

Five Year Light Rail Transit Investment Program March 2024



Programa de inversión de cinco años para el tren ligero Marzo de 2024

Beechview Community Meeting
March 21, 2024

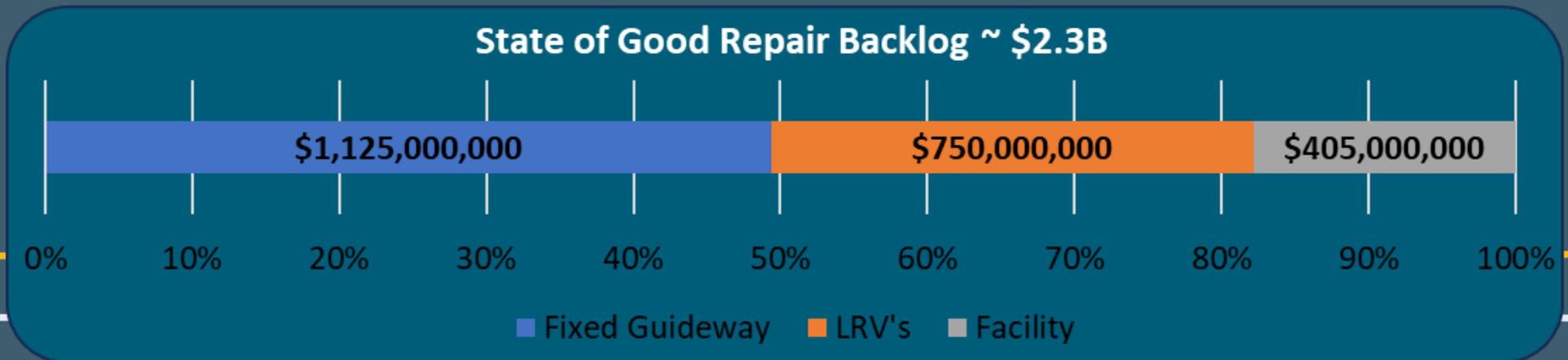
Reunión de la comunidad de Beechview
21 de marzo de 2024

PRT's State of Good Repair Backlog



- \$2.3B SGR backlog
- Investment needs over coming years (not comprehensive)
 - Systemwide- Legacy Rail, Signal, and Overhead Electric Catenary
 - Railcar Replacement Program
 - Legacy Bus Garages, Heavy Overhaul Shop, Non-

- Revenue Vehicle Shop Replacement or Rehabilitations
- Station and Park & Ride Rehabilitations
- Bridge Replacements & Restorations
- Tunnel Rehabilitations
- Retaining Wall Rehabilitations



Investing in our Light Rail Systems

Improvements planned to LRT system over coming decade (pending funding)

- Station redesigns
- Accessible stations
- Railcar replacement program
- Rail signals
- Overhead catenary wire replacements



Example railcar: Maryland DOT

Light Rail Service Impact Projects 2023-2027

Downtown Plinth Replacement 2023-2025

\$35 million
\$35 millones

- 8 weeks full-closure of Wood Street Station and Track between Gateway and Steel Plaza
- **Friday, April 5th - Thursday, May 30th**
- Shuttle Bus will run between Gateway and Steel Plaza Stations



Reemplazo de los zócalos del centro para el 2023-2025

- Cierre durante 8 semanas de la Wood Street Station y las vías entre Gateway y Steel Plaza
- **Del viernes 5 de abril al jueves 30 de mayo**
- El transporte colectivo circulará entre las estaciones Gateway y Steel Plaza

Downtown Plinth Replacement 2023-2025

Reemplazo de los zócalos del centro para el 2023-2025

- P** Pittsburgh
- R** Regional
- T** Transit



Downtown Plinth Replacement 2023-2025

- Fall 2024: Intermittent weekend closures
- Winter 2025 (Jan-Feb): Another several full weeks closure
- Spring 2025 (tentative): Intermittent weekend closure to wrap up project

Reemplazo de los zócalos del centro para el 2023-2025

- Otoño de 2024: cierres intermitentes los fines de semana
- Invierno de 2025 (enero y febrero): otro cierre de varias semanas completas
- Primavera de 2025 (tentativa): cierre intermitente durante el fin de semana para finalizar el proyecto

Willow Ave Guarded Rail and Grade Crossing Replacement

Occurring in May-June in advance of Red Line closure

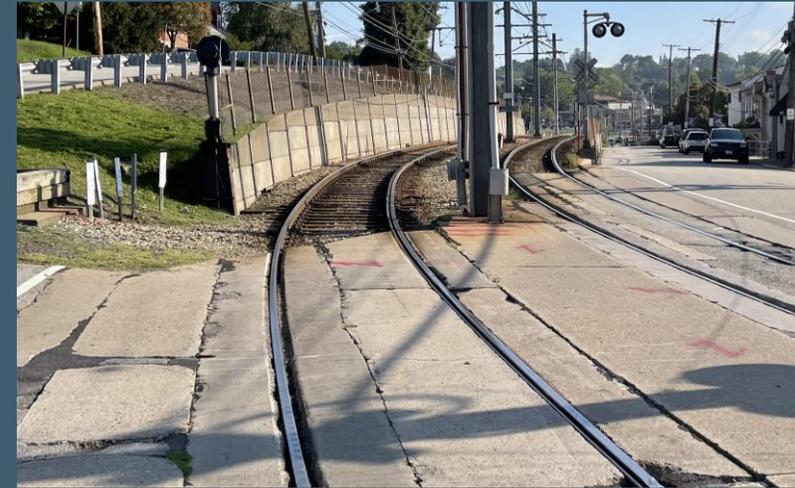
- Rail Cars will single track between Willow Ave and St. Anne Stations impacting Red, Blue, Silver Lines for 24+ days
- Service delays are expected of several minutes.

Sustitución de la barandilla y el paso a nivel de la Willow Avenue

Previsto para mayo-junio antes del cierre de la línea roja

- Los ferrocarriles circularán en vía única entre las estaciones de Willow Ave y St. Anne, lo que afectará a las líneas roja, azul y gris durante más de 24 días.
- Se prevén retrasos de varios minutos en el servicio.

