

GREATER HILL DISTRICT

MASTER PLAN

Mobility Action Team Meeting #3

March 1st, 2022

Mobility Chapter Staff Introductions: Who's Listening?



Thomas Scharff
(City Planning)



Steven Auterman
(Department of
Mobility &
Infrastructure)



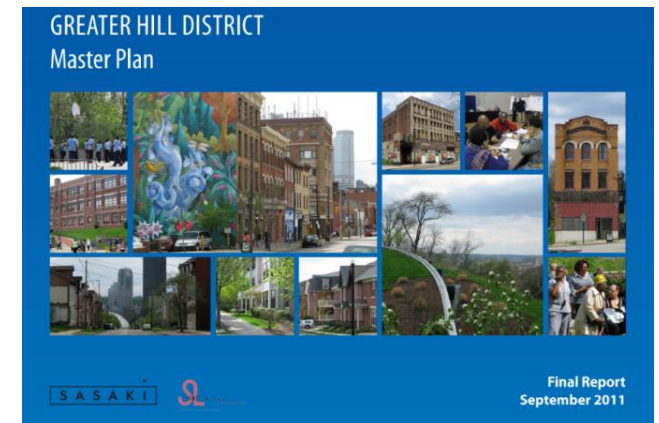
Moira Egler
(Port Authority)

TONIGHT'S AGENDA

1. Where We Are in the Planning Process
2. Proposed Bike Infrastructure Projects (Kirkpatrick, Herron & Centre, Wylie Neighborway, etc.)
3. Micro Mobility – Gathering your questions related to scooters and micro mobility for brief discussion at next week's meeting
4. Public Transit: NEXTransit, direct bus connection to West Uptown, your suggestions for bus stop improvements
5. Discussion: What do you like about the proposals? What would you change? Would you prioritize anything differently? What is missing?

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 (December 14th)

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

Meeting #2 (February 1st)

- Travel Patterns in the Hill District
- Intro to Port Authority's recently completed NEXTransit plan
- Guest Speaker Oboi Reed: Community Mobility Rituals
- Healthy Ride Station Relocation
- Intro to Bike Infrastructure Proposals

Mobility Action Team Meeting Topics

Meeting #3 (March 1st): Revisit earlier topics for more detail & discussion

- Bike Infrastructure Proposals
- Public Transit: Bus Service, Bus Stops, NEXTransit projects
- Scooters, Micro mobility

Meeting #4 (March 8th): Final Action Team Meeting

- Parking
- Transportation Demand Management (TDM) – increasing transportation choices (beyond individuals driving cars alone)
- Scooters, Micro mobility (guests from Move PGH and DOMI)
- Other topics as 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

Safety & Active Transportation Summary Map



Travel Modes in the Hill District

- Nearly 50% of households do not have a vehicle.
- About half rely on public transportation or walking for commuting.
- Many get a ride from others and use jitneys.
- About one third of Hill District commuters drive alone.
- In Bedford Dwellings, about 14% often use their own vehicle/car.

Sources: American Community Survey; Bedford Connects Transformation Plan (2018)

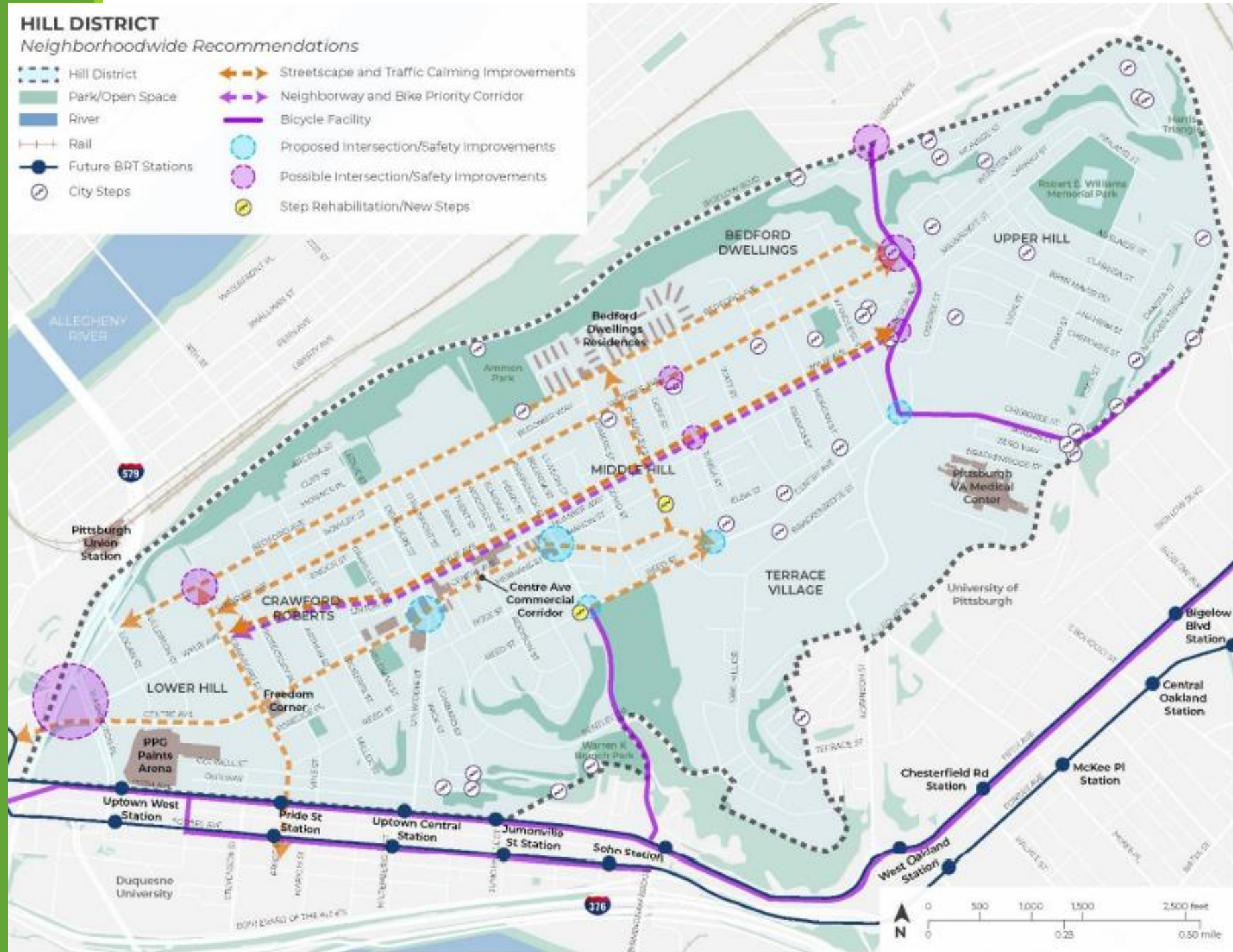
Community Feedback Excerpts

- **Bus frequency and reliability**
- Bus stop **seating, real-time information, bus shelters**
- Neighborhood bus shuttle serving local community destinations
- Better access to transit for Middle Hill residents north of Centre Ave
- More direct **bus service to Uptown**
- Better mobility options for older residents and those with disabilities
- Consider improvements for popular **Jitney pick-up and drop-off** locations, e.g. at the corner of Erin St and Centre Ave
- **Biking** is an opportunity for community-building and health; steep hills
- **Scooters**: better parking needed; make them more visible; expand who they serve?

