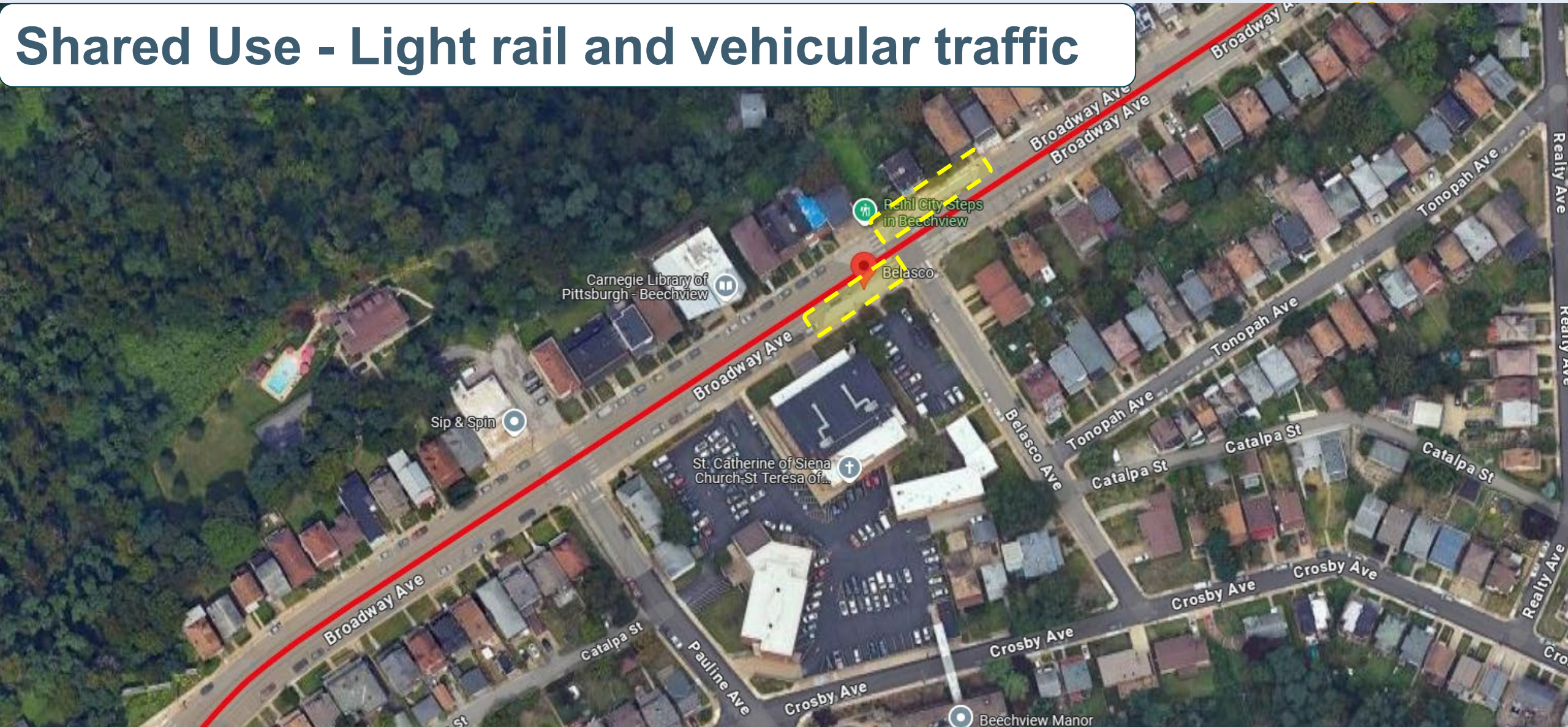
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Belasco Station
Station Design Challenges and Pathway Forward

