

DORMONT JUNCTION STATION AREA PLAN

PortAuthority
Planning Department



**Dormont Borough Council Meeting
Monday, February 25, 2019**

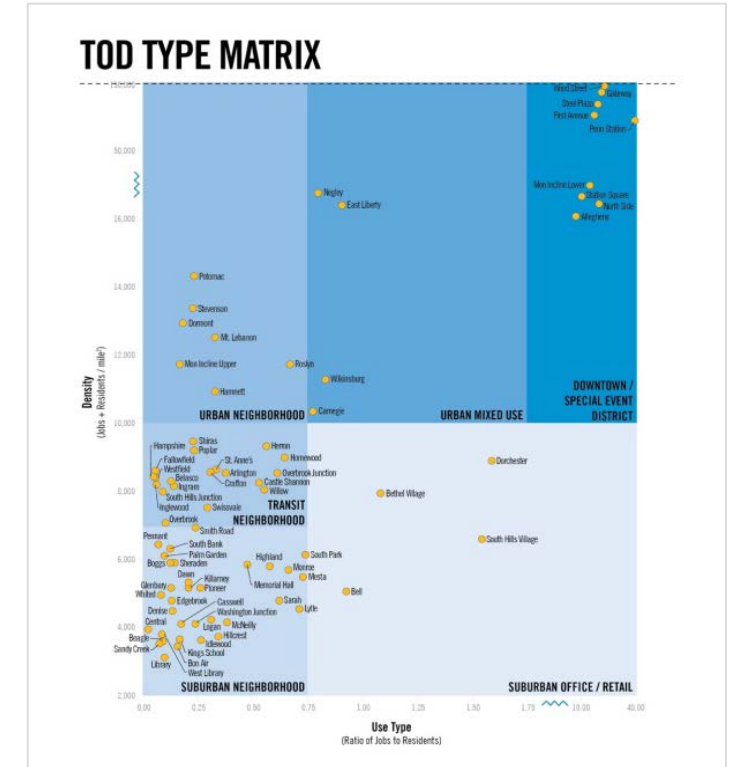
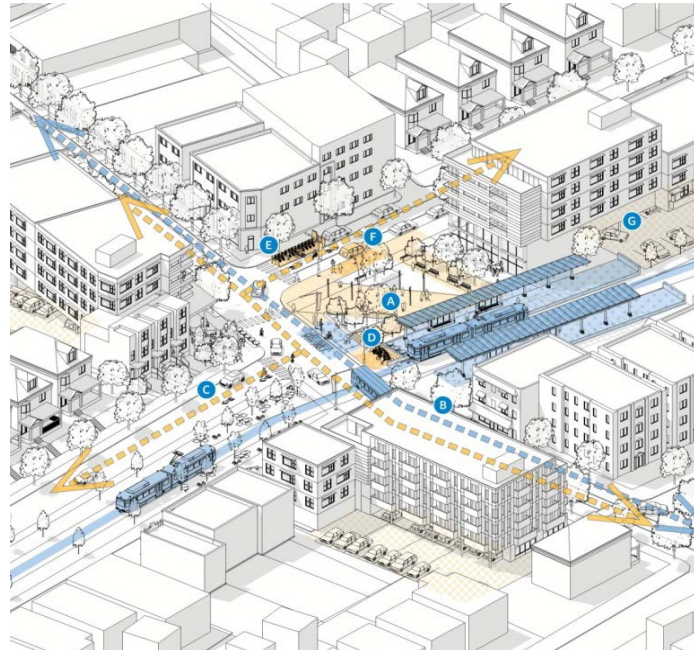
TRANSIT-ORIENTED DEVELOPMENT

AT PORT AUTHORITY OF ALLEGHENT COUNTY

PAAC Roles in TOD

- TOD **sponsor** for joint development
- TOD **stakeholder** for any development that occurs within the “zone of influence” of current or future stations
- TOD **advocate** for sustainable land use decisions along all of the Pittsburgh region’s transit corridors

