



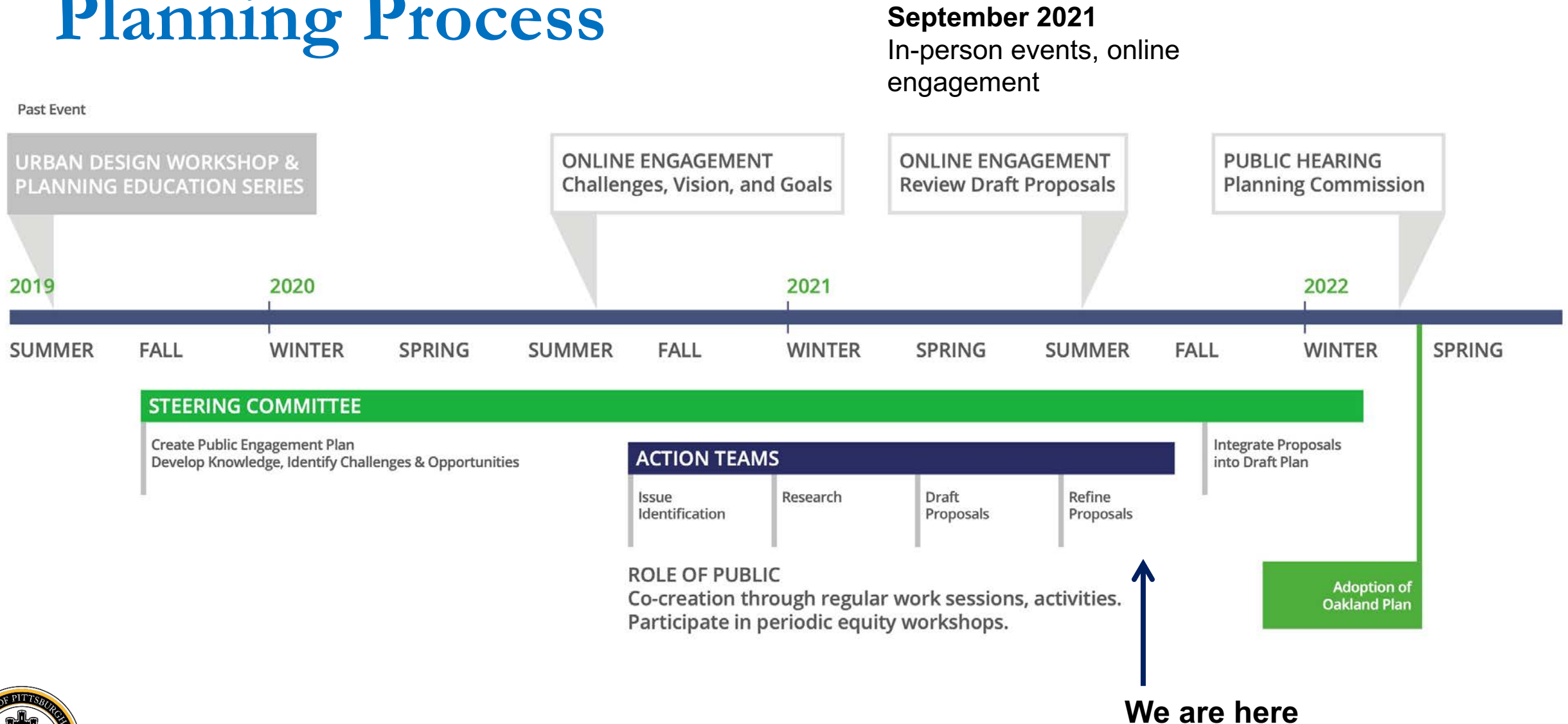


Final Mobility Action Team Meeting

Derek Dauphin (DCP), Steve Auterman (DOMI), Moira Egler (PAAC)

October 21, 2021

Planning Process



How Did We Get Here?

- Steering Committee begin meeting in October 2019, worked with staff to develop Public Engagement Plan, Equity Strategy, and review existing conditions across a broad range of topics and having discussions between members.
- Summer 2020 open house allowed the rest of the community to join the discussion. Presented the planning topics, issues and opportunities identified by research and Steering Committee conversations, and asked targeted questions to help develop the draft vision statement and goals.
- Fall 2020, Action Teams begin to meet and dig into the details of specific topics for each chapter. Usually included presentations from local and national experts, review of data, review of public comments from online open house, in addition to brainstorming and discussions.
- Fall and Winter 2020, Steering Committee worked through public comments to draft vision statement and goals. Released for public comment in March 2021. Draft Interim Development Goals published at the same time.



How Did We Get Here?

- By spring 2021, the Action Teams had worked through all of the topics. Staff developed a draft list of ideas from the Action Teams and reviewed them with the Steering Committee and Action Teams.
- May 2021, staff and consultants held walking tours, workshops, and an open house for two important sites:
 - The Pittsburgh Parking Authority Garage at Forbes and Meyran and surrounding properties was chosen to have a discussion of the desired form and public benefits from new development in this corridor. Looked at City, Pitt, and UPMC properties.
 - The Zulema Park area and surrounding Pitt and UPMC properties were chosen based on discussions during the planning process about the future of the Boulevard of the Allies, design and safety issues of the highway itself as well as what is desired from development on either side of the highway.