Belasco Station – Red Line Broadway Ave

Shared Use - Light rail and vehicular traffic



Existing Station – Low-Platform

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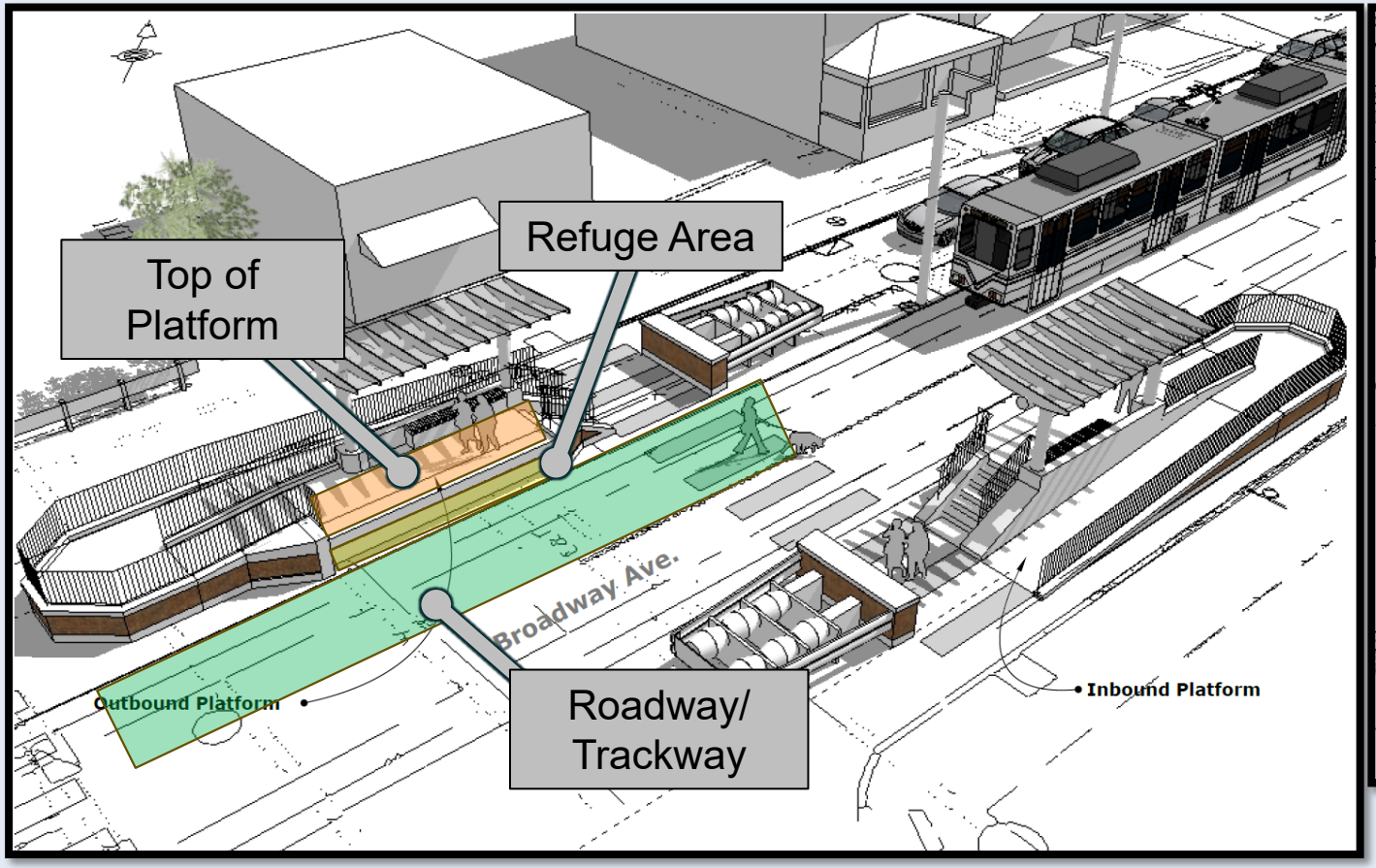


