



# New Pathways to Equity:

An Equitable and Just Approach to  
Rebuilding Infrastructure in Hill District  
MPMS#118768



# INTRODUCTIONS

- **Steve Auterman**, Senior Project Manager, DOMI
- **Panini Chowdhury**, Project Manager, DOMI
- **Jan Raether**, Infrastructure Engagement Specialist, Mayor's Office
- **Chrisarah Johnson**, Community Liaison, Mayor's Office

# MEETING NORMS

- Professional and psychological safety
- Be present, listen to learn
- Appreciate our differences, be open to new ideas
- Disagree Respectfully
- Silence is agreement – speak up if you disagree, we want to hear from you
- Consider others



## **Agenda:**



**Project Background**



**Community Goals**



**Grant Profile**



**Major Ongoing Projects**



**Neighborhood Profile**



**Project Profile & Scope**



**Project phasing & Finances**



**Next Step**



# Project background



## The Hill District

Formerly a vibrant center of Black cultural, civic, and economic life



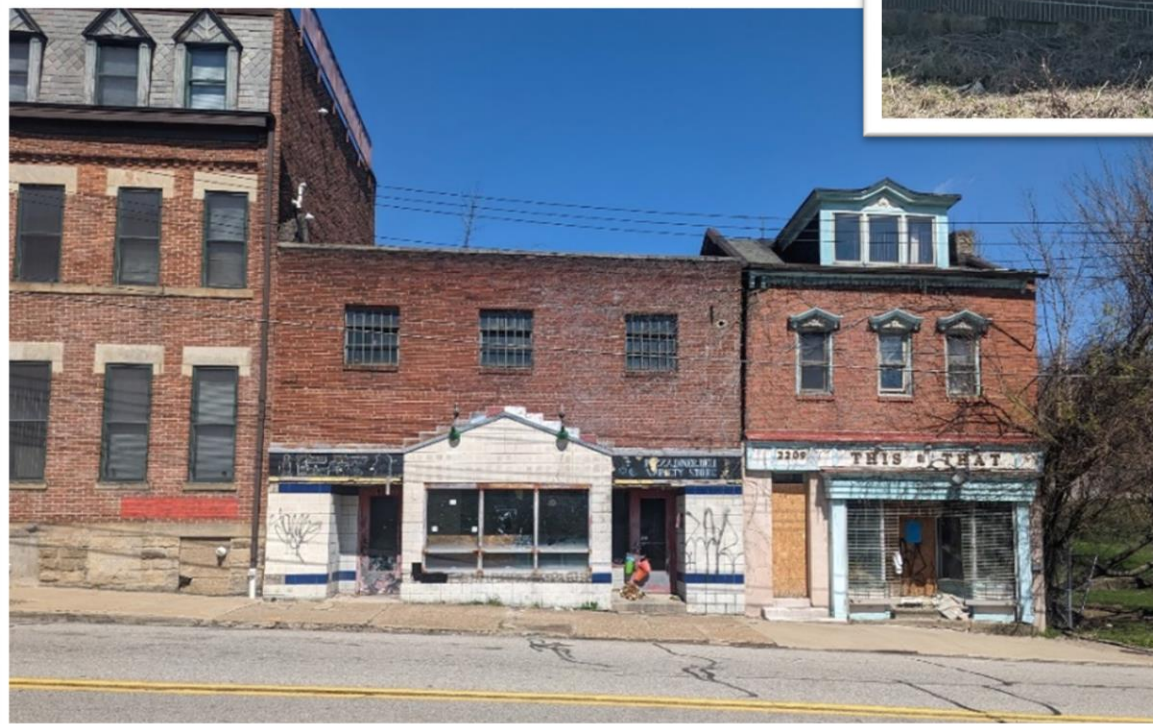




# Project background

## The Hill District:

- Decimated by red-lining and urban renewal
- Isolated from opportunities for economic/social economic mobility by limited transportation options
- Proposed improvements would address past disinvestment in sidewalk, streetscape, and transit amenities.





# Community Redevelopment Task Force (CRTF)

Established in May 2018 to bring together the financial community, technicians, and community development actors to align resources and coordination of technical agents to facilitate commercial revitalization in the Hill District.

The CRTF's work is guided by community plans such: [Greater Hill District Master Plan](#), and the [Centre Avenue Redevelopment and Design Plan](#)

Focus is primarily to provide technical leadership and capitalization of community efforts.