Reviewing Topics and Proposals

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

Map of Major Project Proposals

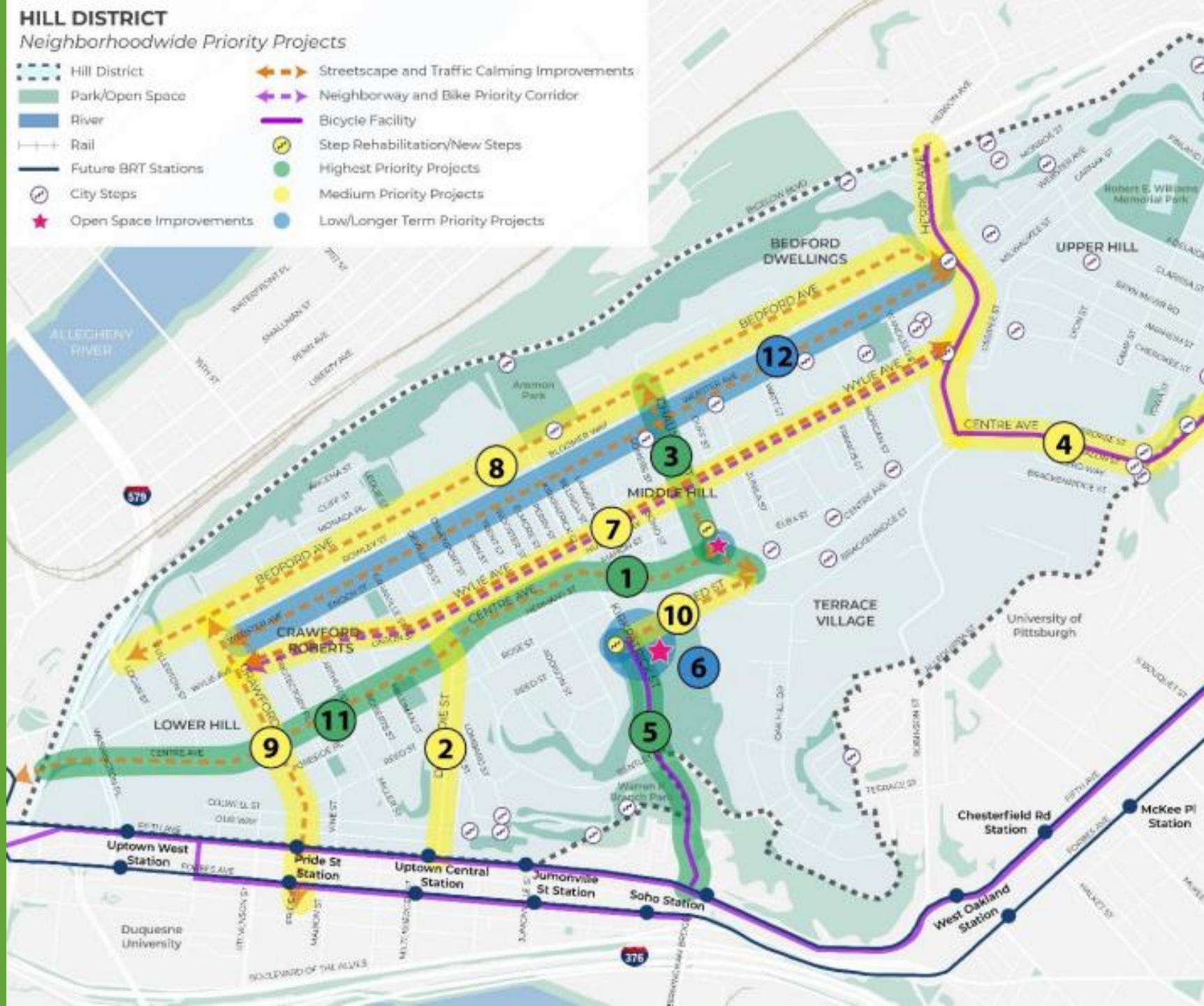


How Proposals were Prioritized

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		
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

- Proposals are prioritized as high, medium or low based on how well they met the 2011 Master Plan mobility goals
- Proposals were also evaluated for implementation cost and time-frame

Overview of Project Proposals by Priority Level



Biking in the Hill District

- We heard last month how biking can be a means for community-building, social cohesion, and health, and examples of this in the Hill District
- New opportunities with e-bikes and Healthy Ride stations – how might this impact residents' future travel?
- (How) can improved bike infrastructure serve the existing Hill District community?

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)

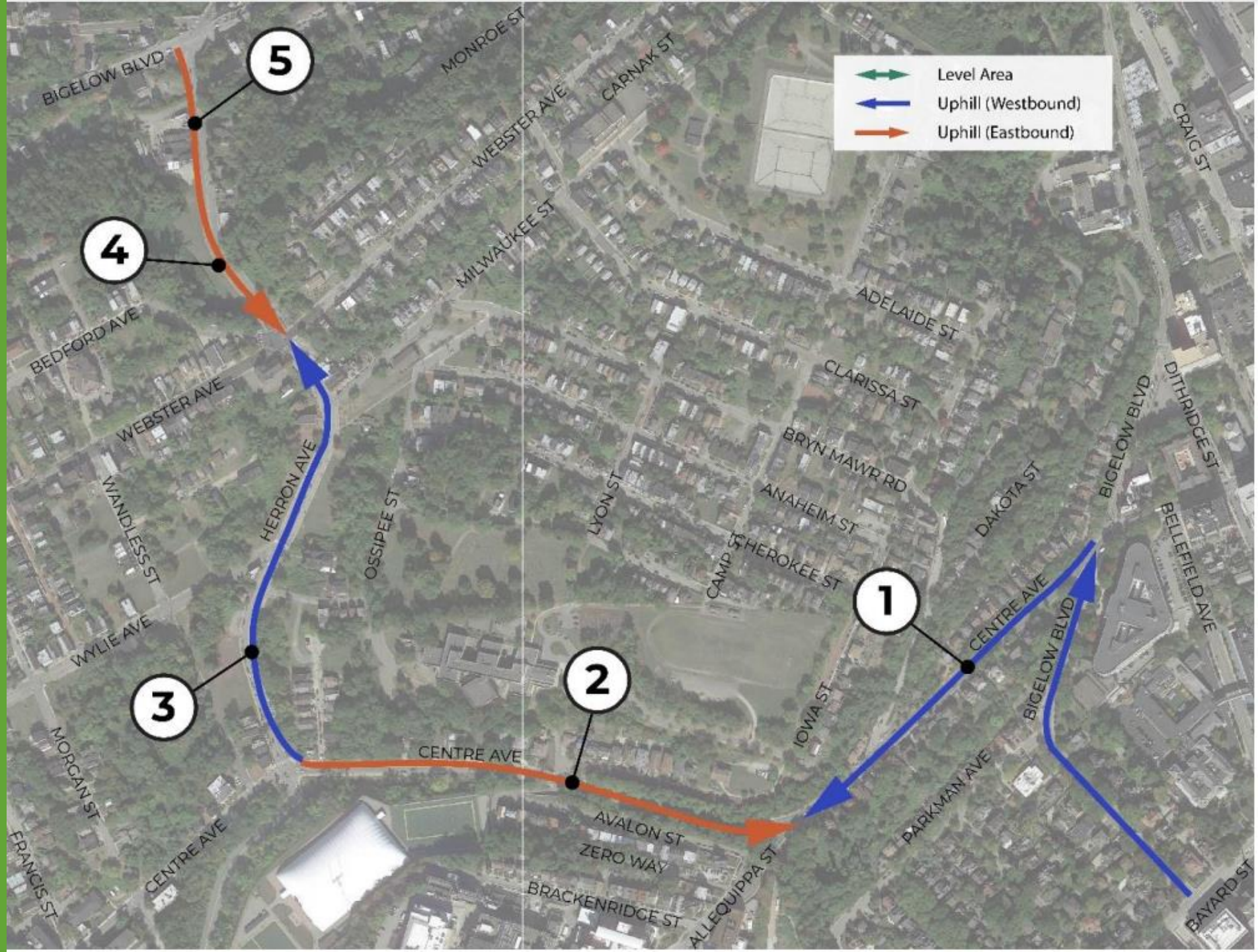


Proposal: Install Bike Facilities on Herron and Centre

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

Connects to
proposed Wylie
Neighborway.

