 PRT Wayfinding Sign Guidance

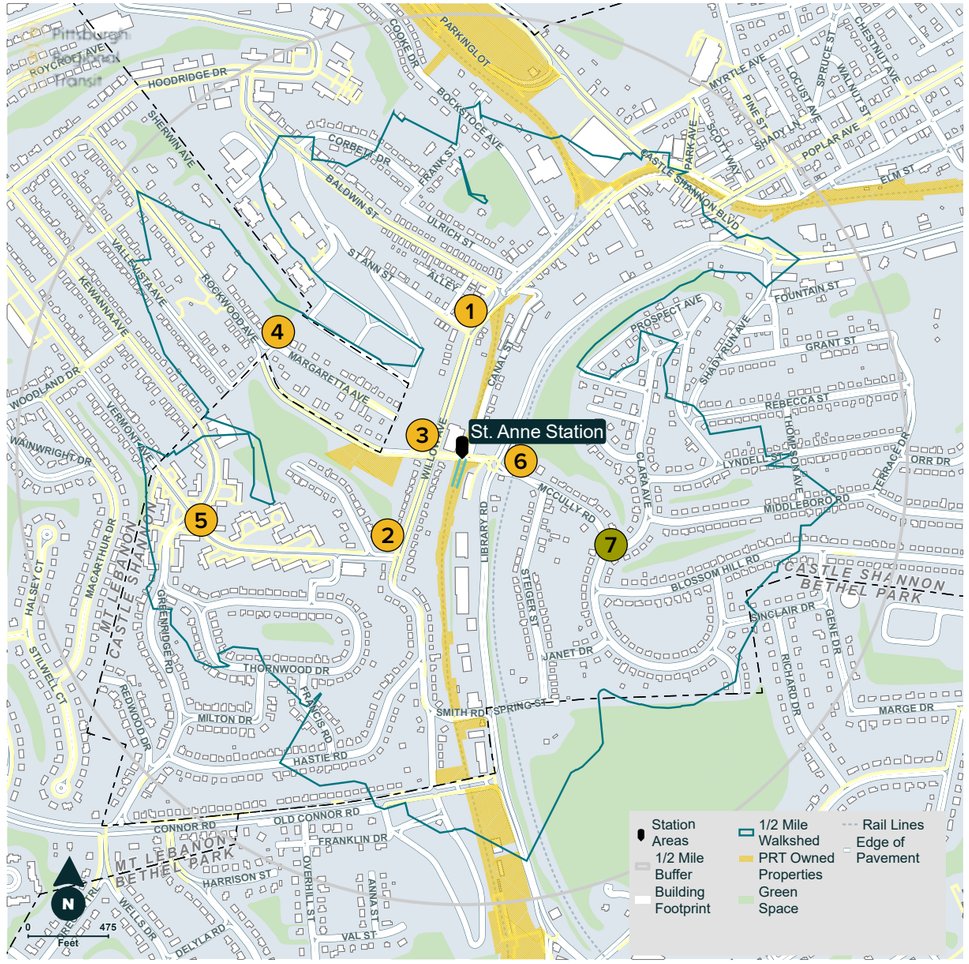
[10]American Public Transportation Association (2019). Transit Universal Design Guidelines (p. 32). APTA.

[11]Pittsburgh Regional Transit (2022). Wayfinding Standards Manual (1st ed., p. 8). PRT.

[12]PRT. (p. 23).

On the west side of the station area, where there are more multi-unit residential developments and closer to the St Anne park and ride, pedestrian-oriented directional wayfinding depicting the distance and walking time to the station could invite additional users. Signs are located at the intersections on the map to identify paths to the station from apartment complexes such as Alvern Gardens, Vermont Towers, and Castle Ridge.

Individual signs within neighborhoods would include the Pedestrian Directional and Primary Gateway signs from the PRT Signage palette.



1. St Anne St & Willow Ave
2. Vermont Ave & Willow Ave
3. Rockwood Ave & Willow Ave
4. Rockwood Ave & Margaretta Ave
5. Greenridge Rd & Vermont Ave
6. Library Rd & Rockwood Ave
7. McCully Rd & Clara Ave

Fig.29 St. Anne Station Wayfinding Opportunities



Fig.30 Signage at St. Anne Station

2.4 SUMMARY OF RECOMMENDED STATION AREA IMPROVEMENTS

In summary, the St. Anne Station Station Area Plan includes recommendations across the study area, in addition to the improved station platform and canopy detailed in Chapter 3.

1. Enhance crosswalk safety with public art crosswalks and other amenities throughout the area, including at the station entrance, at Willow and Rockwood Avenues, and on Library Road
2. Add flashing pedestrian beacons at Willow Avenue and Rockwood Avenue
3. Widen the sidewalk along Rockwood Avenue, leading to the station
4. Add signage and wayfinding at key locations, including Library Road and the park and ride entrance
5. Repair cracked sidewalk segments throughout the area
6. Repair broken pedestrian safety equipment on Library Road
7. Explore potential TOD on the park and ride site; maintain spaces for transit riders
8. Study the potential for traffic calming on Library Road, south of Rockwood Avenue, to reduce crashes
9. Upgrade crosswalks on Library Road, incorporating safer options for auto repair employees
10. Add bike infrastructure along Willow Avenue from Baldwin Street to Rockwood Avenue by adding visible bike safety features such as lane markings and signage
11. Consider closing McCulley Road to vehicular traffic and study the potential for widening the tunnel and adding non-motorized safety elements



Fig.31 Recommended Improvements in the St. Anne Station Area

CONCEPTUAL DESIGN

One of the primary goals of the St. Anne Station Station Area Plan is a conceptual design, at the 10% level, for a reconstructed station that would be ADA-compliant. This includes elements such as new platforms, canopies, and entry plazas. This chapter details key elements of this concept, starting with a “Basis of Design” to show which considerations went into the concept.



Fig.32 Existing St. Anne Station Platforms

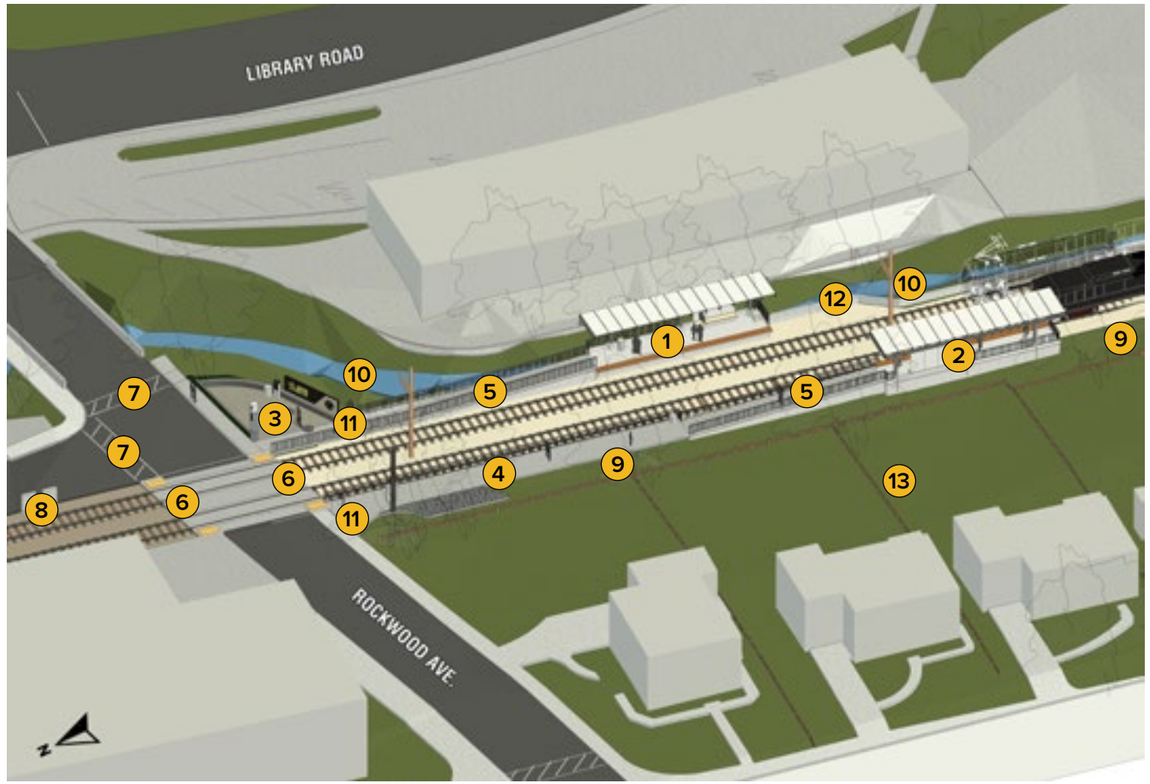


Fig.33 Recommended Improvements in the St. Anne Station Area

1. Inbound Mini-High Platform with Canopy.
2. Outbound Mini-High Platform with Canopy
3. Entry Plaza with Amenities
4. Walkway to Outbound Platform
5. Access Ramps to Platforms
6. Upgraded Grade Crossings
7. New Crosswalks and Curb Ramps
8. Relocated Signals Cabinets
9. Landscaped Drainage Swale and Buffer
10. Saw Mill Run
11. Existing Train Crossing Signals
12. Existing Retaining Wall Along Saw Mill Run
13. Existing Adjacent Properties

3.1 BASIS OF DESIGN

The Basis of Design describes the design intent and goals, guiding principles, and environmental constraints for the development of the conceptual design of the platform, canopy, circulation (including access and egress), and amenities.

