

TRANSPORTATION AND CONNECTIVITY

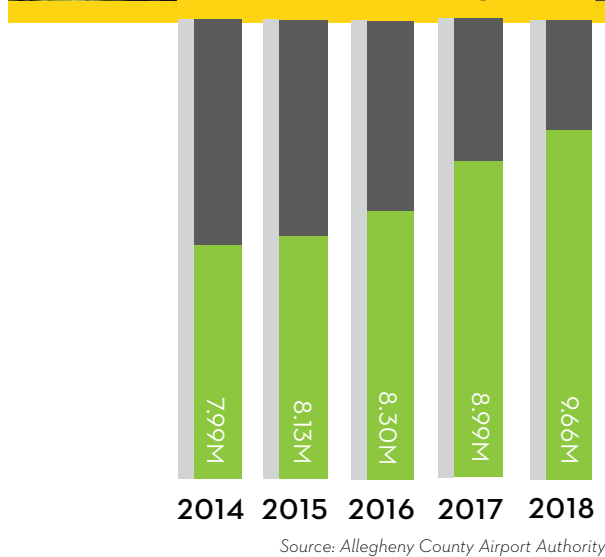
STATE OF
DOWNTOWN
PITTSBURGH



PITTSBURGH
DOWNTOWN
PARTNERSHIP

2019

TRANSPORTATION AND CONNECTIVITY



AIRPORT

Pittsburgh International Airport (PIT) has 66 current and announced nonstop routes, a 10.5% decrease from 2017. Despite this drop, PIT has increased passenger count by 7.5% from 2017's record-breaking numbers making 2018 the fifth consecutive year of passenger growth. New airlines, added seats, and direct flights to both national and international destinations contributed to this milestone. British Airway's year-round direct flight to London Heathrow started in April 2019 and has been highly sought after by the region's business community. The new service has the potential to support \$50M in annual new business to Western Pennsylvania, according to a study by EDR Group.

The conceptual design for a new \$1.1B terminal was unveiled in early 2019. The award-winning design team, Gensler and HDR in association with Luis Vidal + Architects, developed the terminal design theme, "NaTeCo" (Nature, Technology, and Community). The new terminal is expected to be operational by 2023.

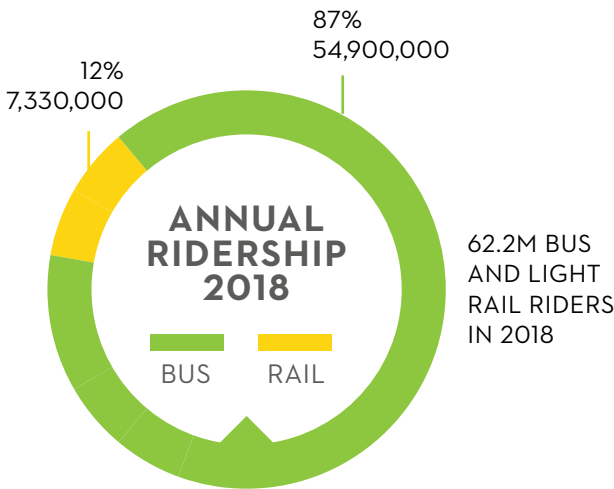
DOWNTOWN FREE-FARE T ZONE:
INCLUDES FIRST AVENUE, STEEL PLAZA, WOOD STREET, GATEWAY, NORTH SIDE, AND ALLEGHENY STATIONS

PUBLIC TRANSPORTATION

The Port Authority of Allegheny County increased ridership by nearly 2% in 2018, bucking the national trend which saw a decrease of 1.8% nationally, according to the American Transit Association. A total of 81 bus lines, 84% of all buses in the system, converge in the Golden Triangle. The increase in bus ridership system-wide is evidenced by the 3% increase in alightings (offs) at Golden Triangle bus stops in 2018 compared to 2017.

Sustainability measures are being implemented into the Authority's transit system, offering an immense benefit to Downtown as well as Allegheny County. The Authority received a \$500K grant to assist with the electrification of its bus fleet. These funds will be used towards the \$2.3M purchase of two 40-foot electric buses which will be used as part of a pilot program to test their functionality. The initial cost of electric buses is twice as much as conventional buses; however, the Authority will save money over time on reduced maintenance and fuel costs while minimizing air pollution. The one-year pilot will occur at the East Liberty garage where two charging stations will be installed.

In addition, the Authority has incorporated future electrification of the fleet between Oakland and Downtown on the Bus Rapid Transit (BRT) corridor as part of their Federal Transit Administration's (FTA) Small Starts Program. The BRT project will have a total of 25 new electric buses. Currently, the Authority operates 32 hybrid diesel-electric buses in their efforts to modernize its existing fleet. Diesel-electric hybrid vehicles have approximately 25% greater fuel efficiency than standard diesel buses.