How Did We Get Here?

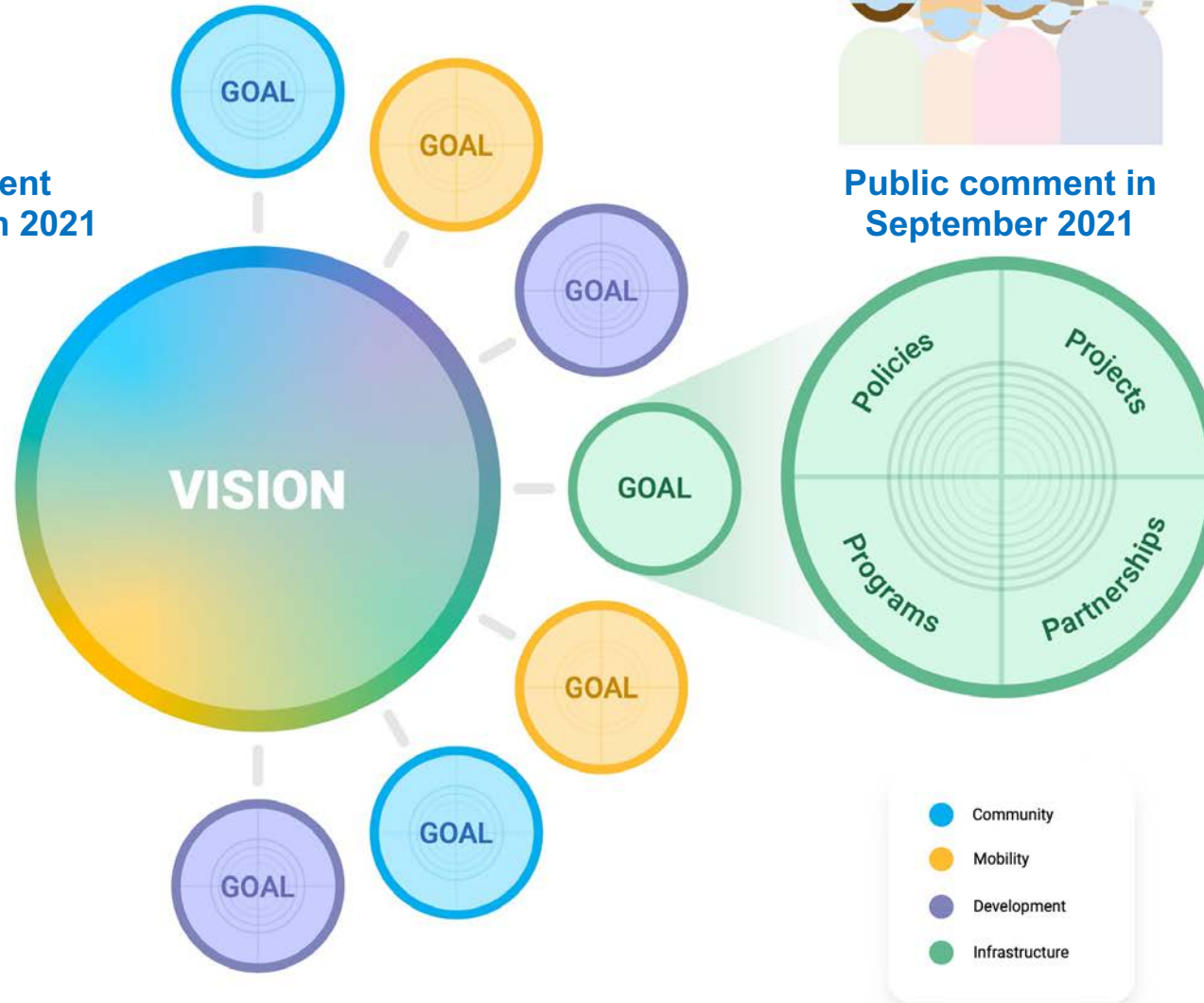
- During July and August, staff worked to develop ideas from the Action Teams into more discrete and implementable strategies.
- During the month of September, staff attended events in Oakland and shared draft strategies with the community and sought feedback. EngagePGH was used to provide online equivalents and capture all feedback in a transparent and accessible format.
- **TONIGHT: Final review of strategies, identify refinements to existing strategies and new strategies that should be included in draft plan.**



VISION STATEMENTS

What are we going to be in 10 years?

Public comment
started March 2021



- **Vision statements** provide a shared description of what the neighborhood will be in 10 years if the plan is successful.
- **Goals** are long-term outcomes the plan will achieve by implementing programs, policies, and projects.
- **Policies** set a preferred direction and describe what must be done to achieve the goals.
- **Programs** are a set of activities that seek to realize a particular long-term aim.
- **Projects** are discrete actions for a list of implementation partners to take on and complete.
- **Partnerships** are commitments by organizations to work together to advance an outcome.



