

MOBILITY ACTION TEAM MEETING 2

November 19, 2020

OAKLAND NEIGHBORHOOD PLAN

AGENDA

1. Existing Mobility Network (35 minutes)
2. Break Out Rooms (40 minutes)
3. Debrief and Next Steps (15 minutes)

PAST PLANING STUDIES

- Recognize that there have been other planning processes conducted in Oakland in recent years
- Others are still ongoing
- Are the priorities identified in them still the same?
- What has changed since they were completed?

OAKLAND 2025 MASTER PLAN (2014)

- Implement Bus Rapid Transit (BRT) in the Fifth and Forbes corridor with strong neighborhood feeder connectivity
- Create a unified shuttle system linked to BRT stations
- Create “mobility hubs” at key BRT stations and commuter intercept parking
- Create dedicated east-west bicycle lanes along Fifth and Forbes corridor
- Improve connections to existing trails
- Improve parking management, expand permit parking area, and amend permit policy
- Explore the possibility of creating a Downtown Oakland circulator loop through Junction Hollow, Lower Lawrenceville, and the Strip District
- Identify innovative approaches for evaluating transportation investment
- Improve major corridors such as Bates Street and Boulevard of the Allies

SECOND AVENUE CORRIDOR STUDY (2019)

- Second Avenue from the 10th Street Bridge (Uptown), south through South Oakland, Greenfield, and Hazelwood, to the intersection with SR 837 in Hays
- Includes Bates Street between Second Avenue and Boulevard of the Allies
- Improvements along Bates Street and I-376 Interchange
- Expansion of transit service along Second Avenue
- Non-auto improvements including trail connections and access on Frazier Street



OTHER MOBILITY PROJECTS IN OAKLAND

- Mobility Hubs
- Bus Rapid Transit
- Bigelow Boulevard Complete Streets
- Frazier Street Steps
- Charles Anderson Bridge
- Swinburne Bridge
- Mon-Oakland Connector



ANNUAL AVERAGE DAILY TRAFFIC (AADT)



Highest Traffic Street Segments (2018)

Highest Traffic Street Segments (2018)	Annual Average Daily Traffic (AADT)
Boulevard of the Allies (Bates Street to Craft Avenue)	24,814
Craig Street (Bloomfield Bridge to Baum Boulevard)	21,682
Forbes Avenue (Craft Avenue to Ophelia Street)	21,614
Fifth Avenue (S. Bellefield Avenue to Wilkins Avenue)	21,480
Baum Boulevard (N. Craig Street to Busway)	19,393
Boulevard of the Allies (Craft Avenue to Forbes overpass)	18,723
Bates Street (376 Highway to Boulevard of the Allies)	18,394
Bates Street (Boulevard of the Allies to S. Bouquet Street)	14,891
Forbes Avenue (Craft Avenue to S. Bellefield Avenue)	14,830
Boulevard of the Allies (Bates Street to Overlook Drive)	14,495

TRAFFIC
VOLUMES

CRASH HISTORY

-  Rail
-  Contours
-  Park/Open Space
-  Greater Oakland
-  City Steps

Crashes (275 Total in 2018)

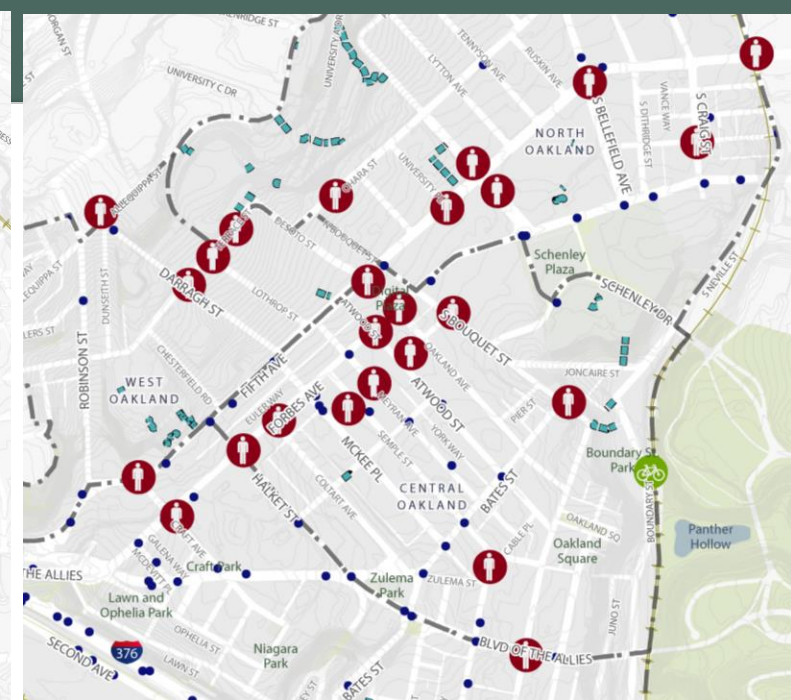
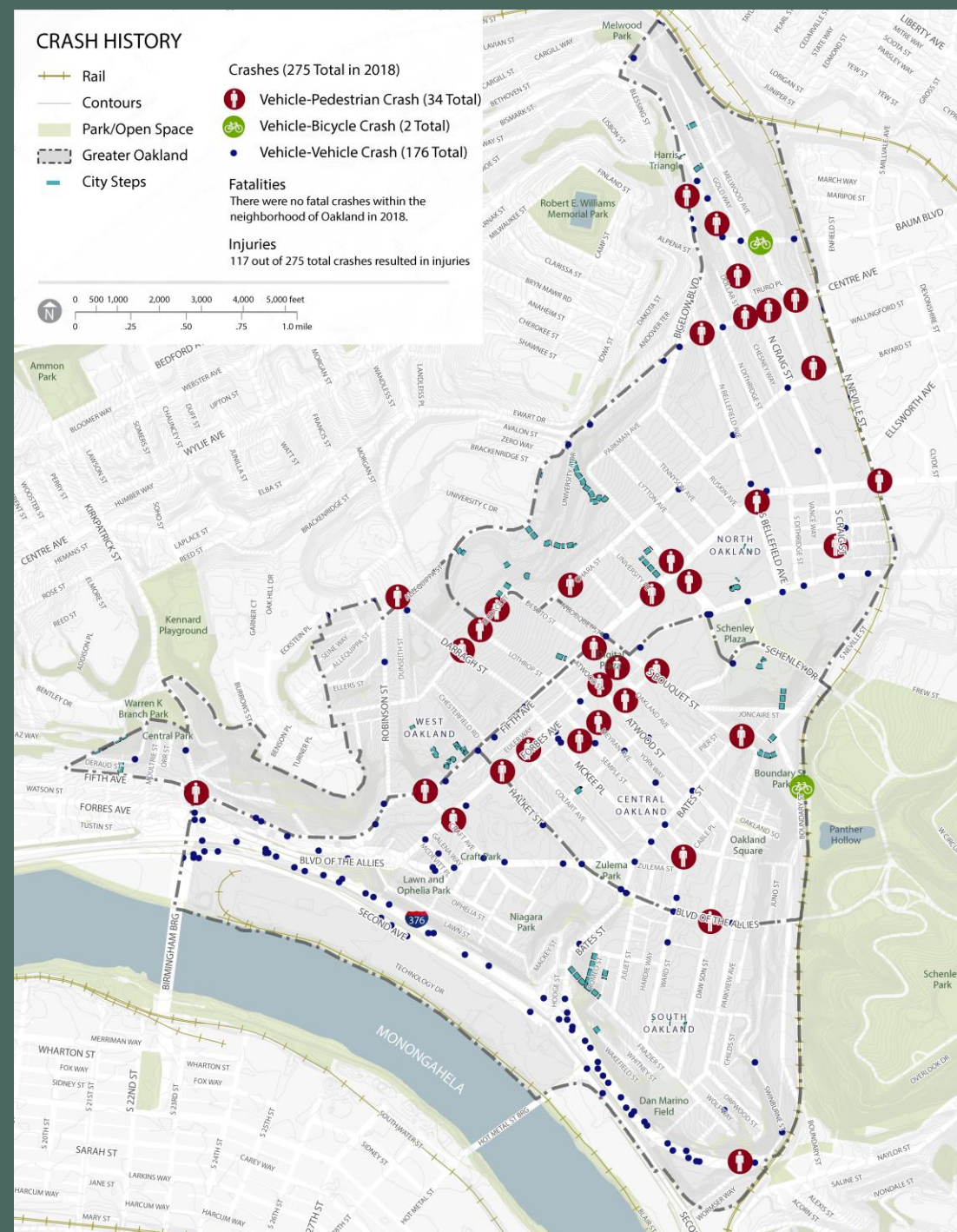
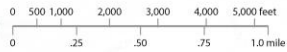
-  Vehicle-Pedestrian Crash (34 Total)
-  Vehicle-Bicycle Crash (2 Total)
-  Vehicle-Vehicle Crash (176 Total)