Design Intent And Goals

The goal of the design for St. Anne Station is to provide a unified station design that is fully accessible and safe, and that meets the overall design goals for the light rail system to establish modern stations that are easily recognizable, user-friendly, and ADA-compliant. Additionally, the intent is to establish criteria for a design that complies with the needs of PRT for ease of maintenance, durability, constructability, and cost efficiency.

Existing Site Conditions And Constraints

This section highlights the existing conditions that impact the proposed conceptual design. They must be taken into consideration and explored in more detail as the design progresses.



Fig.34 St. Anne Station Looking South from Rockwood Avenue



Fig.35 View of Outbound Platform

Saw Mill Run

Saw Mill Run runs along the site's western edge, tight to the tracks, with a retaining wall between the stream and the tracks. The station design should not impact Saw Mill Run, as any impact or changes to Saw Mill Run would require significant environmental processes and approvals.

As Saw Mill Run is known to flood regularly, the design of the station's inbound side must consider this. It is recommended that hydrologic and hydraulic studies be performed in the next phase of design to fully understand the impacts of the flood events, ensure that the station design does not worsen these impacts on the adjacent properties, and inform the design requirements related to flood management and resiliency. See Chapter 4 for more details.

Adjacent Properties

The station site is flanked by commercial properties west, between Saw Mill Run and Library Road, and residential properties east. During this planning process, the residents on the east side of the station have expressed concerns about the impacts that the construction and final layout and design of the station will have on their privacy and backyards. The design included in this phase has maintained minimal effects on the residential neighbors, and coordination and communication with the adjacent residents is an important consideration in the next phases of the design.

Existing Crossing Signals

The existing crossing signals at Rockwood Avenue need to be maintained as part of the design and in place throughout construction. These signals are part of the older system, and any changes to the signals will require the entire crossing signal system to be upgraded. Relocation of the signal control cabinets is included in the design, as this work does not require updating the entire system and can be done with minimum downtime to the signals.

The signal on the inbound platform side has the greatest impact on the design. The design of the new inbound platform needs to ensure this signal remains visible to inbound trains, so the inbound platform location is based on maintaining its visibility.

Existing Utilities

The electrical power system and storm drainage are the existing utilities at the station site that have been identified as impacting the design.

The service should be relocated. The station's electrical service currently comes from overhead service on Rockwood Avenue to a meter and panel along the inbound platform. It is recommended that this service be relocated to the outbound side, further from Saw Mill Run's flood zone, and to a location where it will not impact passenger flow.

Existing Site Drainage

The storm drainage system primarily runs along the outbound platform, beginning with a structure at Rockwood Avenue, followed by a grass ditch along the platform's rear edge, transitioning into a concrete channel to the south, and ending in a culvert that connects to Saw Mill Run. These elements are critical design considerations. A landscaped drainage swale is recommended along the back side of the outbound platform and walkway to collect and manage stormwater and to minimize the amount of water being drained into Saw Mill Run.



Fig.36 Existing Grass Drainage Swale Behind the Outbound Platform



Fig.37 Existing Concrete Drainage Channel South of the Outbound Platform

3.2 PLATFORM DESIGN

The platform design is the most critical component to the station design, as this is the access point to light rail vehicles, and all of the site and station components need to work with the platform. The possibility of a center island platform was looked into. Still, due to the site constraints, including the existing track geometry and the location of the overhead catenary poles, it was determined that changing to a center island platform would require too many revisions to existing components and would far exceed the allowable budget for this project. As such, it is recommended that the station remain as a pair of side platforms.

Platform Location

The location of the platforms should remain on the south side of Rockwood Avenue, with the inbound platform shifting slightly north from the existing edge, as the platform is shortened to the mini-high block style. The outbound platform is shifting slightly further south from its current location to ensure clear visibility of the intersection for inbound trains. In contrast, an outbound train is stopped at the platform.

The design intent for the locations is to construct them as close as possible to Rockwood Avenue to minimize the travel distance between the platform and the street, while accounting for site constraints, accessibility requirements, and safety concerns. The location of the inbound platform is dictated by the location of the existing crossing and maintaining visibility of this signal while passengers are on the platform. The location of the outbound platform is dictated by the location of the train while stopped at the platform, and the visibility of the full width of the crossing for inbound trains as they approach the intersection.

As the adjacent neighbors have noted concerns about the location of the outbound platform, it is recommended that further studies be performed during the next phase of design to verify that the outbound platform is located as close to Rockwood Avenue as possible without compromising the safety of the crossing.

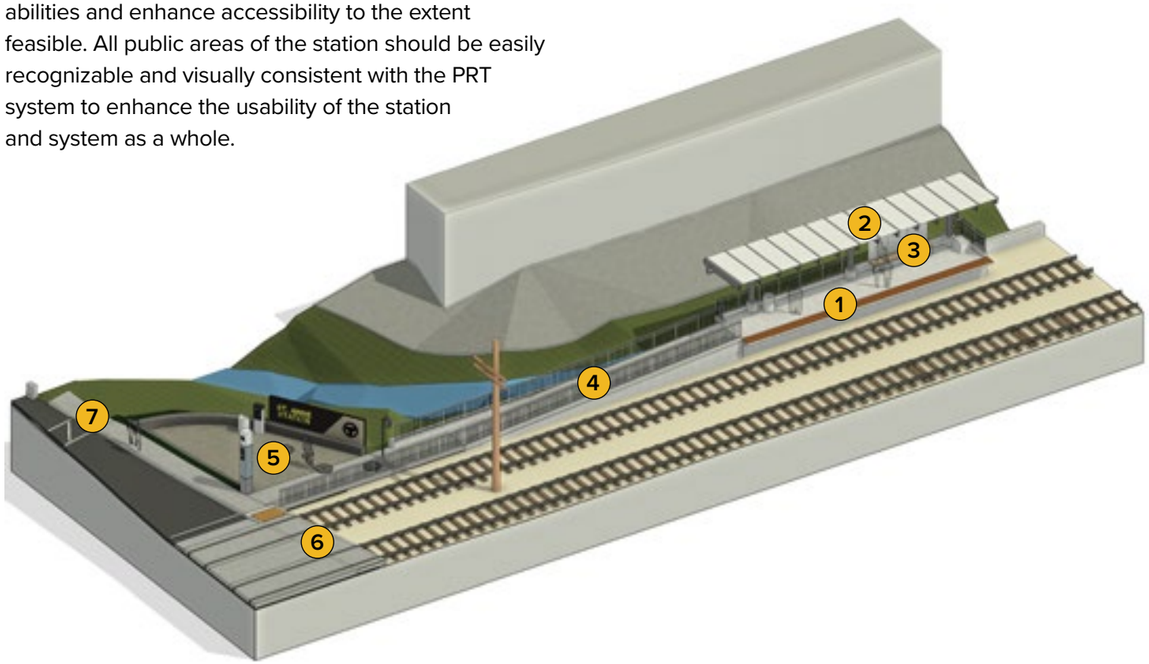


Fig.38 Proposed View from Rockwood Avenue

3.3 STATION AND PLATFORM ACCESS AND EGRESS

Design Intent

The design intent for access and egress is to design the station to accommodate riders of all ages and abilities and enhance accessibility to the extent feasible. All public areas of the station should be easily recognizable and visually consistent with the PRT system to enhance the usability of the station and system as a whole.