Medium Priority
\$\$
Medium-Term



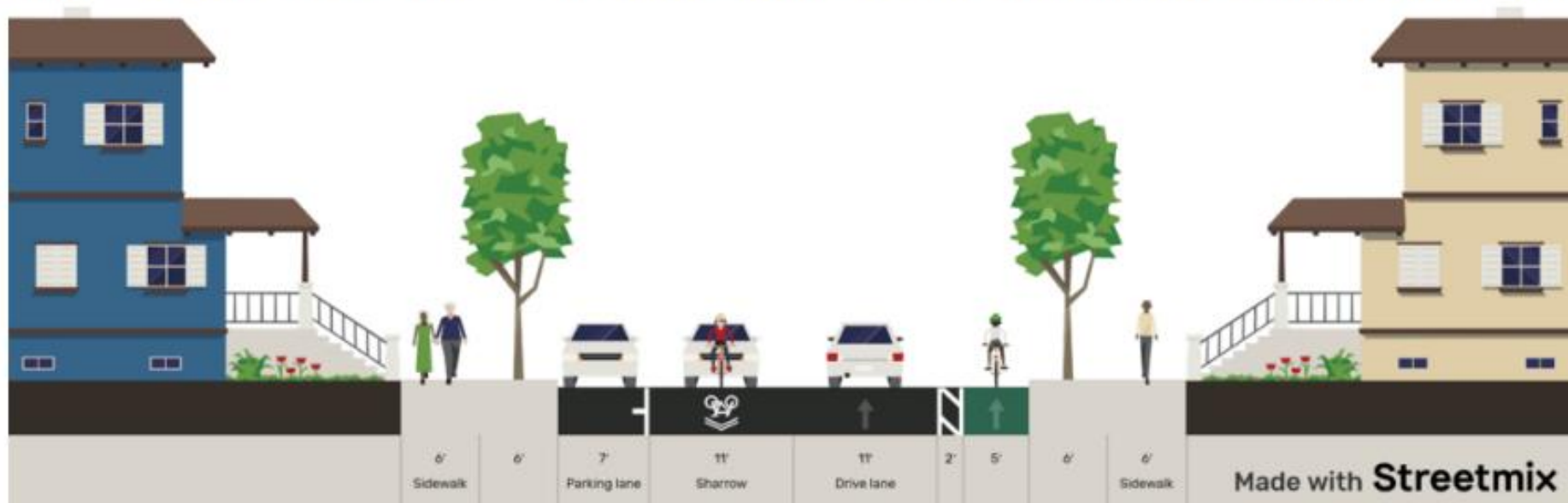
Proposal: Install Bike Facilities on Herron and Centre: Centre Ave (Bigelow to Allequippa)

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

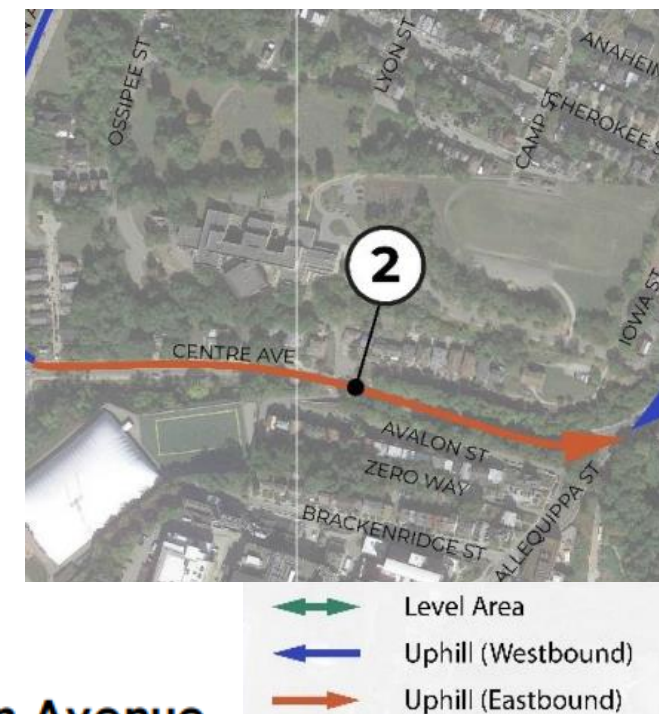
Eastbound: Sharrows and On-
street parking lane

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)

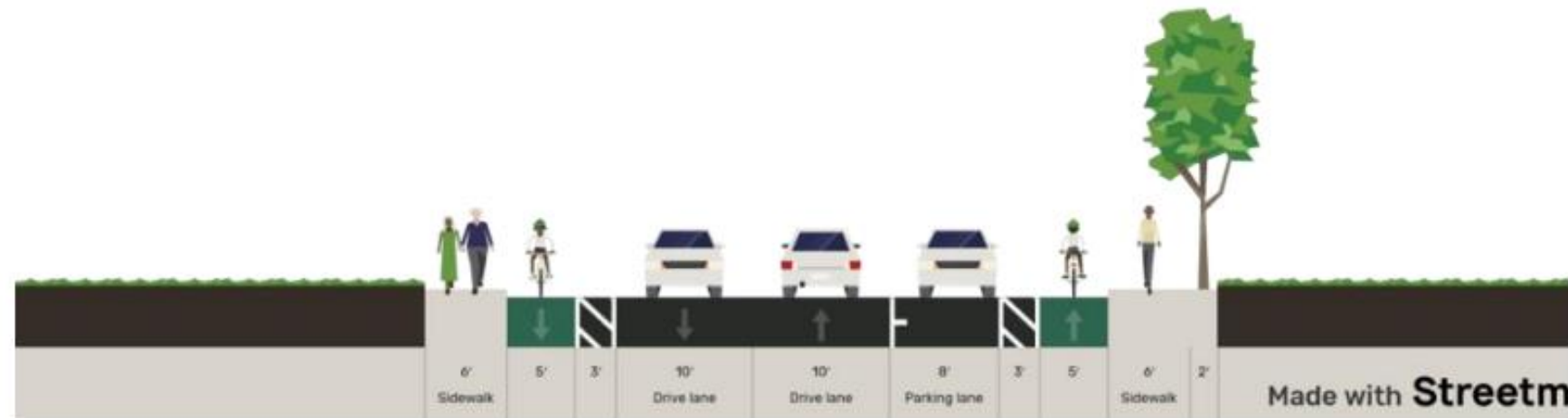
Dedicated bike lanes in both directions; no
parking on one side



- ↔ Level Area
- ← Uphill (Westbound)
- Uphill (Eastbound)

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

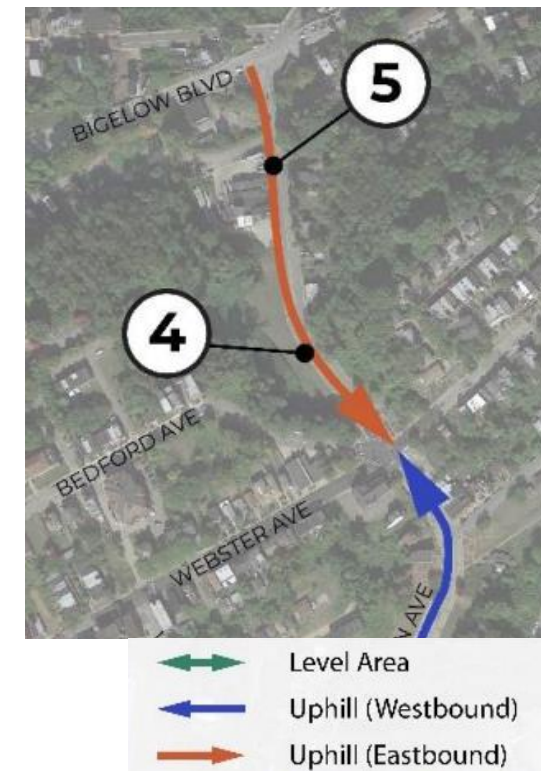
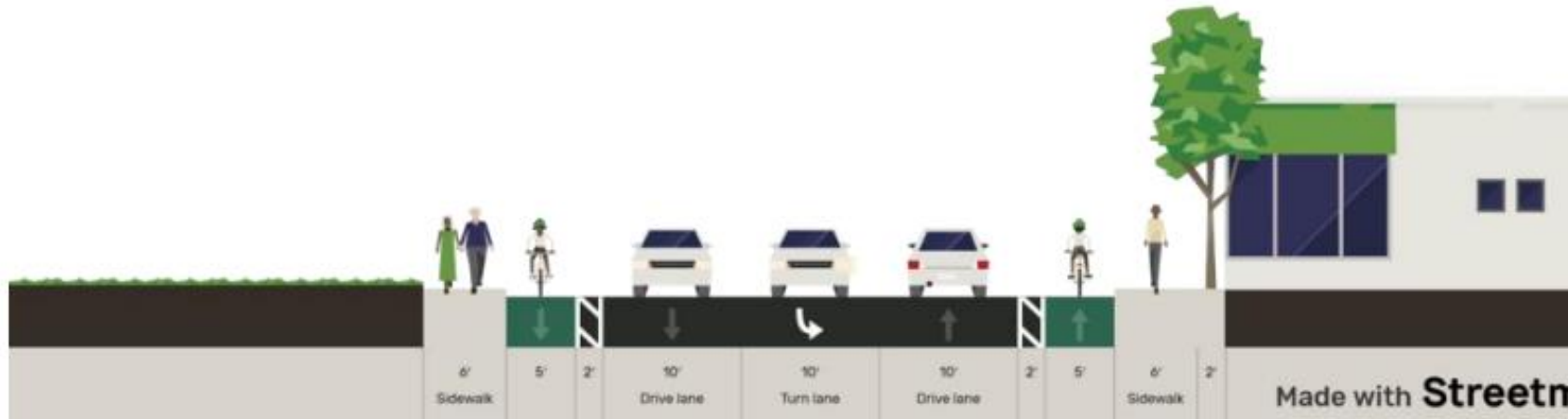
Southbound: 5' bike lane with 3' buffer