TOD Guidelines



Station Improvement Program

Phases

1. Station Evaluation
- 2. Station Area Planning**
3. Design
4. Construction
5. Repeat

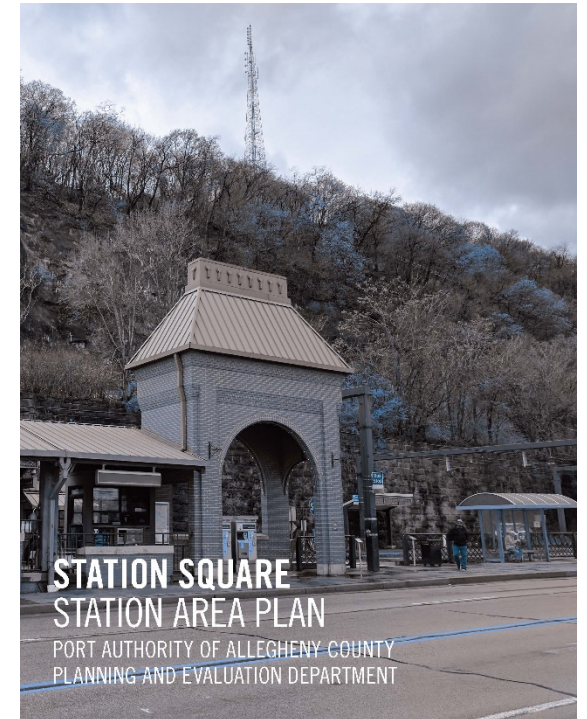
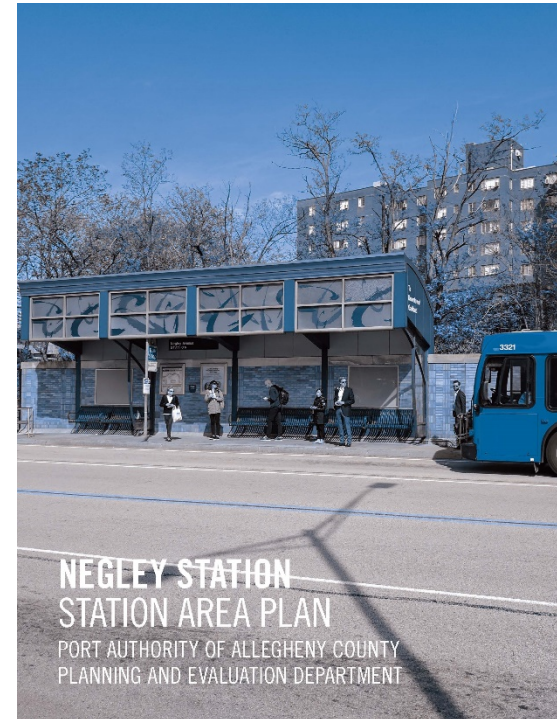


STATION AREA PLAN

DORMONT JUNCTION STATION, 2018-2019

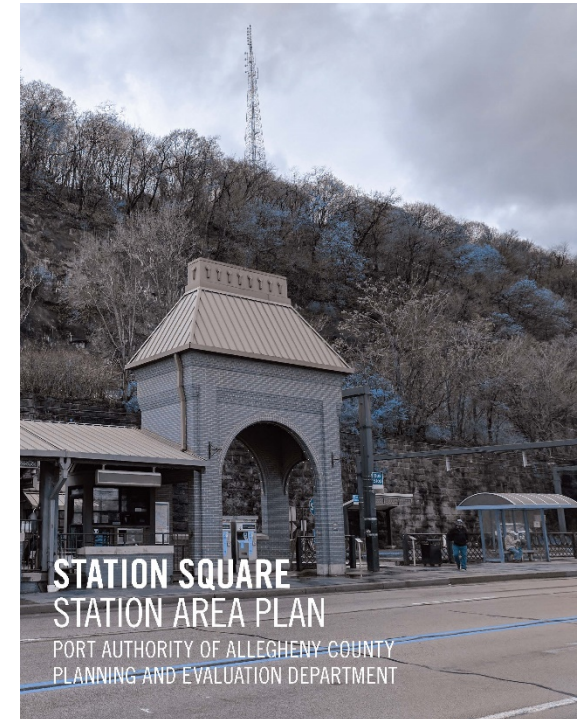
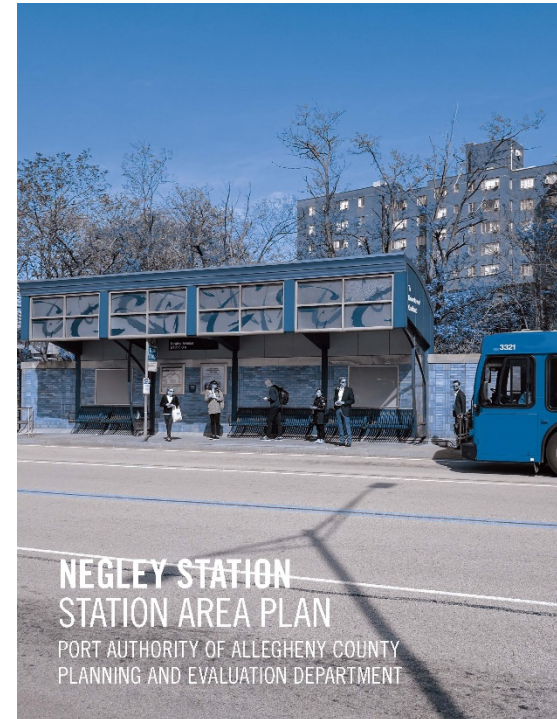
Station Area Plan