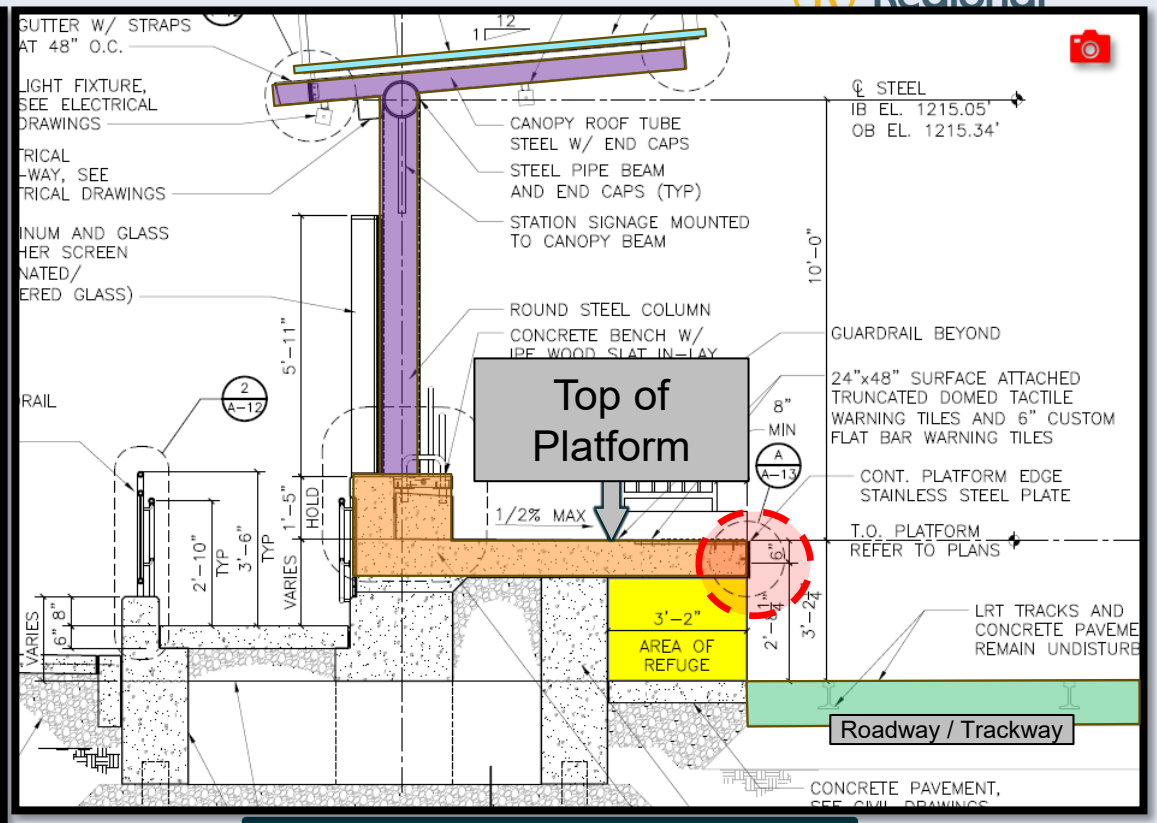
Looking North (IB)

Not ADA Accessible

Proposed Station - Critical Safety Conflict

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Section View

High Platform Stations: Require an **Area of Refuge** to allow escape from oncoming LRVs.

Area of Refuge: **High Collision Risk** Errant vehicles pose a serious injury/fatality risk at the platform edge.

Globally unique configuration: High-level light rail platforms in shared public street traffic.