1. Inbound Mini-High Platform
2. Platform Canopy
3. Platform Amenities
4. Ramp to Inbound Platform
5. Entry Plaza with Amenities
6. Upgraded Track Crossing
7. New Curb Ramps and Crosswalks

Fig.39 Inbound Platform 3D View

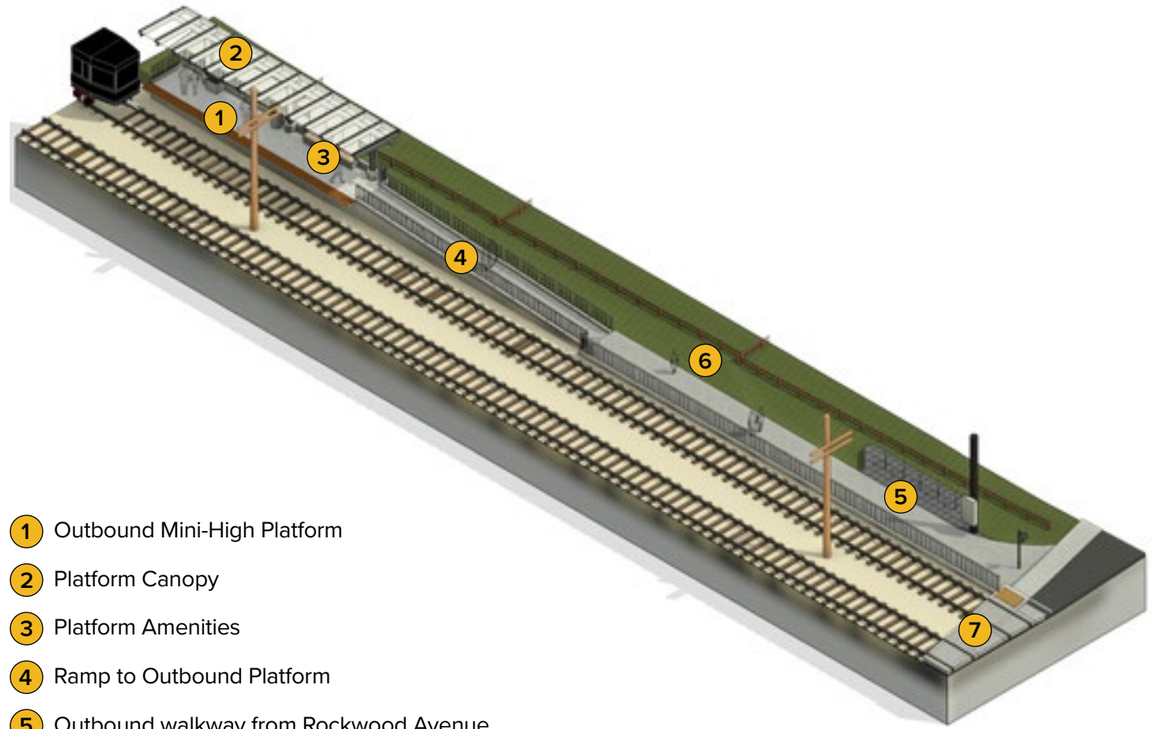
Access And Egress Design

The station's accessible circulation includes paths from Rockwood Avenue to the platforms, which consist of accessible walkways and ramps. The ramps have a design width of 5'-6", and the walkways have a minimum clear width of 6'-0" and widen where they intersect the sidewalk, or where amenities are located.

Both the walkway and ramp are recommended to be concrete slab-on-grade construction to provide a durable walking surface that will hold its form and a smooth and slip-resistant finish.

A guardrail is provided along the walkway's track edge, tying into the ramp's track edge railing, to improve safety by preventing passengers from stepping out into the tracks.

The existing grade crossings at Rockwood Avenue will be updated, along with the curb ramps and crossings, to meet the current design standards for improved safety and accessibility along Rockwood Avenue.



1. Outbound Mini-High Platform
2. Platform Canopy
3. Platform Amenities
4. Ramp to Outbound Platform
5. Outbound walkway from Rockwood Avenue
6. Landscaped Drainage Swale behind walkway and platform.
7. Upgraded Track Crossing

Fig.40 Outbound Platform 3D View

3.4 CANOPY DESIGN

Canopy Design Intent

The overall architectural solution, in line with PRT's Light Rail Station Design Guidelines, prioritizes a contemporary aesthetic while focusing on durability, ease of maintenance, and long-term serviceability for PRT and the light rail network. Individual platforms have been designed for both inbound and outbound platforms. The canopy system will provide complete overhead weather protection for each platform individually, emphasizing openness by minimizing visual and physical obstructions and consolidating transit amenities at the center of the station platform.

Canopy Architectural Considerations

A single-sloped shed canopy is designed to "open up" towards the boarding zones on both the inbound and outbound platforms. The translucent canopy allows natural daylight to filter through without overheating the platform environment. The design will use minimal, well-placed columns to preserve circulation and sight lines while integrating lighting, security systems, signage, and wayfinding into the structure discreetly and cohesively. Durable, low-maintenance materials will be selected to verify longevity, resist vandalism, and support a consistent visual identity across the transit network.



Fig.41 View of Platform Canopy from Inbound Ramp

Roofing System (Canopy)

Description:

An architectural translucent polycarbonate canopy system supported by an aluminum frame has been selected as the station's design basis. A continuous aluminum mullion connects the aluminum frame to the underlying structural "WT" steel members, while the short ends of the polycarbonate panels remain frameless to maintain a clean aesthetic.

Daylighting and Solar Control:

Polycarbonate panels will be translucent, allowing some light transmittance and solar heat to reach the station platform. The percentage has not yet been determined.

Water Management:

A gutter to collect rainwater from the single sloped canopy is located on the backside of the canopy. The gutter is to be supported by a continuous steel plate fastened to the steel rafters, sized to capture the appropriate volume of rainwater from the roof. Rain leaders/downspouts would align with column grid(s) and be fastened to the column(s) to carry rainwater away from the platform. Special consideration will be given to the inbound side, which is adjacent to Saw Mill Run. Gutter and rain leaders have yet to be sized appropriately.

FINISH(ES):

The canopy's design intent is to have a factory finish on the continuous aluminum rails and a UV-resistant finish on the polycarbonate panel.

3.5 STATION AMENITIES

The inclusion of amenities at the station is an integral part of the overall goal to provide a station that is both modern and user-friendly. The amenities include wayfinding and informational signs, benches and seating, wind screens, trash receptacles, bike parking, fare collection and ticketing, and site and platform lighting. The amenities should be spread out over the entire station, in locations either on the platform, along pathways, or within the entry plaza, allowing the amenities to be easily located and utilized.

Benches And Seating

Benches should be located on the platforms to allow passengers to sit while waiting for the trains. Due to the use of the mini-high block platforms, additional seating is recommended to be provided within the entry plaza. The benches should be designed per PRT's LRT Design Guidelines, while also considering the station-specific design. The seating on the platforms should be located within the designated amenities zone towards the back of the platform to avoid conflicts with passenger movement on the platform.

For this design, the platform benches should be integrated into the rear wall/curb. A minimum of one bench should be provided at each platform, with a rear windscreen and space on either side of the bench for wheelchair waiting areas. In addition to the platform benches, a seating wall along the edges of the entry plaza is recommended to provide additional seating and an area for passengers to wait off the platform.

Signage

Station signage should be developed per the PRT Wayfinding Standards Manual and consist of Station Entrance Markers, Station ID signs, directional signs, transit information signs, safety and security signs, and ticketing signs. These signs, locations, and graphics should be coordinated with PRT to verify that they align with PRT's graphic standards. The sign locations and graphics should be integrated into the overall station design to enhance the passenger experience and understanding of how to use and navigate the station.

Fare Collection And Vending Machines

Due to the narrow platforms, only one fare vending machine, located in the entrance plaza, is planned for this station. The exact location of this should be coordinated to verify it does not impact access or egress from the platforms while promoting ease of access for passengers using either platform.

Trash Receptacles

To promote clean platforms and stations, trash receptacles should be strategically located to provide passengers with easy access to designated trash disposal areas along their path of travel. As the design progresses, coordination with PRT is recommended to verify that locations are convenient for both passengers and maintenance operations. A minimum of four trash receptacles should be located throughout the station.

3.6 RESILIENCY CONSIDERATIONS

Resiliency concerns for the PRT stations include extreme weather events, such as extreme precipitation, flooding, drought, extreme heat, and high winds. As mentioned earlier, due to the frequency with which Saw Mill Run floods, flooding is the most critical resiliency issue to address during the design process. However, the effects of extreme heat, the continued increase in the number of days where extreme heat temperatures are reached, and the impact of heat on the materials should also be considered.

Flooding And Extreme Precipitation Events

Flooding is the most prevalent resiliency issue to address, due to the already recurring problems, and the understanding that as weather events continue to become more common and more extreme, the frequency and impacts of flooding will likely worsen. The materials used for this project are durable and capable of withstanding the effects of flooding, including damage caused by floating debris. Electrical and communications equipment are scheduled to be relocated as part of the design. The new locations for this equipment should be selected and designed to be outside the flood zone.

The hydrologic and hydraulic studies to be conducted in the next phase of design should include not only existing weather data but also future weather modeling to consider the changing climate. Chapter 4 further discusses these issues.



Fig.42 Inbound PRT Light Rail Vehicle After Passing Rockwood Avenue

IMPLEMENTATION

4.1 IMPLEMENTING THE VISION

Timeline

This planning for St. Anne Station is part of PRT's Light Rail Accessibility Program (LRAP), funded by the FTA's All Stations Accessibility Program (ASAP). PRT intends to complete conceptual plans for several stations (St. Anne, Bethel Village, and Westfield) and then advance to the next design phase for all of them together.

The precise schedule for implementation of the recommended improvements is subject to change—and, in the case of recommendations beyond the PRT's property, dependent upon coordination and funding sources—however, the ASAP-funded improvements are planned for the following timeline:

July 2025	**Finalize plans** for St. Anne and Bethel Village Stations
Late 2025	**Begin planning** for Westfield Station
Mid-Late 2026	**Begin architectural design** for St. Anne, Bethel Village, and Westfield Stations
2027-2028	**Complete architectural design** for St. Anne, Bethel Village, and Westfield Stations
2028+	**Add stations to the queue** for light rail construction projects. Timing is dependent upon other projects throughout the system.
12-24 Months	**Construction** for each station could take 12-24 months with minimal disruption to transit service or station availability.