1. TOD feasibility
2. Station access
3. Station design



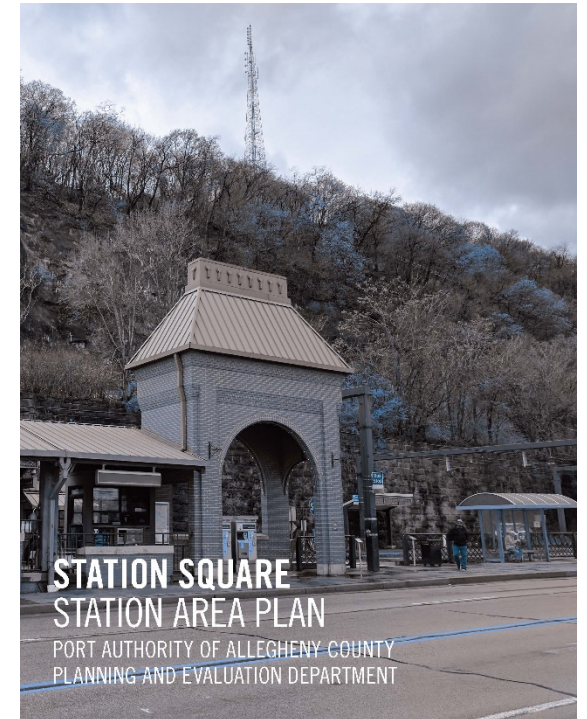
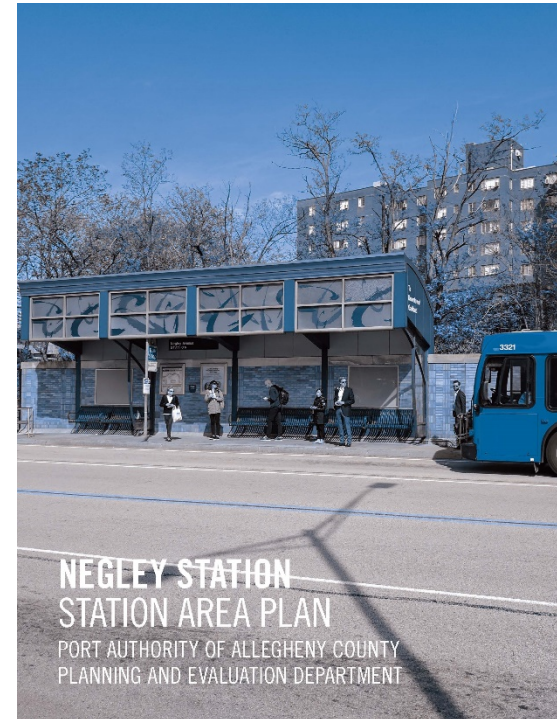
Station Area Plan

1. TOD feasibility -> joint development
2. Station access
3. Station design



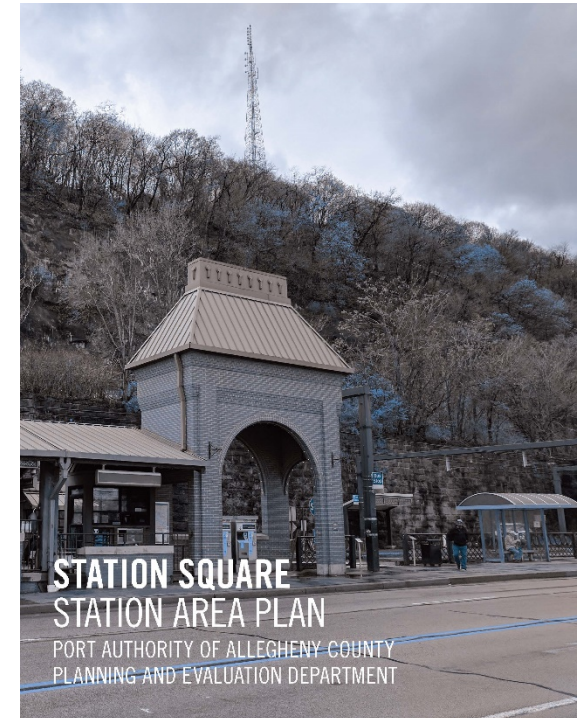
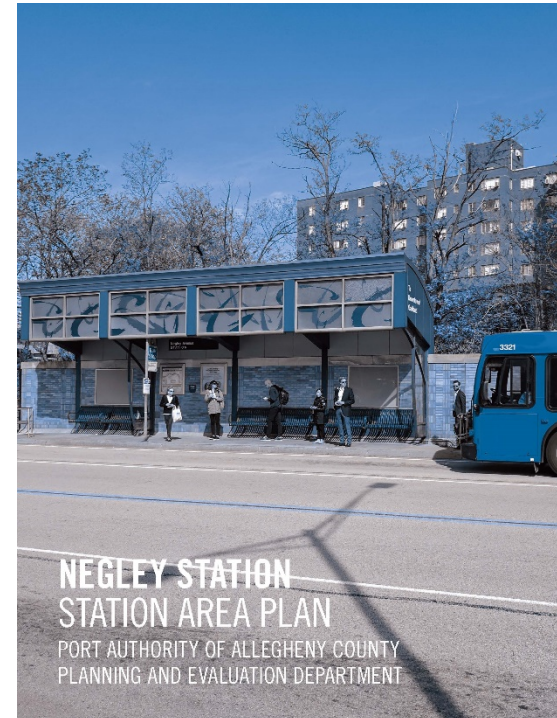
Station Area Plan