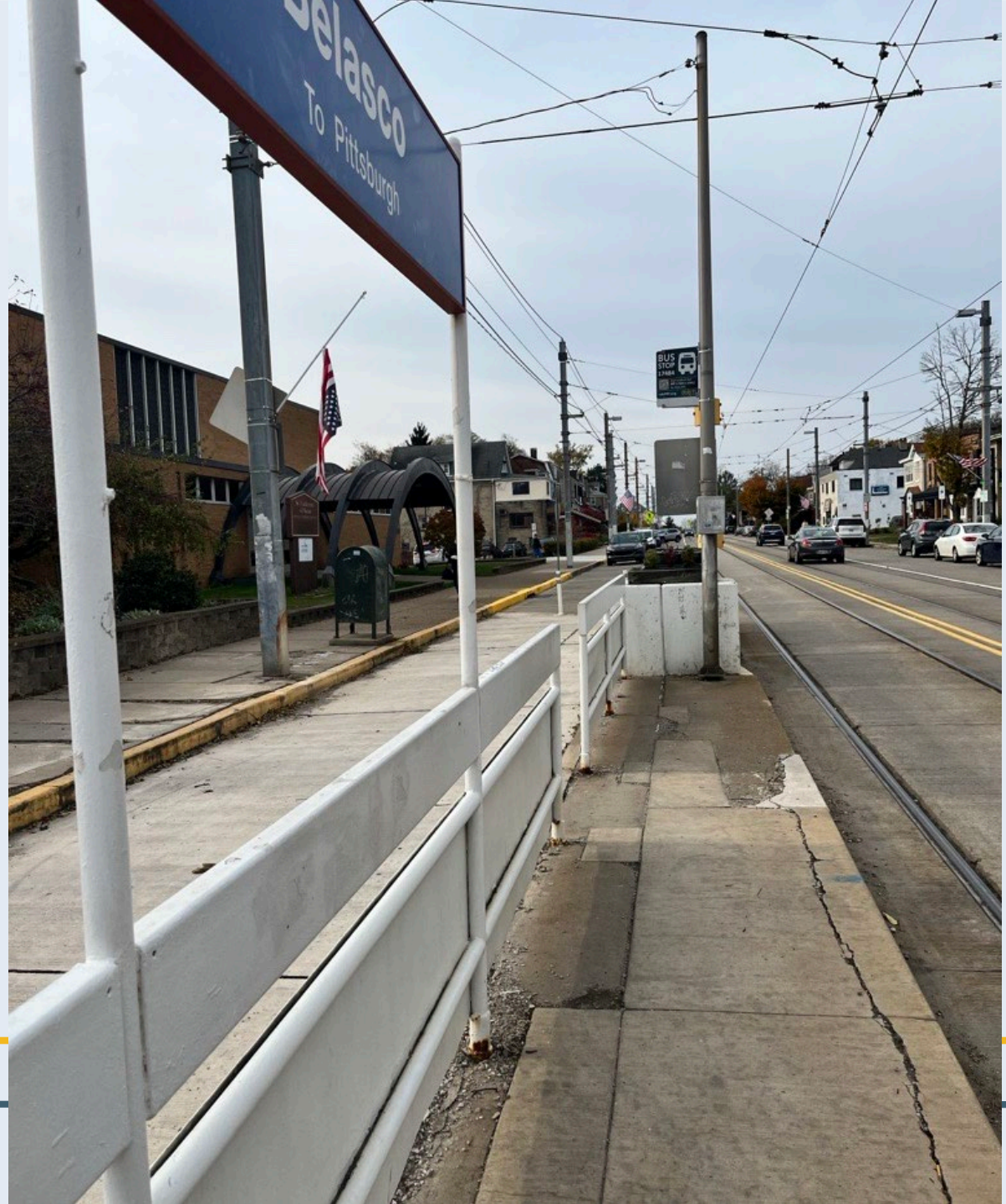
Engineering Review for Safe Alternatives

Why can't we redesign it to be safe? To ensure no other alternative could be made to mitigate these safety concerns, PRT spent significant time and resources trying to re-design safely, and consulted the following groups:

- Consultant design lead CDM Smith
- PRT's safety team
- City of Pittsburgh's Department of Mobility and Infrastructure
- PennDOT - State Safety Oversight Agency

Why didn't PRT catch this design flaw earlier in design? PRT's internal design review process was not as robust as it is now; we now have reviews with an internal committee, safety committee, and DOMI at the City of Pittsburgh which were not in place 4 years ago.