\$18 million
(various locations)
\$18 millones
(en varios puntos)



Red Line Closure Summer 2024



- 5 safety critical projects will be completed between Mt. Lebanon Station and Palm Garden Station
 - This will impact the City of Pittsburgh's Beechview neighborhood, the Borough of Dormont, Mt. Lebanon Township, and Castle Shannon Borough
- This work is expected to take 11 weeks
- from **Sunday June 16th –Saturday August 31st**

Cierre de la línea roja durante el verano de 2024

- Se realizarán 5 proyectos clave de seguridad entre las estaciones de Lebanon y Palm Garden.
 - Esto afectará el barrio de Beechview de la ciudad de Pittsburgh, el distrito de Dormont, el municipio de Mt. Lebanon y el distrito de Castle Shannon.
- Se prevé que estos trabajos tomen 11 semanas,
- desde **el domingo 16 de junio hasta el sábado 31 de agosto.**



Red Line Closure map with Bus and Rail Shuttles

Mapa del cierre de la línea roja con servicio de autobuses y trenes

Options During the Closure



42 Potomac Temporary Bus Shuttle – Serving Dormont, Beechview

- Weekday 20 min peak, 30 off peak/ Weekend 30 min all day

37 Castle Shannon Bus Shuttle – Serving Castle Shannon, Mt. Lebanon, Dormont

- Weekday 30 min peak, 40 min off peak/ Weekend 30 min all day

Red Short /Rail Shuttle from Dormont Junction to Overbrook Junction

- 30 min (mid-June to mid-July)/ 15 min peaks (mid-July through August)

Opciones durante el cierre

42 Potomac: ruta provisional de autobús para Dormont y Beechview

- Días de semana cada 20 min en horario de alta demanda y cada 30 min en horario de baja demanda / Fines de semana cada 30 min todo el día

Ruta de autobús vía 37 Castle Shannon para Castle Shannon, Mt. Lebanon y Dormont

- Días de semana cada 30 min en horario de alta demanda y cada 40 min en horario de baja demanda / Fines de semana cada 30 min todo el día

Tramos cortos (color bordó) / trenes desde la Dormont Junction a la Overbrook Junction

- Cada 30 min (de mediados de junio a mediados de julio) / Cada 15 min en horario de alta demanda (de mediados de julio hasta agosto)

Shuttle Routes - Staffing



- PRT continues to experience Operator shortages.
- PRT expects to hire approximately 150 new Operators (January-July 2024).
 - Extra Operators will provide support to these temporary bus shuttles
- The two temporary bus shuttles are built into PRT's scheduled service, so they will have an Operator assigned to them, which should help reduce out of service hours.
- Shuttles will show up in real time transit applications such as TrueTime, Ready2Ride, or the Transit app.

Personal de las rutas de transporte

- PRT sigue experimentando una escasez de operarios.
- Se espera que PRT contrate a 150 nuevos operarios aproximadamente (entre enero y julio de 2024).
 - Los operarios extra prestarán apoyo a estas rutas de autobús provisionales.
- Las dos rutas provisionales de autobús están incorporadas al servicio programado de PRT, de modo que tendrán un operario asignado, lo que debería reducir las horas fuera de servicio.
- Las rutas aparecerán en tiempo real en las aplicaciones de tránsito, como TrueTime, Ready2Ride o Transit.

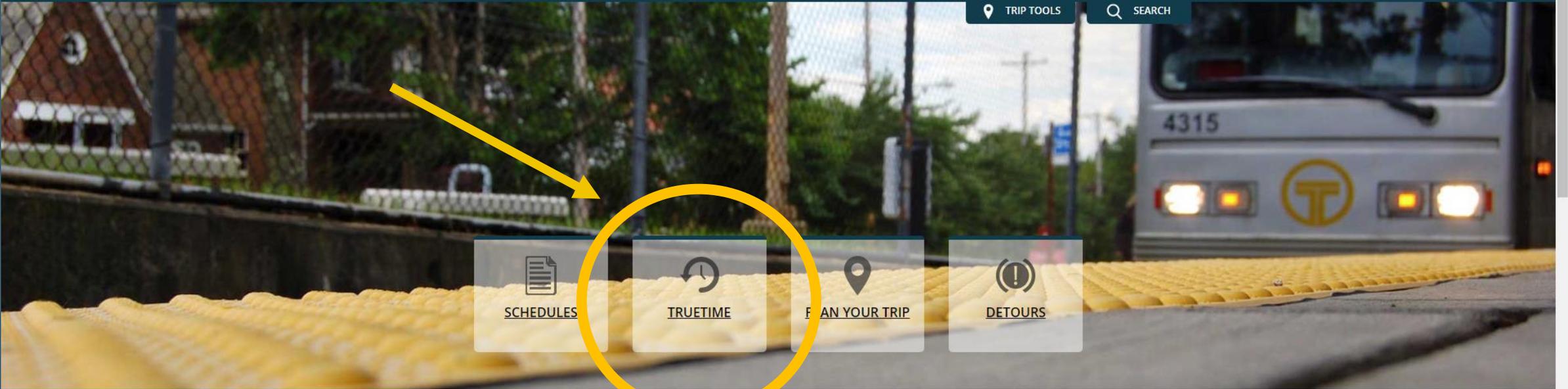
Communicating with the Public



- **Community Meetings**
 - Tonight (Beechview)
 - Online/Teams April 2nd 4:00 PM - 5:30 PM
 - Website at Rideprt.org
- **Signs at stations and in railcars starting in May**
- **Audio announcements starting in late May**

Comunicación con el público

- **Reuniones comunitarias**
 - Esta noche (Beechview)
 - En línea/Teams - 2 de abril de 4 a 5:30 p.m.
 - Sitio web: Rideprt.org
- **Los carteles aparecerán en las estaciones y los automotores a partir de mayo.**
- **Los anuncios sonoros se realizarán a partir de finales de mayo.**



- SCHEDULES
- TRUETIME**
- PLAN YOUR TRIP
- DETOURS

How to Ride



Bus

Our fleet of 700 buses



Light Rail

Our light rail cars serve 27



Incline

Our inclines not only offer



Paratransit

ACCESS is a shared-ride



Welcome to PRT TrueTime

Log In

Welcome!
Welcome to the TrueTime app!
NEXT END

- Stop Times**
Check stop times for your stop
- Real-Time Map**
See where your vehicle is now
- Trip Planner**
Plan a trip to your destination
- Subscribe**
Sign up for bus stop information by email and text message
- Track By Text**
Text to get the next stop time

TEXT-ONLY

TrueTime tells you where your vehicle is right now and when it will arrive at your stop. To ensure you don't miss your vehicle, please be at your stop at least two minutes before the estimated stop time.