Fatalities

There were no fatal crashes within the neighborhood of Oakland in 2018.

Injuries

117 out of 275 total crashes resulted in injuries



CRASH
DATA

PARKING

Residential Parking Permit Areas

Metered Streets

Contours

Park/Open Space

Greater Oakland

Private-Leased Parking

Public Access

Surface Parking Lot

Parking Garage

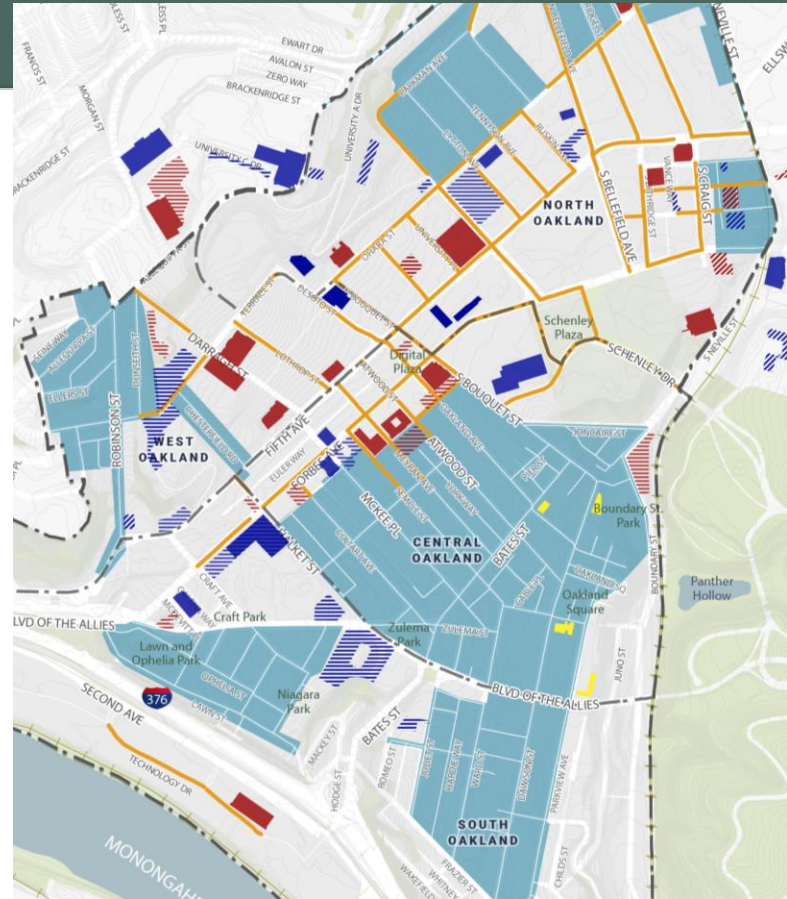
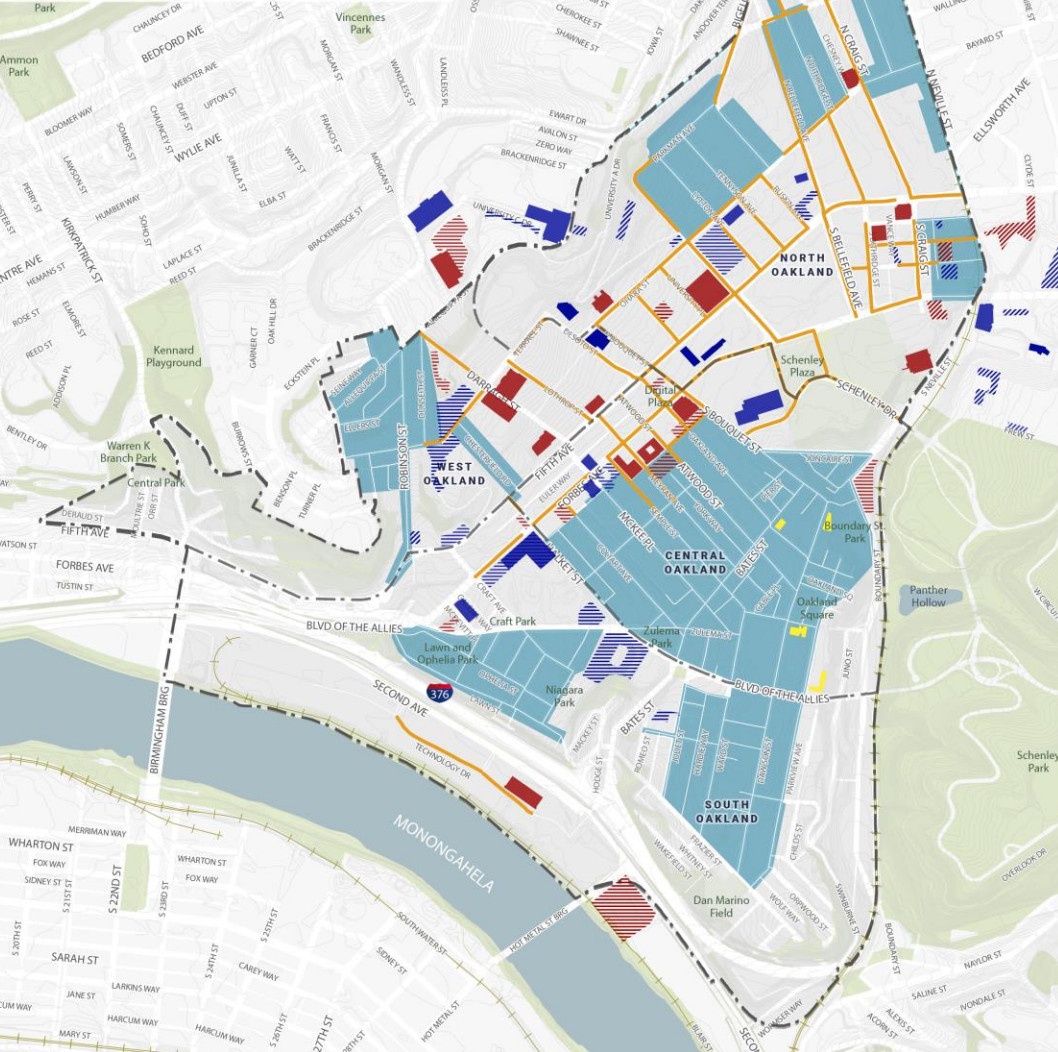
Limited Access