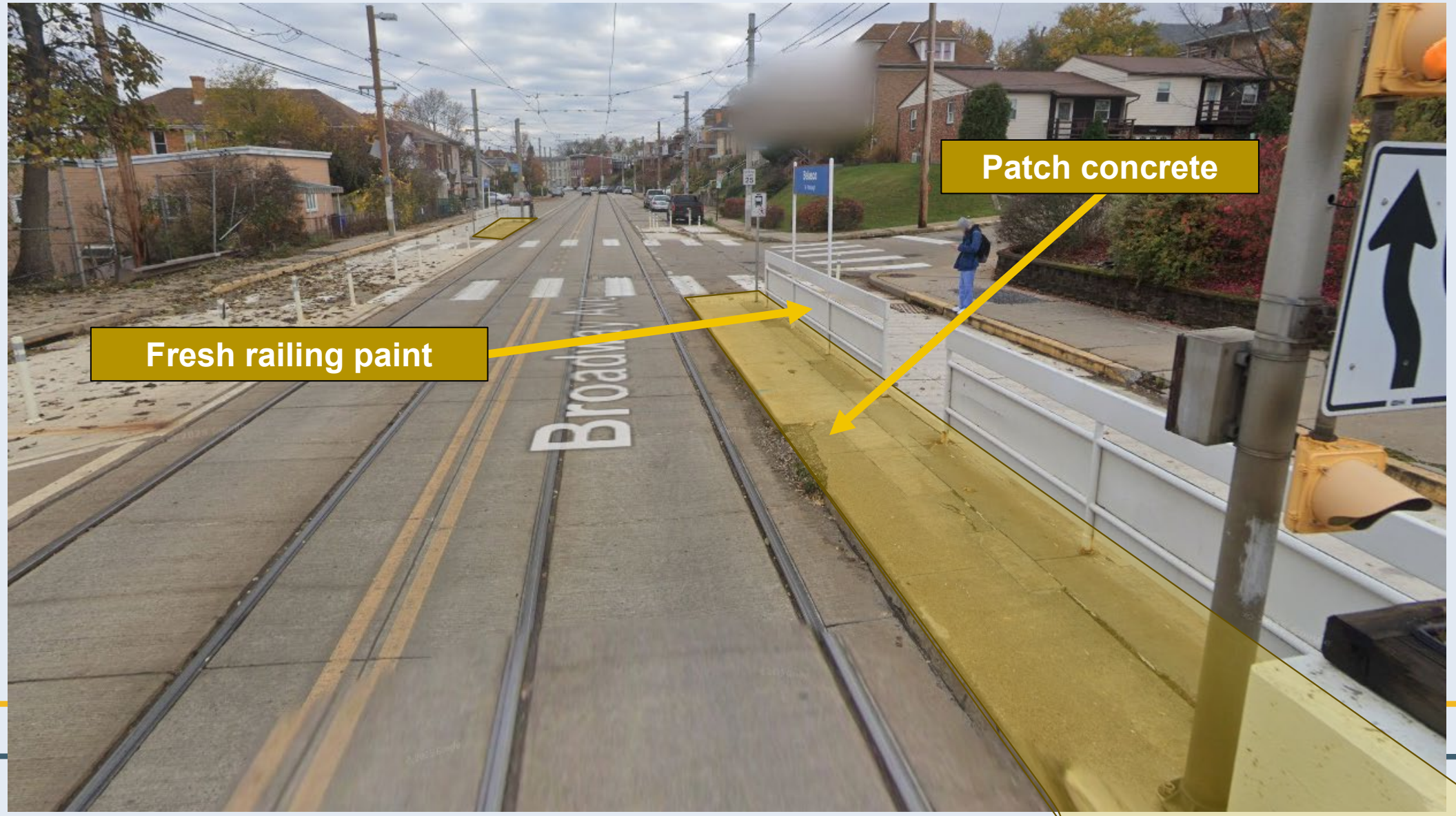
If we can't build a full-scale station in the shared roadway, what can we do now and in the future to get to a fully accessible station?