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

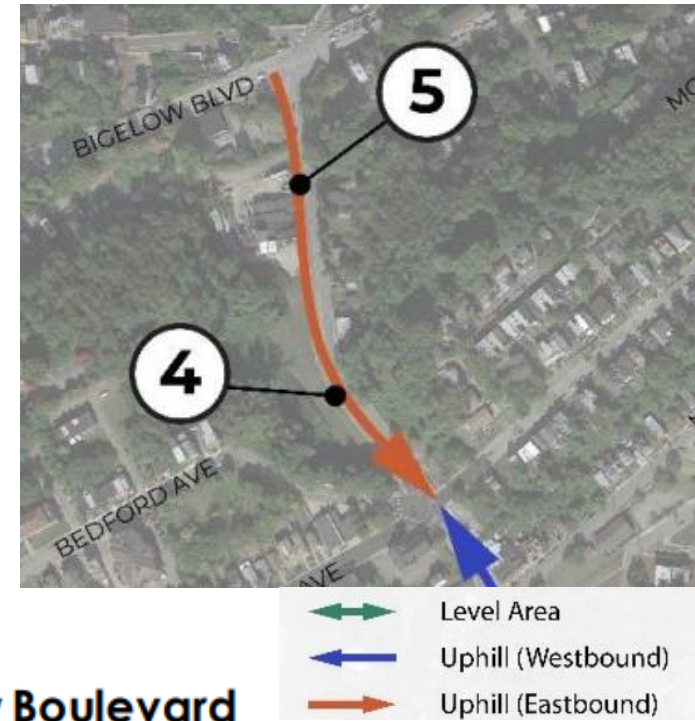


Northbound: 5' bike lane with 3' buffer

Southbound: 5' bike lane with 3' buffer

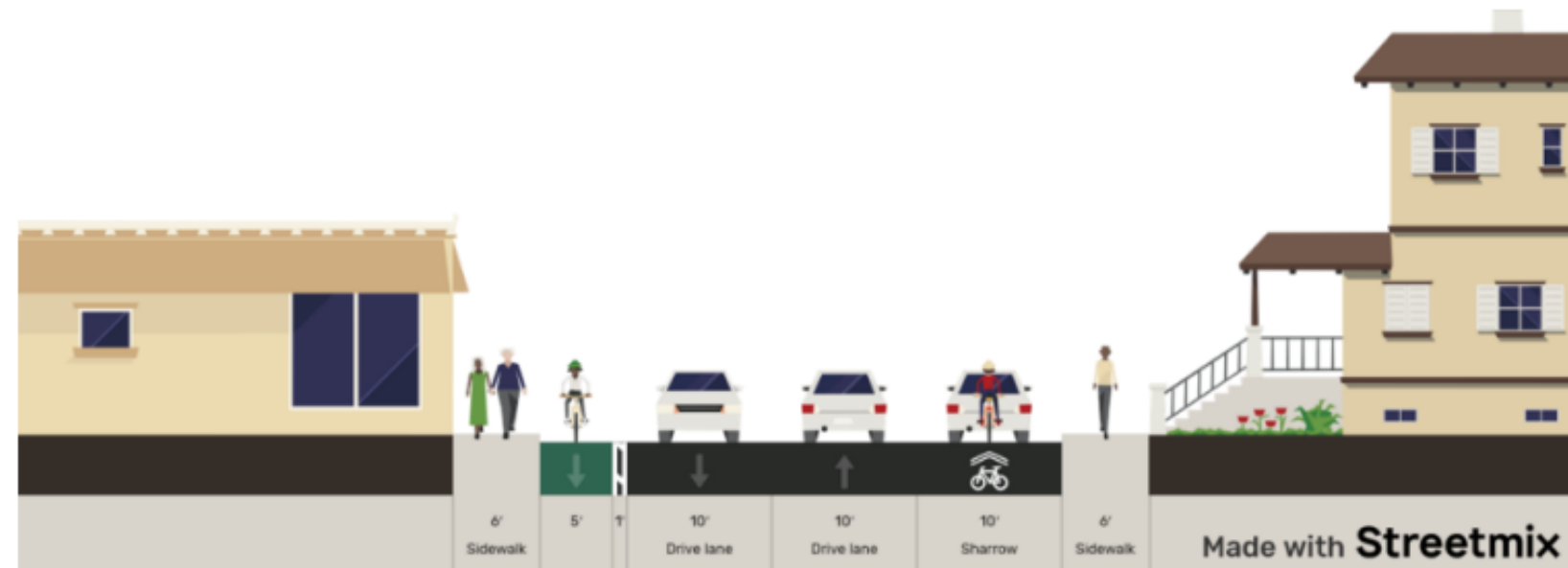
Proposal: Install Bike Facilities on Herron and Centre: Herron Ave (Monroe to Bigelow)

