

# **GREATER HILL DISTRICT** **MASTER PLAN**

## **Mobility Action Team Meeting #2**

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**February 1st, 2022**

# Mobility Chapter Staff Introductions: Who's Listening?



Thomas Scharff  
(City Planning)



Steven Auterman  
(Department of  
Mobility &  
Infrastructure)



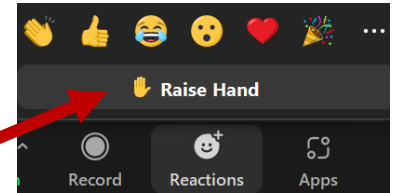
Moira Egler  
(Port Authority)

# TONIGHT'S AGENDA

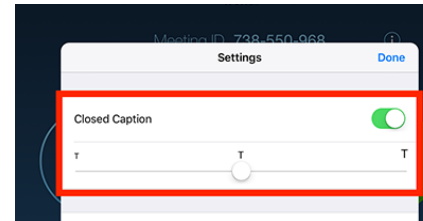
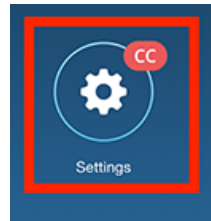
1. Refresher on the Planning Process
2. Travel Patterns and Community Mobility Feedback
3. Public Transit
4. Guest Speaker Oboi Reed, President & CEO, The Equiticity Racial Equity Movement
5. Healthy Ride Bike Share Update, Mobility Hubs
6. Proposed Bike Infrastructure Projects
7. Discussion: What do you like about the proposals? What would you change? Would you prioritize anything differently? What is missing?

# Zoom Housekeeping & Introductions

- Chat function
- “Raise hand” function  
(\*9 to raise hand on phone, \*6 to mute on phone)



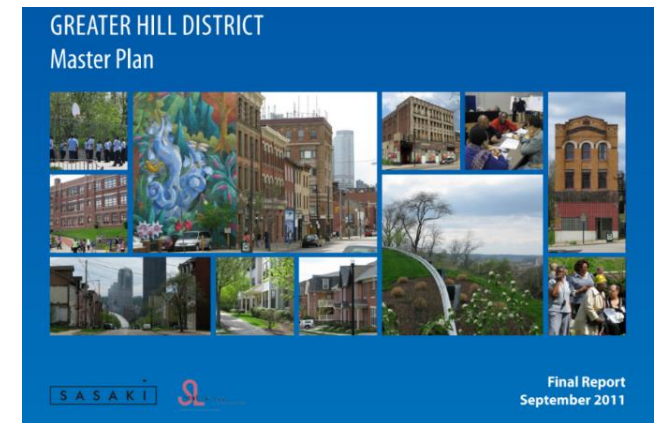
- Closed captioning live transcript:



- Please feel free to add your name, connection to the Hill District and/or organization in the chat

# Mobility Goals from your 2011 Greater Hill District Master Plan

- 1) **Improve transportation networks and services** to the city and within the Hill District
- 2) New infrastructure promoting **walkability, street accessibility** for people with mobility challenges, and **access to work, retail and social amenities**
- 3) Create a **well-planned parking strategy** that supports new development while minimizing negative impacts on residents



# Mobility Action Team Meeting Topics

## **Meeting #1 (Dec 14<sup>th</sup>):**

- Transportation Safety
- Traffic Calming and Corridor Improvements
- Pedestrian Connectivity

## **Meeting #2 (Feb 1<sup>st</sup>):**

- Transit (bus service and stops)
- Bike Infrastructure
- Scooters, micro-mobility, and trail(s)

## **Meeting #3 (Mar 1<sup>st</sup>):**

- Parking
- Transportation Demand Management (TDM) and increasing transportation and commuter choices
- Revisit earlier topics if needed

# Using Your Engage Page

Engage PGH Feedback Portal – two new surveys are live:

**Mobility Projects Survey** and **Healthy Ride Station Relocation Survey**

<https://engage.pittsburghpa.gov/ghdmp/mobility>

## Transportation and Mobility

Open

### Mobility Projects Survey

Please share which draft mobility projects are most important to you and why.

### Healthy Ride (Pittsburgh's Bike Share) - Hill District Station Relocation Survey (click below)



Click Here for Healthy Ride Survey

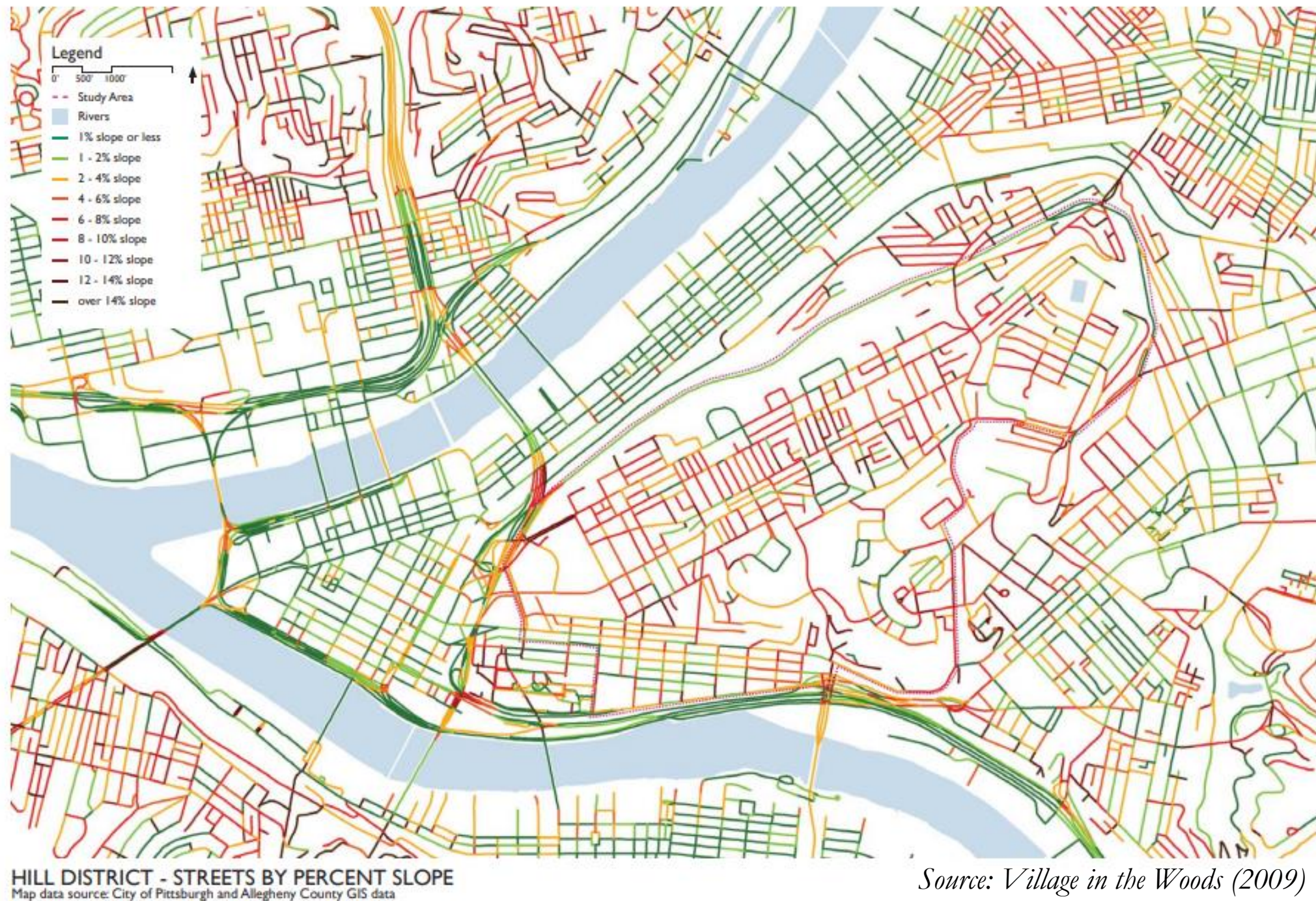
# Travel Patterns & Community Feedback

# Safety & Active Transportation Summary Map



# Streets by Percent Slope

Steep slopes  
create  
mobility  
challenges to  
consider

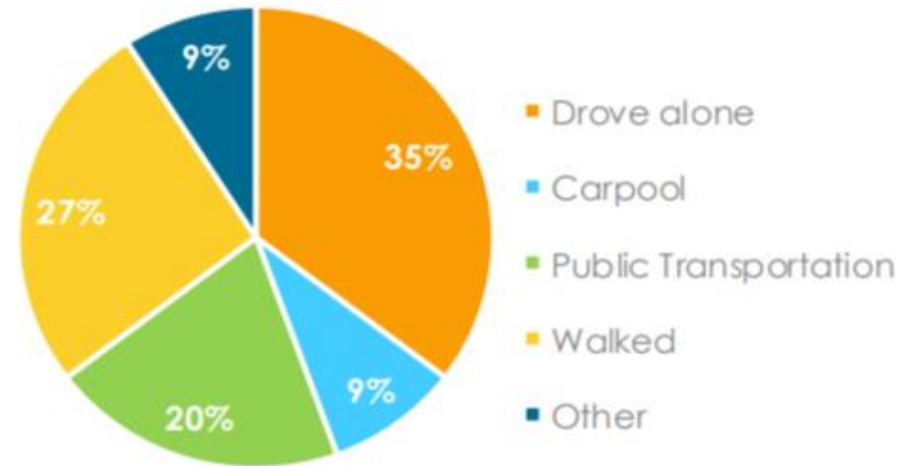


*Source: Village in the Woods (2009)*

# Travel Modes in the Hill District

- Nearly 50% of households do not have a vehicle (2014-2018 American Community Survey Data)
- About one third of Hill District commuters drive alone.
- Nearly half rely on public transportation or walking for commuting.

Hill District Commute Modes  
(ACS, 2019, Zipcode 15219)



# Travel Modes to/from the Grocery Store – PHRESH Study, 2018

Percent of respondents who:

- Drive – 53% (to store); 54% (return)
- Public Transit – 22% (to store); 12% (return)
- Jitney – 6% (to store); 16% (return)
- Get a Ride – 9% (to store); 11% (return)

*Source: Courtesy of RAND staff - PHRESH: Pittsburgh Hill/Homewood Research on Neighborhood Change and Health*

<https://www.rand.org/well-being/community-health-and-environmental-policy/projects/phresh.html>

# Mobility Modes: Bedford Dwellings Resident Survey (2018 Bedford Connects Plan)

When asked, "how often do you use the following types of transportation":

Modes used "often" (% of the ~300 respondents):

65% bus

49% walk

32% get a ride from someone else

32% jitney

14% use their own vehicle/car

*Source: Bedford Connects  
Transformation Plan (2018)*

# Pittsburghers for Public Transit Survey (~2017, 49 respondents)

Leading community desires included:

- Increased service for the 83 and 82
- On time buses
- Senior citizen concerns
- Increased service during weekends
- Increased service during peak hours

Additionally, some respondents expressed interest in a bus for Wylie & Webster, a bus to Mercy Hospital, and “better connections (not just Oakland & Downtown)”

*Source: Courtesy  
of Pittsburghers  
for Public Transit*

# Community Feedback re: Bus Service

Requests during the 2021 Transportation & Mobility Study's Outreach:

- More frequent service at Centre Avenue and Dinwiddie Street
- More reliable bus service
- More bus stop amenities preferred, including bus shelters
- Neighborhood bus shuttle serving local community destinations
- Better mobility options for older residents and those with disabilities
- Better access to transit for Middle Hill residents north of Centre Ave
- Stronger adherence to CDC guidelines on buses during the pandemic

Bedford Connects Transformation Plan (2018) also highlighted requests:

- Increased service for lines #82 and #83, less overcrowding
- Improved bus connection to the Uptown corridor