Surface Parking Lot

Parking Garage

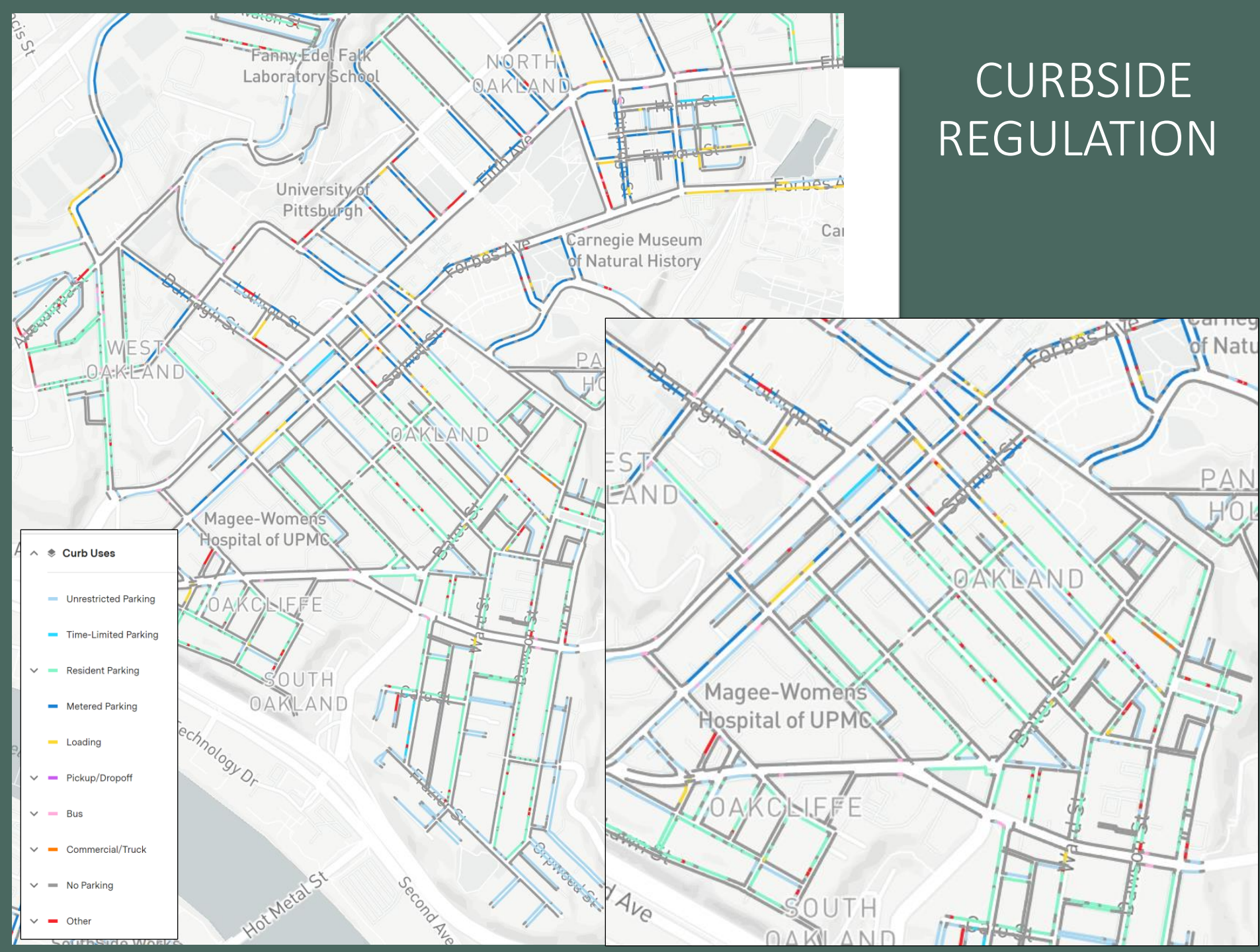
0 500 1,000 2,000 3,000 4,000 5,000 feet