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

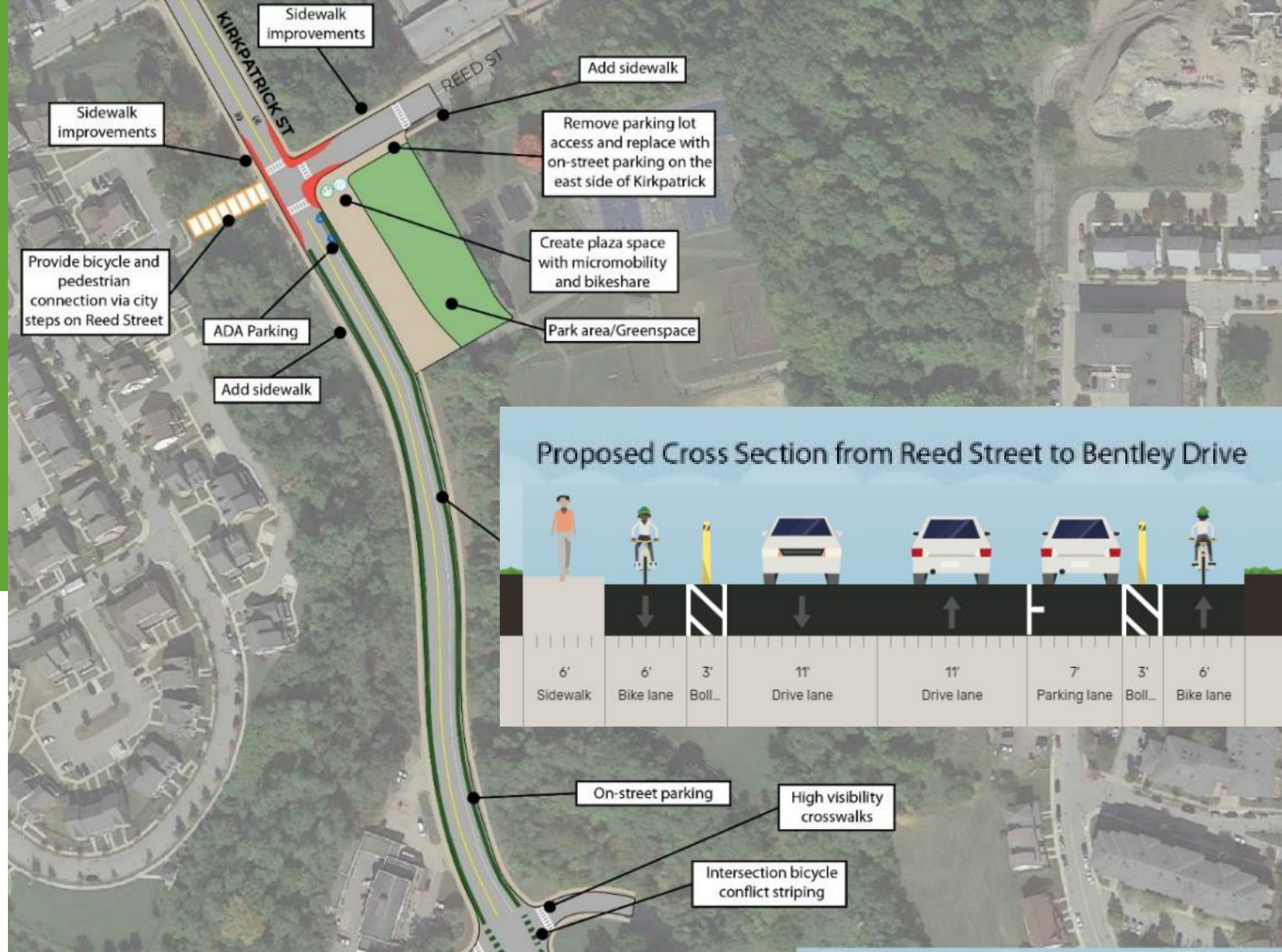


Proposal: Install Bike Facilities on Kirkpatrick

Zoomed-In Section: Reed to Bentley

LEGEND

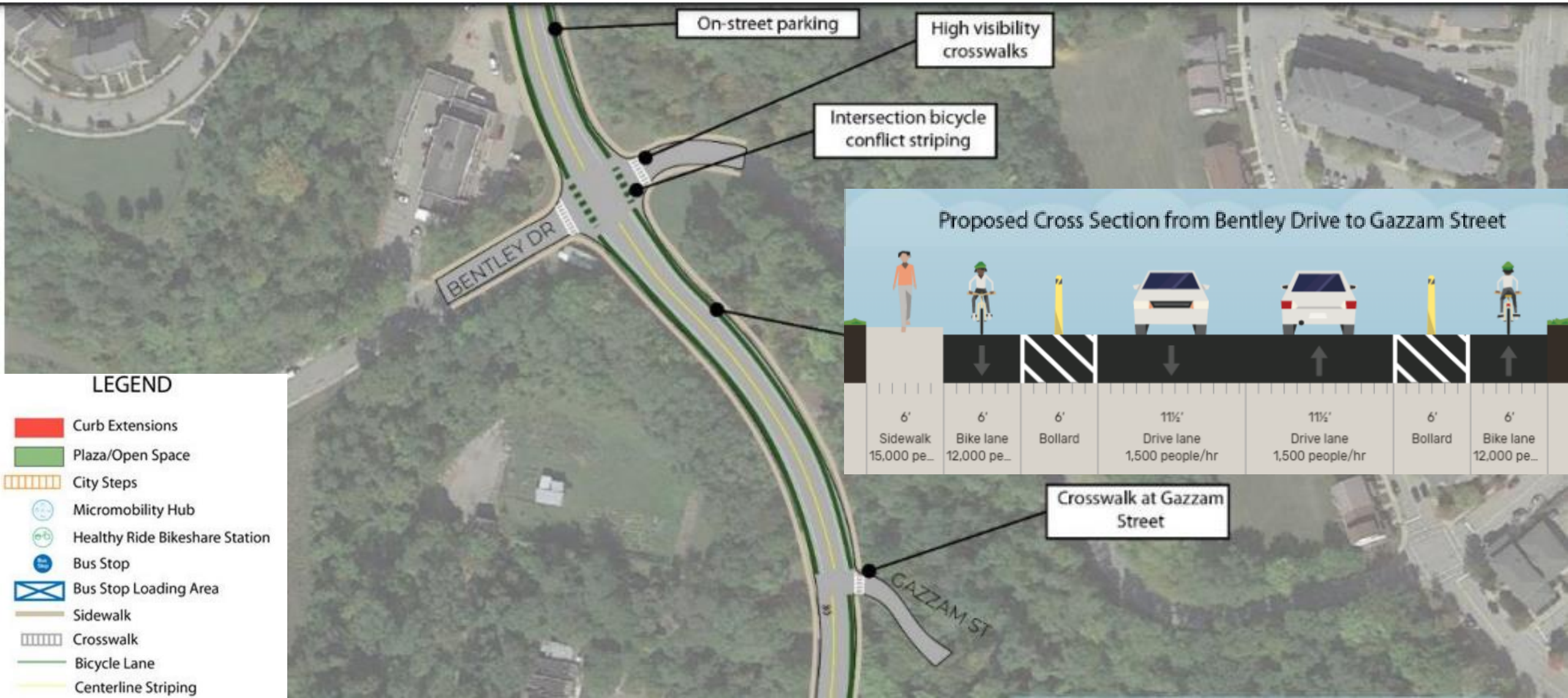
-  Curb Extensions
-  Plaza/Open Space
-  City Steps
-  Micromobility Hub
-  Healthy Ride Bikeshare Station
-  Bus Stop
-  Bus Stop Loading Area
-  Sidewalk
-  Crosswalk
-  Bicycle Lane
-  Centerline Striping



Proposed Cross Section from Reed Street to Bentley Drive

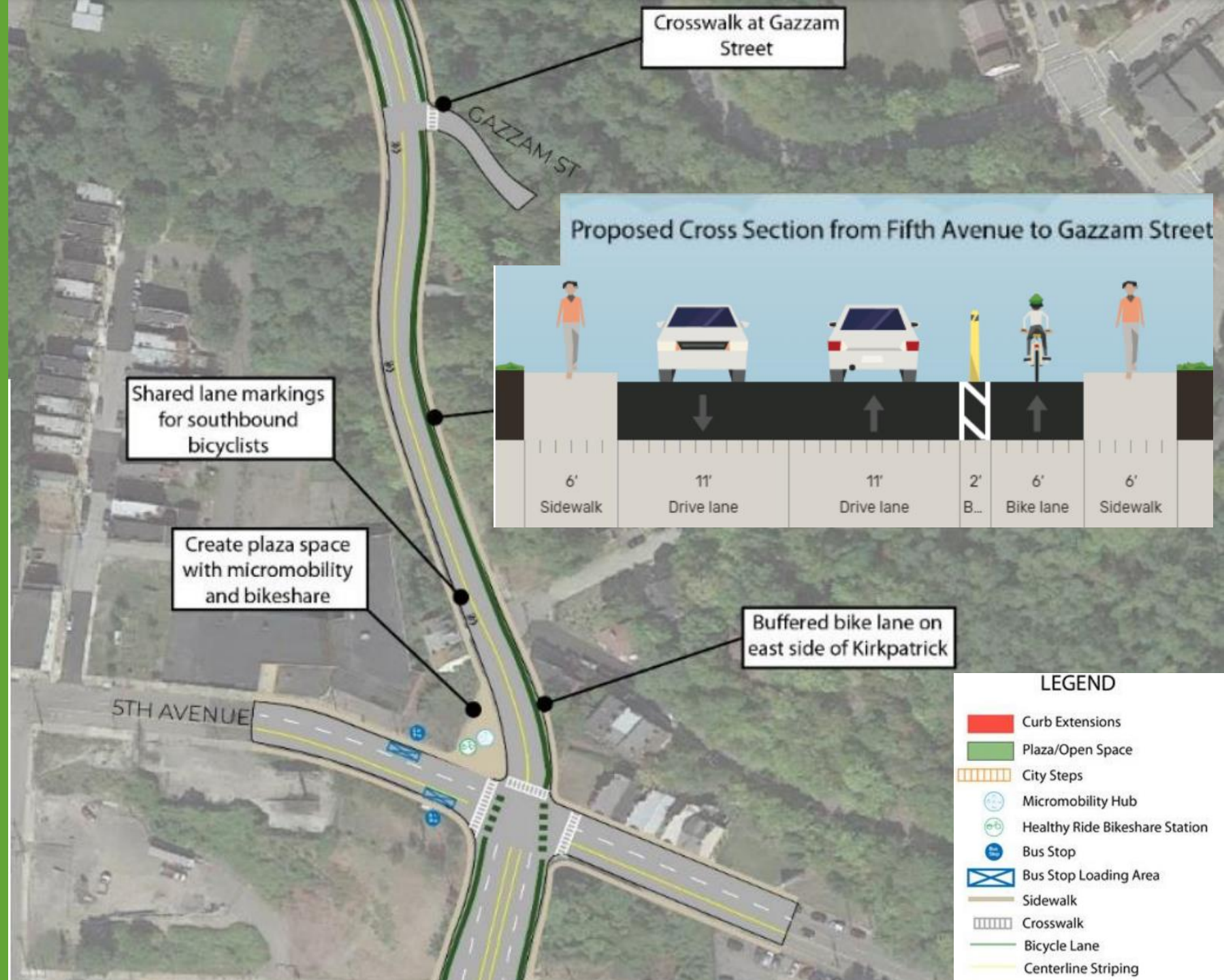


Proposal: Install Bike Facilities on Kirkpatrick: Bentley to Gazzam



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



Micro Mobility (scooters, mopeds, etc.)