# Community Goals

- ☐ Build upon the African American Cultural Legacy.
- ☐ Family-friendly development without displacement
- ☐ **Economic empowerment and commercial development**
- ☐ **Green and well-designed**
- ☐ **Viable and affordable transportation access for all members of the community**





# Grant Profile

## RAISE

### Grant



- **The Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
  - Highly competitive discretionary grant program administered by the US Department of Transportation (USDOT).
  - Focuses on promoting investment in neighborhoods that have historically suffered from racist federal policies (e.g. Redlining)
- On **August 11, 2022**, the Biden-Harris Administration announced 166 awardees, including the City of Pittsburgh.

**\$11.32M**  
Grant Funding

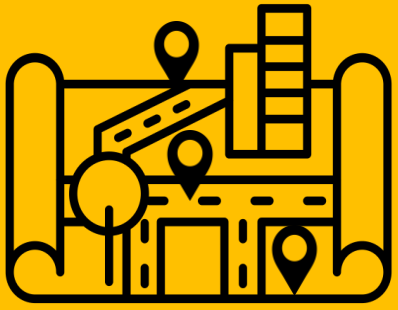
+

**\$2.83M**  
Local Match

=

**\$14.15M**  
Total Project Cost





# Major Ongoing Projects



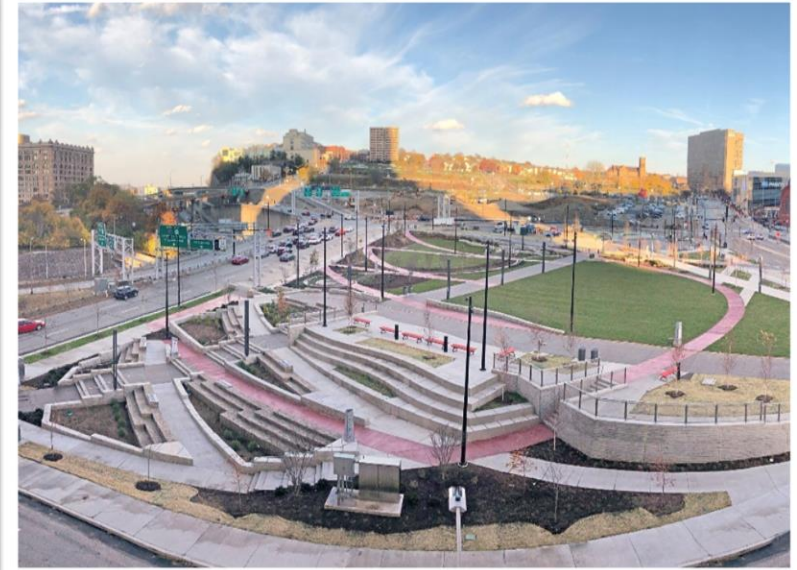
## Bus Rapid Transit (BRT) Fifth and Forbes Avenue(S)

- Connects Oakland to Downtown
- Construction will begin in Fall 2023
- Will bring temporary service changes (higher frequency) to PRT route 82.



## Lower Hill Redevelopment

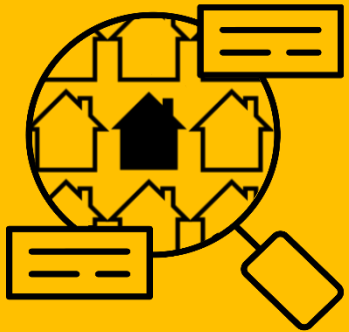
- Replaces 28-acres of parking lots with mixed-use development
- To feature pedestrian friendly sidewalk and green spaces.



## I-579 CAP Urban Connector Project (Frankie Mae Pace Park)

- Recently completed in late 2021
- Caps route 579 with a 3 acre pedestrian friendly park space