EXAMPLE IMPLEMENTATION TABLE – PROGRAMS, PROJECTS, PARTNERSHIPS

| ID | Strategy | PPP | Detail | Timeline (Years) | | | | Funding Source(s) | Implementers (bold = lead) |
|-------|---------------------------------------|-------------|--|------------------|-----|------|---------|---|--|
| | | | | 0-2 | 3-5 | 5-10 | Ongoing | | |
| A.3.a | Zone Change | Project | Rezone Elm Street from Urban Industrial to Local Neighborhood Commercial to provide a mixed-use corridor within the neighborhood. | ✓ | | | | None needed | Department of City Planning , Community-Based Organization |
| A.2.a | Mentorship Program for District Youth | Program | Establish afterschool program within District Elementary School that allows seniors from the community to voluntarily mentor students in grades 6-12. | ✓ | | | | School District, Children's Foundation | District Afterschool Program , District Senior Center |
| A.1.a | Park Exercise Equipment | Project | Release Request for Solutions for vendors to provide exercise equipment for all ages and abilities. Select most popular options and install in the community park. | ✓ | | | | City Budget | City Dept. of Public Works , CommunityBased Organization |
| A.2.b | Neighborhood Walks for a Purpose | Program | Create program with residents, businesses and the university that organizes weekly walking tours of the neighborhood with each week focusing on a different issue to address, activity, or topic of interest of faculty. | | ✓ | | | CommunityBased Organization Operating Funds | Community-Based Organization , Business Association, University. |
| A.1.b | Accessibility Partnerships | Partnership | Create partnerships to ensure that the public right of way is designed and maintained for all users. | | ✓ | | | None needed | District Accessibility Task Force , Transportation Department, and Community-Based Organization |



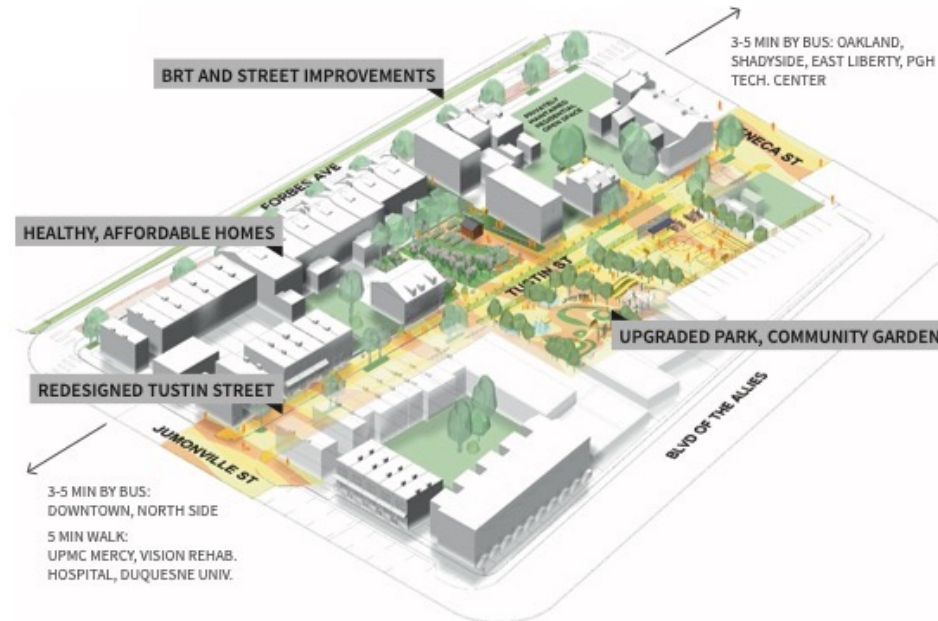
Example from Uptown

Tustin Smart Block

A public-private partnership to improve Uptown's only park, surround it with healthy and affordable housing, and connect it to jobs via Bus Rapid Transit (BRT).

Consistent with the ECOINNOVATION DISTRICT PLAN vision, the Tustin Smart Block concept proposes public and private investment in one of Uptown's few intact residential blocks. Infrastructure and homes in need of upgrades present a unique opportunity to lock in affordability at the

same time that improvements to the park and surrounding streets make this area a healthier, more enjoyable, and better connected place to live. A community-led program of block-level planning could follow to help transform Uptown while maintaining affordability.



Tustin Smart Park

Free wifi, solar powered outlets and lights, and public art are part of a City project already underway. Future improvements to the park and community garden will be tied together by a street that prioritizes community uses and trees.

Water and Sewer

PWSA is currently costing replacement of lead water lines and new sewer laterals that connect to Forbes Ave. Costs of making these improvements can be reduced by including them as part of BRT street reconstruction.

Better Homes

Improvements to homes will make them energy efficient and healthy, and may include establishing a solar collective using the block's roofs to provide its power. Investments must be linked to agreements that keep homes affordable.

Bus Rapid Transit

A rebuilt Forbes Ave will have trees, green infrastructure, safe crossings, and protected bike lanes. With BRT, Downtown, Oakland, East Liberty, and the North Side will minutes away.

POTENTIAL PARTNERS: CITY DEPTS, PAAC, PWSA, URA, UPMC, UPTOWN PARTNERS, DUQUESNE UNIVERSITY, CCI, PROPERTY OWNERS, ETC.