Discussion:

Scooters and Mopeds

- (How) do these serve the community?
- What needs to be changed about them?
Access? Safety? Design? Impacts to other users?
- Do you have questions about them you would like answered in this process?

We are gathering feedback for Move-PGH and DOMI staff who will be available for a brief discussion at our **March 8th meeting**.



LEGEND

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

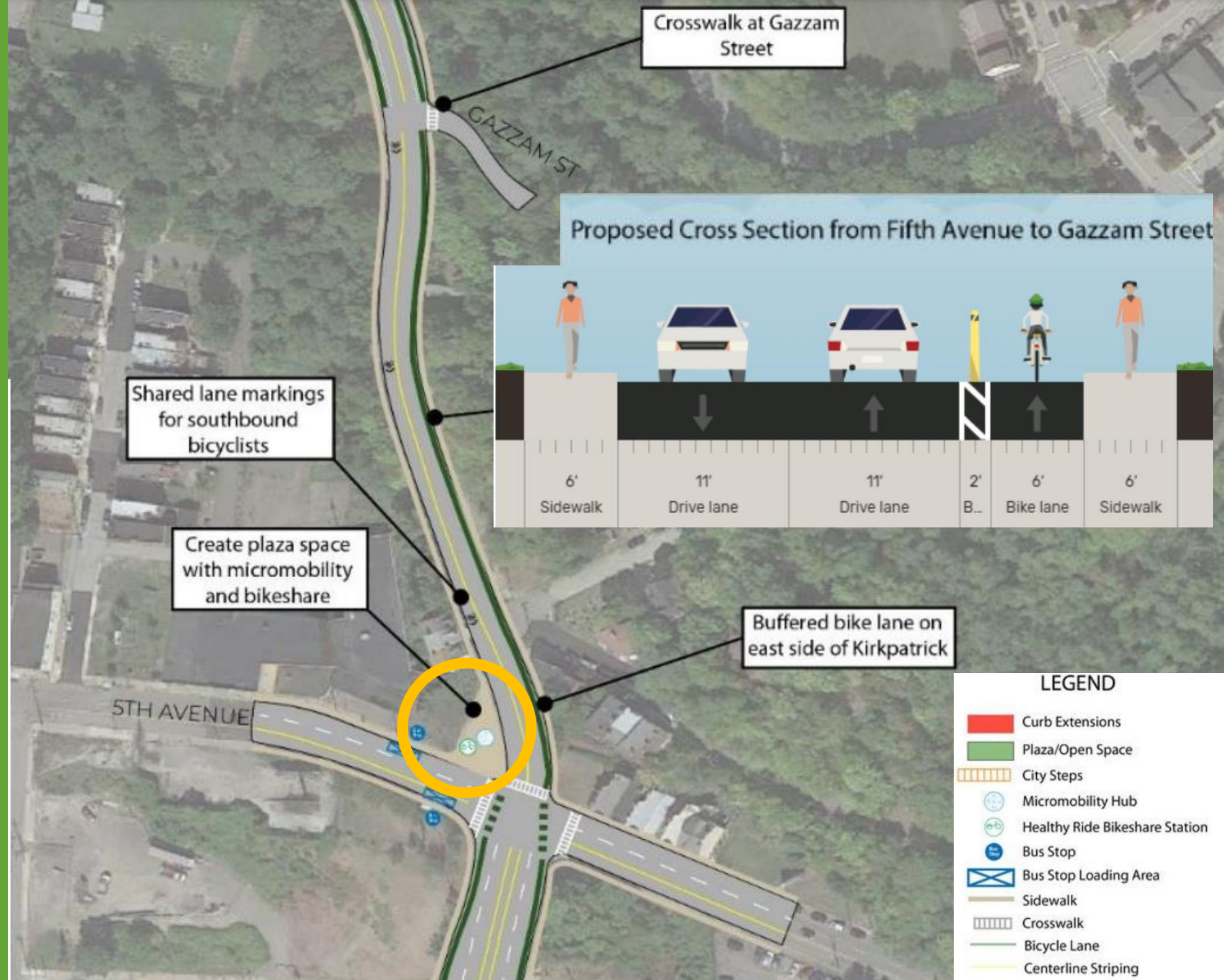
- Bus Stop Loading Area
- Sidewalk
- Crosswalk
- Bicycle Lane
- Centerline Striping
- High Priority Project
- Medium Priority Project
- Low/Lowest Priority Project

Mobility Hubs: On Centre Ave and on Kirkpatrick

Long-Term

Five
proposed
Mobility Hub
sites

Mobility Hub proposed at Fifth and Kirkpatrick



Bus / Transit Services

NEXTransit

Port Authority

2045 Long Range Transportation Plan



Project website:

<https://nextransit.network/>

Summary of Public Engagement as of June 15th, 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

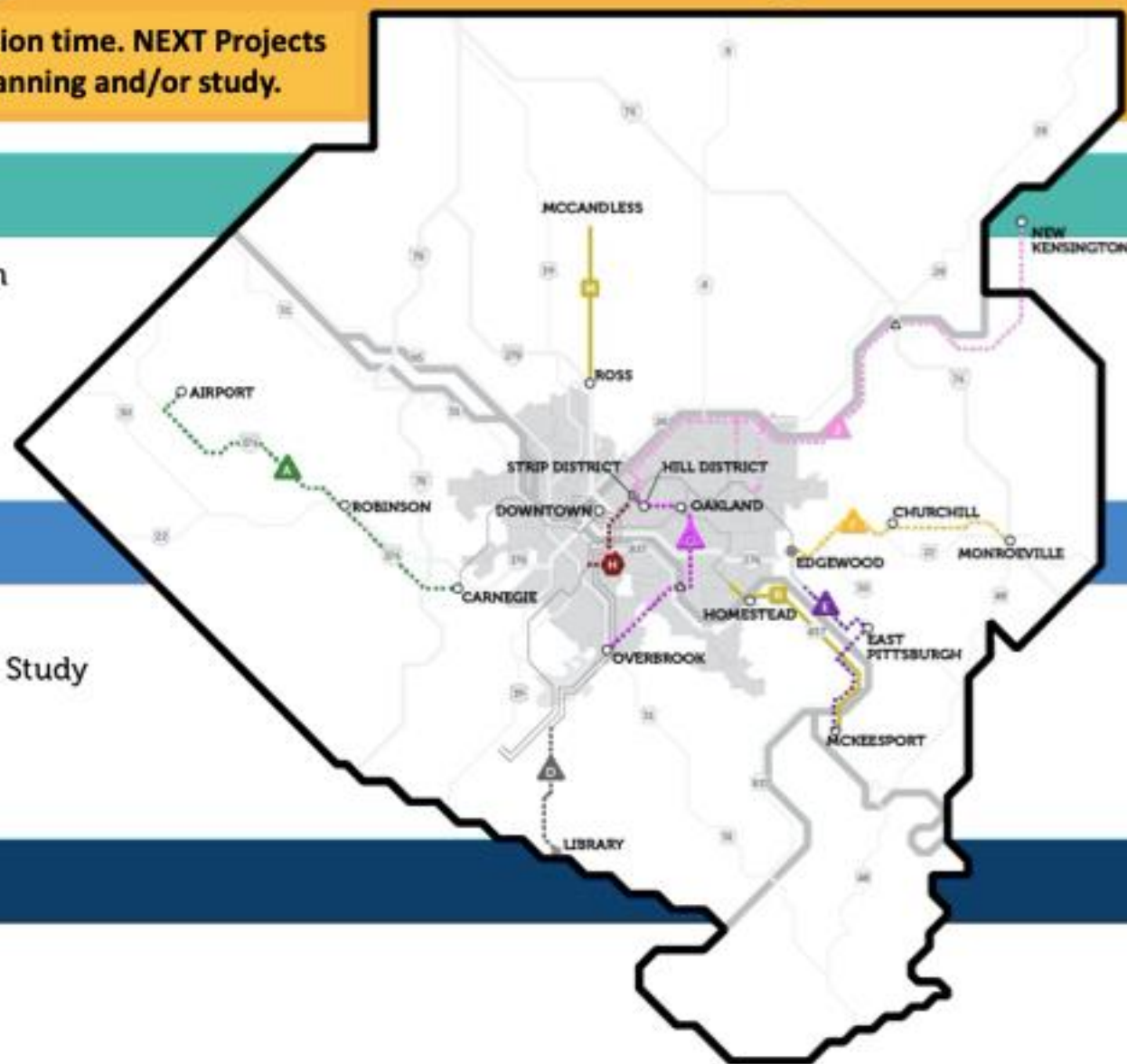
-  --- East/Central Pittsburgh River to River Connection
-  Downtown Transit Center
-  --- Library Line Best Use Study
-  --- Homestead to McKeesport Upgraded Transit