1. TOD feasibility -> joint development
2. Station access -> first + last mile
3. Station design



Station Area Plan

1. TOD feasibility -> joint development
2. Station access -> first + last mile
3. Station design -> station renovation

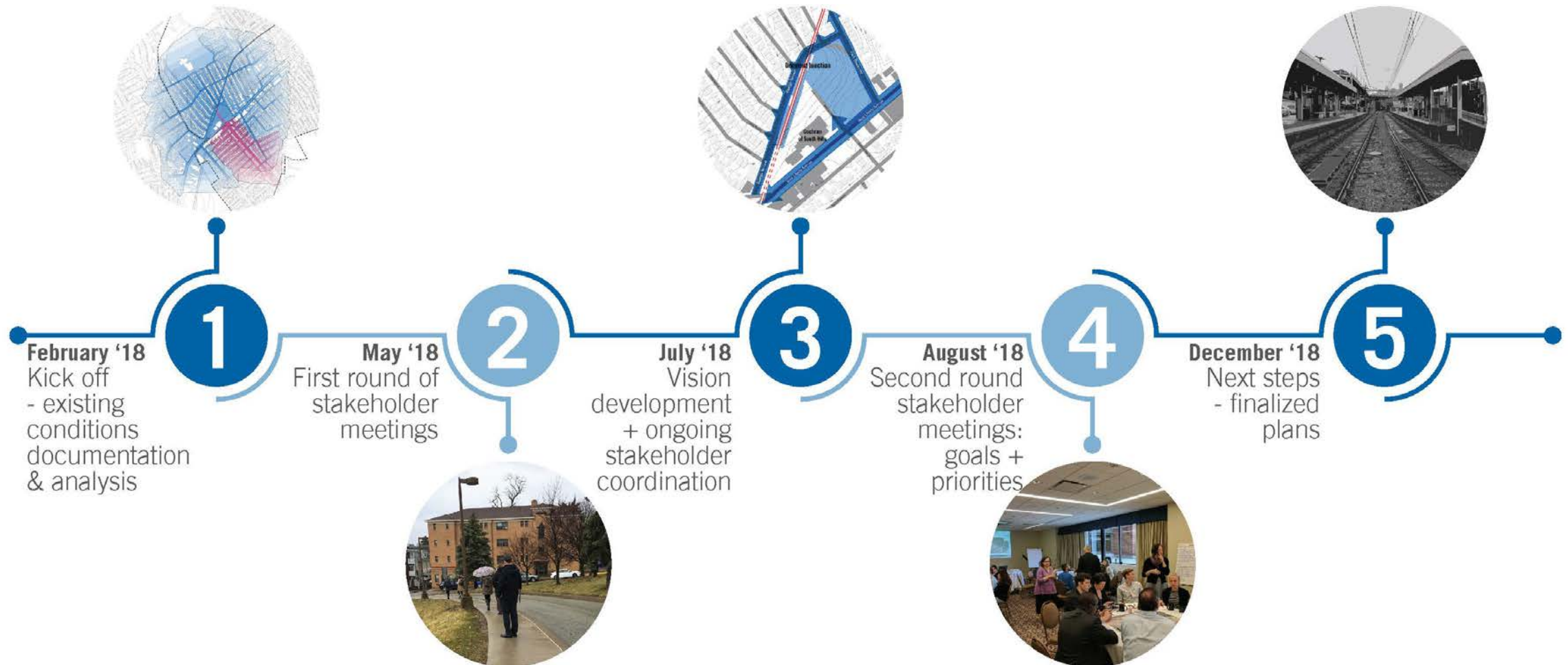


Dormont Junction Station

- Light rail: Red Line
- 878 trips per day (top 25%)



Planning Process



User Input



Where are you coming from/where are you going?

Dormont Junction	
Between Work and Home	66.0%
All Other Combinations	34.0%

Travel Distance:

Dormont Junction	
Less than 1 Mile	54.2%
Greater than 1 Mile	45.8%

Barriers / Obstacles:

Dormont Junction	
None	54.0%
Poor Sidewalks	25.3%
Difficult Terrain	14.3%
Unwelcoming	12.7%
Unsafe Passage	4.0%
Dangerous Vehicular Traffic	2.4%
No/Insufficient Lighting	1.6%
Walkway Obstacles	1.6%

What would you like to see that would make this station better?

Dormont Junction	
Design	50.8%
Parking Amount	23.1%
Safety	16.2%
Information	15.4%
Amenities	15.4%
Pathways	14.6%
Accessibility	5.4%
TVM's	4.6%