Cost Estimate

Costs were estimated for the project components described in Chapter 3: Conceptual Station Design. At this stage of design, estimated costs have higher levels of uncertainty, and the cost estimate includes 30% contingency, 2.5% for insurance, bonds, permits, and inspection, 5% anticipated escalation, 10% risk allowance, and 12% design costs. Costs were rounded up to the nearest $100,000 for budgeting purposes.

Lower Estimate (-15%)
$2.5M
Likely Cost Estimate
$2.9M
Higher Estimate (+50%)
$4.3M

Potential Partnerships

Redevelopment of the park and ride facility for TOD may require coordination with the Catholic Diocese to revisit the need to accommodate parking for the church's annual festival.

Station area improvements involving roadways—such as enhancing sidewalks, crosswalks, and other infrastructure—will require coordination with asset owners, including Castle Shannon Borough and PennDOT.

While the project is not anticipated to impact Saw Mill Run, PRT could engage with watershed advocacy organizations, such as Watersheds of South Pittsburgh, to inform them about the design process and the findings of future stormwater evaluation. Additionally, Watersheds of South Pittsburgh could be a resource for providing relevant data regarding stormwater and flood risk in this area.

4.2 ALIGNMENT WITH PRT'S CLIMATE ACTION PLAN

Recognizing that climate change is one of the most pressing challenges facing us today, PRT has set a goal to achieve net-zero carbon emissions by 2045. This Station Area Plan addresses goals and targets set in the Climate Action Plan (CAP) to help reduce carbon emissions, mitigate on-site stormwater runoff, and analyze the potential for energy generation at passenger facilities. St. Anne Station presents an opportunity to consider important factors with facility design, landscaping, and site management that could help achieve climate goals, such as:

- Establishing an operations and maintenance best practices guidebook for all stations, buildings, and sites, and to provide energy-efficient operations
- Designing facilities and developing new sites, with Envision and Leadership in Energy and Environmental Design – Building Design and Construction (LEED BD+C) frameworks from the start
- Improving facilities and accessibility as they contribute to increased ridership
- Performing an energy audit of light rail infrastructure
- Installing solar panels on PRT-owned buildings and structures such as bus stops and station shelters

Envision Framework

The Envision Framework identifies metrics for 64 credits under five categories: quality of life, leadership, resource allocation, natural world, and climate and resilience. At this stage in the process, several credits are identified as more impactful:

- **Quality of Life:** This includes improving community quality of life/wellbeing first through the nature of the project, which improves access to transit by upgrading the station to meet ADA standards, second by assessing the impact of the project on the community, and third by actively engaging the community and incorporating their input meaningfully
- **Leadership:** This includes providing a commitment both internally to PRT staff and past planning efforts by designing to PRT standards and working to minimize maintenance for long-term project success, and externally to key stakeholders in the community through a straightforward proactive engagement process
- **Resource Allocation:** This includes promoting sustainable procurement and operational considerations, and as such should be considered on an organizational scale
- **Natural World:** As a redesign of an already developed site, the project meets a large section of criteria under this category and considers managing stormwater on site and controlling invasive species. Additionally, St Anne Station is adjacent to Saw Mill Run. It could be developed to increase buffers along the waterway while also protecting groundwater quality by planting native habitats and trees to provide shading. Additionally, native habitats require reduced levels of pesticides and fertilizers
- **Climate and Resilience:** This includes reducing greenhouse gas emissions by promoting transit ridership and improving infrastructure integration with the community and adjacent land uses



Fig.43 A PRT Light Rail Vehicle In Castle Shannon's Downtown

Source: Wikimedia Commons user Cbaile19

Solar Power Generation Analysis

The project considered the potential for solar infrastructure deployment at St. Anne Station at a high level.

The orientation of St. Anne Station and the existing large trees limit its potential for solar exposure and energy generation. As such, solar canopy deployment is not recommended at the station. Potential analysis can be performed on the St. Anne park and ride to determine if that provides a better location for solar canopies.

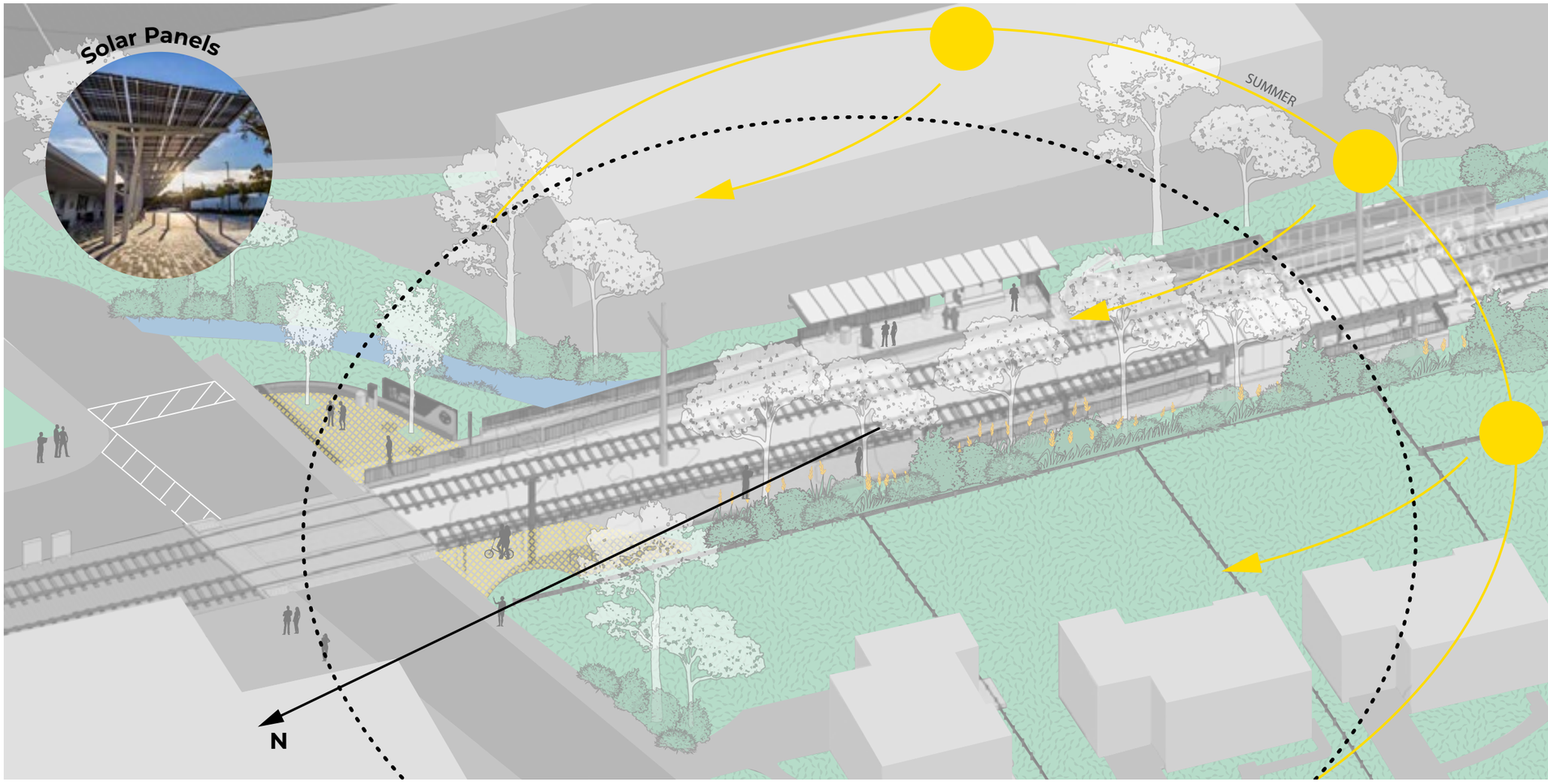


Fig.44 Solar Power Potential at St. Anne Station

Landscape Design Strategies

As part of the actions identified in the CAP, PRT developed a set of Landscape Design Guidelines (LDG) to address the different landscape conditions throughout the system. These guidelines further support the actions below:

- Action S.5.e called for the development of a sustainable landscape design and maintenance guidebook and training program
- Action 3.1.g recommends a transition to zero-emission small maintenance equipment and notes that transitioning PRT's portfolio to sustainable landscapes would reduce some of the need for it
- Action S.5.c notes that staff discussions in the past have suggested converting landscaped areas to low/no-mow native habitats
- St. Anne Station presents several conditions that can be improved by implementing strategies outlined in the LDG. These include:
- Considering long-living, fast-growing native trees in the landscaping palette to:
  - Maximize carbon sequestration
  - Minimize areas of pavement by increasing vegetated areas by 15 to 30 percent, thus providing shading and mitigating the urban heat island
- Replacing lawn areas with native plantings and no-mow grass to reduce maintenance requirements
- Incorporating shrubs and trees to screen the station from surrounding private properties on the outbound side of the station
- Proximity to Saw Mill Run could require additional considerations such as:
  - A structural assessment of the inbound platform
  - Increasing the riparian buffer zone if possible, implementing erosion control measures and planting native trees
  - Replacing the concrete with permeable surfaces to enhance stormwater infiltration and reduce runoff
- The LDG provide a holistic set of strategies to address landscaping at the station and can help increase consistency across the system