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2026 State of Good Repair Project

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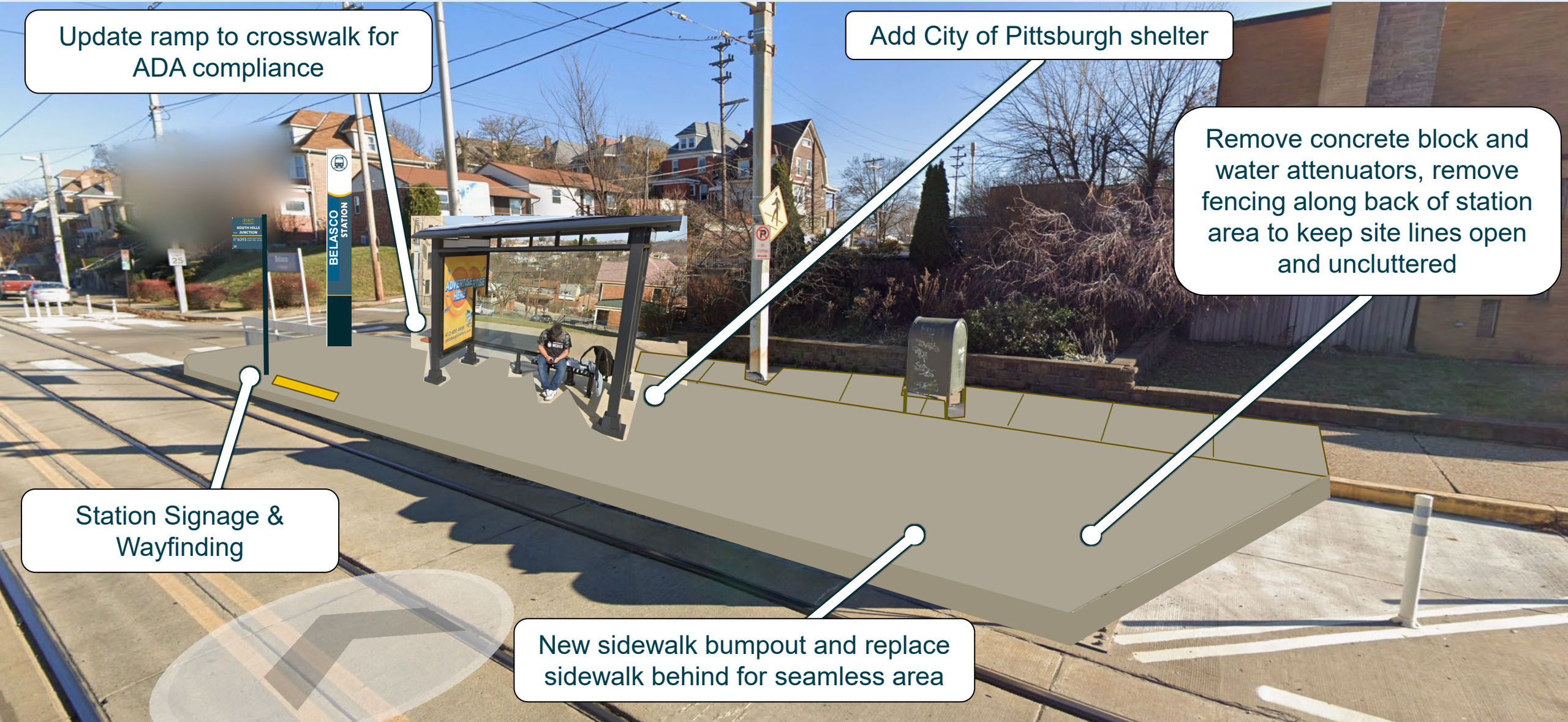
New Belasco – Inbound (2027)

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New Belasco – Inbound (2027)