Please note: estimated stop times are only available for vehicles arriving within 30 minutes.

Estimated stop times

Please keep in mind that delays due to detours, traffic incidents, construction, weather or equipment problems may affect the accuracy of estimated stop times.

If your vehicle is delayed, TrueTime will adjust estimated stop times accordingly. For example, if your vehicle is estimated to arrive in 10 minutes but is delayed by an incident, the estimated stop time of 10 minutes will stay the same until the vehicle begins moving again. TrueTime cannot currently display detours. Detoured vehicles will not be displayed on the tracker until they return to regular routing.

In the event that a vehicle stops transmitting data to our servers, it will not appear on this website, even though it is in service.

Questions or comments?

Your feedback is important to us! Please email us at <https://www.rideprt.org/contact/contact-us2/> or call us at 412-442-2000.

Languages

Use TrueTime in the following languages.

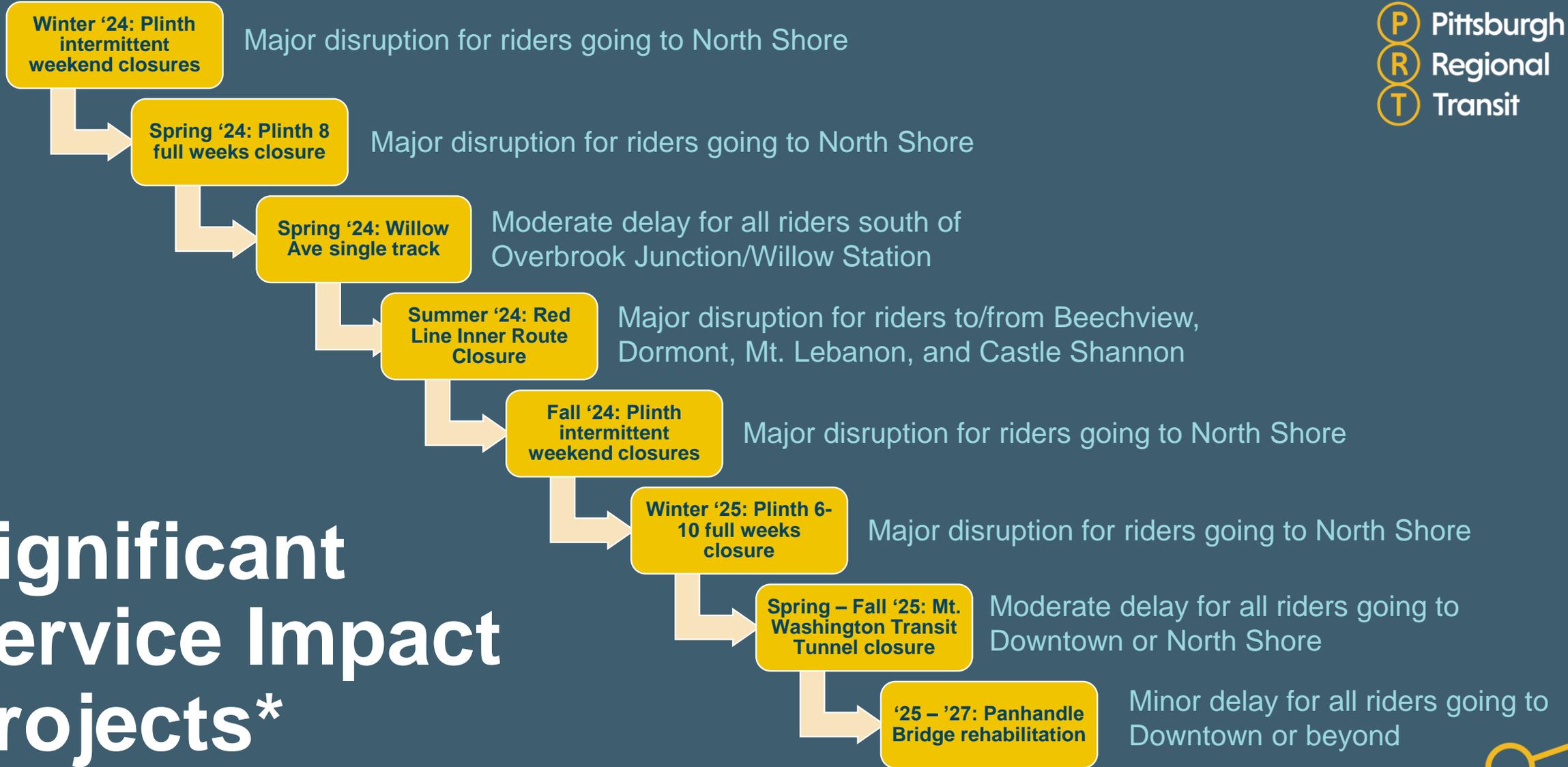
- English
- Español

Questions Preguntas

BASIC RIDER IMPACTS

- P** Pittsburgh
- R** Regional
- T** Transit

Significant Service Impact Projects*

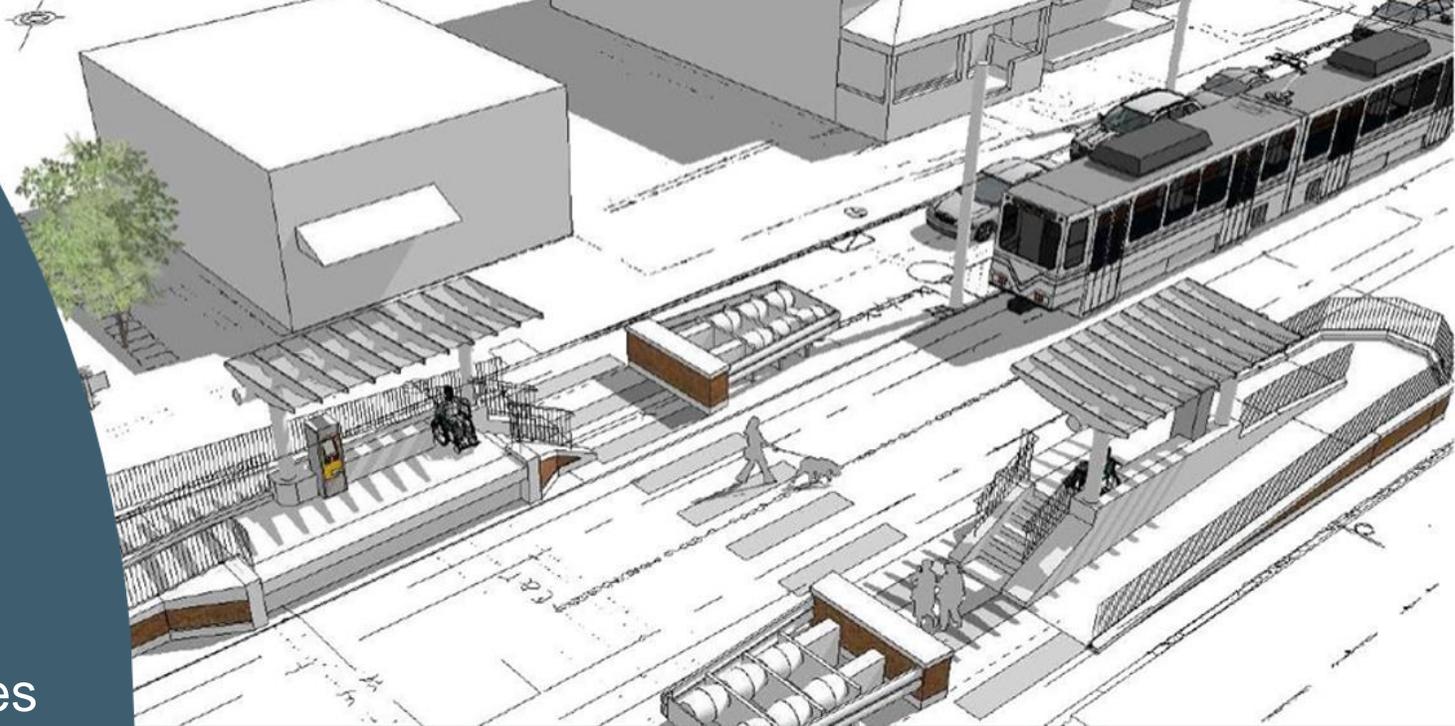


*Does not include projects with minor service impacts, such as Belasco Station Project

Specific Rail Projects

Red Line Project Bundling

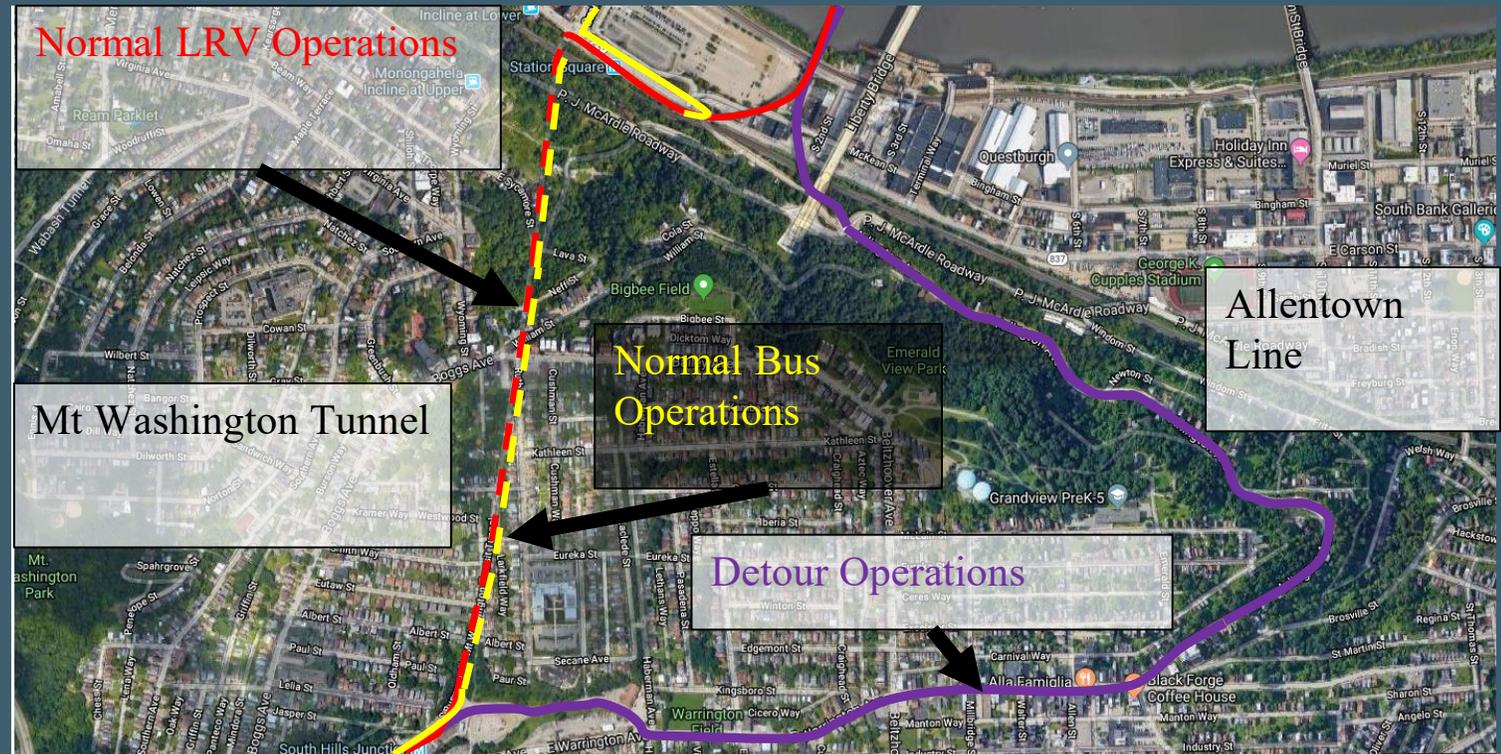
- This summer's Red Line work bundles 3 separate projects, which were initially intended to be issued and completed separately, into one combined closure
- This will significantly reduce both time and service disruption/number of changes in services to the community
- As a result of this bundling, some other projects are being placed back down on our timelines now with new dates
 - One of these projects is the Belasco Station Improvement Project (\$9 million investment in the station), which is now set to begin construction at the earliest in fall of 2024, but more likely in spring of 2025