Landscape Conditions

1. Creek adjacent
2. Landscape buffer
3. Plaza
4. Amenity
5. Space constrained

Recommended Strategies

A. Increase the riparian buffer zone, implement erosion control measures, and plant native vegetation and trees

B. Design the overall public space to include 15–30% vegetated areas, incorporating 2-3 in-ground trench-planted trees to provide canopy and shade

C. Incorporate amenities into the public plaza or establish a designated 'public entrance zone,' alongside traffic calming measures to ensure safer crossings for all modes of transportation

D. Integrate stormwater management strategies, increase tree planting, and ensure a high percentage of permeable surface to support sustainable site design

E. Utilize a mix of meadow plantings and no-mow grasses, replace any removed trees at a 2:1 caliper ratio, and strategically plant trees to provide canopy and screen private backyards

F. Consider replacing concrete with permeable surfaces to enhance stormwater infiltration and reduce runoff

G. Conduct a structural assessment with consideration for permitting-related impacts on the project timeline

H. if tree planting is not feasible, use low-growing, no-mow grasses requiring minimal maintenance, and if planting is possible, prioritize columnar, upright trees and native plants while maintaining clear sight lines

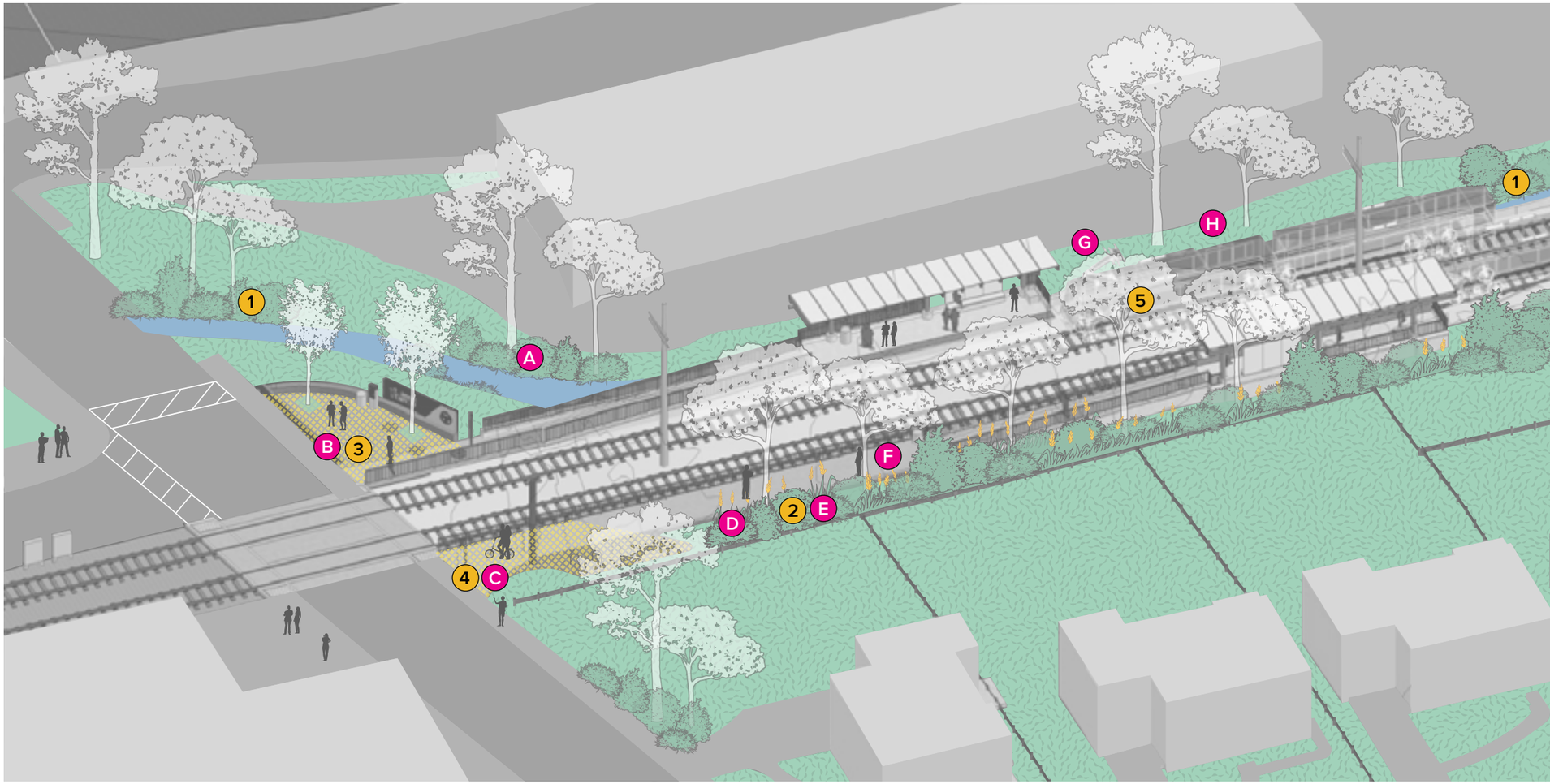


Fig.45 Landscape Strategies for the St. Anne Station Area

4.3 ADDRESSING FLOOD RISK IN FUTURE PHASES OF DESIGN

The proximity of St. Anne Station to Saw Mill Run creates some specific challenges for improving the station area. Strategies such as native planting and vegetated porous surfaces must be implemented to mitigate stormwater and limit runoff into Saw Mill Run.

The existing site of St. Anne Station is within the 100-year floodplain (1% chance event) of Saw Mill Run. The area is within a mapped Federal Emergency Management Association (FEMA) approximate floodplain (no base flood elevations have been established). Refer to the Flood Insurance Rate (FIRM) map in Appendix F for details. The local floodplain manager and the Pennsylvania Department of Environmental Protection (PADEP) regulate any work within the existing 100-year floodplain to verify that the proposed project does not increase the risk to the surrounding community or traveling public.

While considerable effort has been made to incorporate elements that protect this important watershed into the station's conceptual (10%) design, PRT is planning more steps in the subsequent design phases.

Recommended Strategies

A Consider creek adjacency and limit any runoff from the station into the creek. In addition to incorporating landscape practices such as native planting, canopy trees, and erosion control to support the structural and ecological function of Saw Mill Run

B Maintain enough vegetated porous surfaces to mitigate stormwater on site, as much as possible