0 25 50 75 1.0 mile



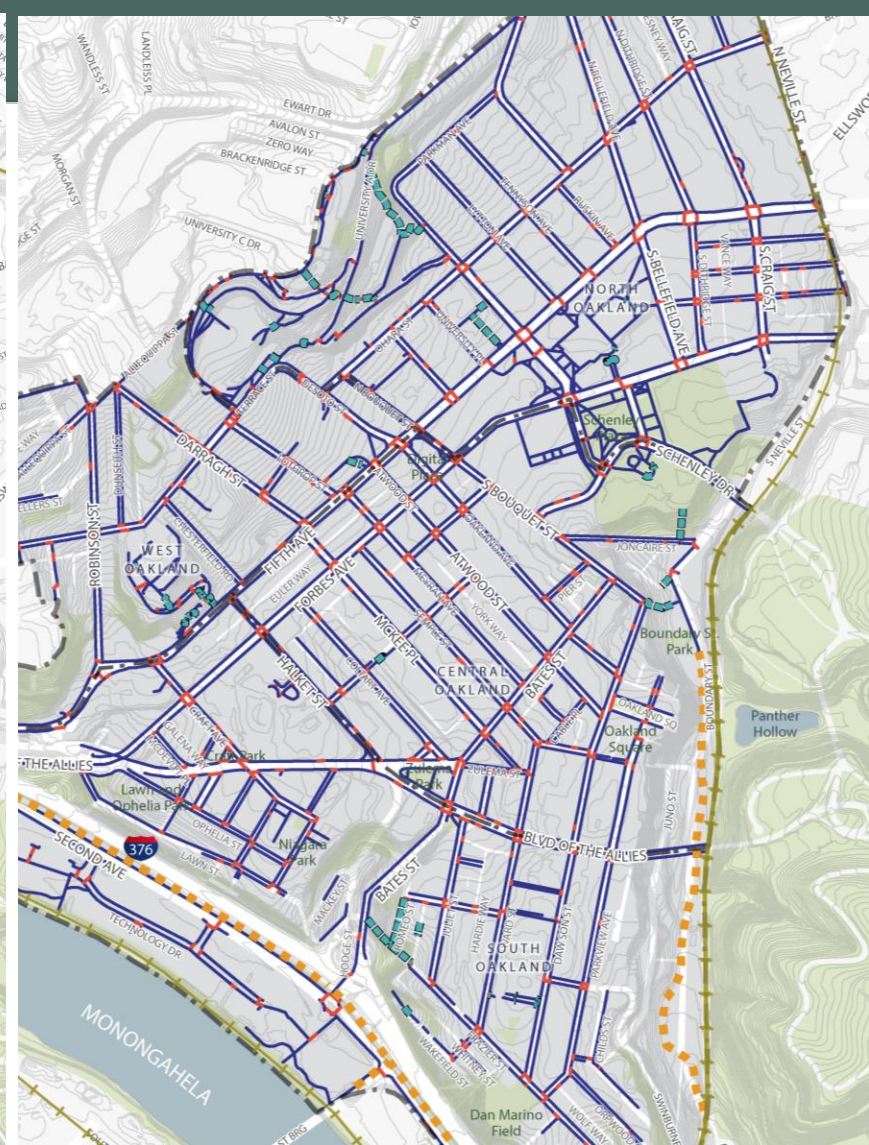
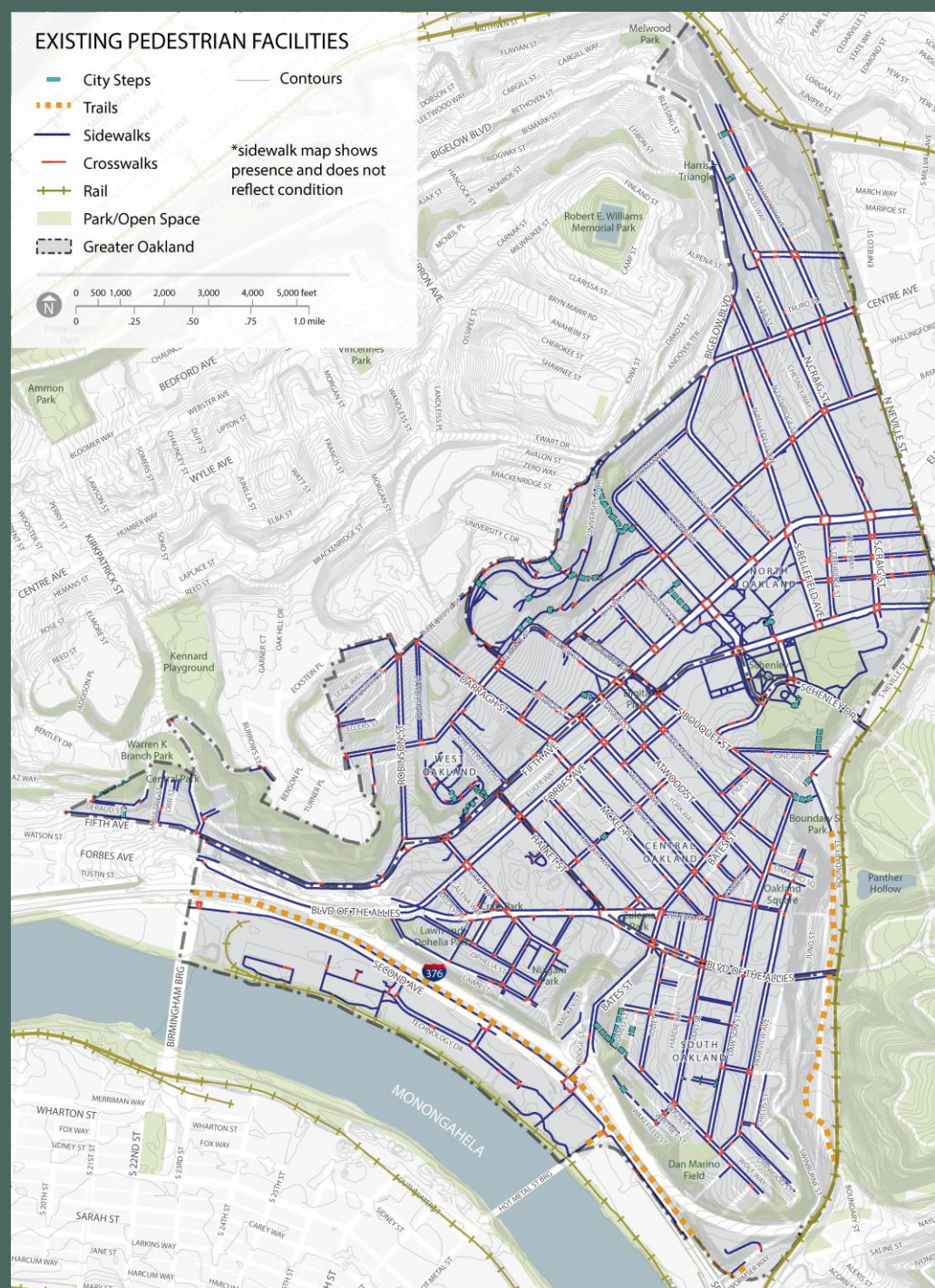
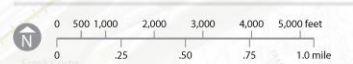