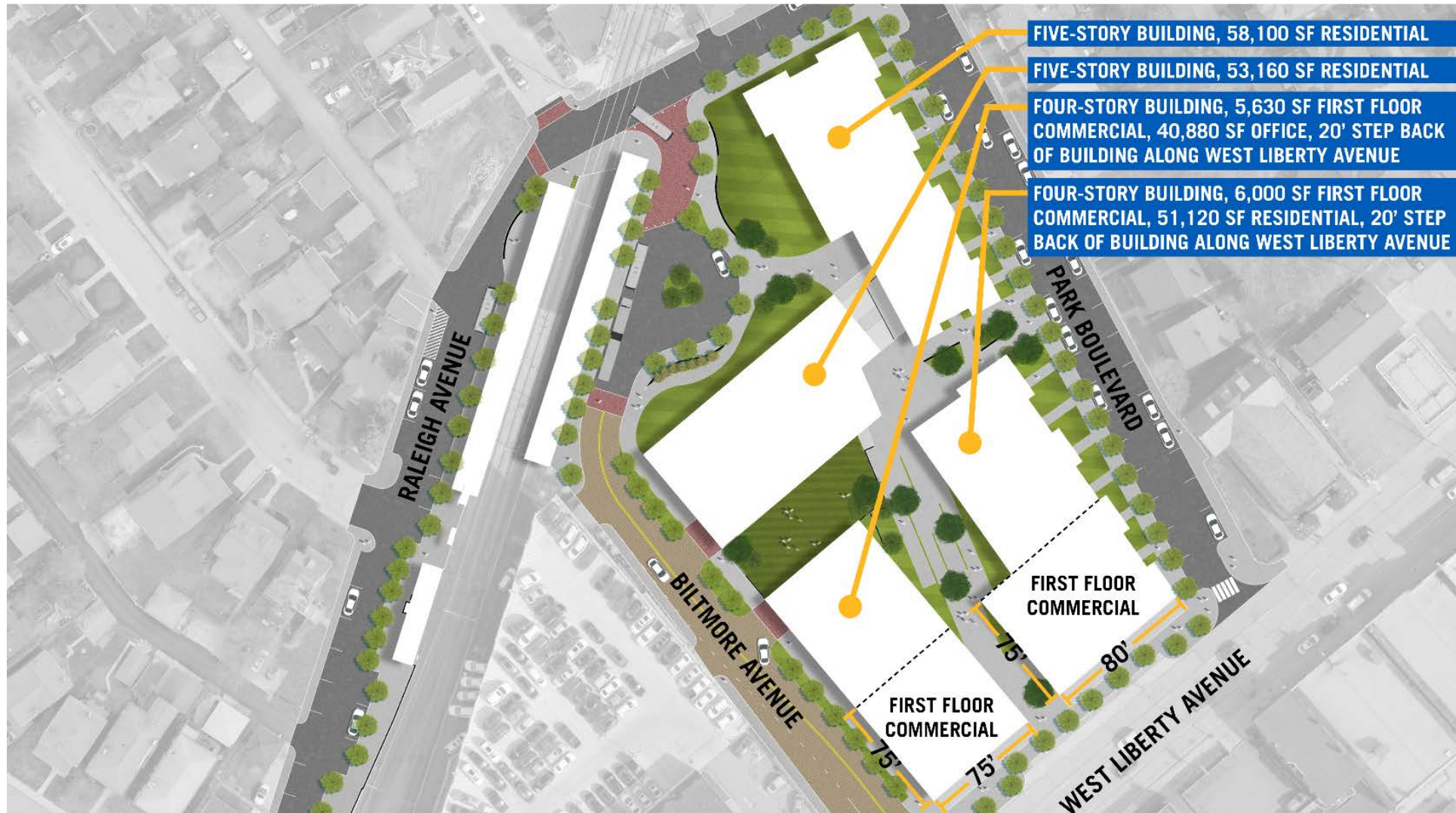


* Sample size of 146 of 380, confidence level of 95%, confidence interval of 6.37