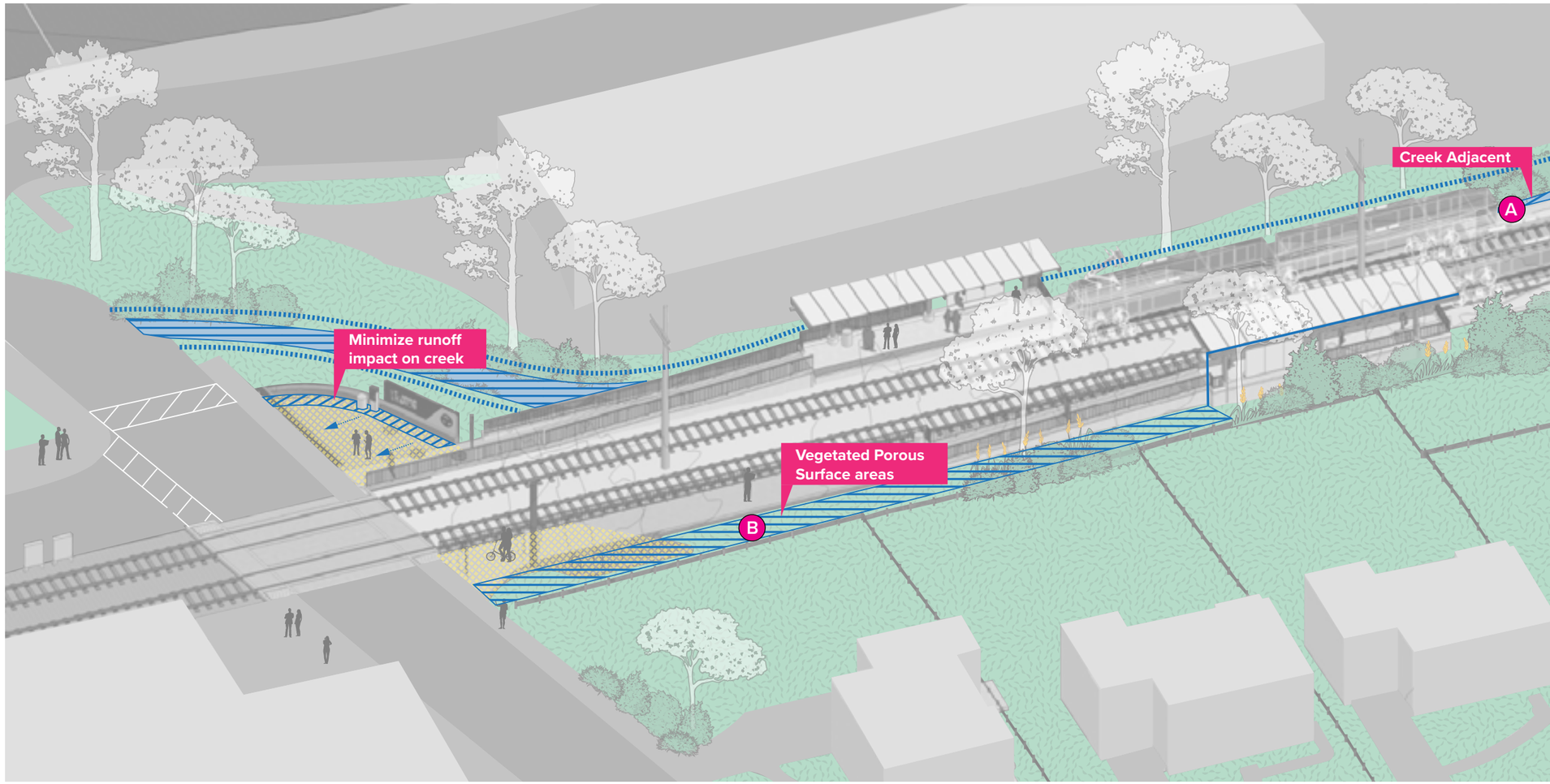


Fig.46 Stormwater Strategies for St. Anne Station

4.4 ALIGNMENT WITH PRT'S ACCESSIBILITY GOALS

As part of our Light Rail Accessibility Program (LRAP), the St. Anne Station design, with new high platforms and improved amenities, ensures that the station is accessible and fully available in every way to those with specific needs, such as physical or mental disabilities, those traveling with infants or small children, and those traveling with groceries or other goods. And through improved access, it is also equitable. It provides fair services to those with limited means or high risk by providing better service to these groups to combat historical and environmental imbalances.

St. Anne Station is one of several light rail stations receiving improvements through funding from the Federal Transit Administration. The All Stations Accessibility Program (ASAP) was established to make legacy transit stations accessible for the first time.



Fig.47 A High Level Platform Would Allow For Level Boarding

4.5 TRANSIT-ORIENTED DEVELOPMENT OPPORTUNITIES

The Case For Transit-Oriented Communities

In 2025, despite the partial return of traditional work commute patterns, changes to where and how Americans work due to the COVID-19 pandemic continue to reshape transit ridership patterns. Fewer employees commute downtown for 9-to-5 office work, and transit agencies like PRT are seeing growth in corridors with high-frequency service outside of standard commuting hours.

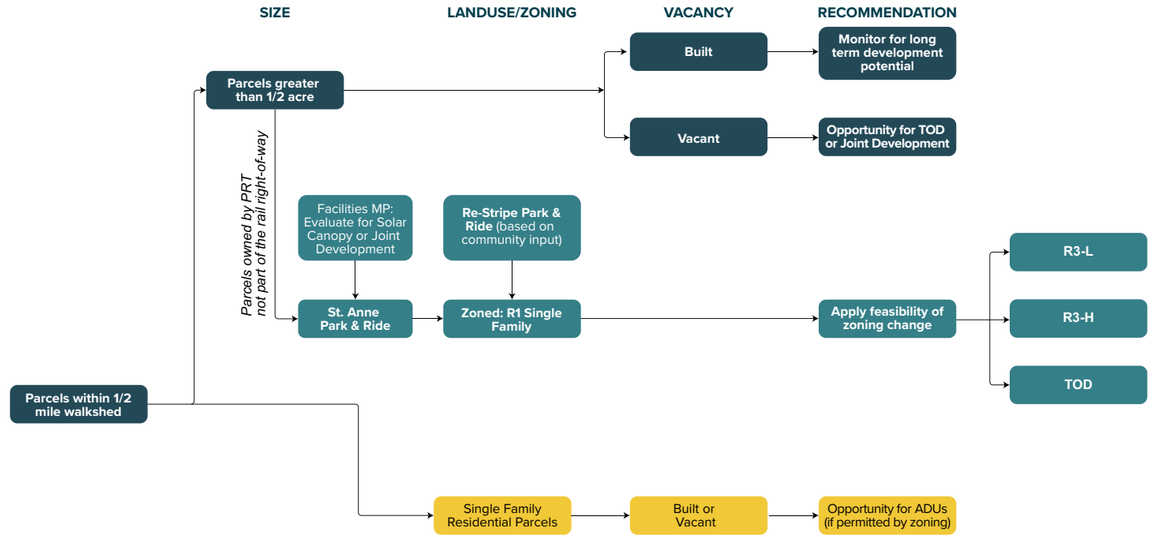
St. Anne Station, along PRT's Red, Blue, and Silver Light Rail Lines, has a combined service frequency of every 14 minutes during rush hour with both the Blue and Red Lines, and a 21-hour-a-day service, which makes it the type of station that can support most of the trips someone living nearby would need to take. By locating more housing and jobs close to light rail stations, PRT and local municipalities can increase transit ridership, collect revenue through fares and ground leases to support fiscal sustainability, and make progress toward community goals of equity and climate change mitigation.

According to its 2016 TOD Guidelines, PRT identifies St. Anne Station as a Transit Neighborhood, a primarily residential neighborhood with medium density but access to other infrastructure, mainly Library Road (SR 88). This station type calls for enhanced connections to existing multimodal networks, drop-off access, improved wayfinding, and safe and visible pedestrian connections.

Additionally, the TOD Guidelines do not recommend a park and ride in this location, and in line with PRT's Park and Ride Study (included in the Facilities Master Plan), call for St. Anne to be considered in the long term as an opportunity for joint development or solar deployment. Any development in this location should achieve three-to five-story, multi-family housing to capitalize on the proximity to the station and service. The Borough of Castle Shannon is a PRT TOD Toolbox municipality with TOD zoning codes already established for other locations. Castle Shannon could apply their TOD zoning district at the park and ride to accomplish these density goals.

Station Area Development Opportunities

PRT owns the St. Anne park and ride along Rockwood Avenue, which includes 130 parking spots based on the Facilities Master Plan (FMP) Park and Ride Study. In one of the community engagement presentations, a community member who uses the park and ride regularly mentioned that the current striping pattern can cause some limitations depending on personal vehicle size and requested that PRT investigate a potential re-stripping in the future. To create a common understanding of the surrounding context, the team investigated the park and ride site and the half-mile walkshed around the station based on the flow chart below:[13]



[13]Based on PRT data collected from August 2023 through July 2024.

According to the GIS analysis of the data within the walkshed, the summary on the following page tallies the results based on the flow chart. For a complete inventory of parcels, refer to Appendix E.

- Parcels greater than a half-acre:
  - Total: 78 parcels
  - Vacant parcels greater than one-half acre: 10 parcels
  - Opportunities based on current use: Of the vacant parcels, three present opportunities for potential future development
    - Five parcels are part of Bethel Green Park and are owned by the Allegheny Land Trust
    - The remaining ones are privately owned and present different opportunities. It is recommended that they be monitored for potential future joint development, mainly due to their location. Two privately owned parcels should be monitored for potential future joint development, mainly due to their location, surrounding uses, and development patterns. First, is parcel #191-P-40 along Bockstoce Avenue, which, in addition to being in the St. Anne Station walkshed, is close to Willow and Overbrook Junction Stations. Second, is parcel 251-H-10, which is adjacent to the park and ride site and could potentially be planned along with the development of the park and ride site
    - Parcels #191-P-40 and #251-H-10 tie into a larger recommendation to monitor development along Library Road (SR 88), as these sites could be redeveloped. A different, mixed-use, dense, walkable neighborhood approach could help capitalize on the transit proximity while maintaining commercial and economic uses
- Residential parcels with single-family dwellings:
  - Total: 1,353 parcels
  - If the zoning code were to be modified to allow for developing Accessory Dwelling Units (ADUs) on residential properties, specifically single-family residential lots, it would increase the availability of residential units in the station area



Fig.48 Parcels Larger than ½ Acre in Size Within ½-mile of St. Anne Station

Test Fitting Potential TOD on PRT-owned Property

Additional consideration was given to the St. Anne park and ride, to illustrate the potential that a multi-family development could be added there to increase transit ridership. The test-fits and diagrams shown are to provide data regarding the feasibility of development on the site. In the short and medium term, PRT will maintain the location as a park and ride and monitor the utilization regularly.

In the long term, and in collaboration with the Castle Shannon Borough, stakeholders, and the community, the site could be studied for TOD. As identified by the system-wide Park and Ride Study in the FMP, St. Anne park and ride could also be a potential opportunity for solar canopy deployment.

The St. Anne park and ride site borders the private residential development to the south, which assumes maintaining this buffer area and existing topography as is, and consists of four parcels, either fully or partially developed as surface parking. One parcel is mostly a sloping forested area bordering the private residential development up on a hill to the south. The test assumes maintaining this buffer area, existing topography, and limiting development to the existing parking lot.