ON- AND OFF-STREET PARKING

CURBSIDE REGULATION



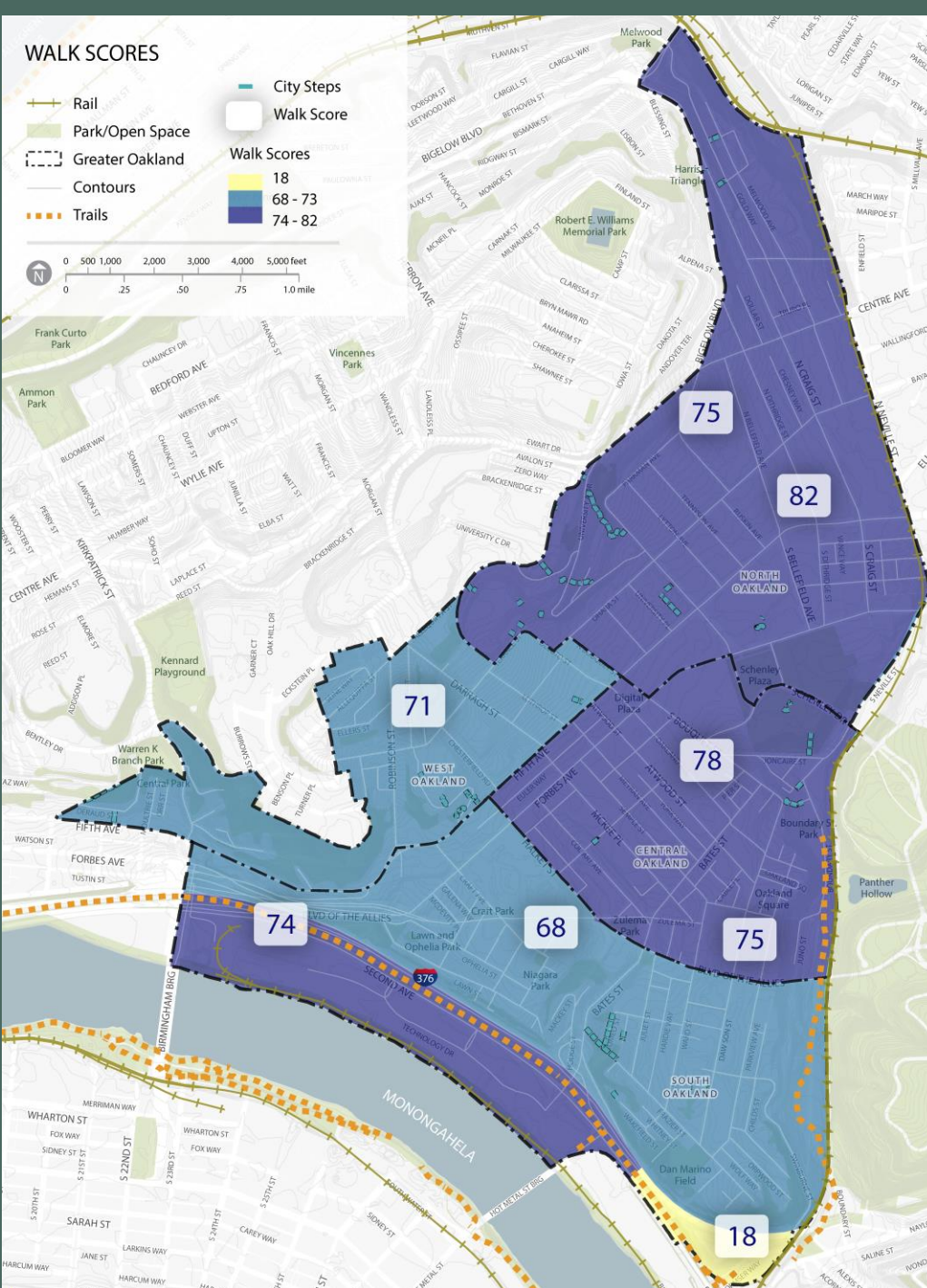
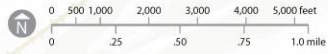
EXISTING PEDESTRIAN FACILITIES