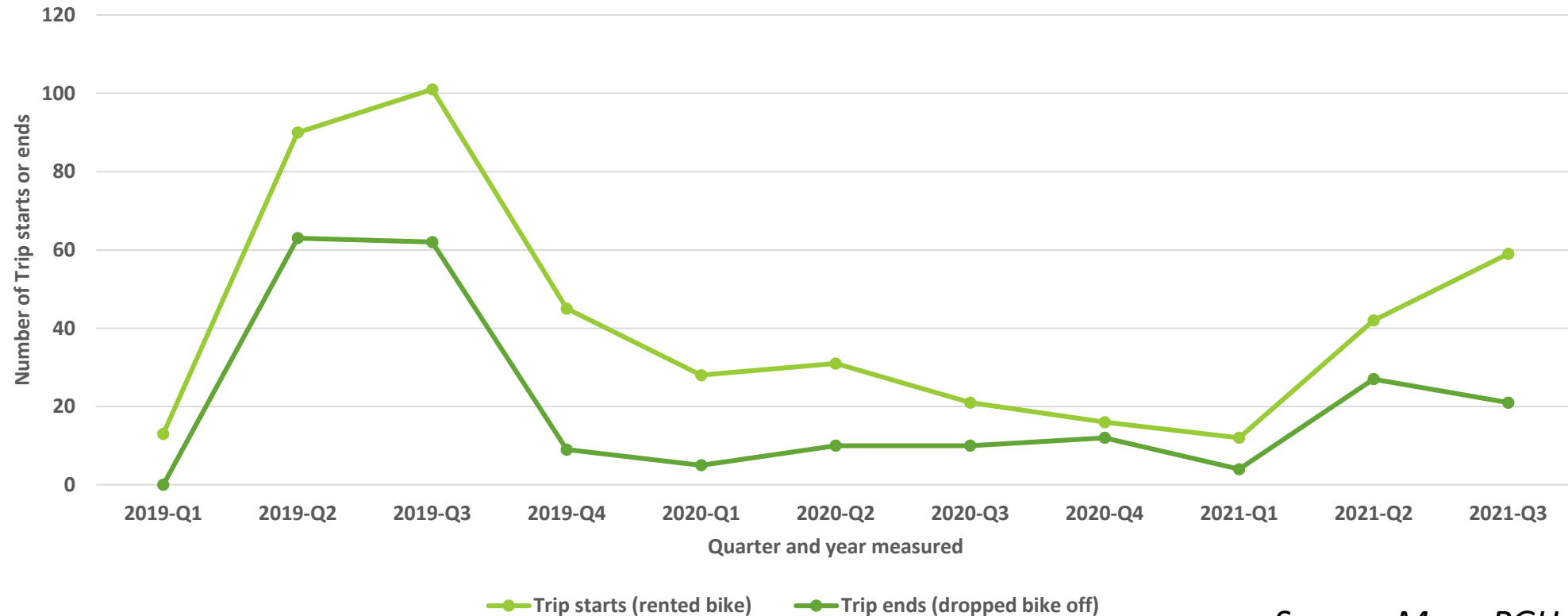
# Additional Community Feedback

- Consider improvements for popular Jitney pick-up and drop-off locations, e.g. at the corner of Erin St and Centre Ave
- Scooters are popular; need an organized place to store them so they do not clutter the streetscape.
- Bicycle facility improvements are generally seen as less of a priority



# Healthy Ride: Hill District Station Use

Number of Trips at the Middle Hill Healthy Ride Station  
(currently at Thelma Lovette YMCA)



Source: Move PGH

*Note: Citywide, Healthy Ride ridership fluctuates heavily between winter and summer months, in the range of roughly ~8,000 to ~45,000 quarterly*

# Spin Scooter Usage

## Trip Origin Counts by Hill District Neighborhood

Neighborhood	Jul '21	Aug '21	Sept '21	Oct '21	Nov '21	Dec '21
Bedford Dwellings	713	729	352	174	58	46
Crawford Roberts	717	581	335	319	159	106
Middle Hill	307	348	260	146	77	41
Lower Hill	182	347	354	496	292	134
Terrace Village	480	659	1,469	1,737	1,010	370
Upper Hill	157	315	433	398	247	175
<b>Total</b>	<b>2,556</b>	<b>2,979</b>	<b>3,203</b>	<b>3,270</b>	<b>1,843</b>	<b>872</b>
<b>% of Citywide trips</b>	<b>8.17%</b>	<b>3.78%</b>	<b>3.19%</b>	<b>3.60%</b>	<b>3.47%</b>	<b>3.01%</b>

Source: Move-PGH

Users in the Hill District use Spin at roughly proportionate rates to the Hill District's share of the citywide population.

# Reviewing Topics and Proposals

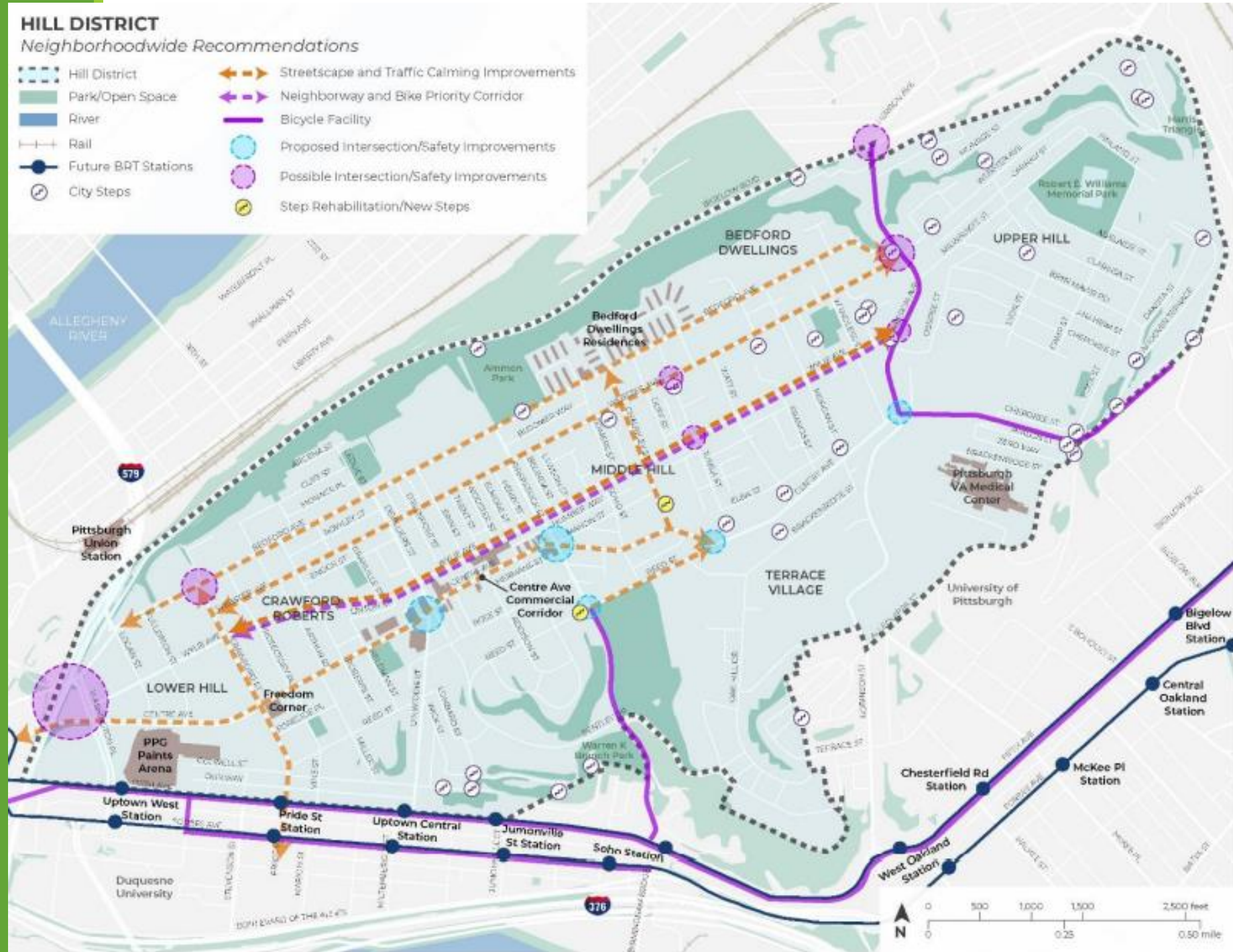
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- What do you like?
- What would you change?
- What would you prioritize differently?
- What is missing?

# Today's Topics and/or Proposals

- NEXTransit, direct bus connection to West Uptown, your suggestions for bus stop improvements
- Healthy Ride update and Mobility Hub locations
- Herron Ave and Centre Ave Bike Facilities
- Kirkpatrick Bike Facilities
- Wylie Neighborway for bikes and pedestrians
- Coal Seam Trail

# Map of Major Project Proposals



# How Proposals were Prioritized

ID. Project Name (Type)	Project Extents	IMPROVE SAFETY AND CONNECTIVITY OF TRANSPORTATION NETWORKS TO THE CITY AND WITHIN THE HILL DISTRICT				NEW INFRASTRUCTURE SHOULD PROMOTE WALKABILITY, STREET ACCESSIBILITY FOR PEOPLE WITH MOBILITY CHALLENGES, AND ACCESS TO WORK, RETAIL AND SOCIAL AMENITIES			CREATE A WELL-PLANNED PARKING AND TRANSPORTATION STRATEGY THAT SUPPORTS NEW DEVELOPMENT WHILE MINIMIZING NEGATIVE IMPACTS ON RESIDENTS			Priority Level
		Crash location	Community-identified concerns	Bicycle connectivity	Transit connectivity	Connects to key destination	Connects to Centre Avenue	Pedestrian connectivity	Provide additional options for curbside uses on Centre Avenue	Increases residential parking availability and access	Promotes the use of alternative modes of transportation for trips	
		Safety enhancement within 200 feet of where a crash took place	Identified as a safety concern through public input	Provides a new bicycle connection	Within 500 feet of an existing or proposed bus stop	Within 1/8 mi of a key destination (e.g., park, school)	Increases access to/across Centre Avenue	Fills a missing pedestrian connection	Provides a mix of curbside types that promotes safe operations	Provides additional on-street parking or creates safer corridors to park	Provides access to multimodal options	
1. Centre Avenue Streetscape (Devilliers Street to Reed Street)		●	●	○	●	●	●	●	●	●	●	High

Proposals are prioritized as high, medium or low based on how well they met the 2011 Master Plan mobility goals