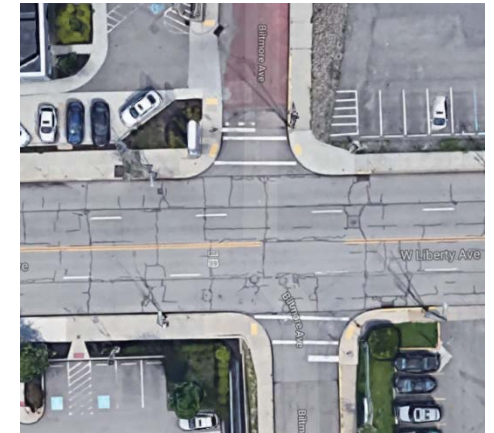
Transit-Oriented Development



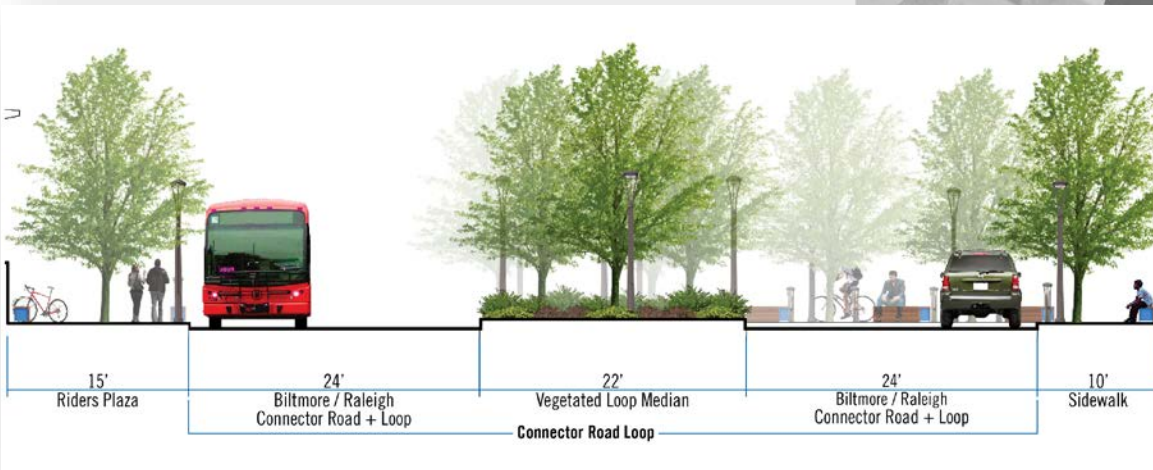
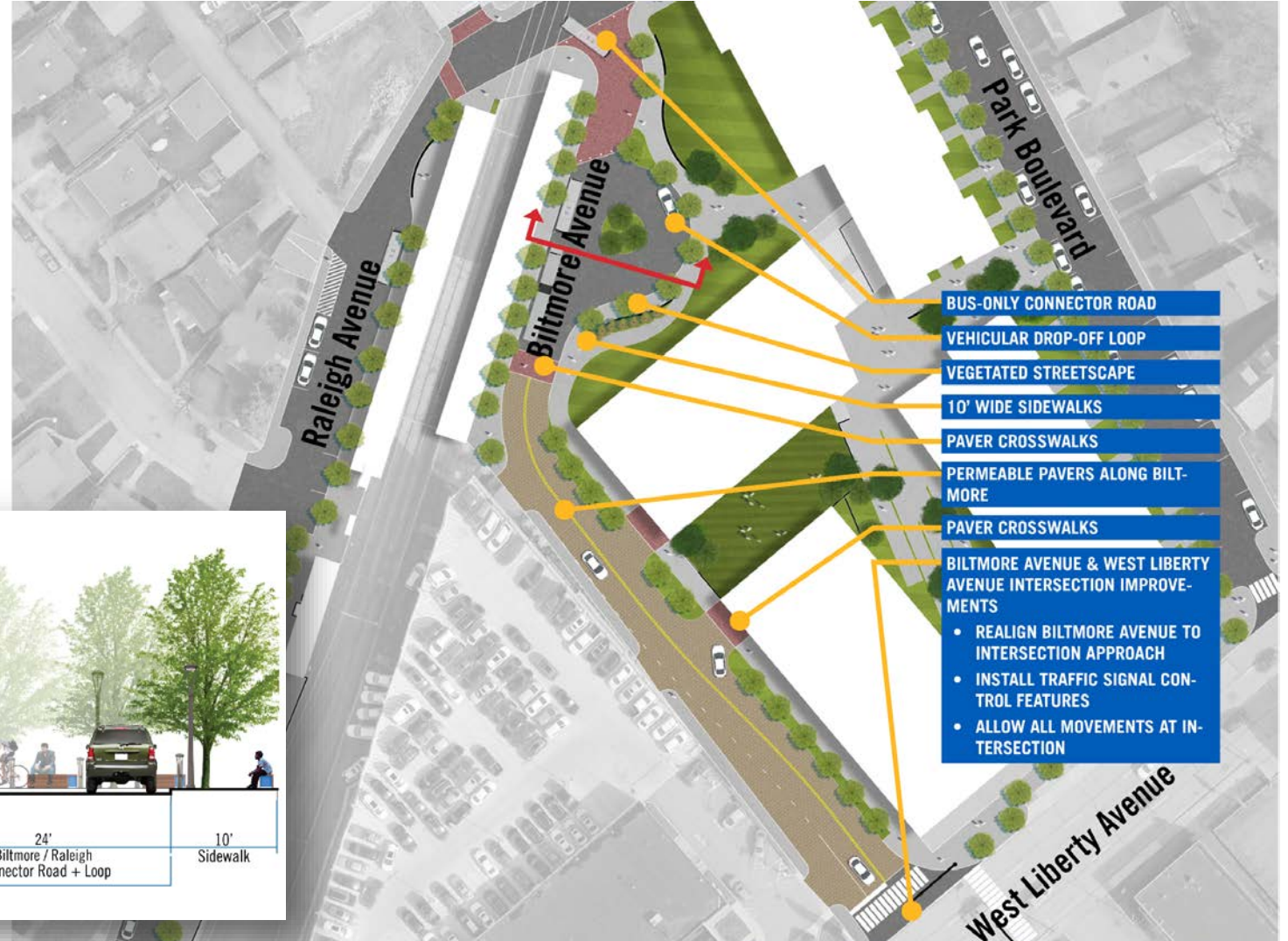
Transit-Oriented Development