Strategy Details Example

- Title
- Publication date (to allow updates)
- What we heard (bullets)
- Ideal start (range of years from the matrix)
- Expected duration (months or years)
- Estimated costs (in dollar signs)
- Relevant illustrations
- Project goals and components
- Potential lead and partner organizations



September In-Person Events

TUESDAY, SEPT. 7, 5-7 p.m. – South Oakland Block Party *

THURSDAY, SEPT. 9, 2-4 p.m. – OCA West Oakland Walking Tour ~10 residents

THURSDAY, SEPT. 9, 5-7 p.m. – Central Oakland Block Party *

TUESDAY, SEPT. 14, 11 a.m. to 2 p.m. – PittServes Volunteer Fair ~800 attendees

TUESDAY, SEPT. 14, 5-7 p.m. – North Oakland Block Party *

SUNDAY, SEPT. 19, 1-3:30 p.m. – Oakland Square residents meeting ~15 attendees

TUESDAY, SEPT. 21, 5-7 p.m. – West Oakland Block Party *

FRIDAY, SEPT. 24, Noon to 4 p.m. – BikePGH Bike to Campus Fair ~200 attendees

Block party attendees: ~450

Total: ~1,475 attendees





Online Comments

Artificially low due to use of City tablets at in-person events

Overview

Performance Summary

1,240
Views

746
Visits

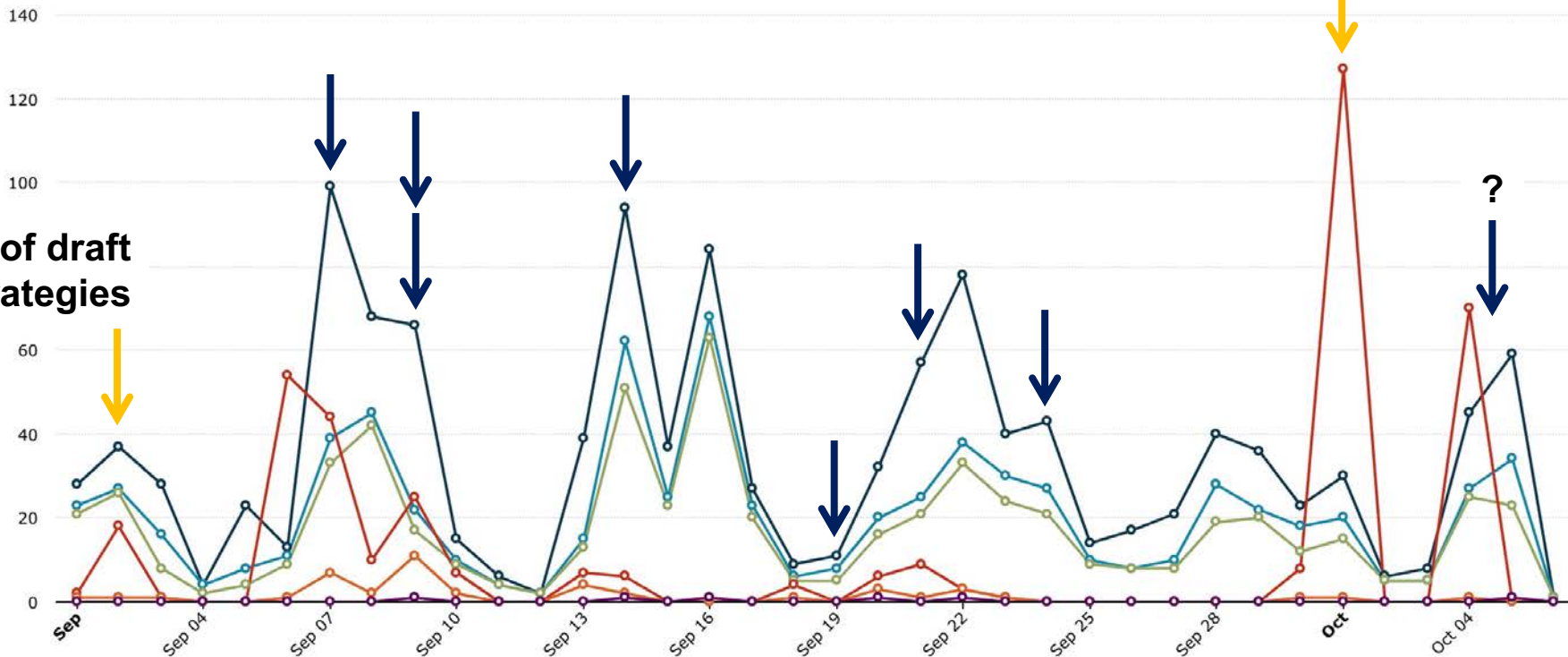
487
Visitors

402
Contributions

29
Contributors

Upload of comments from boards and notepads

Posting of draft strategies



Types of Strategies

- **Mapped Strategies:** those that are specific to a location, district, neighborhood area, etc.
- **Unmapped Strategies:** those that are not specific to a place, but instead apply to all of Oakland and its activities.
- **Overlaps:** there are inherently some overlaps, so some things showed up on mapped and unmapped boards/posters as well as multiple topics (e.g., Community, Development, Mobility, and Infrastructure).
- **Online Equivalents:** we had the same materials online during the entire month of September with equal ways of providing comments.