Pittsburgh Regional Transit



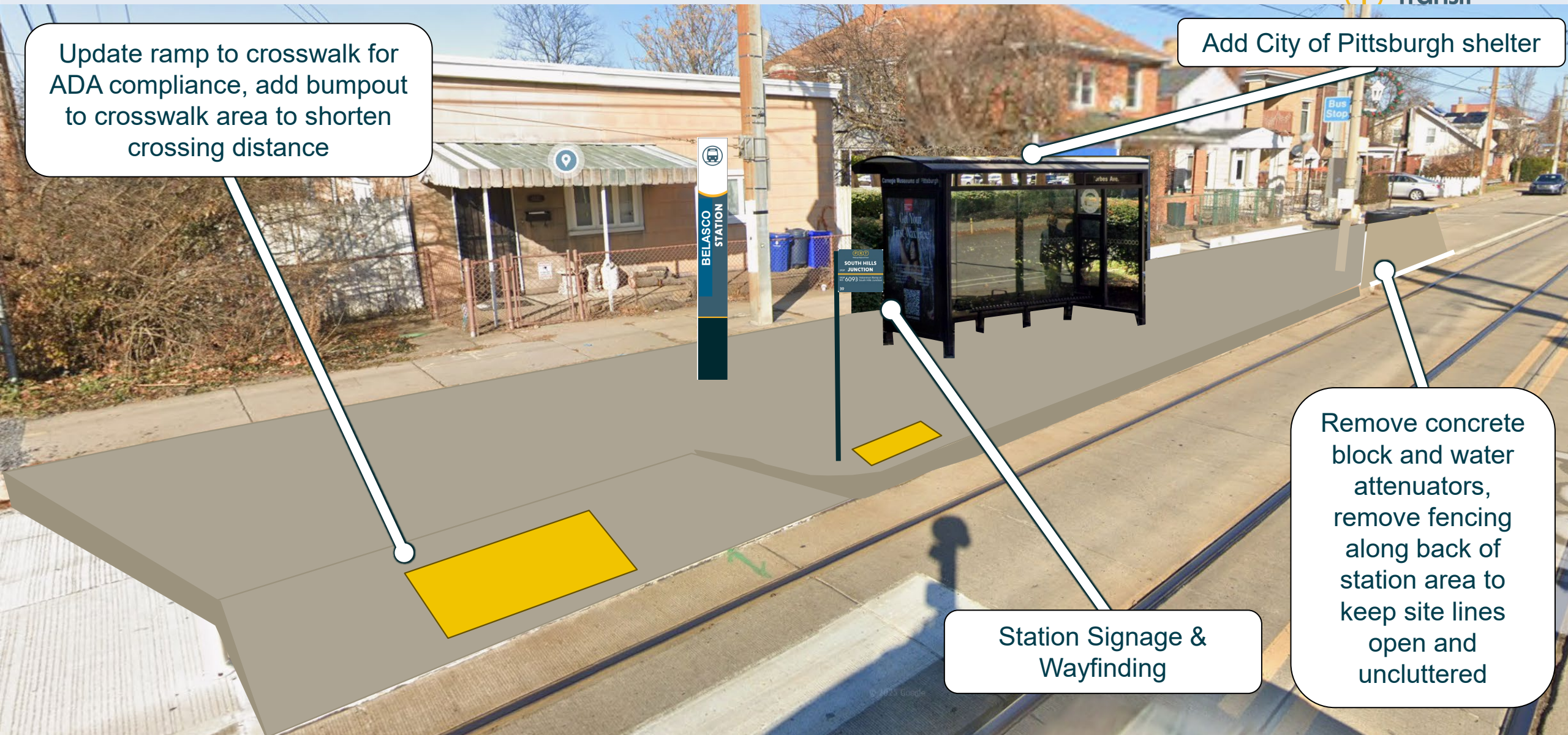
New Belasco – Outbound (2027)

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New Belasco – Outbound (2027)