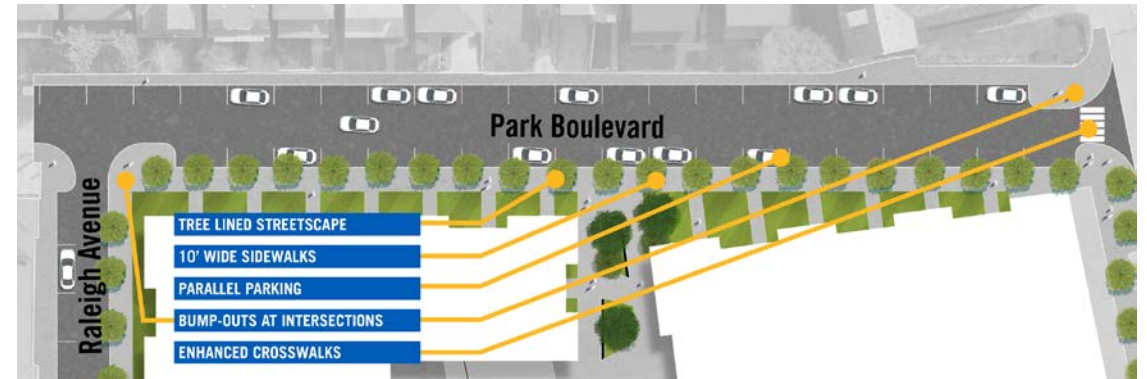
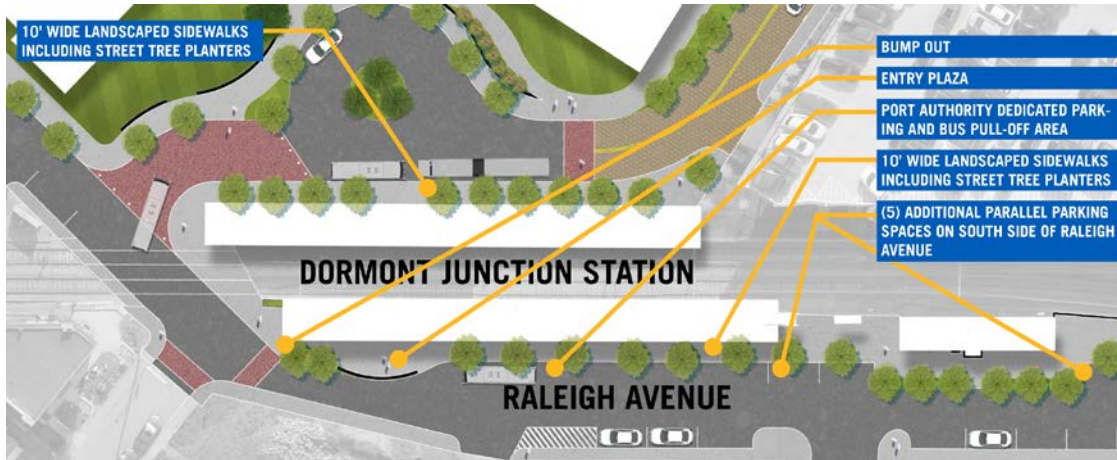
Station Access: West Liberty