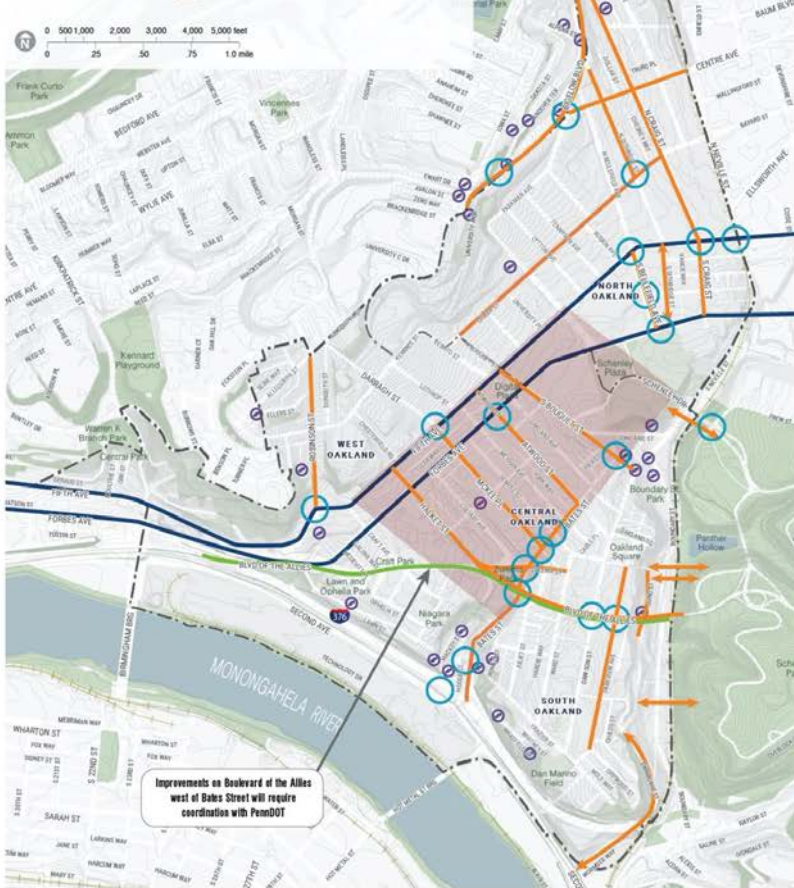
MOBILITY

This chapter includes information about Oakland's transportation network and how and by what modes people move to, through, and within the neighborhood. It also identifies safety concerns; the need to improve pedestrian, bicycle, and transit connections; and challenges as they relate to parking, reducing single-occupancy vehicle use, and providing opportunities and incentives to encourage and support more multimodal trips.

Following last summer's online open house where over 2,500 attendees left more than 800 comments, Actions Teams met monthly over the last year to develop a set of strategies for the Oakland Plan. Location-based strategies are provided on the map below. More strategies are online at engage.pittsburghpa.gov/oakland.

The Oakland Plan | Mobility Element Potential Improvement Strategies

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Mapped Strategies Comment Summary (1 of 3)

- Review proposals on EngagePGH. Note: ~48 comments
- Many comments about improving safety, comfort, and experience of walking on and across Boulevard of the Allies.
- Multiple comments support removing cars / pedestrianizing parts of streets around high pedestrian areas such as Schenley Park, Craig Street, etc. (Crossover with other ATs).
- Multiple comments about the need for better pedestrian wayfinding throughout the neighborhood, not just on Fifth and Forbes.
- Multiple comments about the lack of communication with residents about street and sidewalk closures and the movement of bus stops. Project delays seem common and are also not communicated. Asked if this information can be posted at project sites.
- Multiple comments about the need for permanent and meaningful fixes to traffic issues on Robinson Street. Idea proposed is for features like bumpouts, raised intersections, street trees, stormwater management infrastructure, to create a neighborhood street feel that will calm traffic.
- Multiple comments about improving bus stop areas including with lighting, shelters, and trash/recycling cans. Fifth and Morewood listed as a specific stop. (Crossover with Community AT.)
- Multiple comments that the bike network is incomplete, needs to have equal priority as cars so that it's safer and more efficient.