# Implementation Considerations

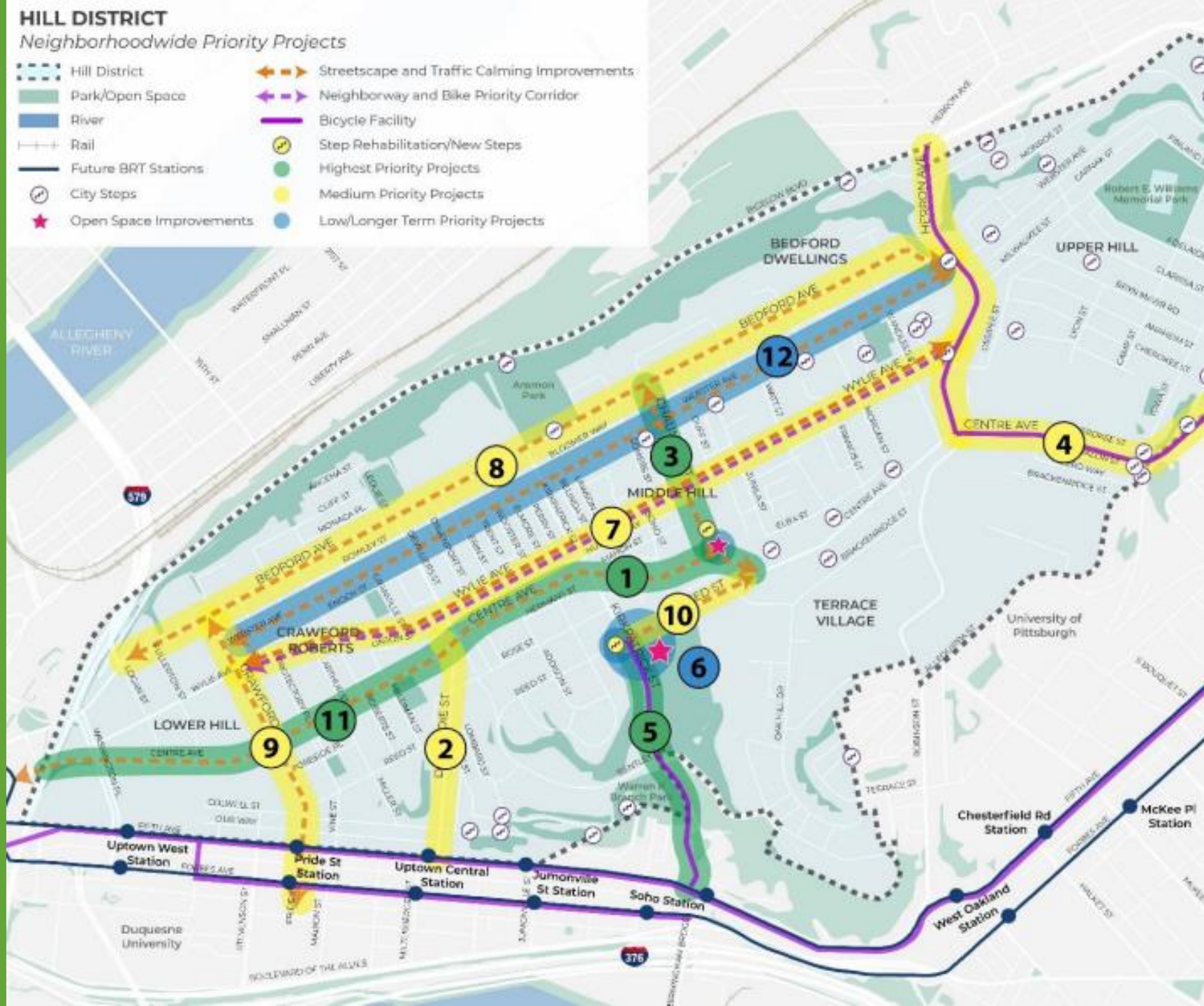
## Potential Cost (approximations)

- Low: \$ (Less than \$100,000)
- Moderately Low: \$\$ (\$100,000 to \$250,000)
- Moderately High: \$\$\$ (\$250,000 to \$1 Million)
- Highest: \$\$\$\$ (\$1 Million +)

## Timeframe (approximations)

- Short-term: <3 years
- Medium-term 3-5 years
- Long-term 5+ years
- Dept. of Mobility & Infrastructure (DOMI) is nearly always the primary implementer of the projects proposed under today's topics.
- High priority proposals may not happen right away, depending on feasibility.

# Overview of Project Proposals by Priority Level



# Bus / Transit Services

# NEXTransit

Port Authority

2045 Long Range Transportation Plan



Project website:

<https://nextransit.network/>

# Summary of Public Engagement as of June 15<sup>th</sup>, 2021

- Website hits **16,000**
- Survey respondents **1,700**
- 6 rounds of **45** public meetings with **1,300** participants
- Pop-Up Tent Events **37**

**Our Values:**  
Accessibility,  
Affordability, Efficiency,  
Equity, and Sustainability





# Top 10 Proposed Projects

Projects have been grouped by recommended implementation time. NEXT Projects are those projects that are recommended for immediate planning and/or study.



## NEXT Projects

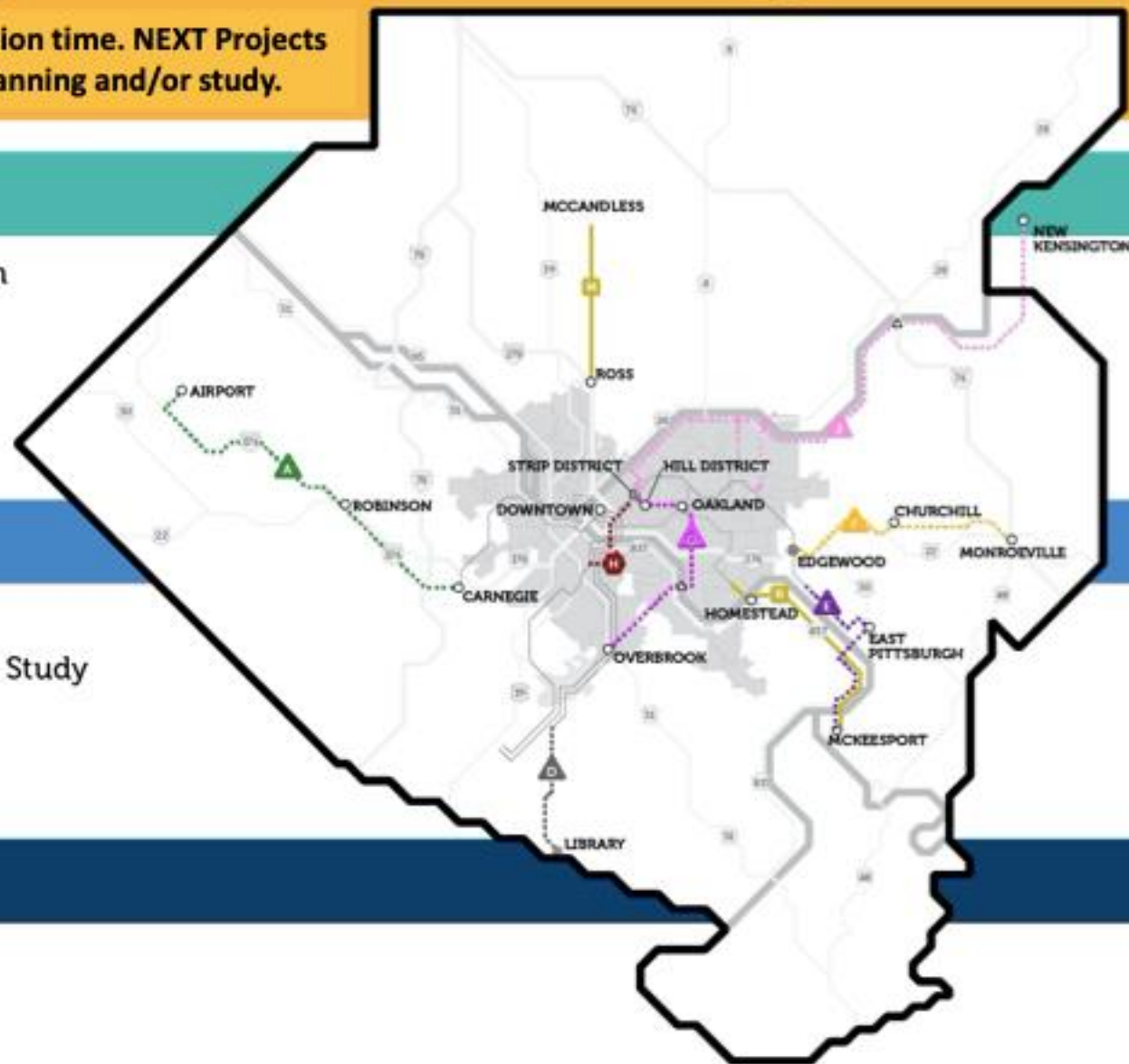
-  --- East/Central Pittsburgh River to River Connection
-  Downtown Transit Center
-  --- Library Line Best Use Study
-  --- Homestead to McKeesport Upgraded Transit

## 0-5 Year Projects

-  --- East Busway to Monroeville Rapid Transit
-  --- Allentown/Downtown/Strip District LRT Best Use Study
-  --- Allegheny Valley Rapid Transit
-  --- McKnight Road Upgraded Transit

## 5-15 Year Projects

-  --- East Busway Phased Extensions
-  --- Airport Corridor Rapid Transit

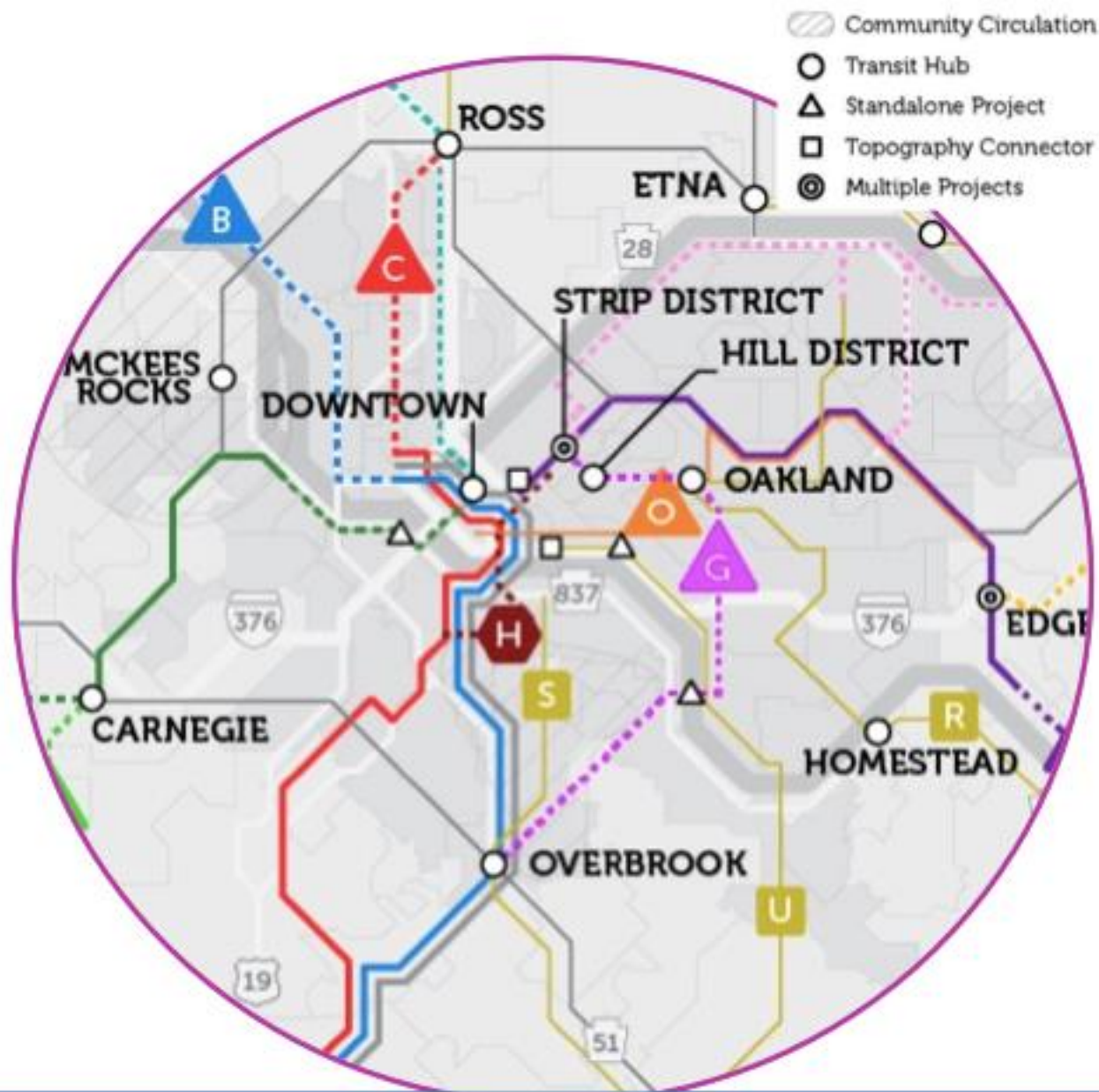


# East/Central Pgh Connection *New Corridor*

Dedicated fixed guideway transit facility – mode TBD (on street bus likely insufficient but will be included in study)

Connects Hill District, Oakland, Hazelwood, Carrick/Overbrook

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# Preliminary Top Programs and Policies

1. Sidewalk Program
2. Affordable Fare Policies
3. ADA System Access
4. Bus Network Study (proposal: 2+ years from now)
5. Signage/Wayfinding

All programs in the list are still on the list for prioritizing rollout over the next 25 years. We did not find any proposed projects that the public didn't at least moderately support.