GREATER DOWNTOWN PARKING METERS COLLECTED
\$6.2M
REVENUE IN 2018,
4% INCREASE FROM 2017.

PARKING AUTHORITY GARAGES PARKED
2.3M
NON-LEASEHOLDER VEHICLES 2018
\$17
AVERAGE DAILY PARKING RATE
\$247
AVERAGE MONTHLY PARKING RATE

42,400

COST COMPARISON	BUS W/ CONNECTCARD	AVERAGE DAILY PARKING RATE	HEALTHY RIDE BIKESHARE RATE
	\$2.50/RIDE includes transfer within 3 hours of tapping card	\$17 for up to 12 hours	\$2/30 MINUTES No membership, pay as you go



SPOTLIGHT

BIKING

Healthy Ride doubled the number of stations in the Golden Triangle since launching in 2015, increasing from 10 to 20 stations, and added 10 stations in Greater Downtown including two on the North Shore, two in Uptown, and six in the Strip District. Healthy Ride users completed over 75,800 trips throughout the City, increasing trip count by 7% compared to 2017. The overall system expansion effort in 2018 resulted in 50 new stations and 200 new bikes, with an additional 75 stations to be in place by the end of 2Q 2019.

A partnership between the City of Pittsburgh's Department of Mobility & Infrastructure and Riverlife made it possible for the completion of the Mon Wharf switchback, a \$3.2M project connecting the Eliza Furnace Trail and the Three Rivers Heritage Trail with the wharf and leading to Point State Park. In keeping with the City's goals to provide safe routes for cyclists, all Port Authority vehicles are now bike-friendly, addressing first and last mile challenges for commuters. In 2018, the Port Authority and Healthy Ride established a partnership to offer unlimited free 15-minute bike-share rides to transit riders using their ConnectCard at any Healthy Ride station.

In 2018 there was a 17% and 18% decrease in bike counts in the 600 and 1200 block of Penn Avenue, respectively. Part of the decline in bike ridership could be attributed to having record-breaking rainfall of 57.8 inches (37% increase from 2017), the most rain that has been recorded in the region's history.



2,325
ACTIVE CONNECTCARD
HOLDERS USING
HEALTHY RIDE
BIKE SHARE

28,746
TRIPS TAKEN
USING A
CONNECTCARD

PEER CITY COMPARISON FOR DOWNTOWN MODE SPLITS

PUBLIC TRANSIT (BUS & LIGHT RAIL)	42%	39%	48%	24%
DRIVE	39%	39%	25%	39%
CARPPOOL/VANPOOL	6%	4%	10%	
WORK FROM HOME	6%	2%	5%	
WALK	3%	5%	8%	25%
BIKE	2%	8%	3%	6%
OTHER	2%	1%	6%	2%
DOWNTOWN PITTSBURGH 2018				
DOWNTOWN DENVER 2017				
DOWNTOWN SEATTLE 2017				
DOWNTOWN PHILADELPHIA 2014				

KEY

MAKE MY TRIP COUNT 2018

The Green Building Alliance led the effort to launch the 2018 Make My Trip Count (MMTC) survey which captured information on how commuters travel. There were roughly 20,000 people who completed the survey, similar to the number of responses when the survey was last completed in 2015. The goal of the survey was to capture residents' transportation choices and to help inform future transportation and infrastructure decision making. The survey results will help to better understand City of Pittsburgh residents' mode split. The report will also allow local government to better serve the public by evaluating short and long-term changes in energy use, emissions, and safety for each mode of commuting.

The effort of conducting the survey could not have been possible without the collaboration of a wide range of agencies and organizations including the Allegheny Conference on Community Development, Allegheny County, the City of Pittsburgh, Southwestern Pennsylvania Commission, Pittsburgh Downtown Partnership, Pittsburgh Community Reinvestment Group, Pittsburgh Parking Authority, Port Authority of Allegheny County, Sustainable Pittsburgh, Healthy Ride, Oakland Transportation Management Association, Duquesne Light Company, and Bike Pittsburgh.

Although cities such as Denver, Seattle, and Philadelphia, are larger than Pittsburgh, Downtown Pittsburgh's 2018 mode split demonstrates that a greater percentage of people are commuting via public transit than those commuting to larger city centers in Denver and Philadelphia. Comparing Pittsburgh to other cities can influence decision-makers to set citywide and neighborhood level mode shift goals to continue to reduce the percentage of commuting by single-occupancy vehicles.