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

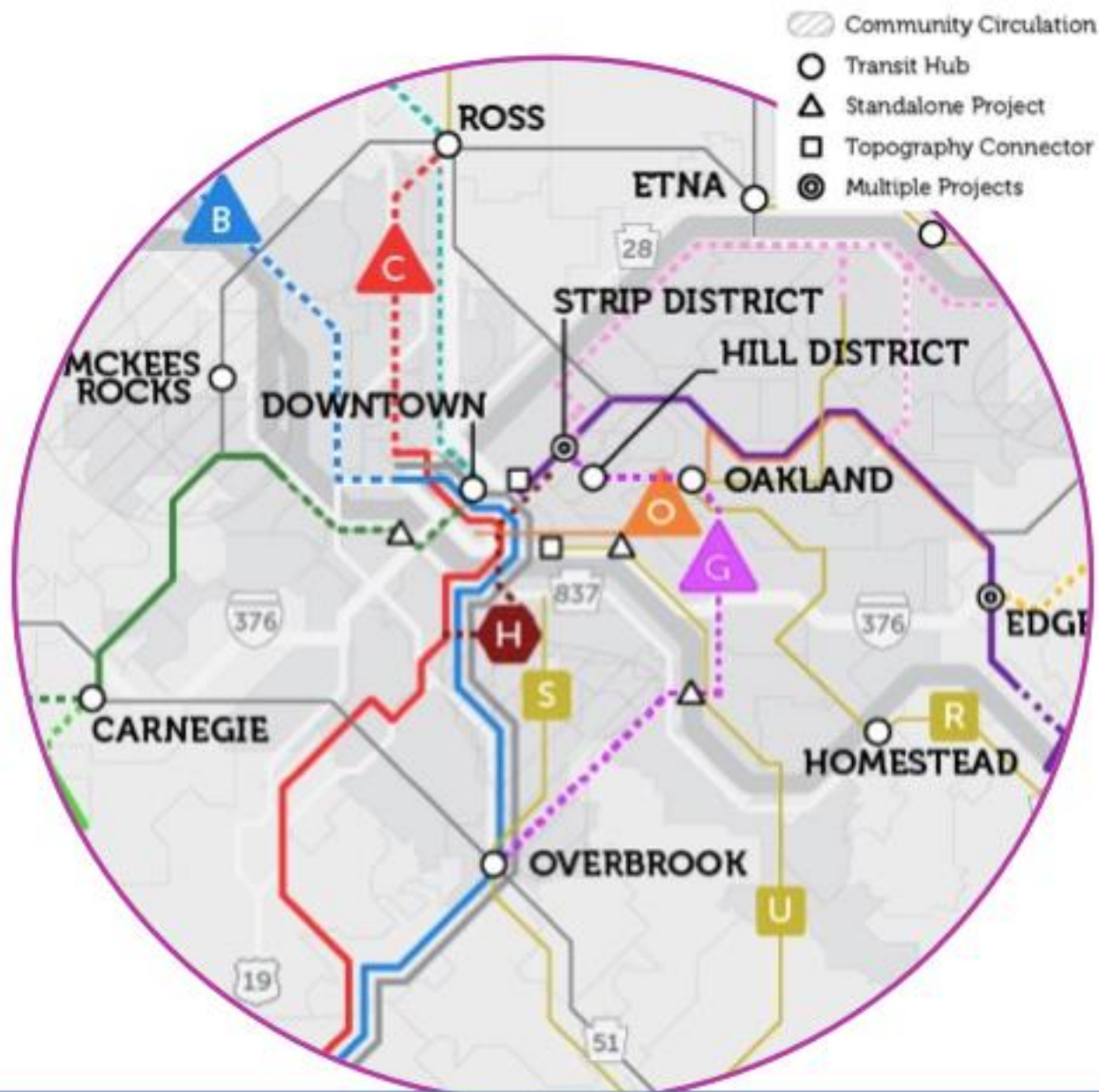


East/Central Pgh Connection *New Corridor*

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

G



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.