PRT's maintenance teams will also work on parts of the closed Red Line as much as feasible around the contractors during the closure to limit overall disruption to riders

Mt. Washington Transit Tunnel Closure 2025

- The rail in the Mt. Washington Transit Tunnel Rail is overdue for replacement for safety of passengers
- This is approximately an **8-month** project
- During the closure, PRT will detour light rail service up and over Mt. Washington via the Allentown Line infrastructure, which uses East Warrington Ave and Arlington Ave to enter the Downtown area (see purple line in above map)
- This detour will result in approximately a **5-8 minute delay** to trips into and out of Downtown Pittsburgh by bypassing the transit tunnel



Panhandle Light Rail Bridge Rehabilitation 2025 - 2027

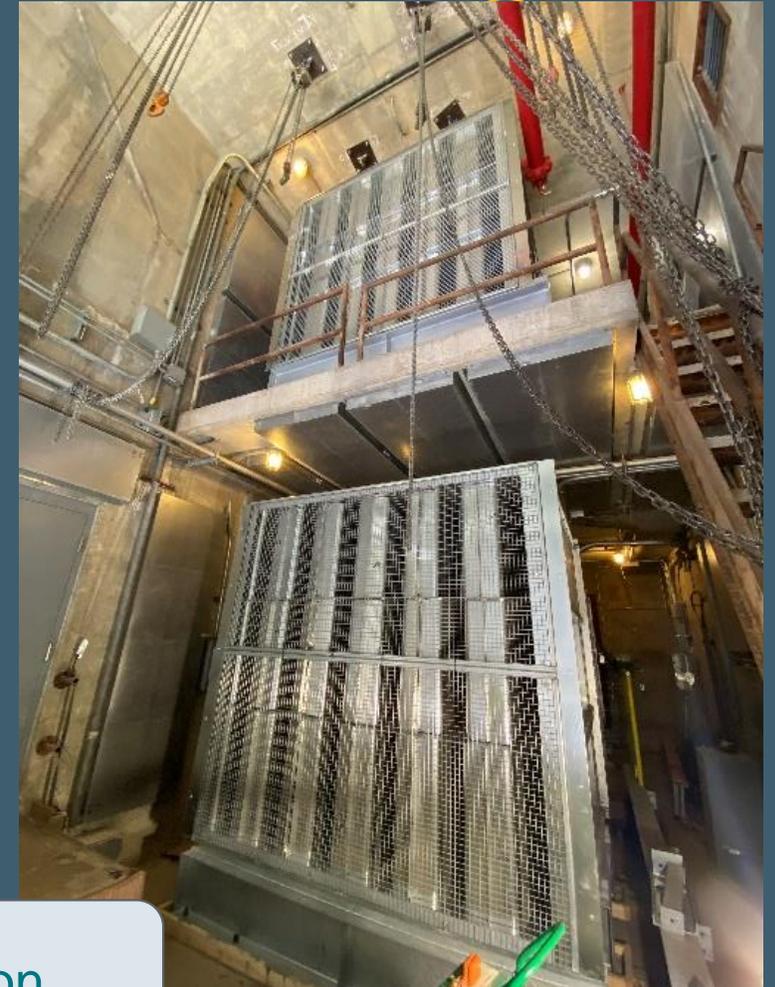
- The Panhandle bridge, which carries PRT's light rail service over the Monongahela River between the South Side and Downtown Pittsburgh, is due for rehabilitation. It is 122 years old and in Fair condition
- The rehabilitation of the bridge will require light rail vehicles to use one side of the bridge at a time (to "single-track"), taking turns to cross, for approximately **2.5 years**
- There will be occasional but limited (anticipated to be only on weekends) full closures of the bridge to address all repairs
- This single-track operation is not expected to cause delays in the inbound direction (towards Downtown), but is expected to cause a **3-minute** average delay in the outbound direction for the entirety of this rehabilitation



Mt. Lebanon Tunnel Fan Replacement Project

Active Now

- This is a 74-day evening single track operation between Mt Lebanon and Dormont Stations on the Red line
- This project is currently ongoing and single-track operations is expected to continue into May 2024
- Service delays are very minimal