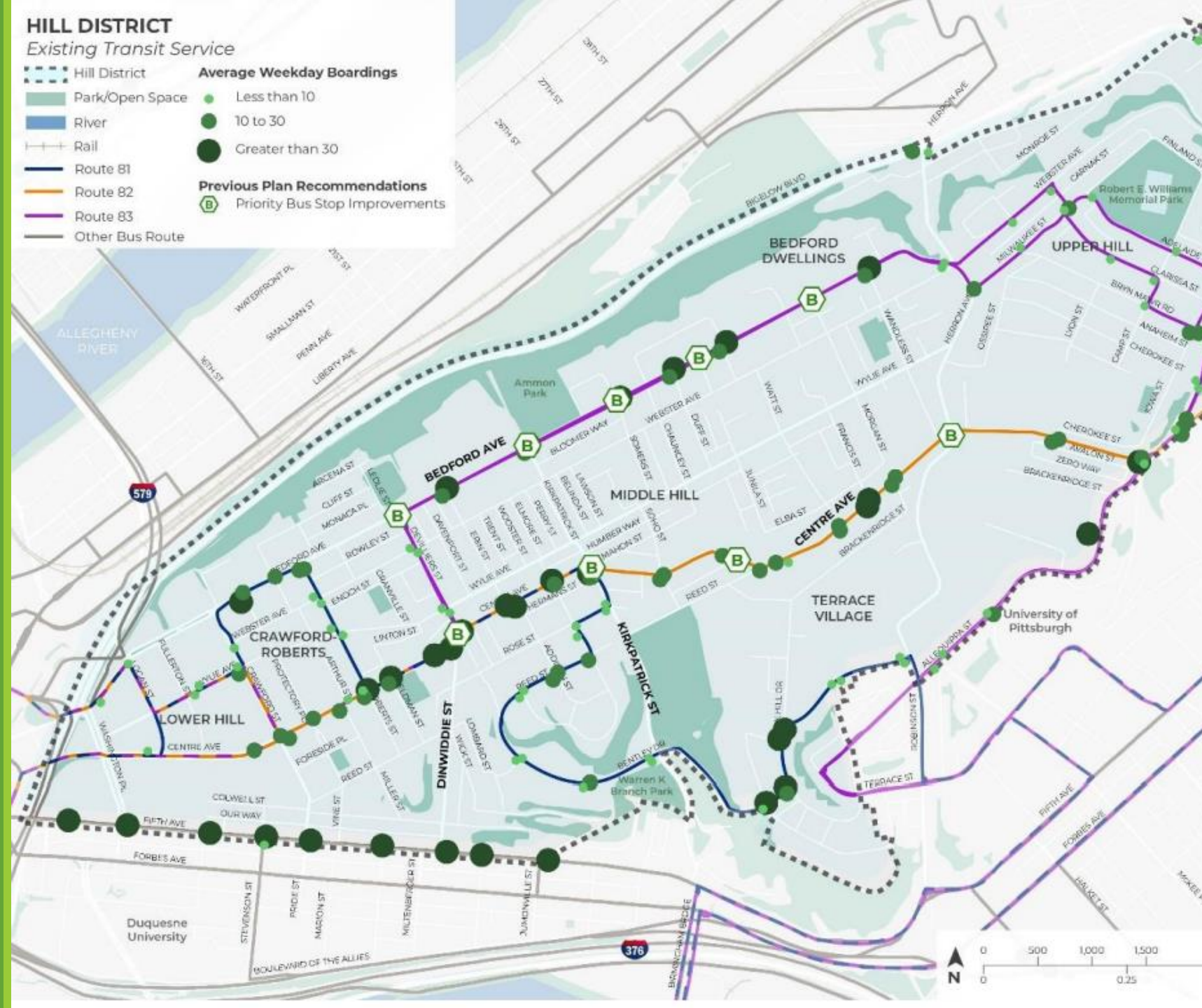
# Existing Bus Routes and Frequencies

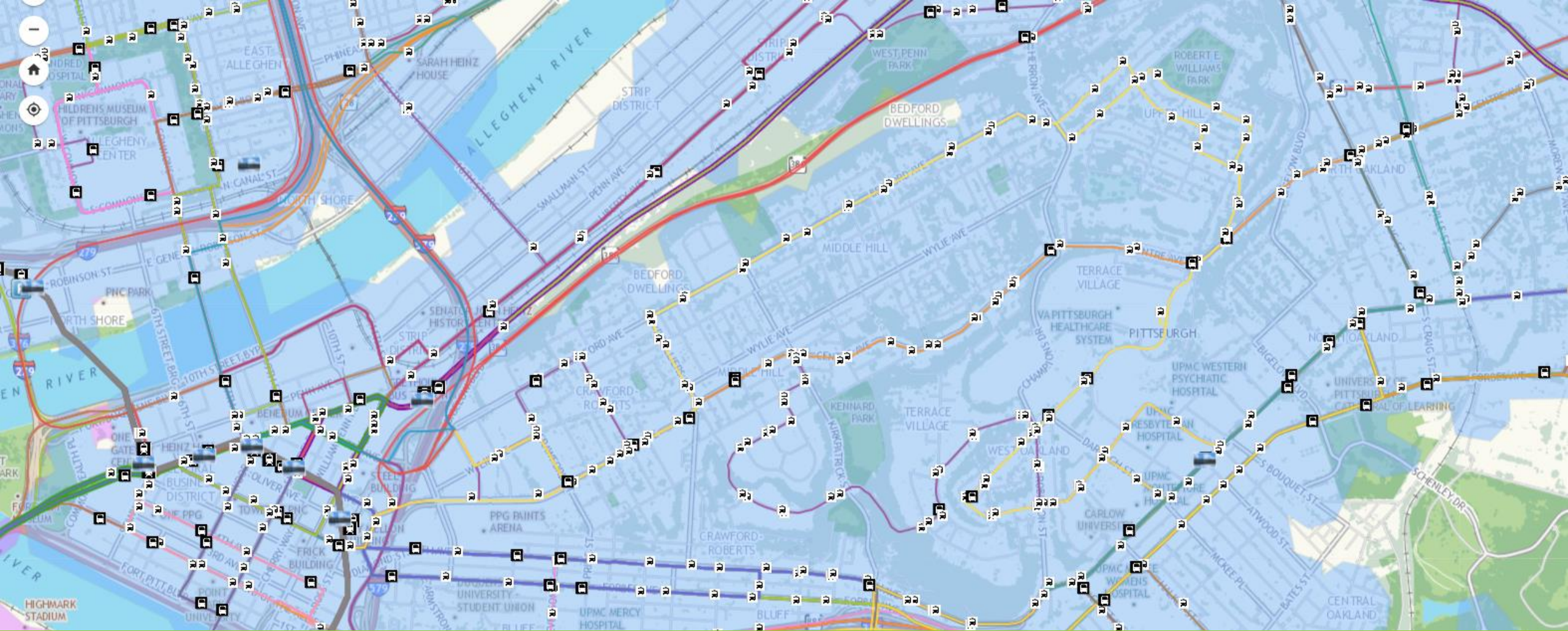
Route	Route Name	Route Type	Service	Peak Weekday Headway
81	Oak Hill	Local	Daily	35 min
82	Lincoln	Local	Daily	20 min
83	Bedford Hill	Local	Daily	25 min

# Existing Transit Service & Ridership

Key criteria shaping transit service:

- Efficiency
- Effectiveness
- Equity





$\frac{1}{4}$  Mile Walksheds

# Potential Transit Connection

The Bedford Connects Transformation Plan (2018) identified a transit need:

- Improve accessibility for Bedford Dwellings residents to the emerging **BRT Corridor in Uptown, UPMC Mercy**, and **employment opportunities** in the innovation corridor linking Oakland-Uptown-Downtown
- To achieve these goals, the 2018 Plan recommended the #83 bus be re-routed down Dinwiddie Street into the Fifth-Forbes corridor.

# One Option: Dinwiddie Transit Connection

- Direct Connection to Fifth Avenue in West Uptown
- Concerns about this option heard from Dinwiddie residents

Medium Priority  
\$  
Medium-Term



## LEGEND

	Curb Extensions
	Plaza/Open Space
	City Steps
	Micromobility Hub
	Healthy Ride Bikeshare Station
	Bus Stop
	Bus Stop Loading Area
	Sidewalk
	Crosswalk
	Bicycle Lane
	Centerline Striping


# Bus Stop Amenities

## DAILY BOARDINGS

Stop Type	Boardings
Basic	< 10
Bench	10-30
Shelter	> 30

AMENITY MATRIX

	Sign	Pad	Sidewalk	Bench	Trash	Shelter	Light	Bike Rack	Route Info	System Info	Ticket Vending	Real-Time Sign
BASIC												
BENCH						✓	✓	✓	✓	✓		
SHELTER								✓	✓	✓	✓	✓

 - Basic Requirement      ✓ - Recommended Amenity

# Bus Stop Upgrades: Prior Plans

The Bedford Connects Transformation Plan (2018) proposed improved bus shelters at multiple locations:

- The Bedford Dwellings Hope Center
- Intersection of Dinwiddie and Centre Ave
- Increase the number of shelters along the route #83

**Where would you recommend bus stop upgrades are most needed?**

# Guest Speaker Olatunji Oboi Reed



- President & CEO, The Equiticity Racial Equity Movement; Chairman & CEO, Equiticity Ventures
- Passion lies at the intersection of community, culture, and health.
- Works globally as a racial equity tactician, increased mobility advocate, and racial justice activist.
- Extensive background in nonprofit management and corporate social responsibility
- Has worked to create a diverse coalition of people, organizations and businesses all working together to achieve racial equity and mobility justice across the City of Chicago.

# Presentation & Discussion

Video Link: [Equiticity's Community Mobility Rituals, as vehicles to reduce hyperlocal violence. - YouTube](#)

Video Link: [2020 Bikes Birds & Environmental Justice - YouTube](#)

# Mobility Hubs

# Healthy Ride



**HILL DISTRICT STATION RELOCATIONS**

# BIKE SHARE PITTSBURGH OWNS HEALTHY RIDE

**Our Mission: provide Pittsburgh with a joyful, sustainable, and affordable mobility service for all residents and visitors.**

**In 2022 we are excited to:**

- Rebuild the entire bikeshare system using equity as a priority, and introduce e-assist bikes and Mobility Hubs
- Strengthen our Community Coalition, Community Ambassador team, and Outreach Representatives
- Introduce a mobility justice pass for low income residents

Healthy Ride is owned and operated by Bike Share Pittsburgh, a 501(c)3 non-profit.

Healthy  Ride



# WHY INTRODUCE E-ASSIST BIKES?

## E-assist bikes...

- Make our hilltop communities more accessible
- Appeal to more people because you don't have to work quite so hard
- Make more trips more accessible by bike
- Have lights, fenders, can handle potholes, and have a basket for a bag of groceries, or a tote bag
- Are fun to ride!



# WHY ARE STATIONS BEING REMOVED?

- Pittsburghers have asked for e-assist bikes and we're thrilled to respond
- Our current system runs on 3G wireless; no longer supported—we need to replace all equipment
- Very few cities get the opportunity start again fresh. We feel special! We didn't raise all the money to completely replace the entire system in 2022, but we'll get there over the next two years!