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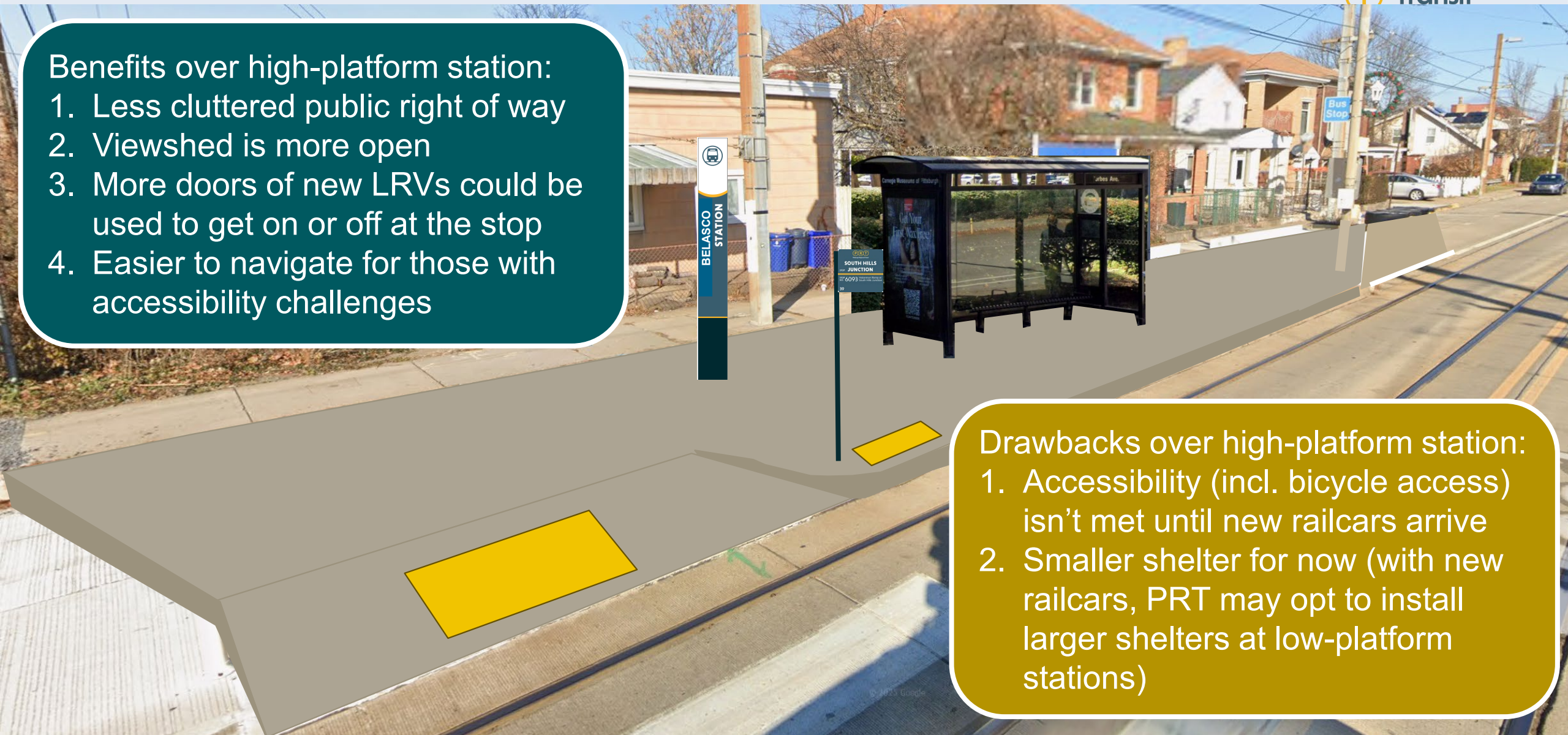


Low Platform Pros and Cons

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Benefits over high-platform station:

1. Less cluttered public right of way
2. Viewshed is more open
3. More doors of new LRVs could be used to get on or off at the stop
4. Easier to navigate for those with accessibility challenges



Drawbacks over high-platform station:

1. Accessibility (incl. bicycle access) isn't met until new railcars arrive
2. Smaller shelter for now (with new railcars, PRT may opt to install larger shelters at low-platform stations)

Next Steps

- **2026:** State of good repair project (paint and other repair work)
- **Fall 2027:** Finalize concept plan with City, share publicly
- **2027:** New concrete bumpouts, shelters, and signage are installed (City of Pittsburgh to execute in partnership with PRT)
- **Future:** New light rail vehicles (fully ADA compliant for low-level platforms). This project is preparing for a request for proposals from railcar manufacturers in FY27 or FY28; design, build and deliver is a multi-year process.

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Questions?

Additional considerations for the short-term project?