\$10 million

Alfred Street Guarded Rail and Grade Crossing Replacement

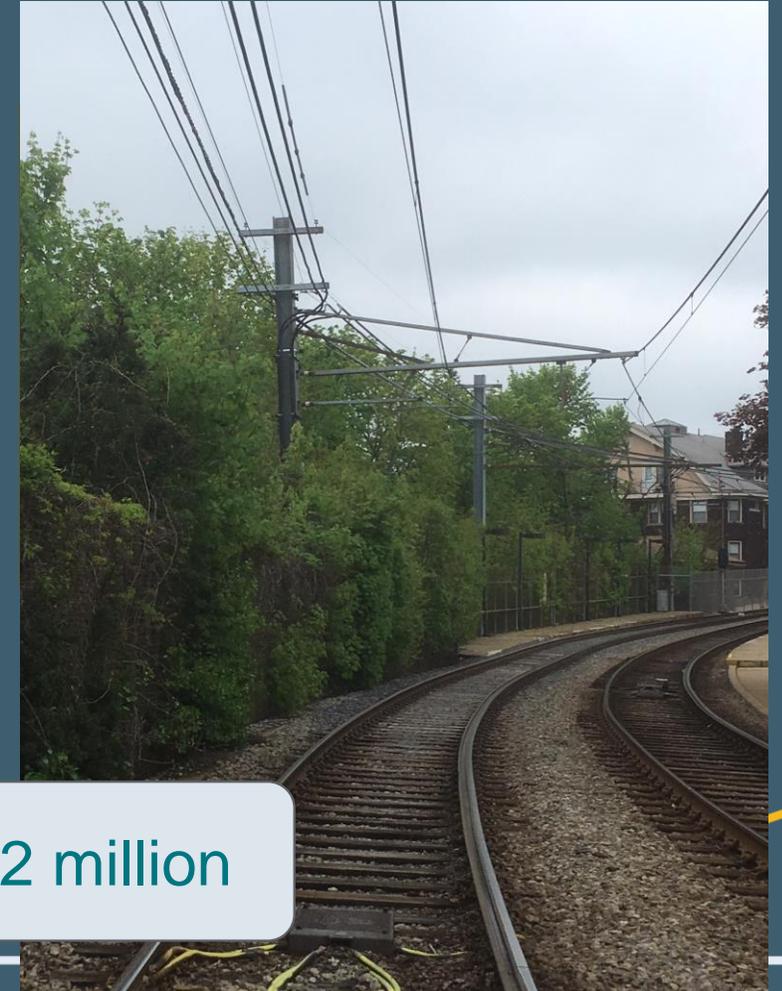
- This is a one-month single track operation between Poplar and Mt. Lebanon Stations on the Red short rail route beginning June 16th, 2024.
- This project is expected to occur in June-July 2024
- This will slow the Red Short Rail Shuttle frequency, instead of every 15 minutes, the rail shuttle will come every 30 minutes



\$18 million
(various locations)

Kelton Street Catenary Pole Ground Stabilization Project

- This is an 11 week project requiring full closure of the Red line between Dormont Junction and Potomac Stations
- This project is expected to occur in June, July, and August of 2024
- Service will be disrupted fully and alternate service will be provided via the 37 Castle Shannon temporary bus route, the 42 Potomac temporary bus route, or the Route 41 Bower Hill Bus Route (regular service)



\$2 million

Neeld Ave Crossover Switch Tie Replacement

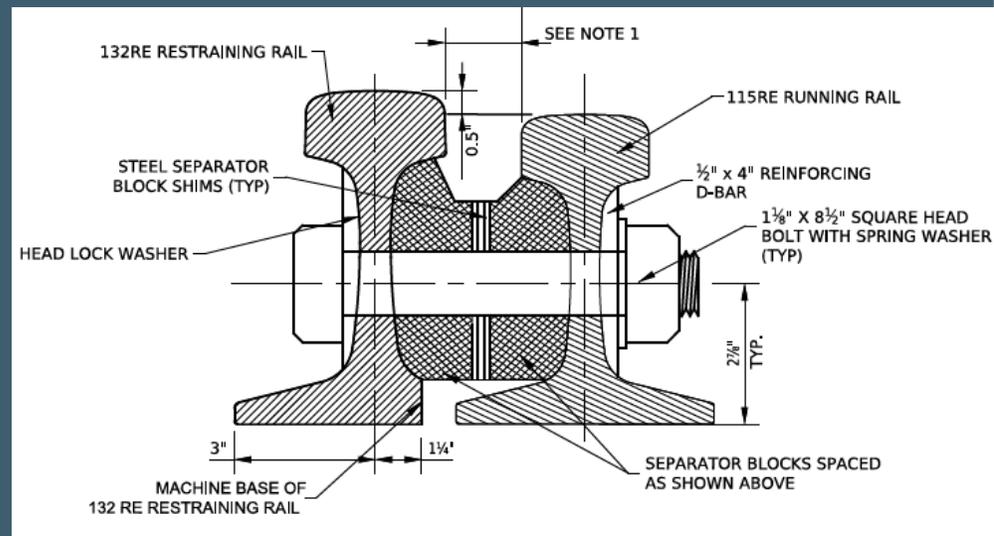
- This is an 11 week project requiring full closure of the Red line between Stevenson and Shiras Stations
- This project is expected to occur in June, July, and August of 2024
- Service will be disrupted fully and alternate service will be provided via the 37 Castle Shannon temporary bus route, the 42 Potomac temporary bus route, or the Route 41 Bower Hill Bus Route (regular service)



\$18 million
(various locations)

Westfield Curve Guarded Rail and Grade Crossing Replacement

- This is a 9-11 week project requiring full closure of the Red line between Westfield and Dawn Stations
- This project is expected to occur in June, July, and August of 2024
- Service will be disrupted fully and alternate service will be provided via the 42 Potomac temporary bus route