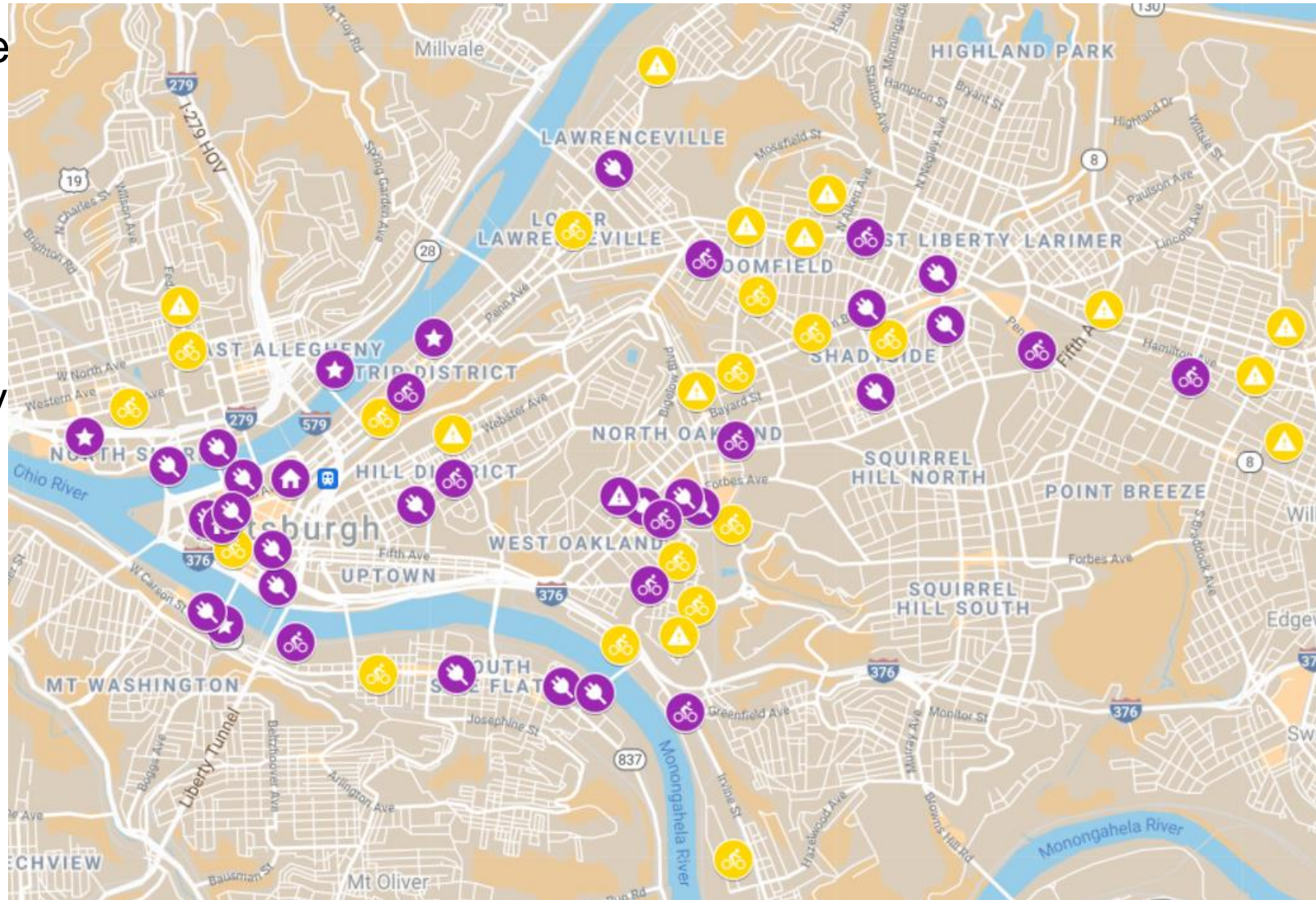
# WE WILL UPGRADE STATIONS/BIKES IN 2022

Mobility Hubs are here and we are excited!

We are slowly removing old stations to welcome the new bikeshare system in 2022. New system will have 65 stations.

Our new stations will be physically larger than many of our small, neighborhood stations. Several need to be relocated because of these new size requirements.

Some stations will not be reinstalled.



# BIKE SHARE IN THE HILL DISTRICT IN 2022

We need to immediately relocate our only Hill Dist Station in March. Following this slide, we'll show stations in order of priority.

- YMCA private property
- Shopping Plaza parking lot - Near future Salem's Grocery Store
- Centre Ave & Heldman - Communita Cafe
- Centre & Addison

Even if we get our first choice location, later this Fall we would love to add 1 or 2 more stations in the Hill District



# RELOCATION CHOICE #1 YMCA PROPERTY



\*This location requires installing a concrete pad, the YMCA is very supportive!

# RELOCATION CHOICE #2 SUPERMARKET PARKING LOT



\*We love this location and it has potential access to power. We're also supportive of this location in the Fall if timing is too tight

# RELOCATION CHOICE #3 CENTRE AVE & HELDMAN ST

- This is an ideal location for us. It has access to power, is located at a popular intersection, requires very little site prep work.
- This location provides convenient access to the Hill House, supermarket, and the Elsie Hillman Auditorium
- However, this location does remove some metered, on-street parking spots



# RELOCATION CHOICE #4 CENTRE AVE & ADDISON ST



\*This location can sever the YMCA and the business district and is located directly next to a bus stop

# IDEAS FOR RELOCATION SITES

As a member of this community, we would love to hear your input on locations that could serve the community better

Provide any feedback here:

<https://www.surveymonkey.com/r/HillReloc>

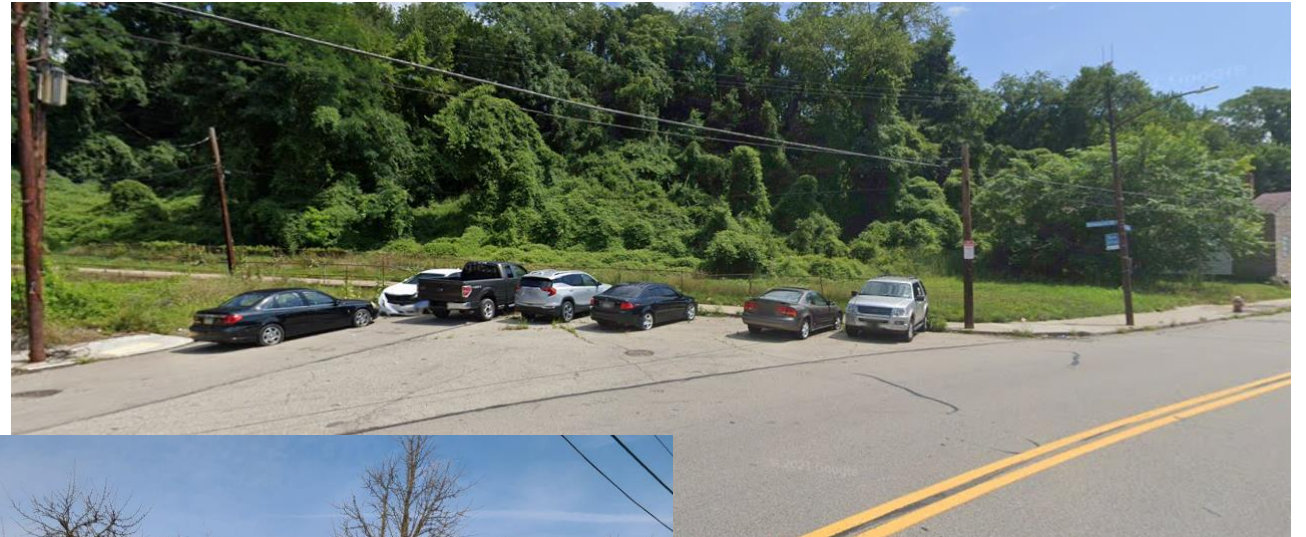


# HELP US PLAN HILL DIST. EXPANSION

We would love to install up to two additional stations. Do any of these spots feel okay?

- Bedford Ave & Memory Ln (Ammon Rec Center)
- Chauncy St. steps
- Kenard Playground
- Your Suggestions?

Please get in touch:  
Ricardo Solis  
[ricardo@pghbikeshare.org](mailto:ricardo@pghbikeshare.org)



# Additional Mobility Hub Ideas in the 2021 Mobility Study



## LEGEND

- Curb Extensions
- Plaza/Open Space
- City Steps
- Micromobility Hub
- Healthy Ride Bikeshare Station

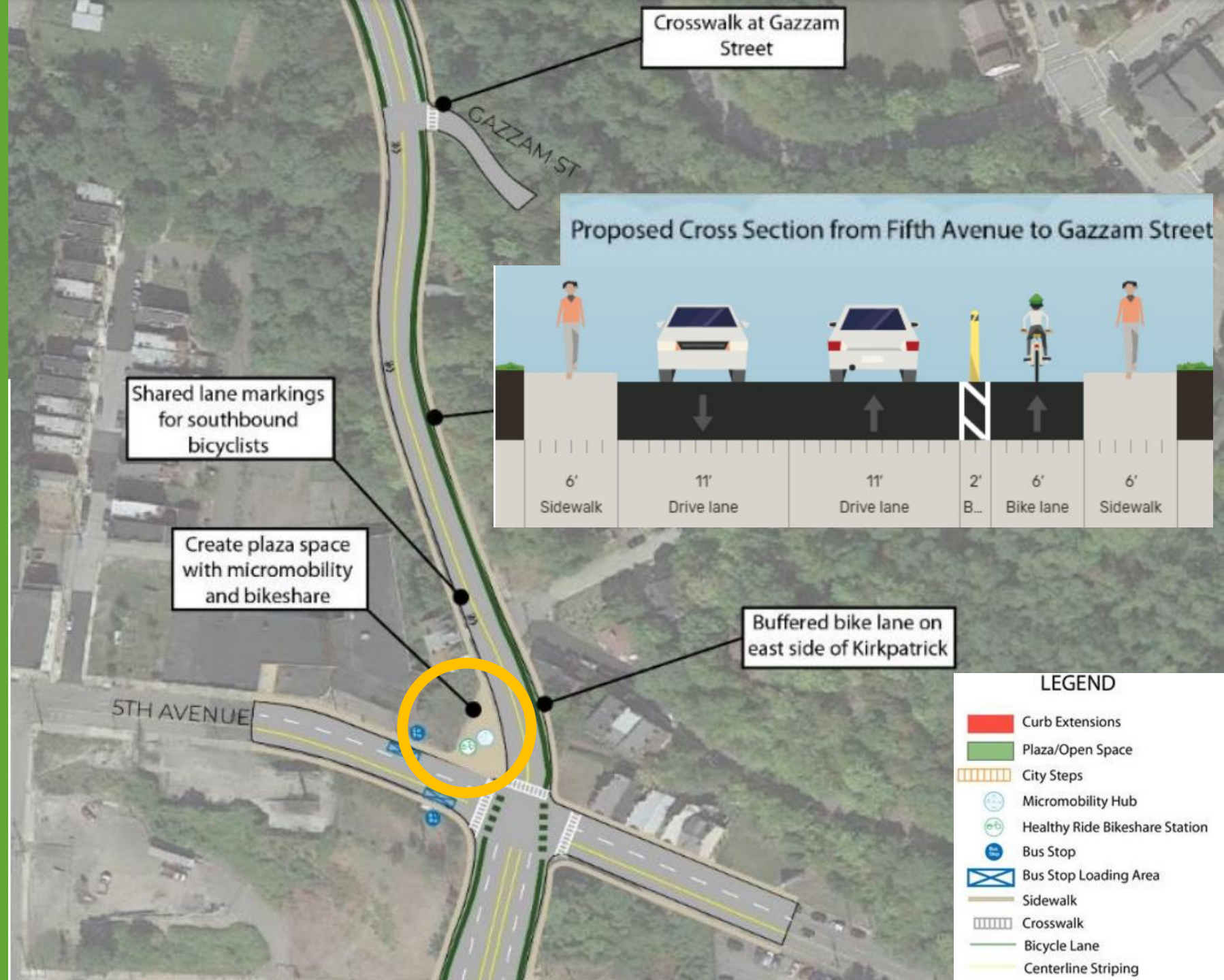
- Bus Stop Loading Area
- Sidewalk
- Crosswalk
- Bicycle Lane
- Centerline Striping
- High Priority Project
- Medium Priority Project
- Low/Lowest Priority Project