According to the Castle Sannon Borough Zoning Map, the site is zoned R-1 Single Family Residential, with a minimum lot area of 7,500 square feet, maximum lot coverage of 30%, minimum 20-foot building front setback and 30-foot rear yard, and maximum height of 30 feet or two and a half stories. The axonometric view illustrates a quick test fit of what the application of single-family residential zoning might allow.

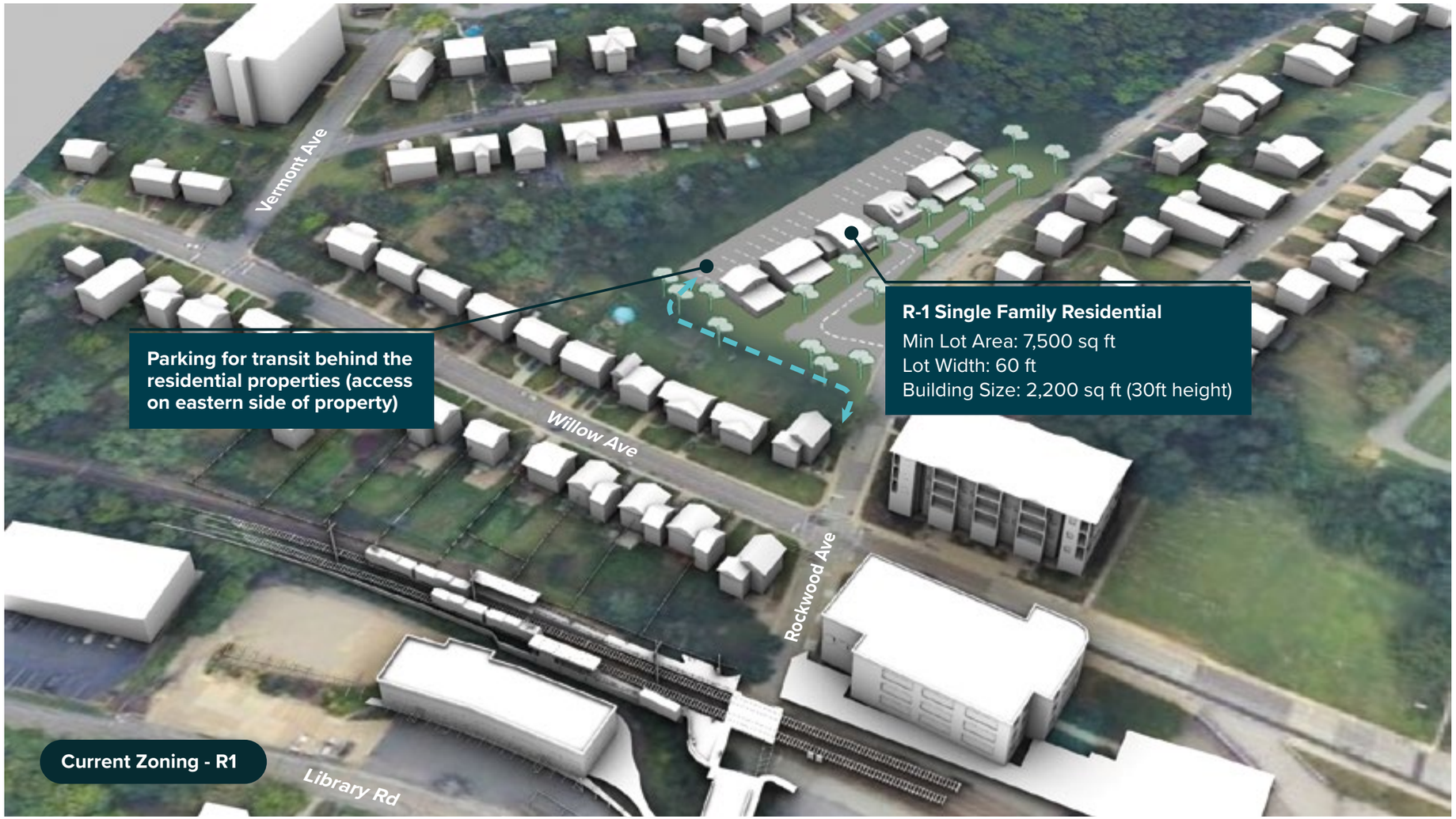


Fig.49 Example of TOD with R1 Single-Family Residential Zoning

The site is consolidated and subdivided into six parcels. Two-story residential development and additional parking are behind the units, with an accessible pathway connecting them to the station on the site's east side.

The team analyzed other potential zoning districts from the borough to determine whether an R-3-L High-Density Residential low-rise test-fit alternative site development model would be suitable. Following is a summary of two options: implementing an R-3-L High-Density Residential low-rise with three stories of multi-family development and a TOD zoned development with five stories of multi-family housing. The latter would require an exception to the minimum lot requirement of three acres (site area).

Modeled after the Castle Ridge Apartments, just up the hill from the park and ride site, the R-3-L test fit maintains the portion of the site closest to the station as surface park and ride. It develops a three-story, 60-unit development, with a mix of unit sizes (assuming an average of ~900 square feet per unit). According to this scenario, on-site parking would be shared between residential development and transit users, thus increasing site efficiency and utilization throughout the day.

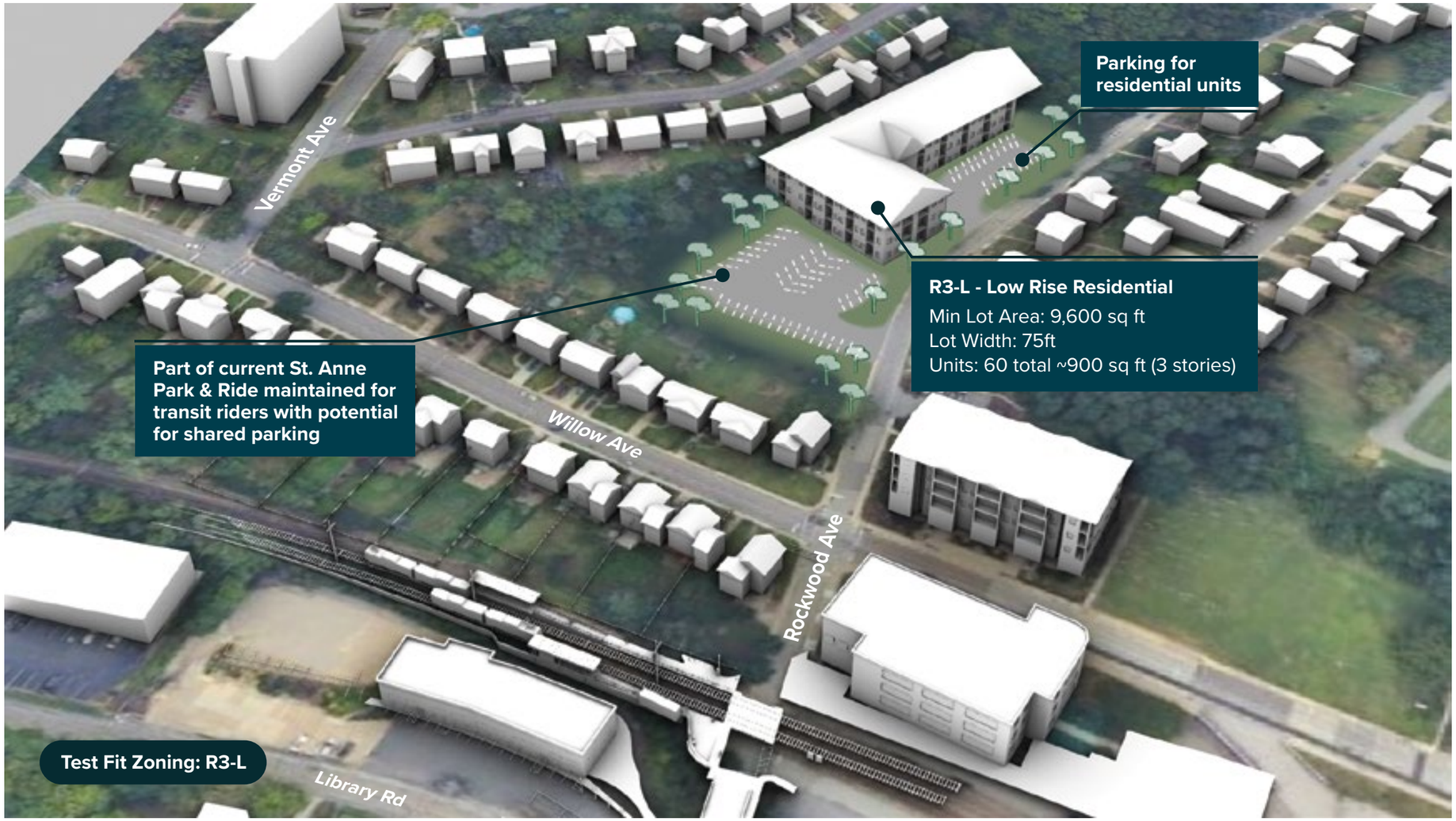


Fig.50 Example TOD with R3-L High-Density, Low-Rise Zoning

The final test-fit examines the TOD zoning district, with an exception for the site area mentioned above. Modeled after the East Side Bond development near East Liberty Station on the Martin Luther King, Jr. East Busway, this test-fit shows a five-story, 105-unit development with a mix of unit sizes (assuming an average of ~900 square feet per unit). According to this scenario, the building would require at least one level of underground parking to provide a mix of residential and transit user parking spots.