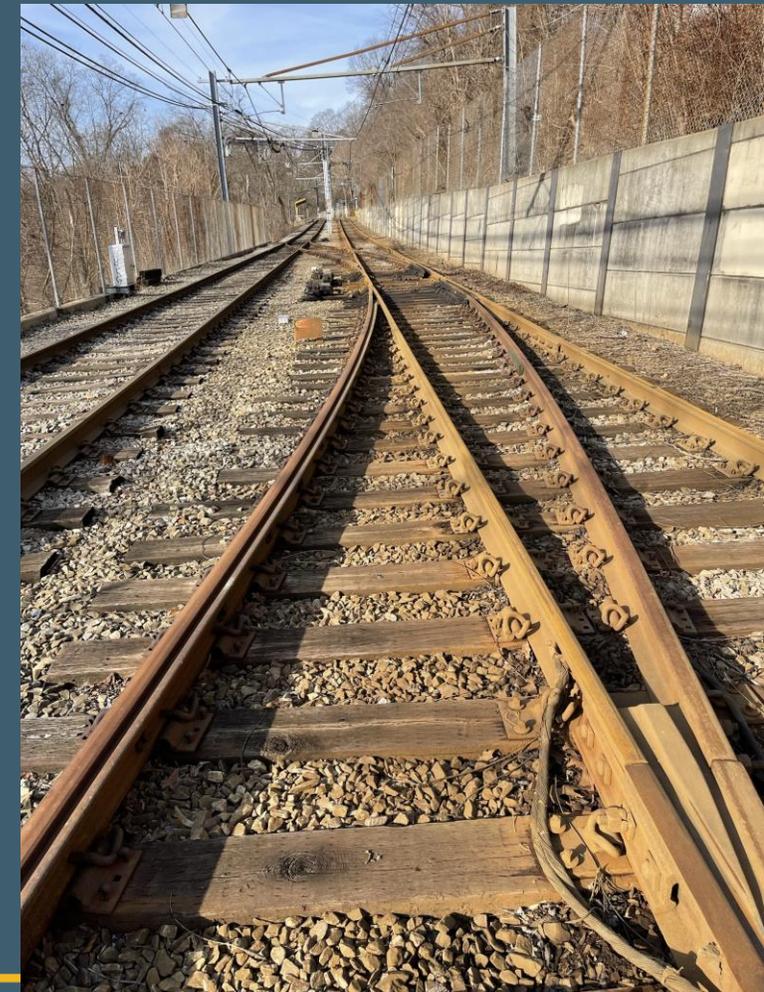


\$18 million
(various locations)

Traymore Ave Crossover Switch Tie Replacements

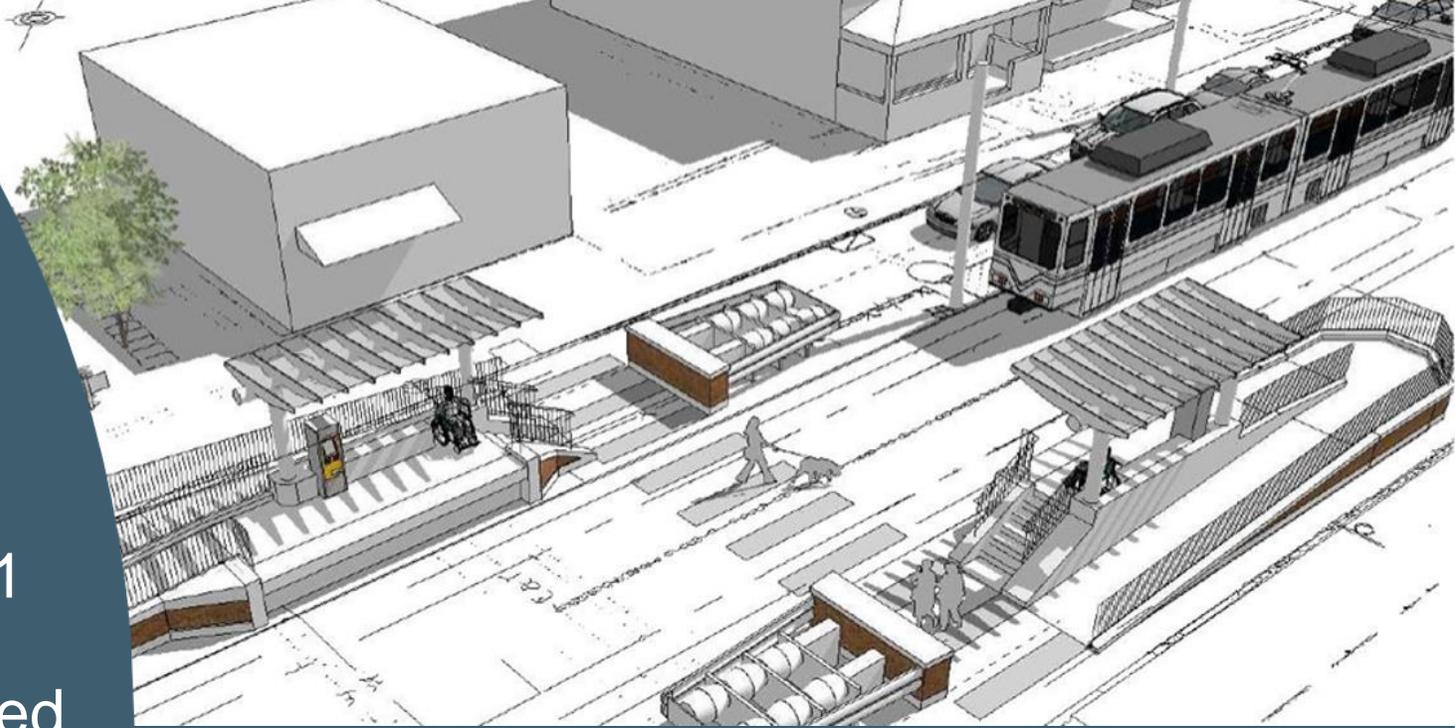
- This is a 9-11 week project requiring full closure of the Red line between Westfield and Dawn Stations
- This project is expected to occur in June, July, and August of 2024
- Service will be disrupted fully and alternate service will be provided via the 42 Potomac temporary bus route

\$18 million
(various locations)



2025: Belasco High Platform Station Project

- This is a project requiring about 11 weekends of single tracking and one full weekend closure of the Red line between Potomac and Fallowfield with a few minutes delay per direction during single tracking
- This project is expected to begin in early spring 2025



\$9 million

2025: Mt Lebanon Tunnel Rail Replacement

- This is a many month project requiring single tracking of the Red line between Dormont Station and Mt Lebanon Station with a small delay in each direction
 - The project is early in design and therefore does not have concrete timelines or lengths yet
- This project is expected to occur begin in late 2025 and run into 2026