# Mobility Hubs: On Centre Ave and on Kirkpatrick

Long-Term

Five  
proposed  
Mobility Hub  
sites

# Mobility Hub proposed at Fifth and Kirkpatrick



# Bike Infrastructure

# Existing Bicycle Facilities

## Bike (+) Plan:

- All streets with on-street bike routes are high-stress
- No continuous east-west bike route on a low stress street (Webster does not directly connect to Downtown)

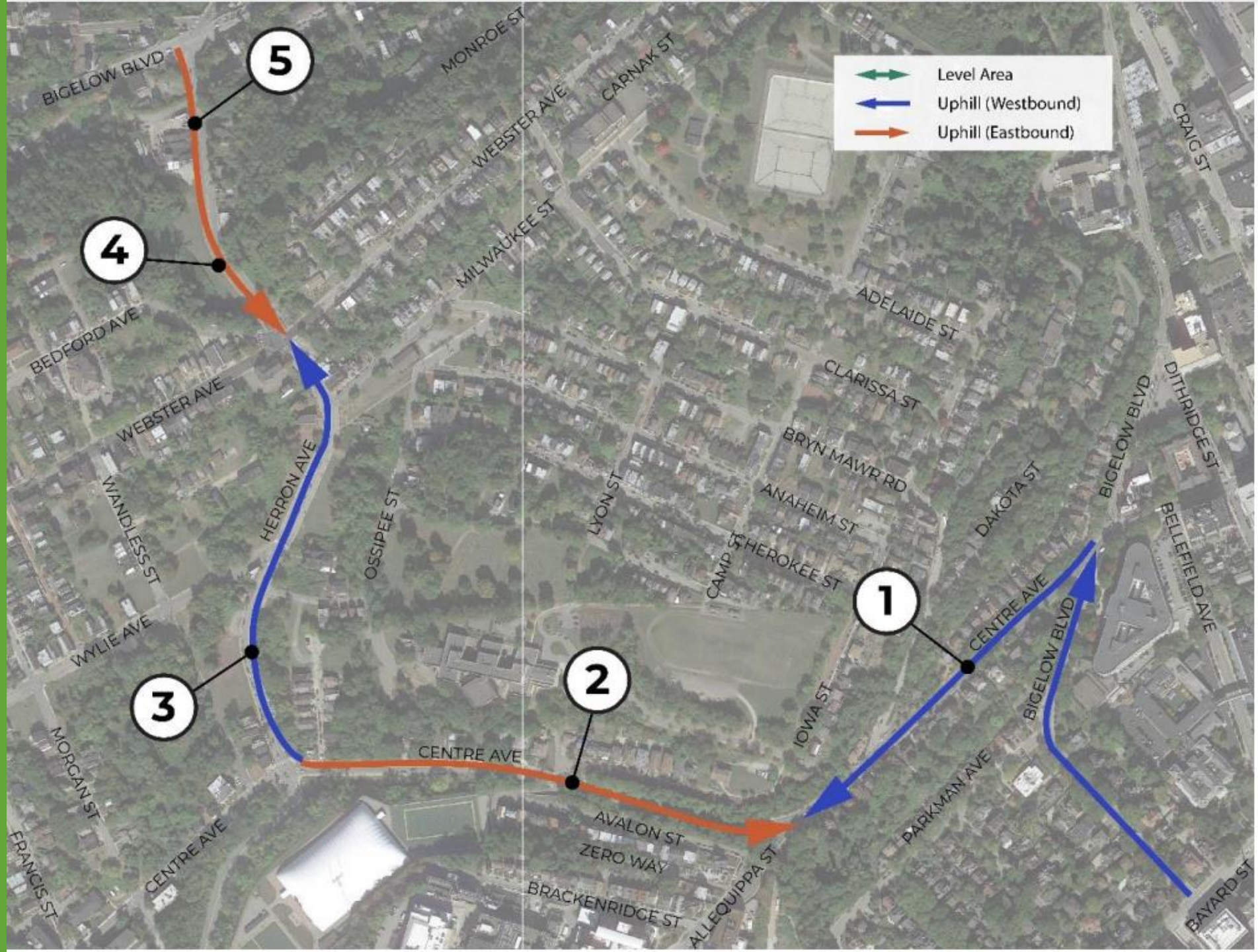


# Proposal: Install Bike Facilities on Herron and Centre

Continuous bike  
route linking Hill  
District with Polish  
Hill and North  
Oakland.

Connects to  
proposed Wylie  
Neighborway.

Medium Priority  
\$\$  
Medium-Term



# Proposal: Install Bike Facilities on Herron and Centre: Centre Ave (Bigelow to Allequippa)

One dedicated bike lane (uphill), one direction shared w/ drive lane;  
no parking on one side

## 1. CENTRE AVENUE EAST

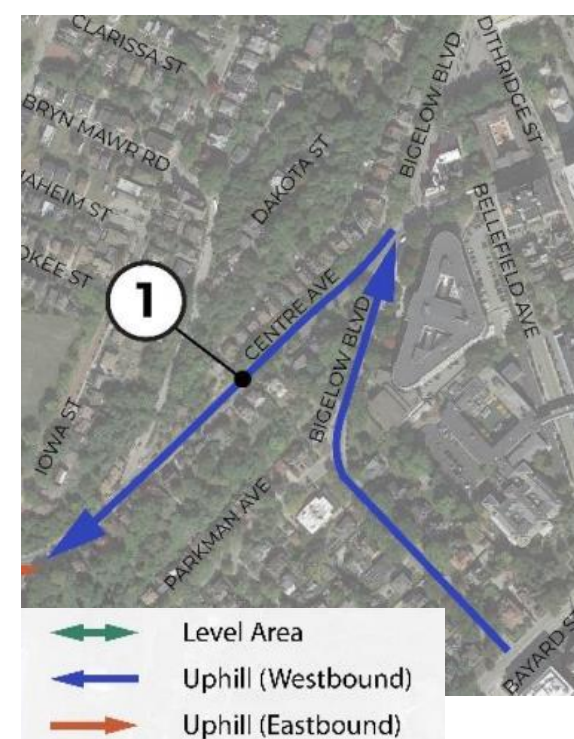
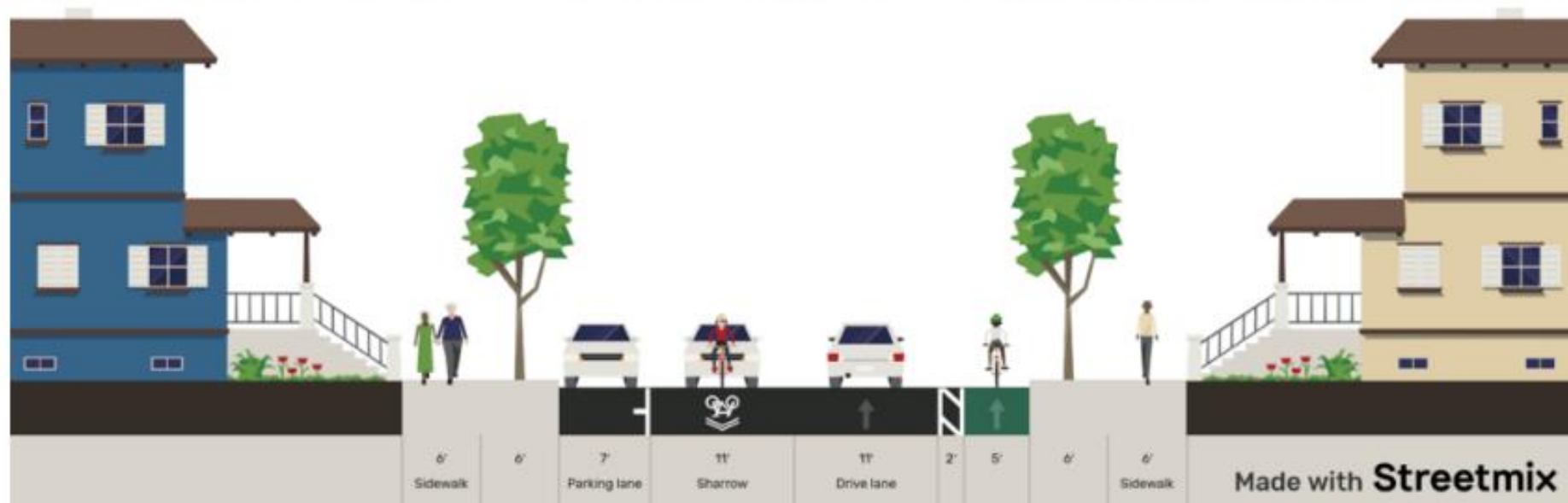


Figure 19 Proposed Cross Section on Centre Avenue from Bigelow Boulevard to Allequippa Street



**Westbound:** 5' bike lane with  
2' buffer

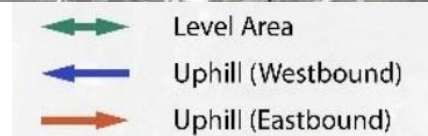
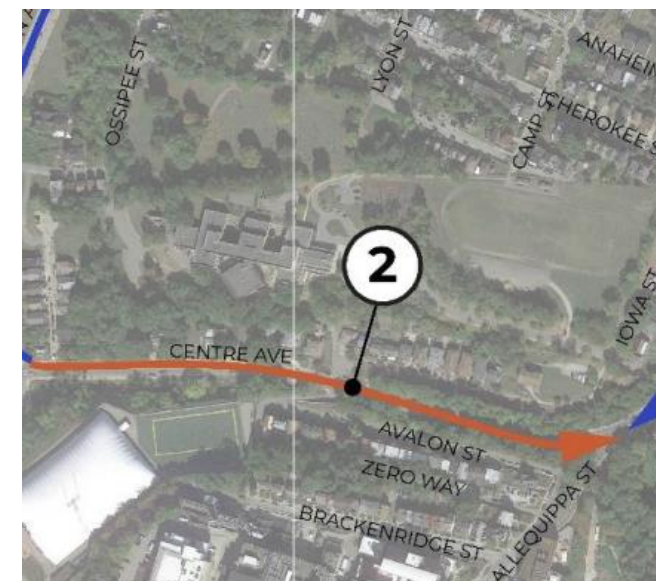
**Eastbound:** Sharrows and On-  
street parking lane

# Proposal: Install Bike Facilities on Herron and Centre: Centre Ave (Allequippa to Herron)

Dedicated bike lanes in both directions; no parking on either side

## 2. CENTRE AVENUE WEST

Figure 20 Proposed Cross Section on Centre Avenue from Allequippa Street to Herron Avenue



**Westbound:** 5' bike lane with 2' buffer

**Eastbound:** 5' bike lane with 2' buffer

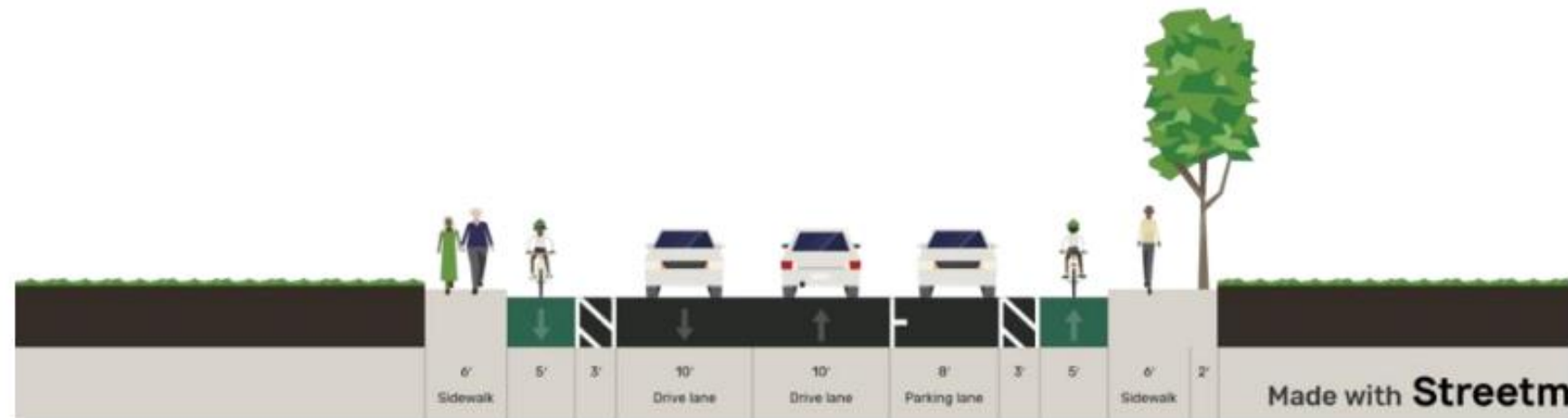
# Proposal: Install Bike Facilities on Herron and Centre: Herron Ave (Centre to Webster)