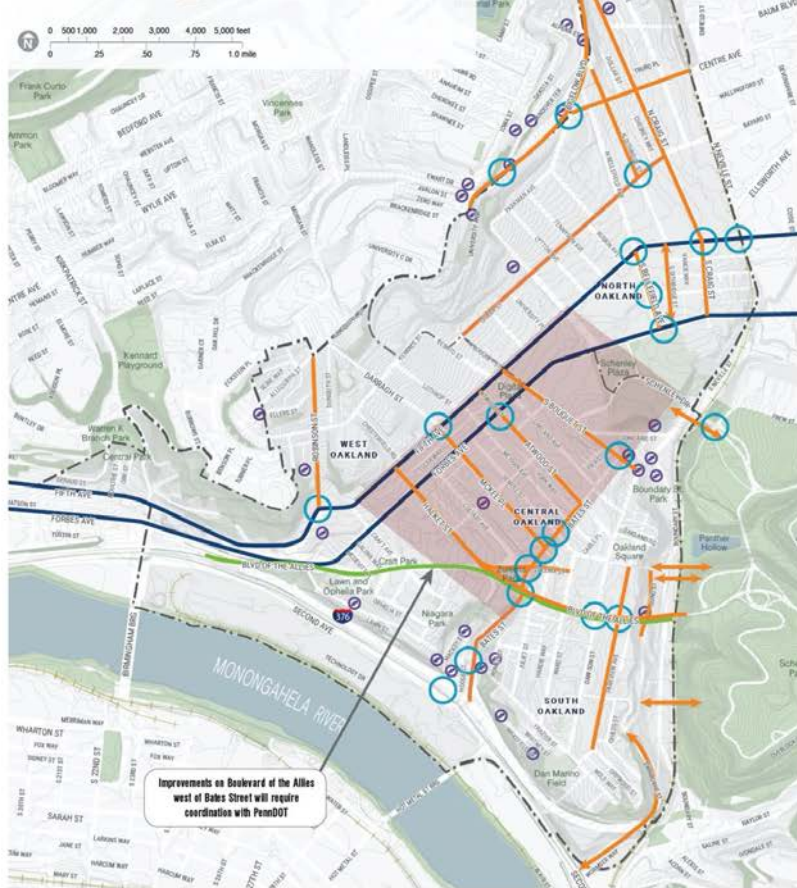
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Mapped Strategies Comment Summary (2 of 3)

- Review proposals on EngagePGH. Note: ~48 comments
- Multiple comments about unsafe conditions for pedestrians, particularly on the major corridors. Needs to be addressed, potentially with more barriers between bikes, pedestrians, and cars. Intersection at Centre Ave and Dithridge identified as unsafe for seniors. Bates Street is unsafe for pedestrians between the Boulevard and Bouquet Street.
- Multiple comments about problems with on-street parking, cars parking on sidewalks blocking pedestrian access, blocking in driveways, gets worse with events.
- Multiple comments about issues of homes without parking being rented to students with cars so that a house that would normally need two parking permits receives six. This adds up to far more cars than on-street parking can handle.
- Multiple comments about Fifth Avenue being unsafe for pedestrians and bicyclists, including the intersection with Bellefield where plastic bollards have been run over and are lying down.
- Comments reinforce the need for changes to Bates Street between 2nd Ave and the Boulevard of the Allies so transit can use it.
- Multiple comments about the need for buses or shuttles to serve as circulators throughout the neighborhood, particularly for accessing grocery stores in Oakland and adjacent areas.





MOBILITY

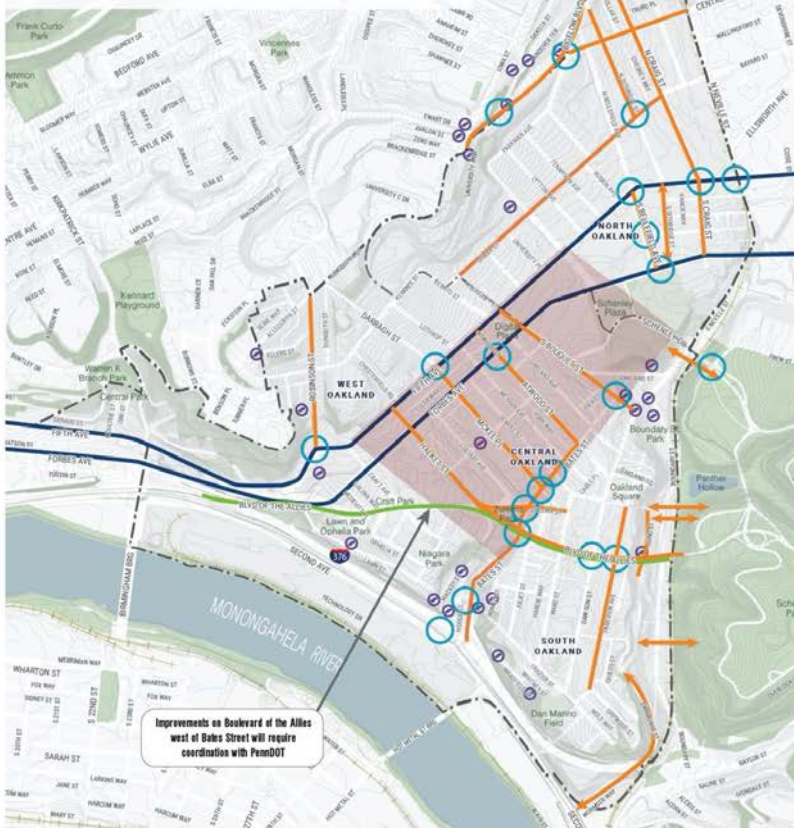
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0 500 1,000 2,000 3,000 4,000 5,000 feet
0 25 50 75 1.0 mile



Mapped Strategies Comment Summary (3 of 3)

- Review proposals on EngagePGH. Note: ~48 comments
- Multiple comments about street conditions being unsafe for children, needs special consideration. Specific locations identified include Robinson Street and Boulevard of the Allies.