- City Steps
 - - - Trails
 - Sidewalks
 - Crosswalks
 - + + + Rail
 - Park/Open Space
 - Greater Oakland
- *sidewalk map shows presence and does not reflect condition



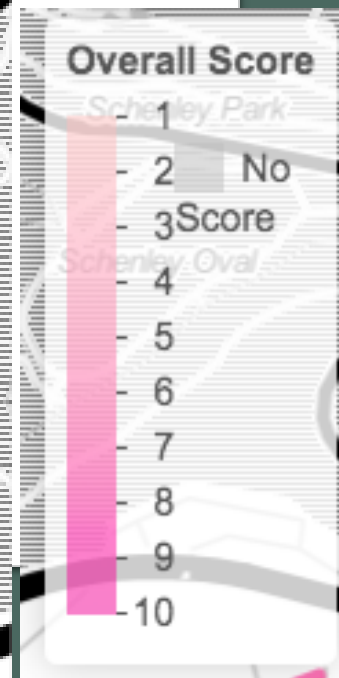
PEDESTRIAN NETWORK

WALK SCORES

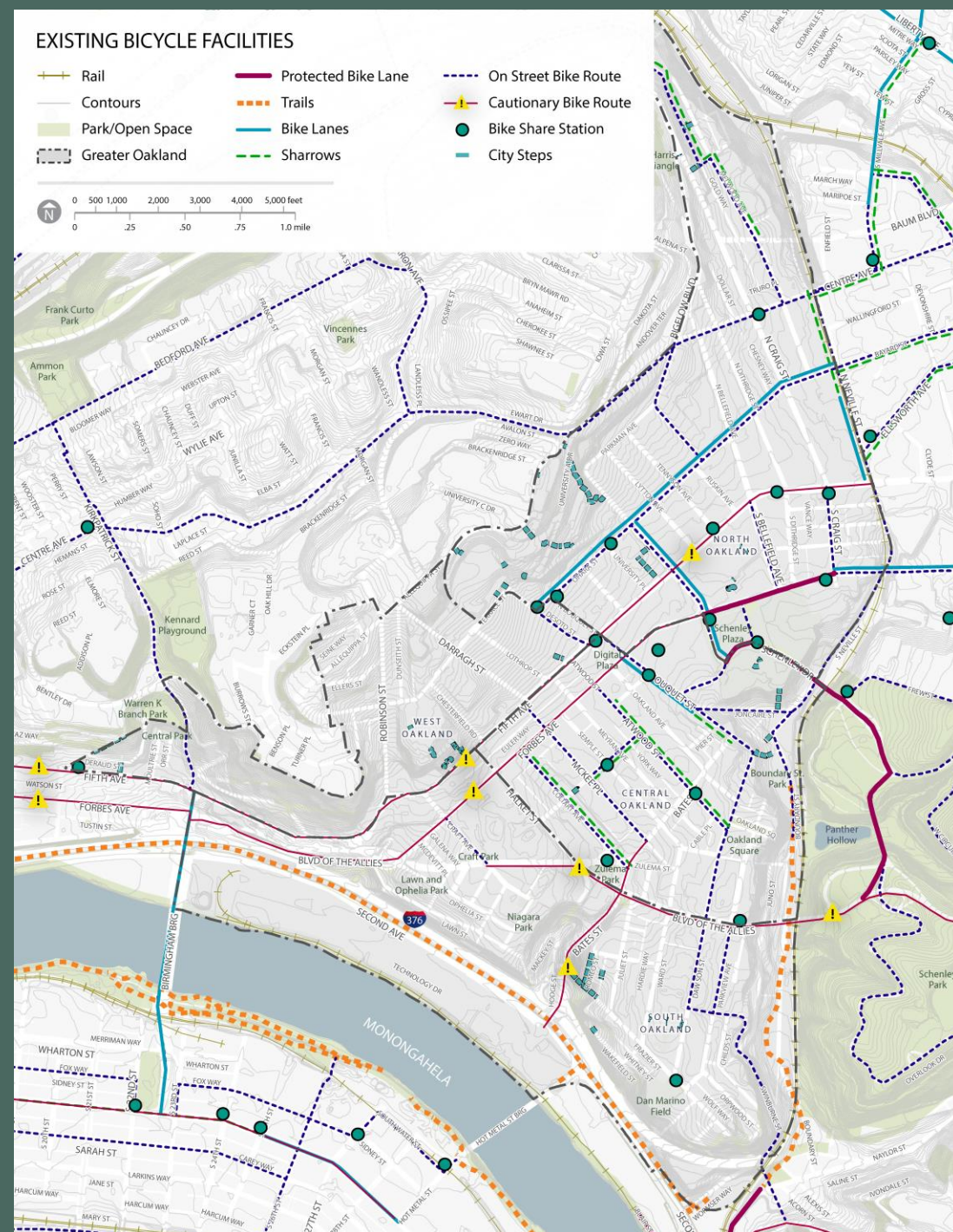


WALK SCORE

CITY STEPS



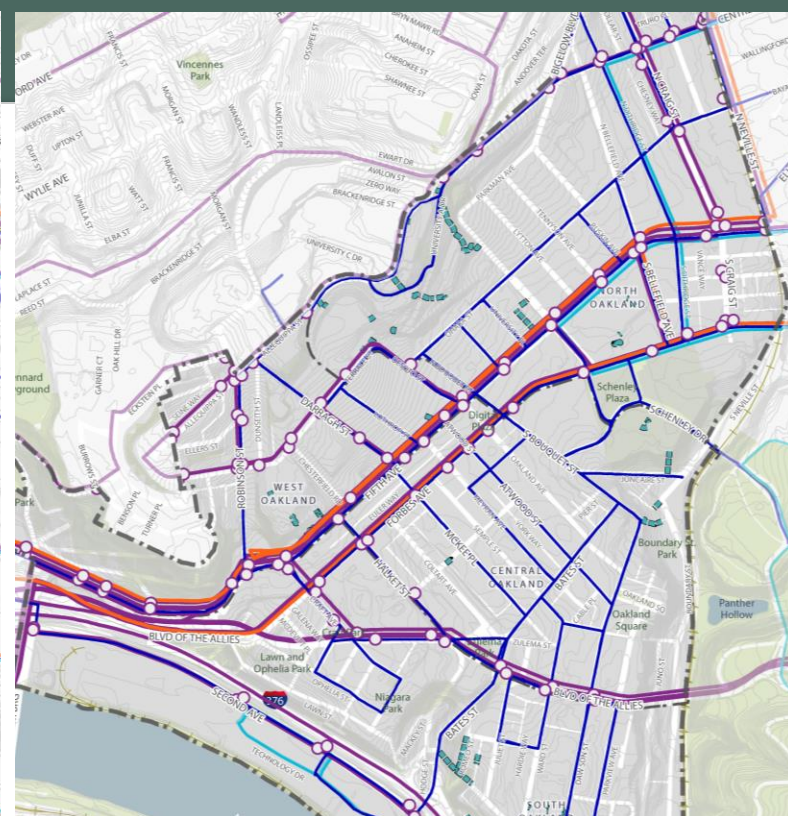
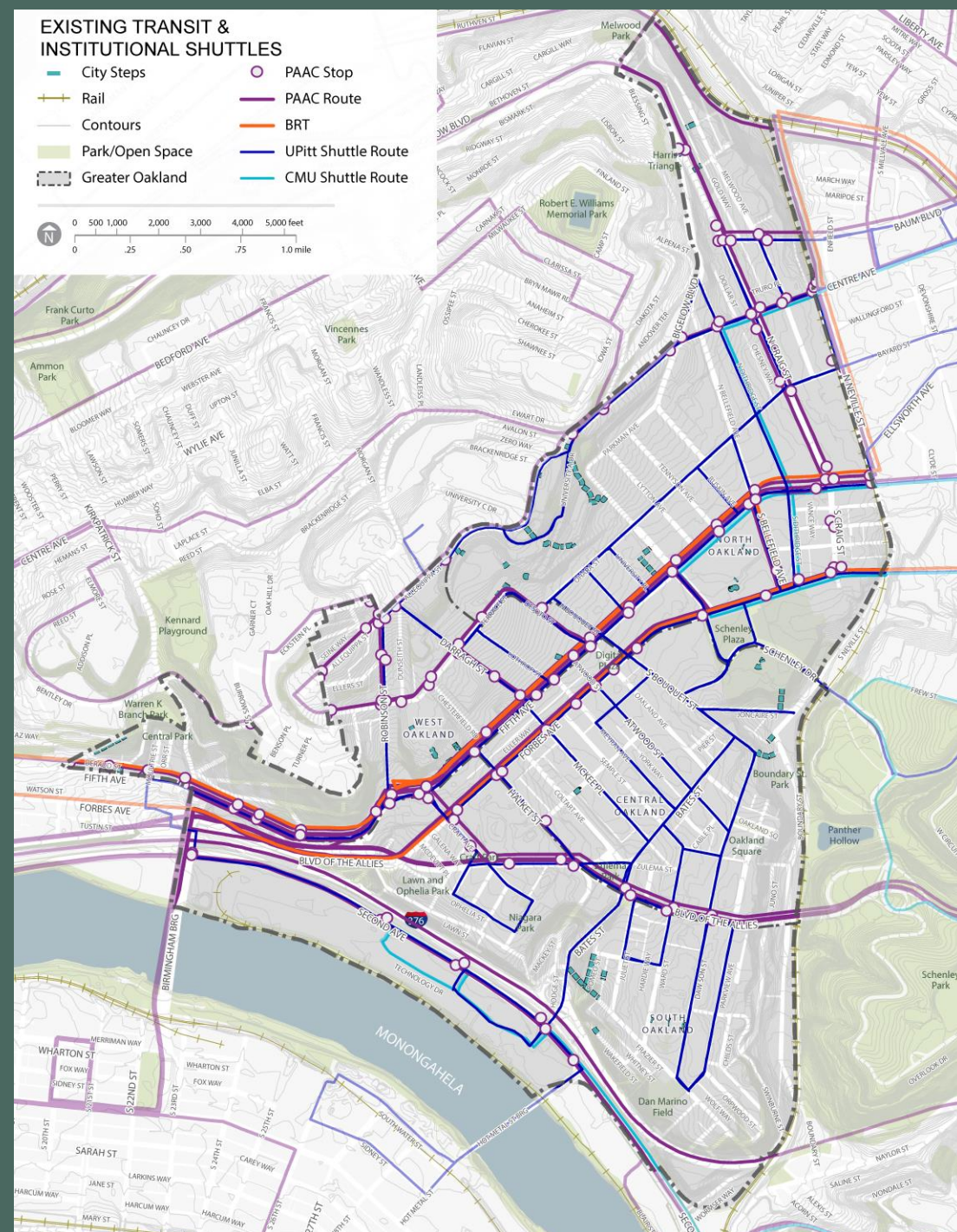
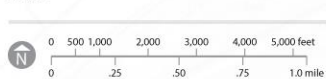
EXISTING BICYCLE FACILITIES