Dedicated bike lanes in both directions; no  
parking on one side



## 3. HERRON AVENUE SOUTH

Figure 21 Proposed Cross Section on Herron Avenue from Centre Avenue to Webster Avenue



**Northbound:** 5' bike lane with 3' buffer and on-street parking lane

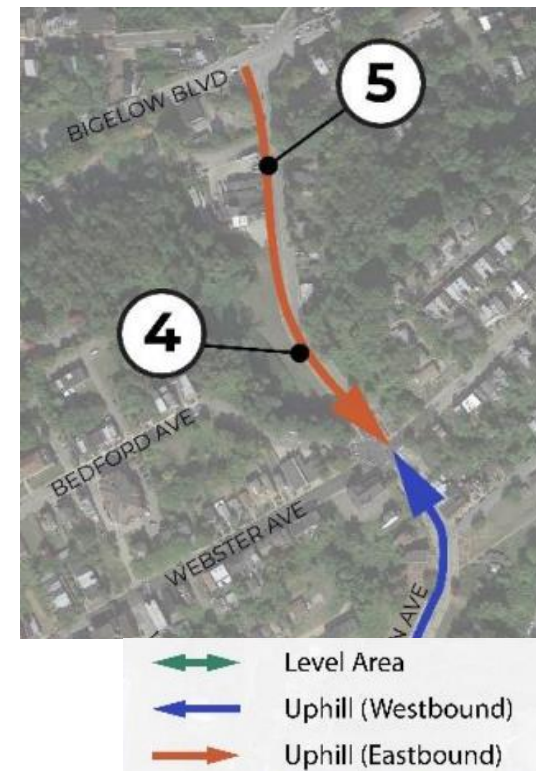
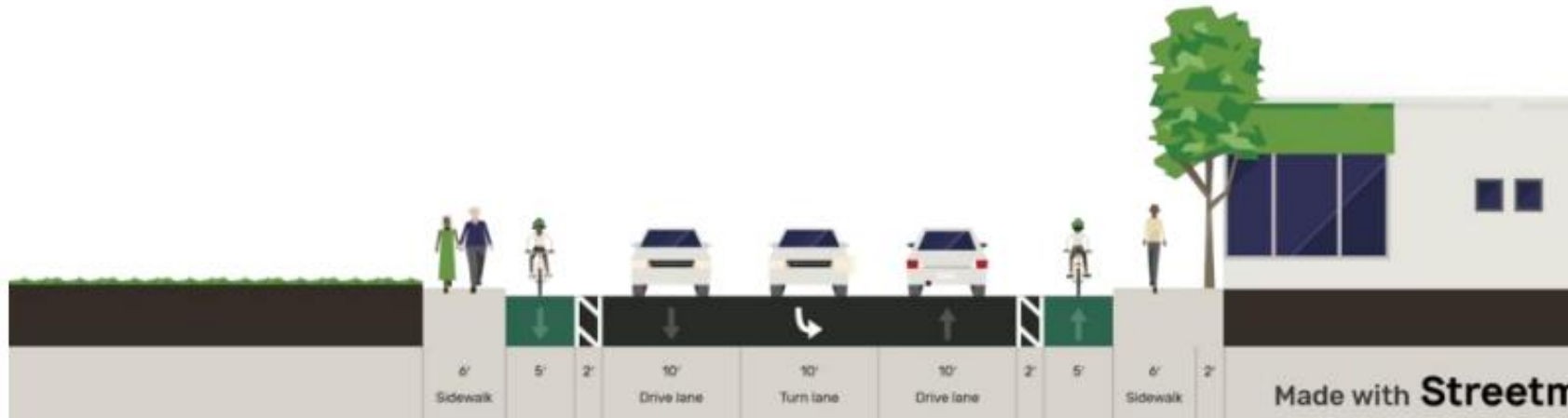
**Southbound:** 5' bike lane with 3' buffer

# Proposal: Install Bike Facilities on Herron and Centre: Herron Ave (Webster to Monroe)

Dedicated bike lanes in both directions, left turn lane

## 4. HERRON AVENUE NORTH (A)

Figure 22 Proposed Cross Section on Herron Avenue from Webster Avenue to Monroe Street

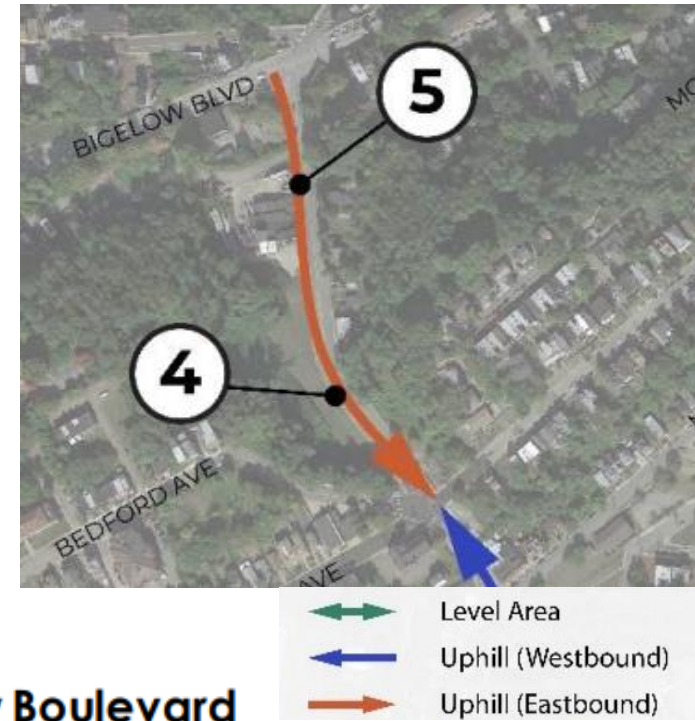


**Northbound:** 5' bike lane with 3' buffer

**Southbound:** 5' bike lane with 3' buffer

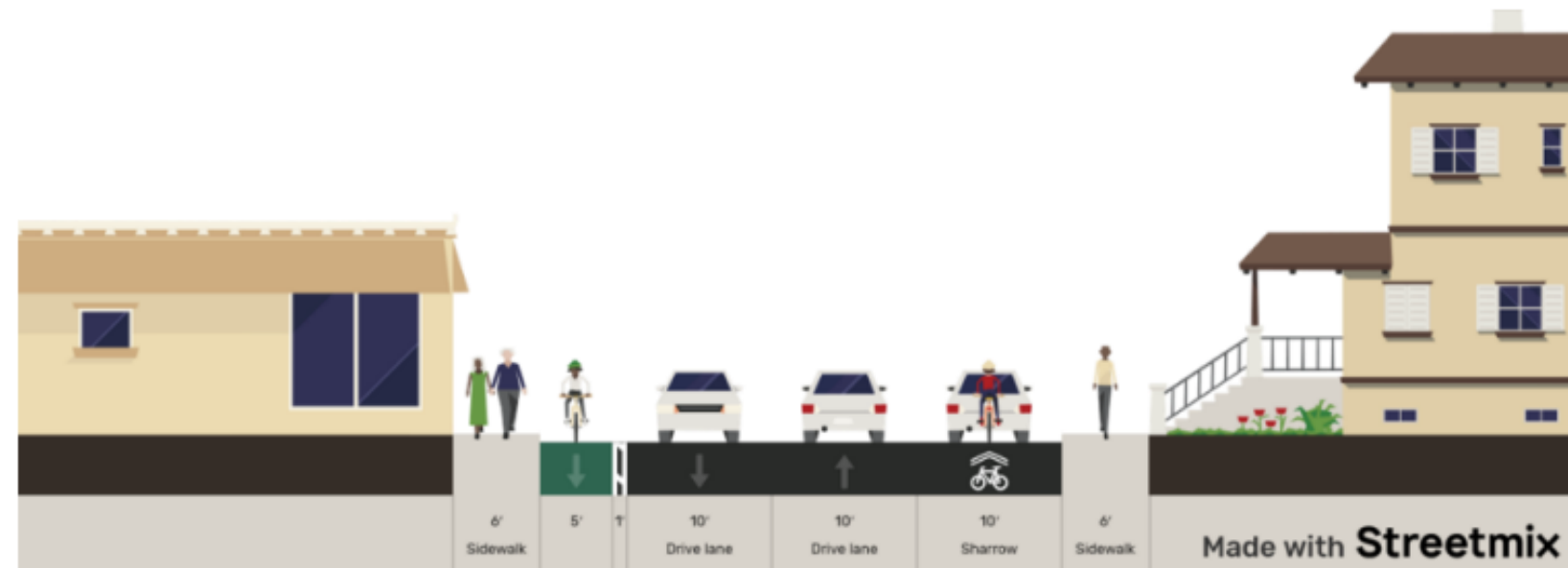
# Proposal: Install Bike Facilities on Herron and Centre: Herron Ave (Monroe to Bigelow)