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2
EDUCATE ALL USERS ABOUT GOOD TRAVEL BEHAVIOR
Work with institutions, OTMA, OPDC, non-profit partners, and other groups to develop user friendly materials that will educate users about safe and appropriate behavior for all users of the public right-of-way. Partners will need to commit to helping to disseminate information.



5
SUPPORT SAFE AND INCREASED ACCESS FOR NON-AUTO TRIPS
Work to refine and implement right-of-way treatments that support safe and increased access for non-auto users. Appropriately scaled treatment types for different street types (e.g., commercial and residential streets, etc.)



5
DEVELOP EMPLOYER-LED INCENTIVE PROGRAMS TO SUPPORT TRANSIT
Work with institutions and employers to provide incentives for employees to use public transit. Programs may include transit passes, subsidized passes, and / or a parking cash-out program.



4
REFINE AND PRIORITIZE LOCATIONS THAT SHOULD BE EVALUATED FOR PEDESTRIAN SAFETY IMPROVEMENTS
Work with the community to identify and prioritize locations that should be evaluated for pedestrian safety improvements, including intersections, crossings, and walking routes.



5
IDENTIFY STREETS WHERE TRAFFIC CALMING TREATMENTS SHOULD BE EVALUATED
Compile a list of streets where speeding is observed. Prioritize those where speed studies should be conducted. Implement traffic calming treatments where they are warranted. Identify residential streets used as through routes and potential treatments to dissuade such use.



5
MAKE THE BIKE(+) NETWORK MORE COMFORTABLE FOR ALL USERS
Install bike infrastructure and traffic calming elements to make the bike network more comfortable for all users.



2
MAXIMIZE UTILIZATION OF EXISTING OFF-STREET PARKING RESOURCES
Work with institutions and other parking providers to maximize utilization of existing off-street parking. Determine if work from home policies will be implemented to share a parking space, alternating days parking, etc. Identify when specific facilities are used and how they can be better leveraged to serve the neighborhood and reduce demand on residential streets.



3
IDENTIFY PRIORITY LOCATIONS FOR ACCESSIBILITY IMPROVEMENTS
Work with Oakland for All to identify priority locations for accessibility improvements and parking access.

6
IDENTIFY AND IMPLEMENT INCENTIVE PROGRAMS TO SUPPORT NON SINGLE-OCCUPANCY VEHICLE TRIPS

Work with institutions, OTMA, OPDC, community groups, and other partners to identify and implement a mix of incentive programs to support non single-occupancy vehicle trips. Incentives must include a mix of modes and opportunities to encourage mode shift.



3
CREATE A TRANSIT PARKING OFFSET IN THE ZONING CODE
Amend the zoning code to allow a reduction in the number of off-street parking spaces required for new development (including parking spaces for persons with disabilities) where transit passes are provided to tenants.



3
CONSOLIDATE SHUTTLE ROUTES AND PROVIDE SERVICE THAT IS NOT REDUNDANT WITH TRANSIT SERVICE
Work with institutions to consolidate shuttle routes to reduce the number of vehicles contributing to traffic and occupancy. Support shuttle service being used as a public resource in areas where transit is not currently provided.



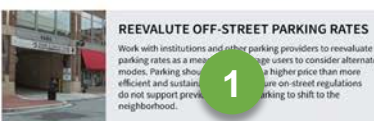
2
CONSIDER INCENTIVES TO REDUCE CURB CUT CREATION
Work with institutions, developers, and property owners to minimize new and even decrease existing curb cuts to reduce potential conflicts and support pedestrian and bicycle access. Encourage curb cut construction.



3
DEVELOP A PROGRAM TO HELP PAY FOR SIDEWALK IMPROVEMENTS
Develop a program to help property owners install and maintain sidewalks who may not be inclined to otherwise. Identify potential funding sources and an entity that may be able to manage these funds.



1
DEVELOP AN ACTIONABLE PLAN FOR ENFORCEMENT THAT IS COGNIZANT OF INEQUITIES
Pursue more passive enforcement and develop a community-based approach through engagement with affected residents and community leaders. Develop an awareness campaign that reinforces no parking within bus zones, bike lanes, and on sidewalks.



1
REEVALUTE OFF-STREET PARKING RATES
Work with institutions and other parking providers to reevaluate parking rates as a means to encourage users to consider alternate modes. Parking should be a higher price than more efficient and sustainable modes. On-street regulations do not support previous parking to shift to the neighborhood.

Unmapped Strategies Comment Summary (1 of 3)

- Review proposals on EngagePGH. Note: 47 votes/comments
- The most popular items were those that sought to reduce the use of single-occupancy vehicles by making it easier to ride transit, bicycle, and walk/roll.
- Employer incentive programs for transit was a particularly popular item both in terms of likes and discussion among attendees.