In September 2024, the team visited the site and noted that the St. Anne park and ride was at capacity, with only a few spots remaining. Although the TOD Guidelines do not recommend a park and ride at the station, stakeholders and community members confirmed that it is currently used and would prefer it to remain available. Thus, any short-term planning for the park and ride site should include monitoring utilization and informing the number of parking spots dedicated to transit riders in future TOD. Long-term TOD planning should be informed by analyzing utilization and community input while aligning with PRT's approach to parking ratios in TOD development.

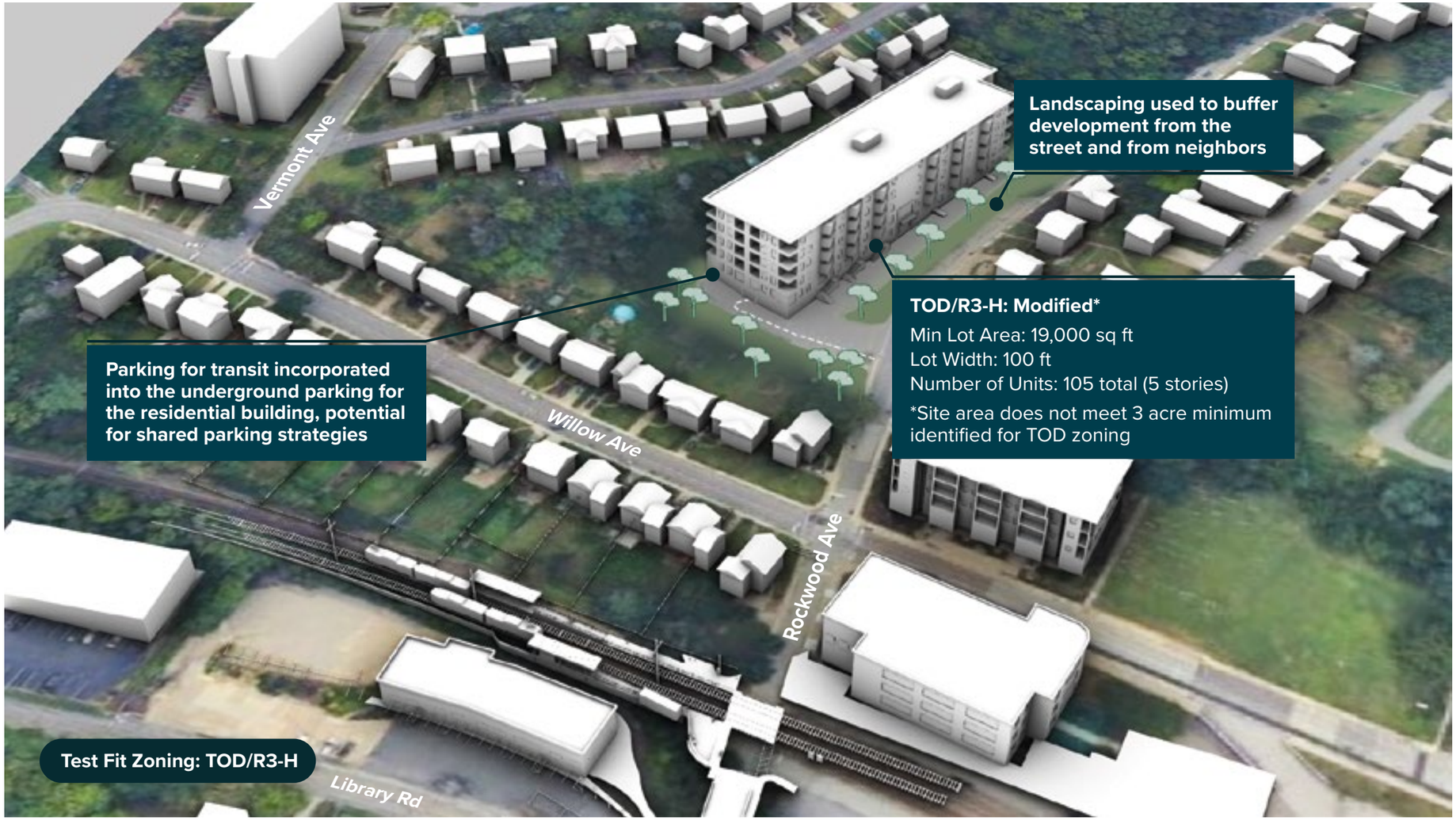


Fig.51 Example TOD with R3-H High-Density, TOD Zoning

4.6 ENCOURAGING TRANSIT-ORIENTED COMMUNITIES

TOD Zoning

As noted, the Borough of Castle Shannon received a custom TOD Toolbox to facilitate transit-oriented development in light of its participation in a TOD technical assistance program led by PRT. This document itemizes the changes that Castle Shannon could make to facilitate TOD best.

Specifically, the toolbox recommends that the TOD zoning district be updated in the following ways:

- Reducing the three-acre minimum requirement and focusing on building form regulations
- Removing the two stories per acre of site requirement
- Reducing the front setback for high rises to 18 feet or fewer
- Requiring a build-to-line for buildings with commercial frontage, to create a consistent edge
- Adding street types and block size requirements

Castle Shannon's toolbox also suggests maintaining the requirement that commercial uses must be vertically mixed.

While other light rail stations in the municipality include TOD zones, St. Anne Station does not. Castle Shannon should consider expanding TOD zones to cover as many parcels in each station area as possible.



Transit Revitalization Investment District

A Transit Revitalization Investment District (TRID) is a regulatory and financial tool that allows neighborhoods that receive transit investment to capture a portion of the tax revenue increase from properties around transit enhancements and reinvest those funds into the community. The success of a TRID—and the degree to which the return justifies the investment—usually depends on a critical mass of development opportunities.

Equitable Tod Strategies

PRT encourages equitable transit-oriented development (ETOD) in its station areas. While PRT does not own much land that could be subject to new development in this station area, it can remain engaged with stakeholders to verify that development proceeds in alignment with PRT's TOD Guidelines and the community's development priorities.

Castle Shannon's 2016 Comprehensive Plan discusses affordable housing and resources that may be tapped to address this issue, which shows a commitment at the local level to stewarding ETOD.

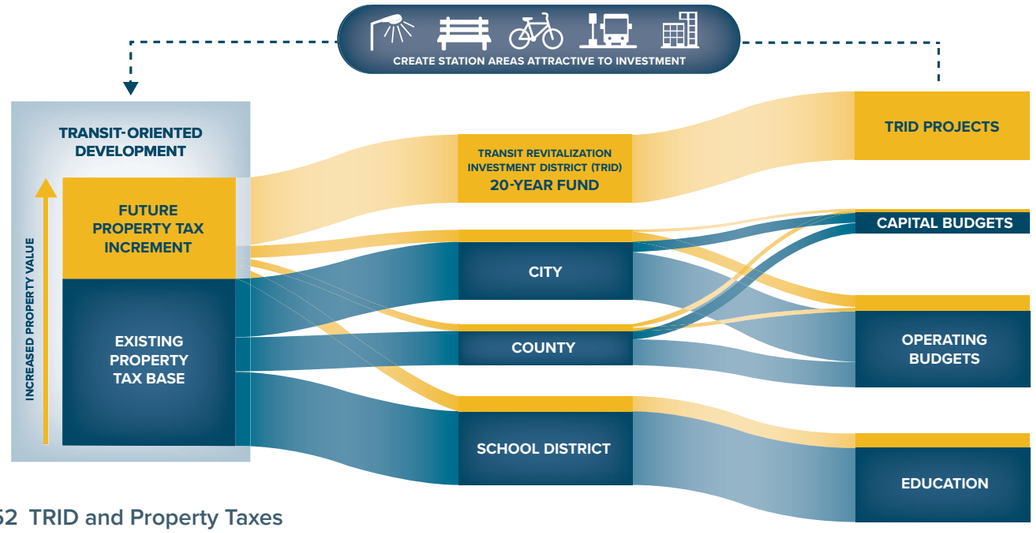


Fig.52 TRID and Property Taxes

The diagram above shows how property tax increments from transit-oriented development can be partially diverted into a TRID fund to support projects that create station areas that are attractive to transit-oriented development. Following a TRID study to estimate future tax increment revenue, TRID projects can be implemented with bonds before development. After 20 years, the TRID would expire, and the full tax increment would accrue to the traditional taxing bodies.

As PRT continues to support community efforts to deliver ETOD near stations such as St. Anne, it will be helpful to set affordable housing targets for the light rail lines for specific stations. Goal targets can be expressed in raw numbers of new affordable homes and as a percentage of all new homes affordable to residents at different levels below the Area Median Income (AMI). PRT may play a role in helping to establish these targets and to identify funding opportunities to support the delivery of affordable homes in the station area.



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