One dedicated bike lane (uphill), one direction shared with drive lane



## 5. HERRON AVENUE NORTH (B)

**Figure 23 Proposed Cross Section on Herron Avenue from Monroe Street to Bigelow Boulevard**



**Northbound:** Sharrows

**Southbound:** 5' bike lane with 1' buffer

# Proposal: Install Bike Facilities on Kirkpatrick (between Reed and Fifth)

High Priority  
\$  
Medium-Term

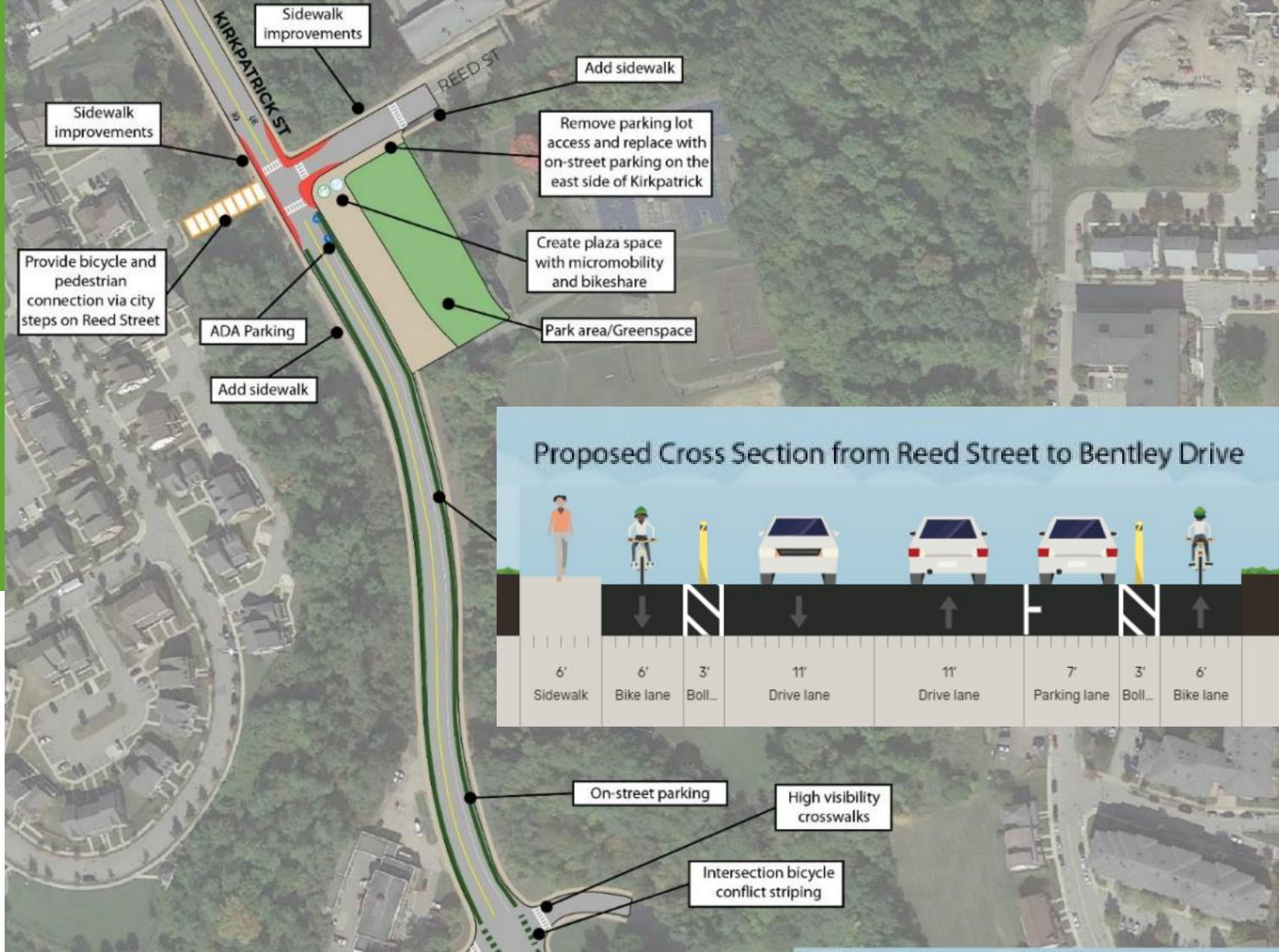


# Proposal: Install Bike Facilities on Kirkpatrick

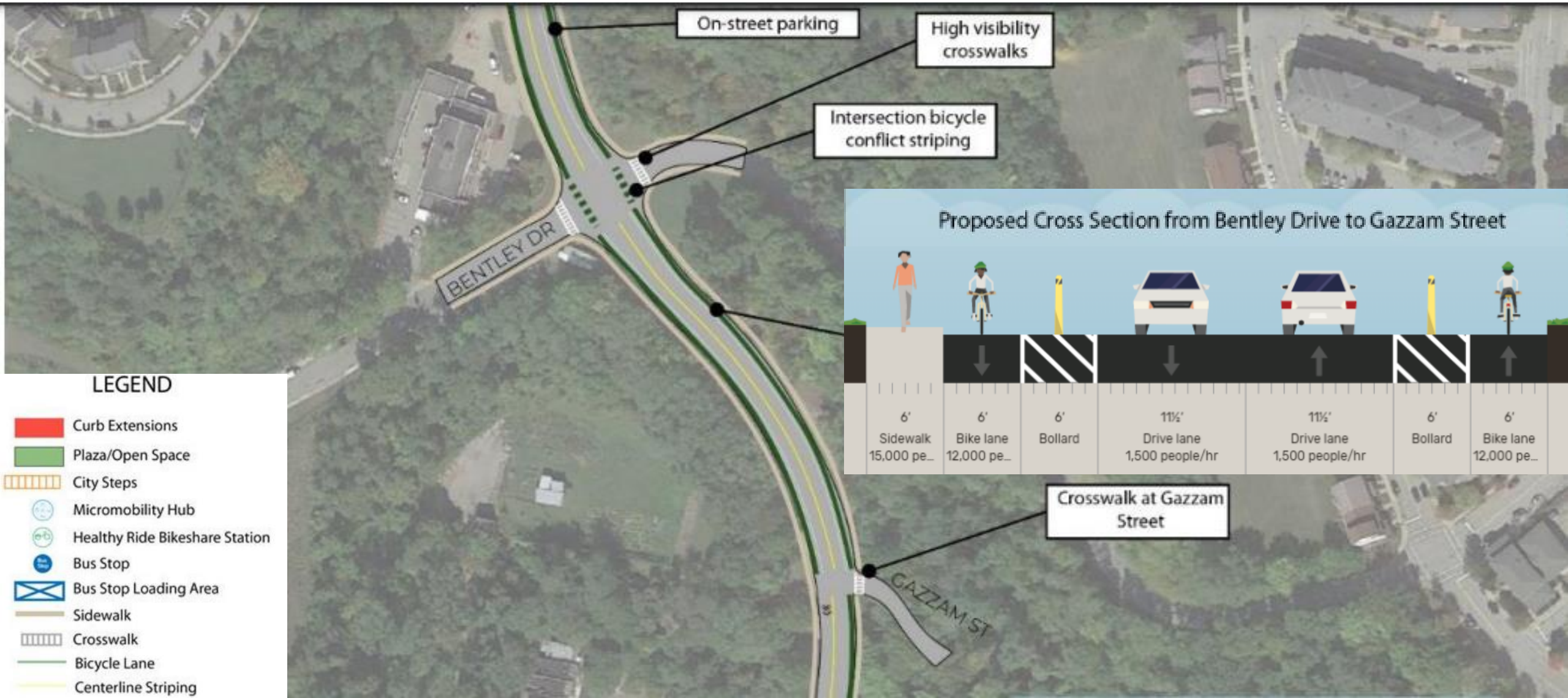
## Zoomed-In Section: Reed to Bentley

**LEGEND**

- Curb Extensions
- Plaza/Open Space
- City Steps
- Micromobility Hub
- Healthy Ride Bikeshare Station
- Bus Stop
- Bus Stop Loading Area
- Sidewalk
- Crosswalk
- Bicycle Lane
- Centerline Striping

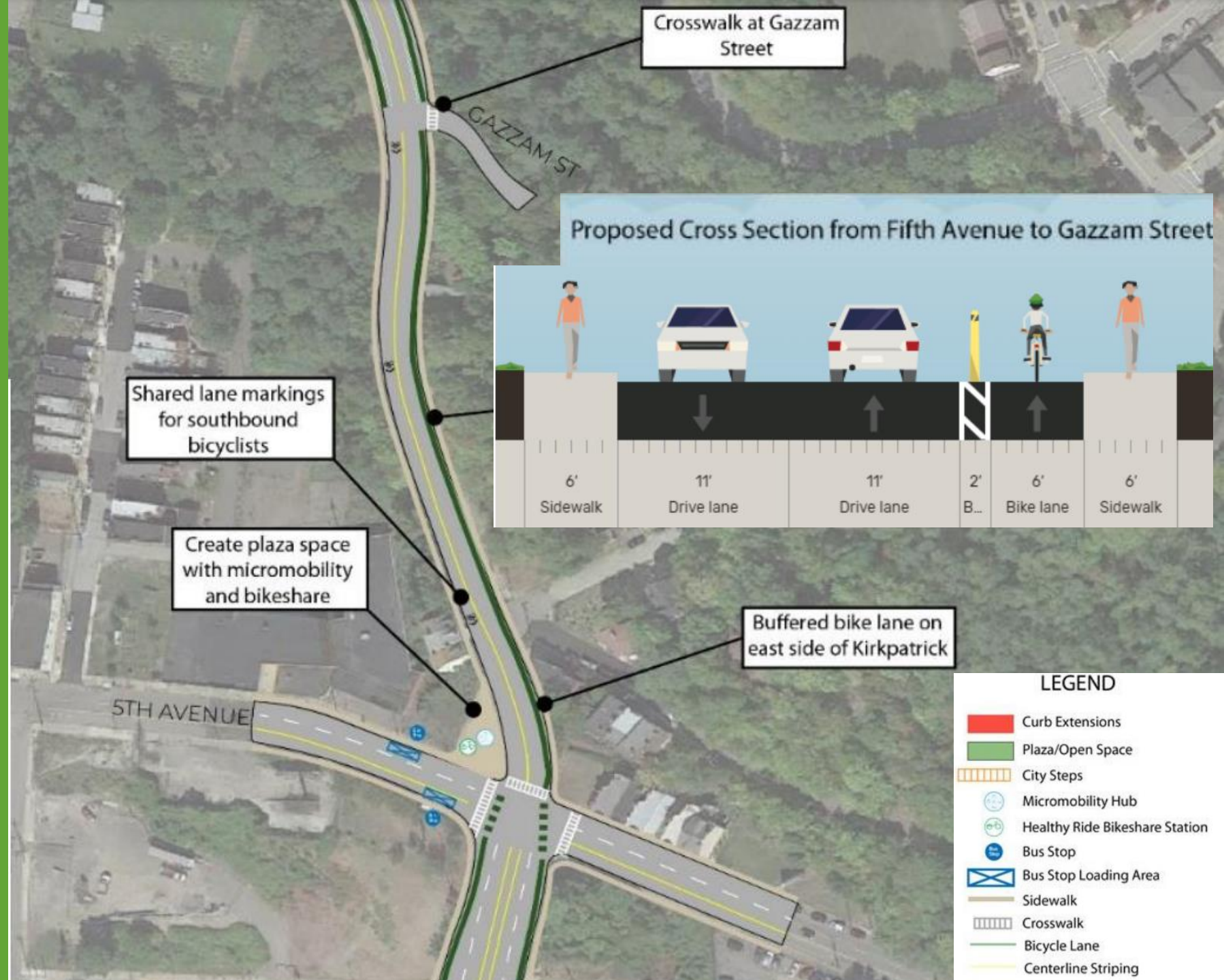


# Proposal: Install Bike Facilities on Kirkpatrick: Bentley to Gazzam



# Proposal: Install Bike Facilities on Kirkpatrick: Gazzam to Fifth

- Mobility Hub at Fifth and Kirkpatrick
- Direct connection to bike lanes onto Birmingham Bridge



# Proposal: Wylie Ave Neighborway: Prioritize Bikes; Calming and Corridor Improvements



MovePGH Forward

Traffic Calming Example: Traffic Circle on North Euclid Neighborway

Medium Priority  
\$  
Medium-Term



## An Idea from Prior Plans: Coal Seam Trail

Proposed in the  
Village in the  
Woods (2009)  
Plan, 2011 Master  
Plan, others

Trail extends parallel to  
Bedford Avenue along  
northern edge of the Hill  
District



# Refresher: Today's Topics and/or Proposals

- **Transit:** NEXTransit, direct connection to West Uptown, your suggestions for bus stop improvements
- **Mobility Hubs & Healthy Ride**
- **Herron and Centre** bike facilities
- **Kirkpatrick** bike facilities
- **Wylie Neighborway:** Slow traffic, bicycles share the driving lane
- **Coal Seam Trail** along northern edge of Hill District

# Discussion:

## Reviewing Recommendations/Proposals

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- What do you like?
- What would you change?
- What would you prioritize differently?
- What is missing?

# Mobility Action Team Next Steps

## **Meeting #3: March 1st, 6:30-8:30pm on Zoom**

Topics: Parking, Transportation Demand Management, and revisit earlier topics as needed

**Mobility Projects Survey** and **Healthy Ride Survey** are live:

[engage.pittsburghpa.gov/ghdmp/mobility](https://engage.pittsburghpa.gov/ghdmp/mobility)

**GHDMP Office Hours** (Microsoft Teams):

- Wed, Feb 2<sup>nd</sup>, 5-6pm; Wed, Feb 9<sup>th</sup>, 11am-1pm.
- Drop in any time to chat. Meeting links are on the Engage Page.

**Questions?** Contact us at [ose.akinlotan@pittsburghpa.gov](mailto:ose.akinlotan@pittsburghpa.gov) (GHDMP questions), and [thomas.scharff@pittsburghpa.gov](mailto:thomas.scharff@pittsburghpa.gov) (mobility questions)

**THANK YOU!**