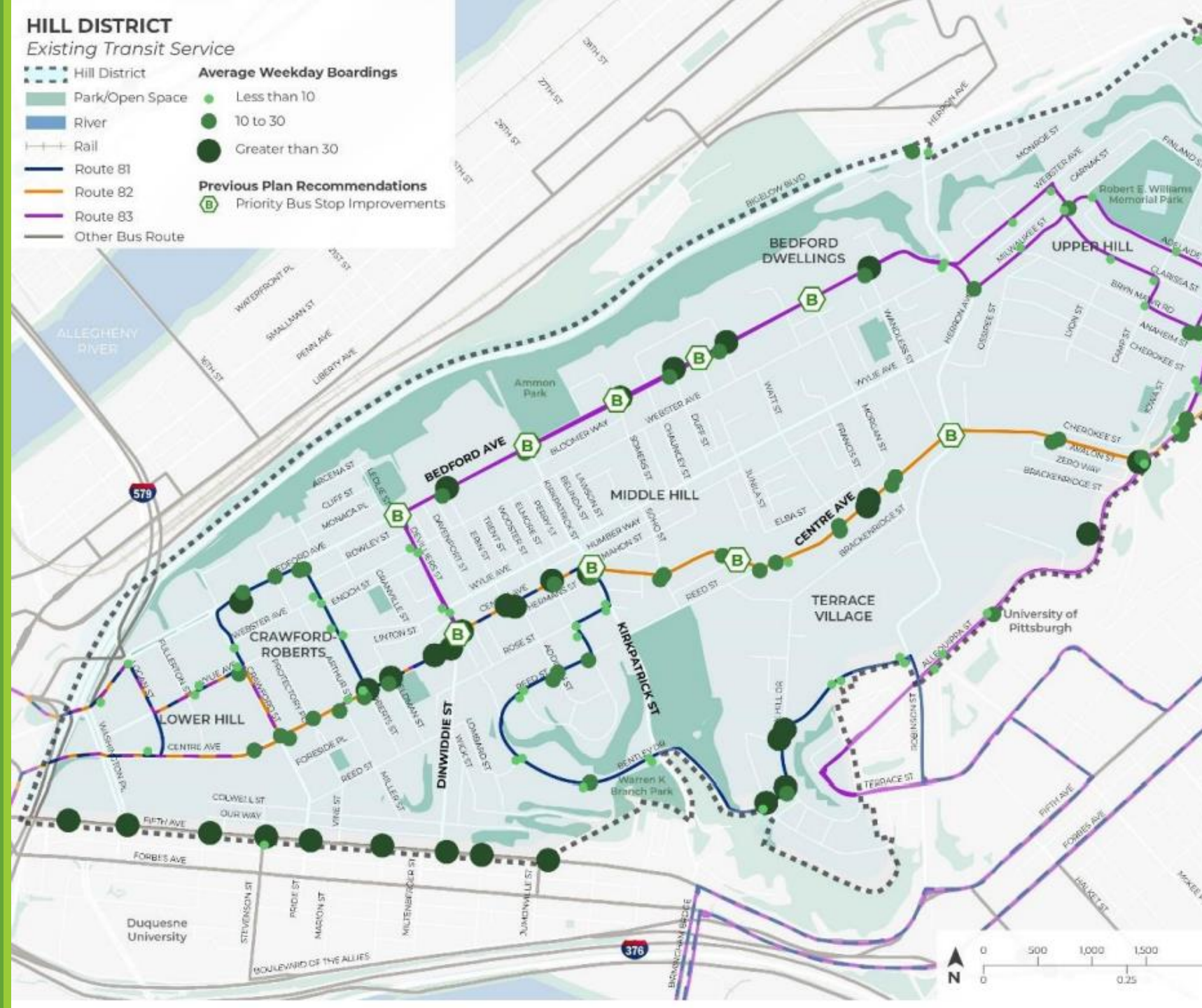
Existing Bus Routes and Frequencies

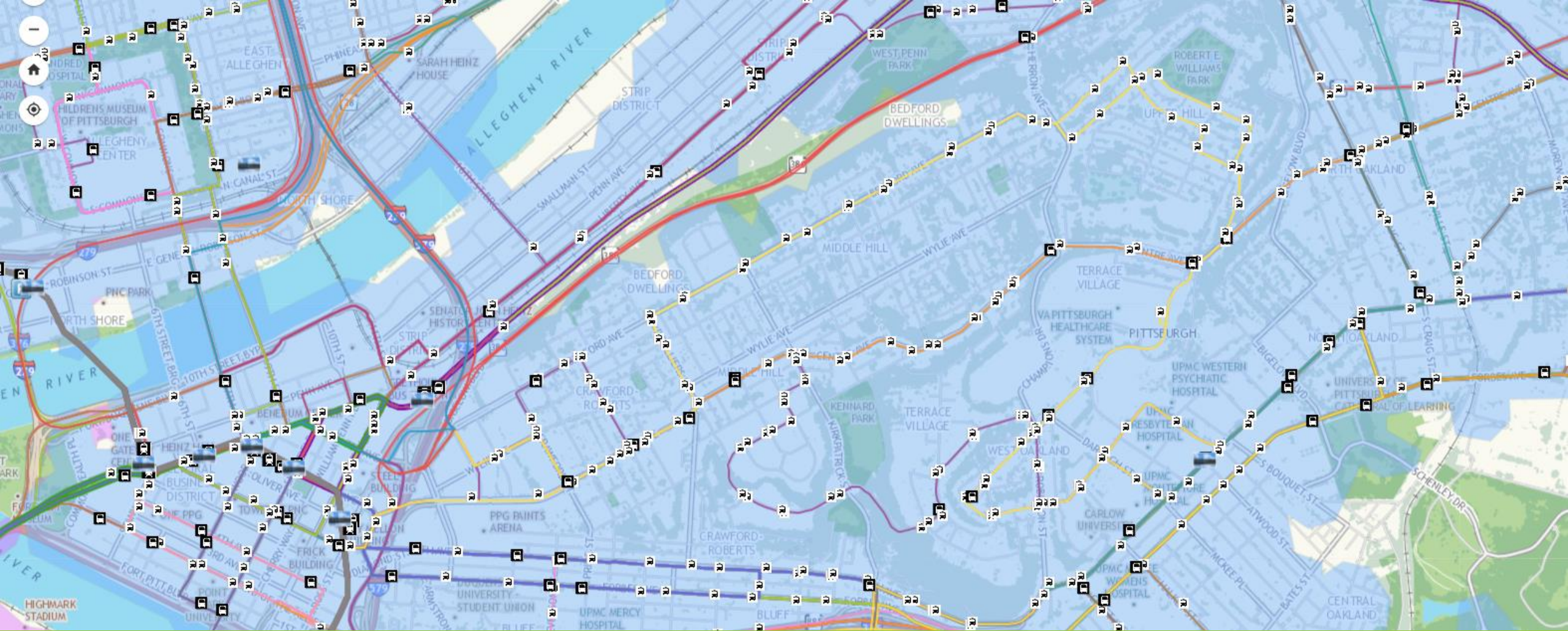
Route	Route Name	Route Type	Service	Peak Weekday Headway
81	Oak Hill	Local	Daily	35 min
82	Lincoln	Local	Daily	20 min
83	Bedford Hill	Local	Daily	25 min

Existing Transit Service & Ridership

Key criteria shaping transit service:

- Efficiency
- Effectiveness
- Equity





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

Potential Transit Connection

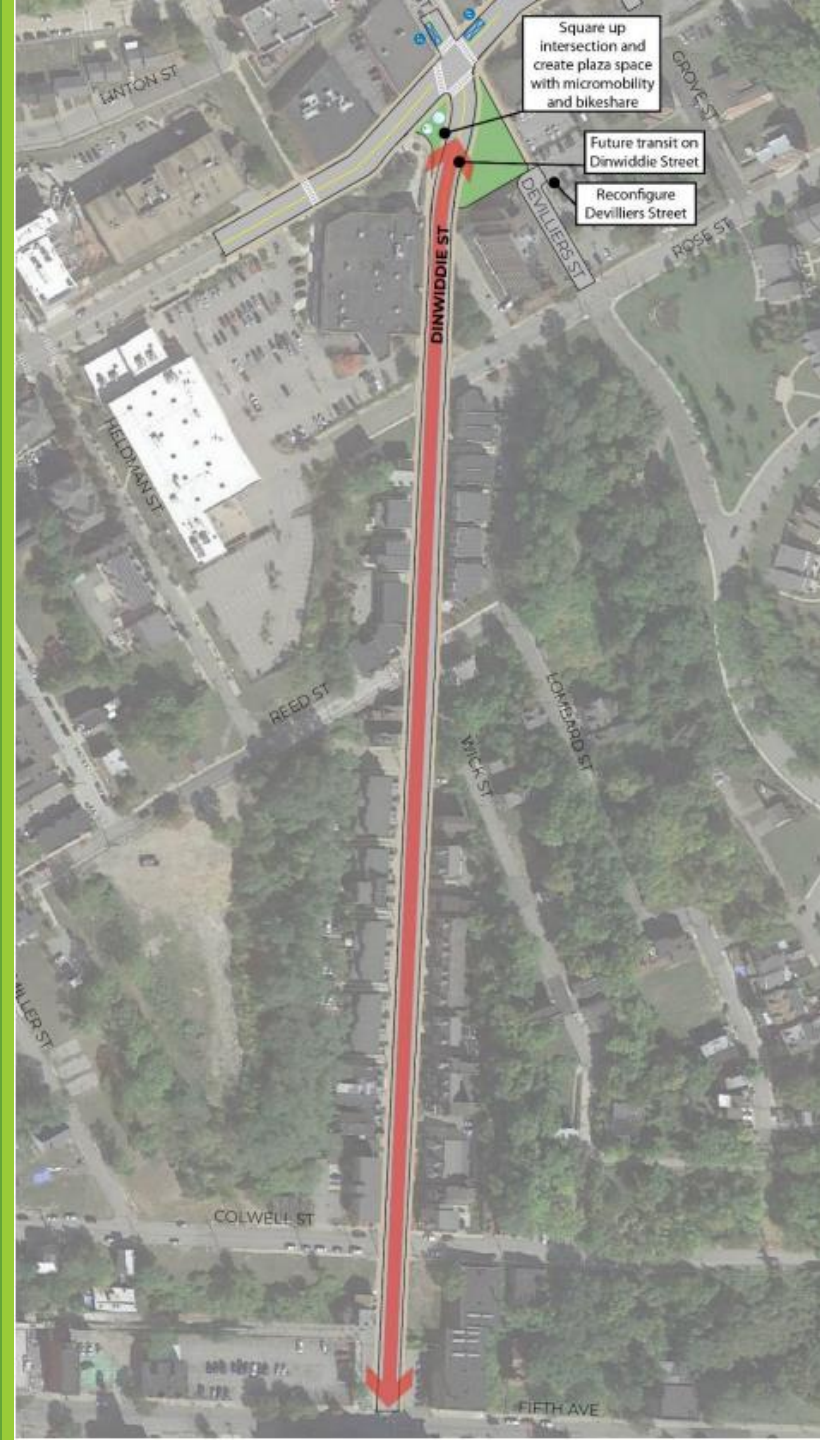
The Bedford Connects Transformation Plan (2018) identified a transit need:

- 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

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 Improvements

Previous plans have identified several priority sites for bus stop improvements:

- **Bedford Ave:** at Morgan St, at Somers St / Somers Dr, at Kirkpatrick St, and at Devilliers St, among others
- **Centre Ave:** at Herron Ave, at Chauncey St, at Kirkpatrick St, and at Devilliers St

Which of these would you prioritize most? Are there other locations you recommend? What types of improvements are most important?

Refresher: Today's Topics and/or Proposals

- **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
- **Micro mobility**: scooters and mopeds
- **Transit**: NEXTransit, direct connection to West Uptown, your suggestions for bus stop improvements

Discussion:

Reviewing Recommendations/Proposals

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

Mobility Action Team Next Steps

Meeting #4 (Final Action Team Meeting): March 8th, 6-8pm on Zoom

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

Mobility Projects Survey and Healthy Ride Survey are live:

engage.pittsburghpa.gov/ghdmp/mobility

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

THANK YOU!