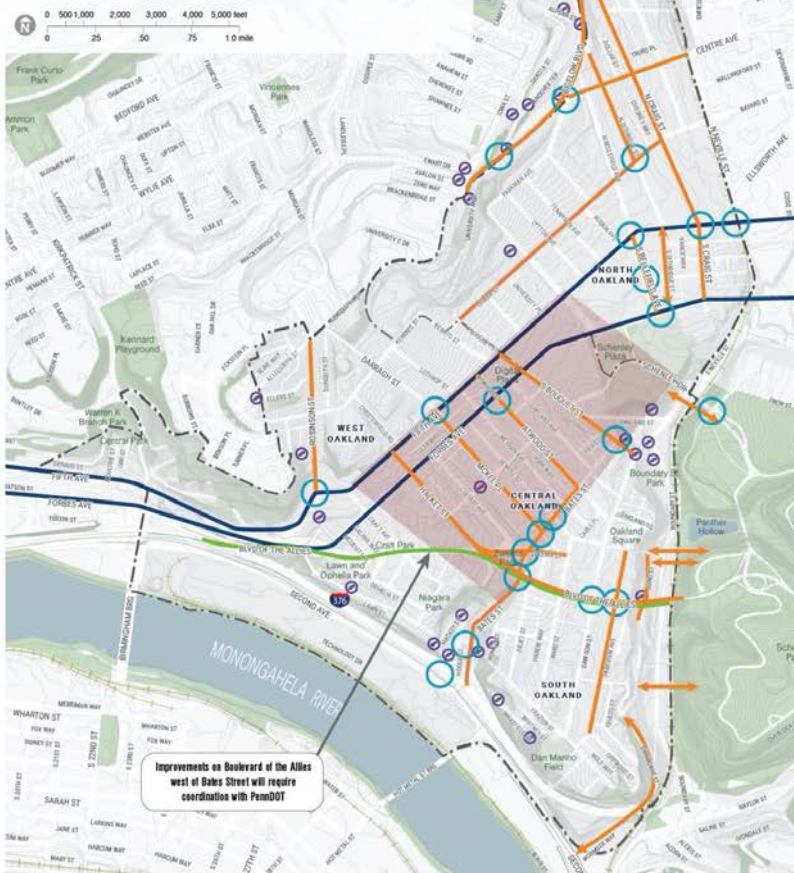
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Next Steps

- Steering Committee will review strategies in detail at work sessions in November and December as part of pulling together the initial draft plan.
- For all strategies, next steps will include working through the details of implementation with relevant organizations (e.g., who takes leadership role, who supports, timeline, funding, etc.).
- Expect to release the draft plan in early 2022.
- There will be multiple public meetings and online engagement when the plan is released and likely more engagement opportunities between now and then to help finalize proposals in the plan.





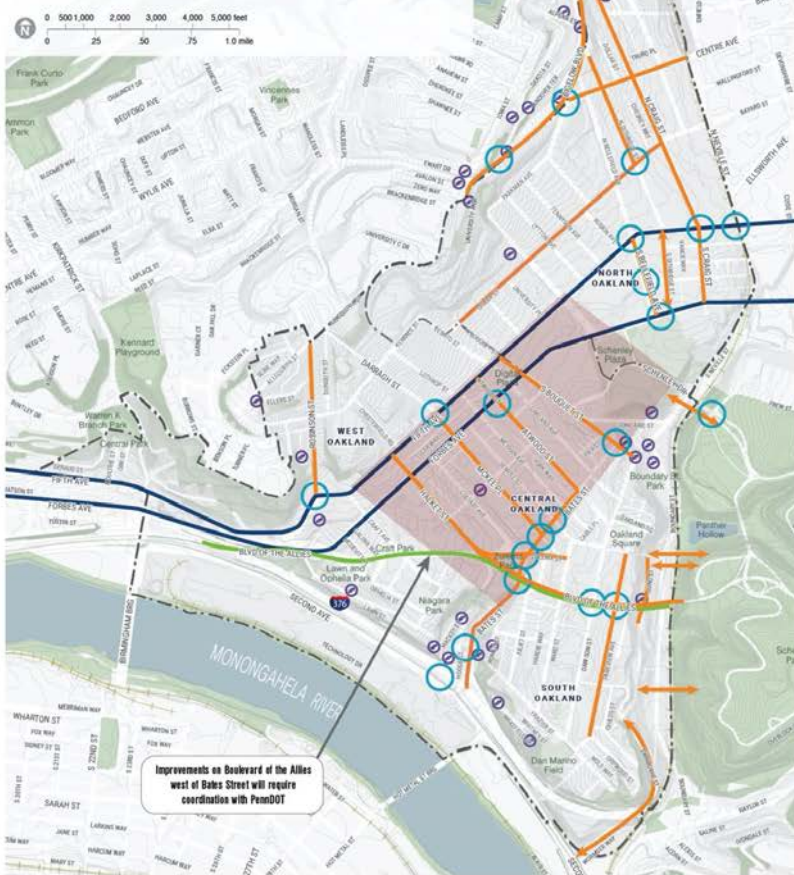
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Discussion Questions

- Do you have any comments on the strategies as they were presented during the September public events?
- Is there anything we missed in our review of the public comments that you think should be utilized to shape the proposals that go to the Steering Committee for review?
- Are there any past discussions, issues, or ideas that you feel aren't being represented in the draft strategies that you'd like to highlight?



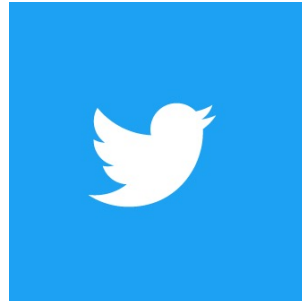
Thank you!



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