BICYCLE
NETWORK

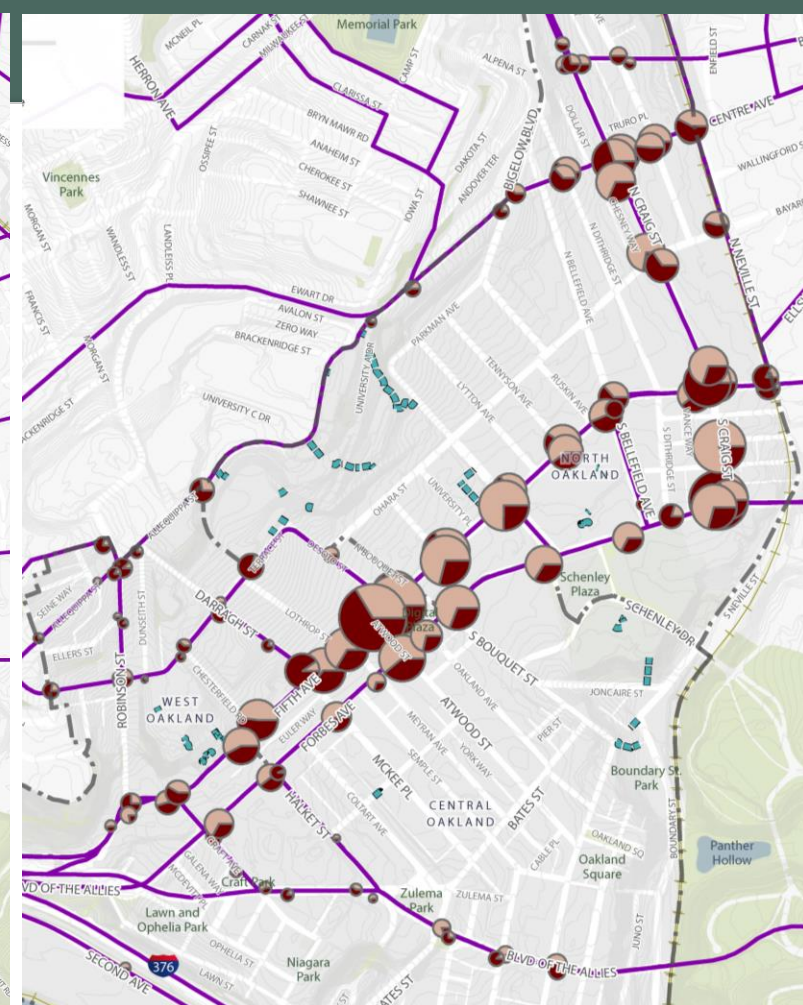
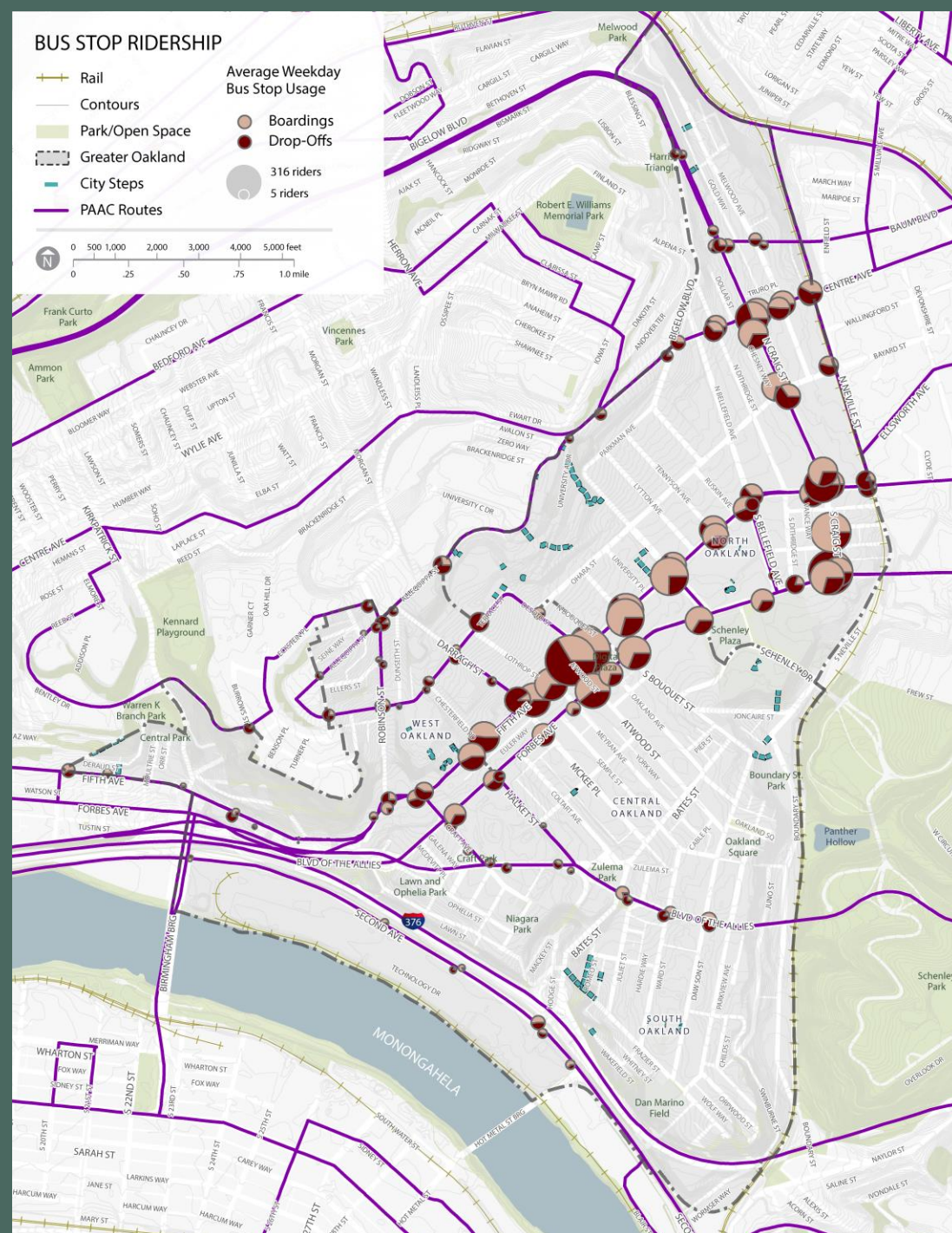
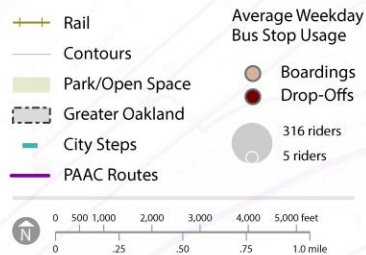
EXISTING TRANSIT & INSTITUTIONAL SHUTTLES

- City Steps
- PAAC Stop
- Rail
- PAAC Route
- Contours
- BRT
- Park/Open Space
- UPitt Shuttle Route
- Greater Oakland
- CMU Shuttle Route



TRANSIT AND
INSTITUTIONAL
SHUTTLES

BUS STOP RIDERSHIP



BUS STOP
RIDERSHIP



- In Oakland, the Fifth and Forbes corridors will be reimagined
 - Dedicated bus lanes and transit-priority signals
 - Cycle track
 - Upgraded stations
 - Upgraded pedestrian amenities
- 90% design
 - Information is available on the website below
- Public meetings in early 2021
 - Dates have not been confirmed yet

<https://www.portauthority.org/inside-Port-Authority/projects-and-programs/bus-rapid-transit/Project-documents/>