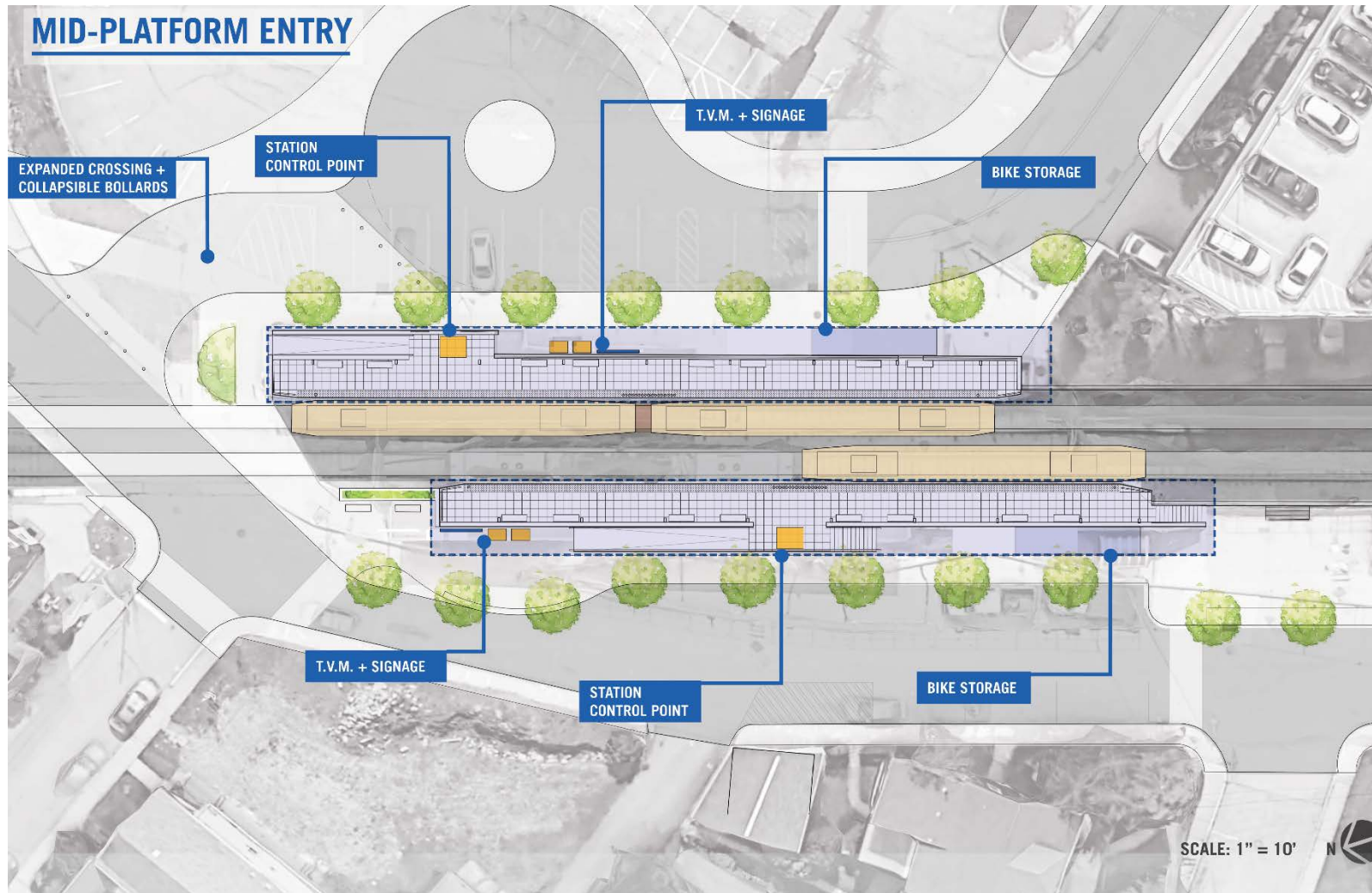
Station Access: Biltmore



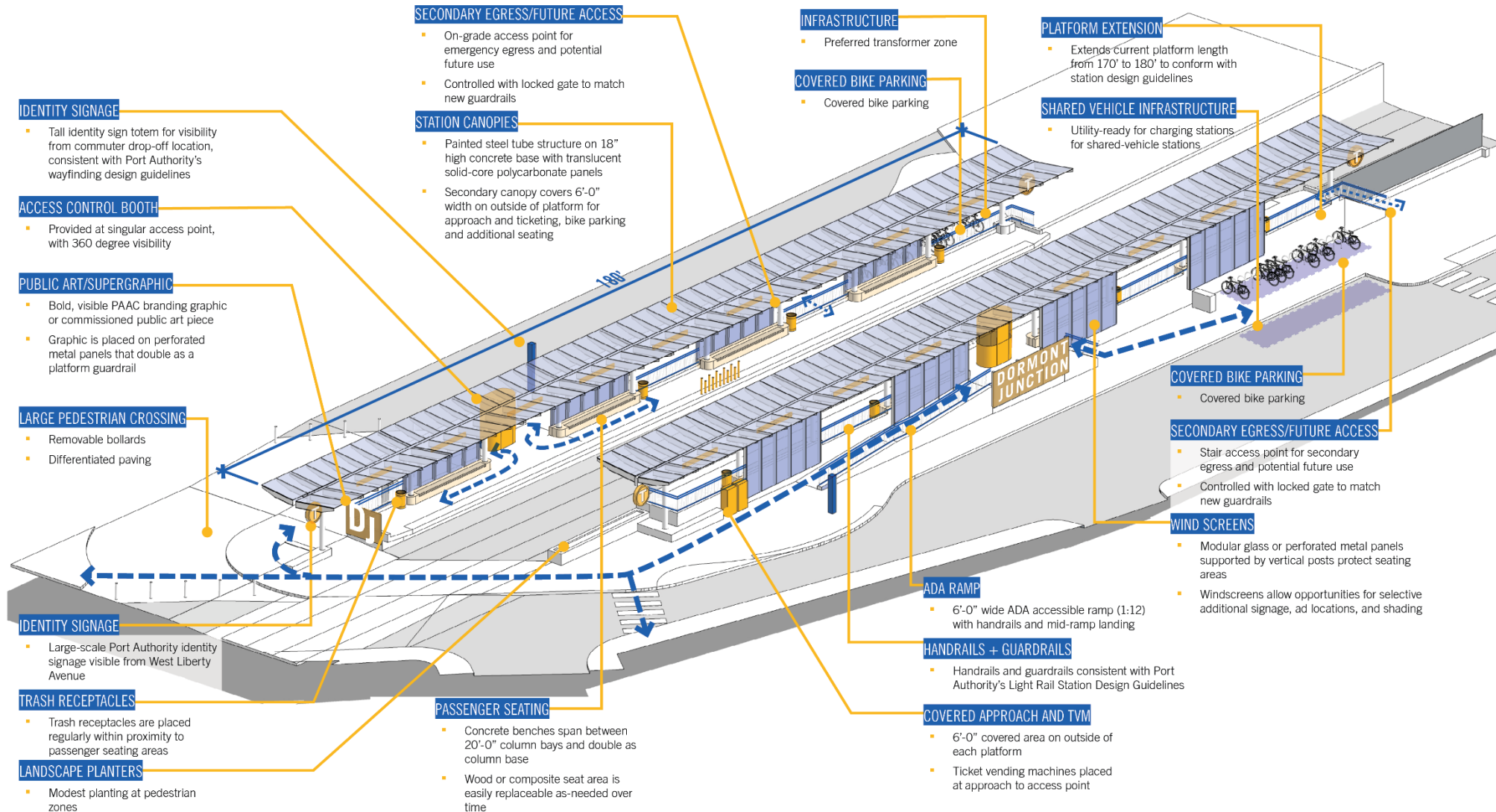
Station Access: Raleigh + Park



Station Conceptual Design



Station Conceptual Design



Next Steps



Online Information

Station Improvement Program

PortAuthority Schedules Rider Info Fares Services

TRIP TOOLS SEARCH

STATION IMPROVEMENT PROGRAM

Home > Inside Port Authority > Projects > Planning Projects > Transit Oriented Development > Station Improvement Program

Port Authority's Station Improvement Program, is a key piece of our transit-oriented development program. The purpose of the Station Improvement Program is to invest capital resources into existing fixed-guideway assets to encourage more transit ridership and investment.

The first phase of the Station Improvement Program was a station evaluation used to prioritize station areas for investment.

Port Authority conducted an evaluation of all 75 unique station locations across 57 metrics and stations.

Station Evaluation Process

- Negley Station +
- Station Square +
- Dormont Junction +

Transit Oriented Development

Station Improvement Program

QUICK LINKS

FEEDBACK

GO BACK TO CURRENT SITE

QUESTIONS?

DORMONT JUNCTION STATION
STATION AREA PLAN