\$18 million



Ongoing Projects: Rail Grinding and Track Inspections

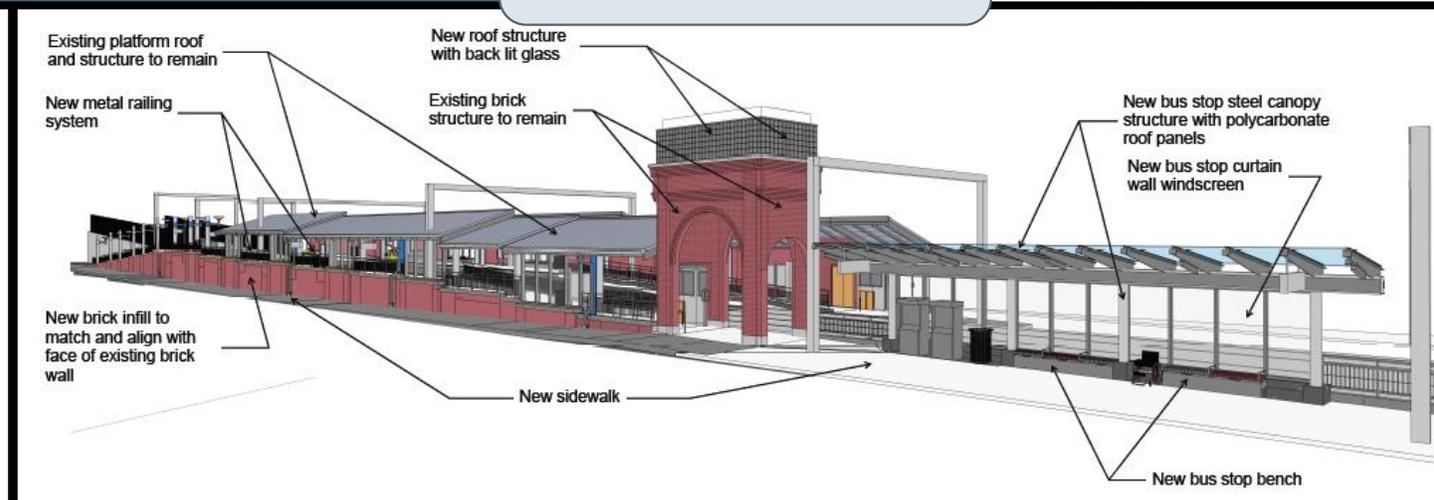
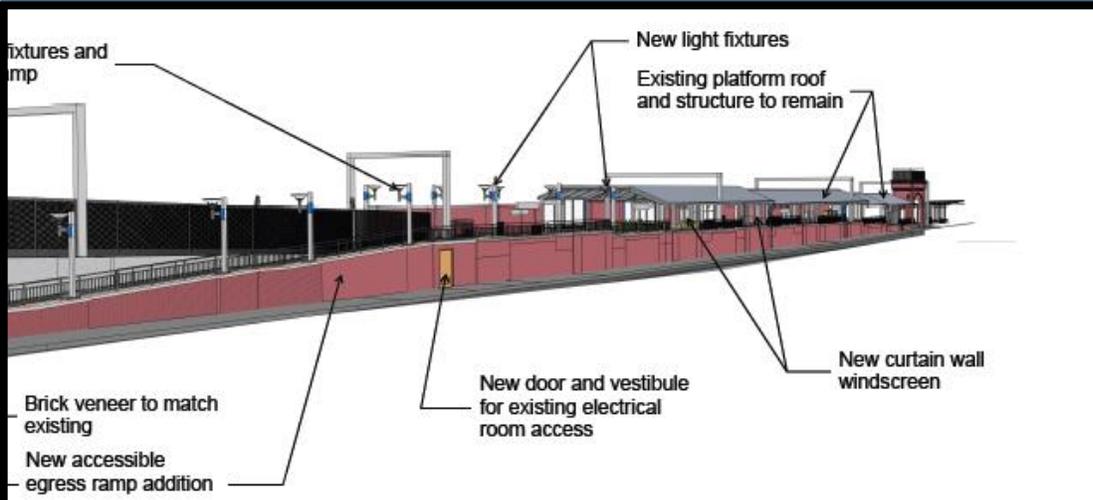
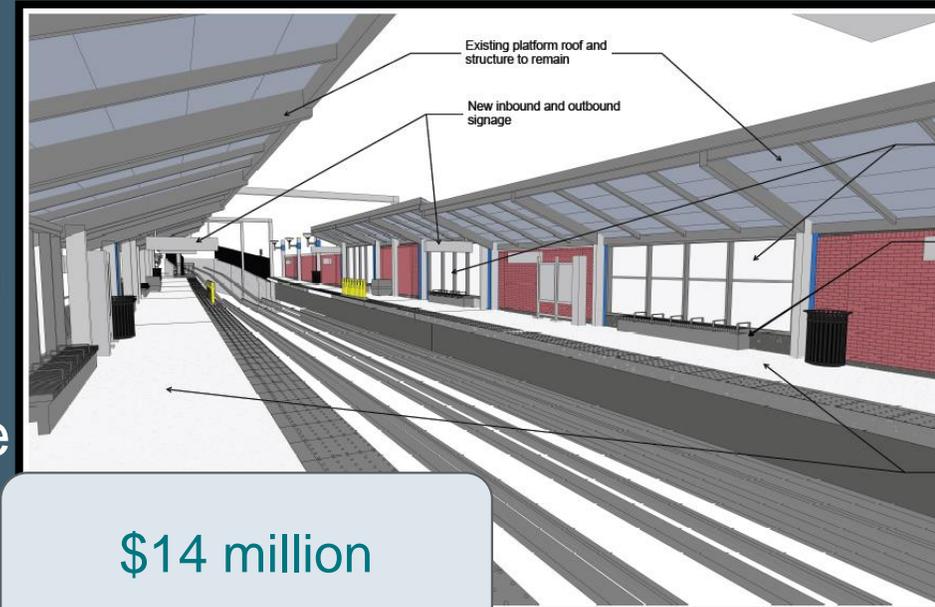
- Rail Grinding:
 - This is a 3-year project taking place in January through March of each year requiring single tracking of the light rail with a few minutes delay in each direction
 - All parts of the system will undergo rail grinding, moving to a separate area of the system each year
 - This project is expected to occur begin in early 2025 and run through into 2027
- Track Inspections
 - Ongoing single tracking for track inspections, this occurs annually



\$6.5 million

Station Square and Dormont Station Improvement Projects

- Both stations will be rehabilitated and redesigned
 - Work for each station is anticipated to occur in station “quadrants” and not require single tracking except for limited instances
- These projects are expected to occur in 2026, but are still far enough from construction and are not fully funded, so these dates may shift



Questions?