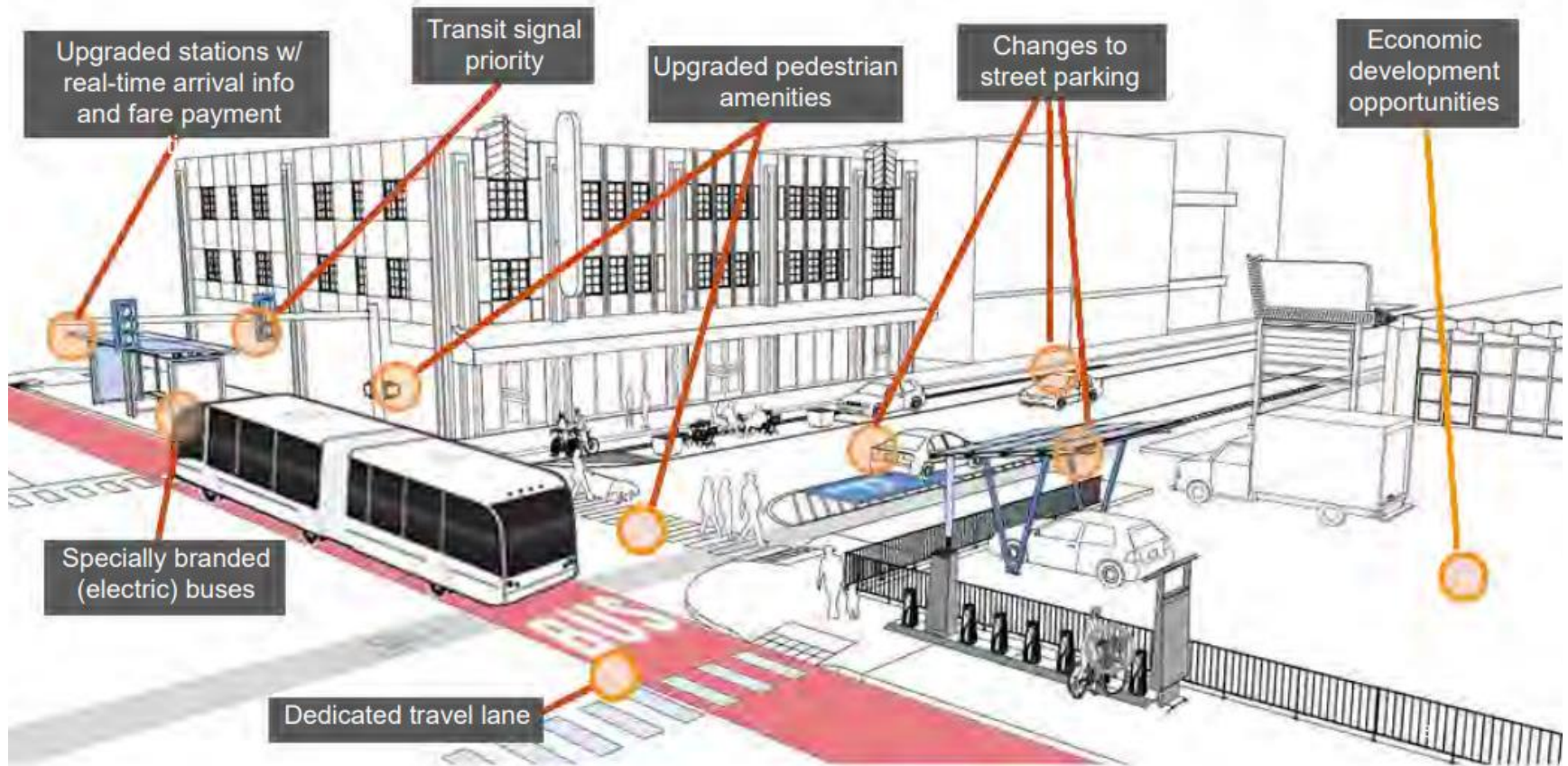
Project Goals



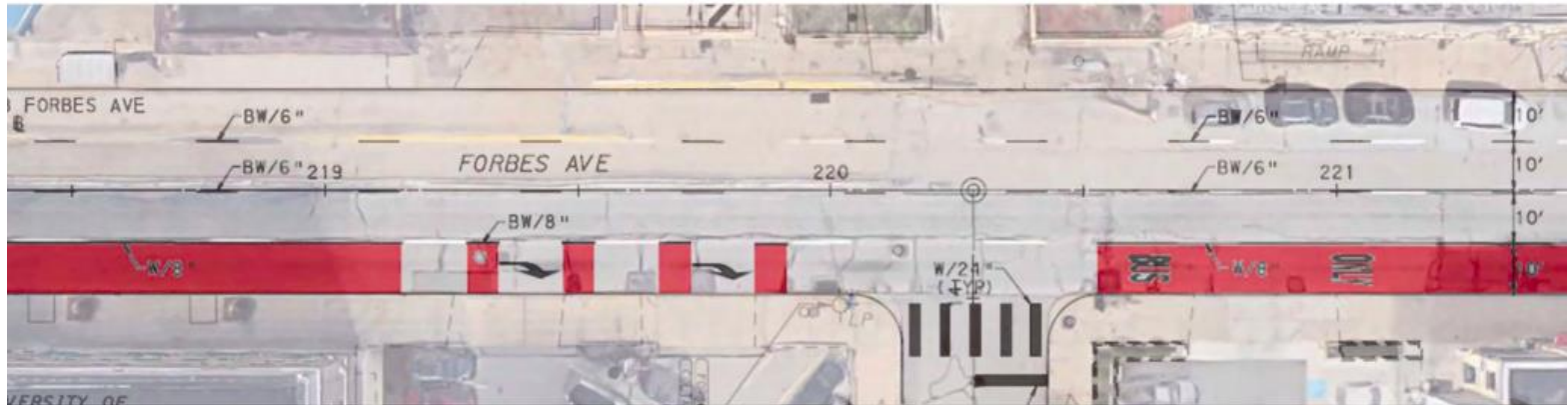
Connecting the 2nd and 3rd largest employment centers in Pennsylvania



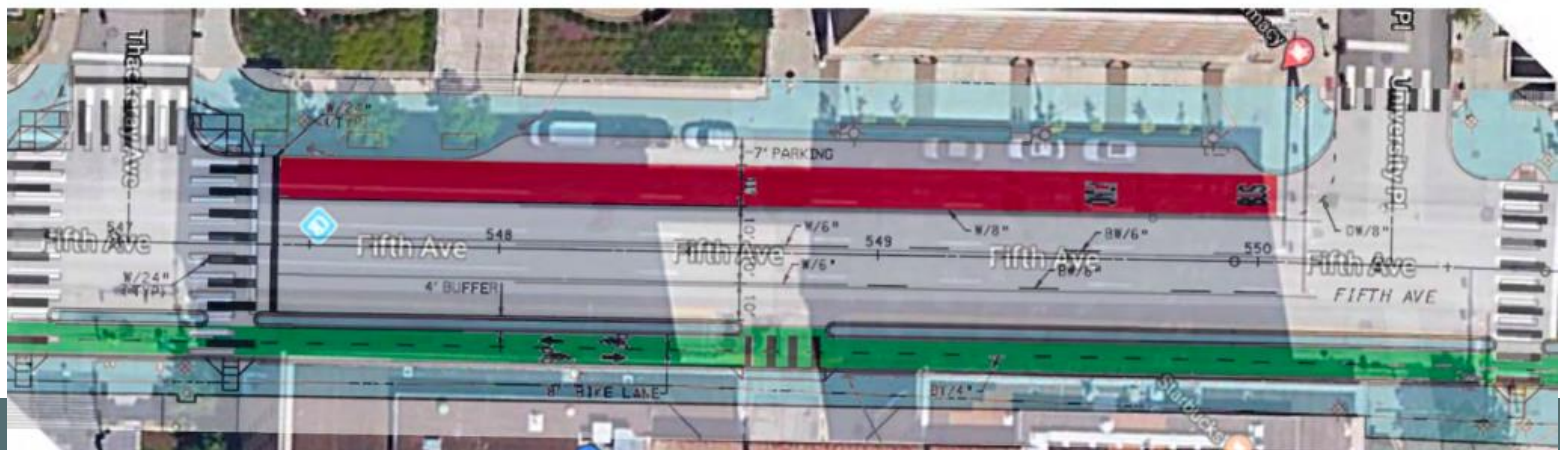
What is Bus Rapid Transit (BRT)?



Oakland - Forbes Ave Typical Plan Example



Oakland - Fifth Ave Typical Plan





Station at University of Pittsburgh

Break Out Rooms

Traffic Calming and Safety

Active Transportation & Micromobility

NEXT STEPS

- Next meeting is December 17th @ 5:00pm
- January meeting will be focused on equity
 - Special guest presenters
- December meeting will follow a similar format as today
- Break out room topics for December
 - Access to Transit
 - Commuters and transportation demand management
- Homework via the updated Engage PGH website (below)
 - Organized by the four categories
 - Provide comment and see what others are saying
 - Please be respectful of other's ideas and opinions but engage in productive dialogue

<https://engage.pittsburghpa.gov/oakland/mobility-action-team>