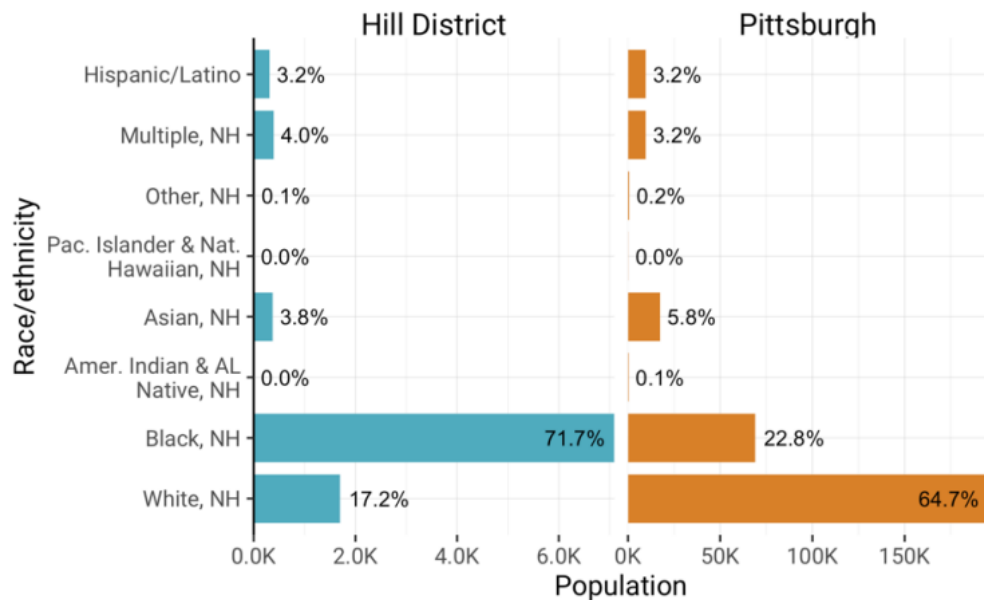




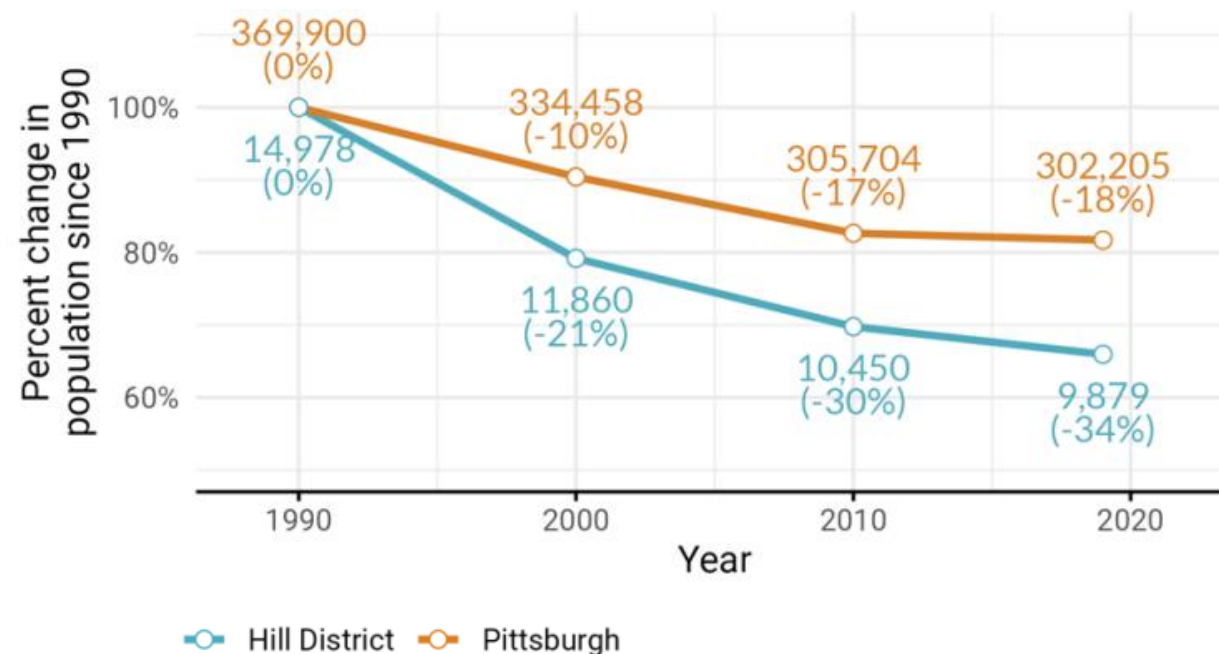
# Neighborhood Profile

## Race, Ethnicity, and Population

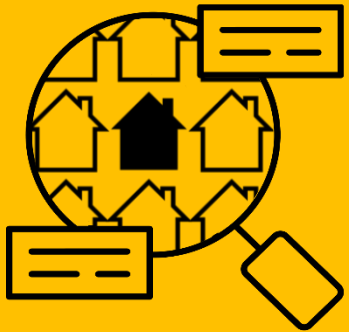
- The majority of Hill District residents are Black (~72%) nearly mirror opposite to City-wide demographics
- The Hill District is losing residents at a faster rate than the rest of the City



Population by Race & Ethnicity, Hill District and City of Pittsburgh, 2019



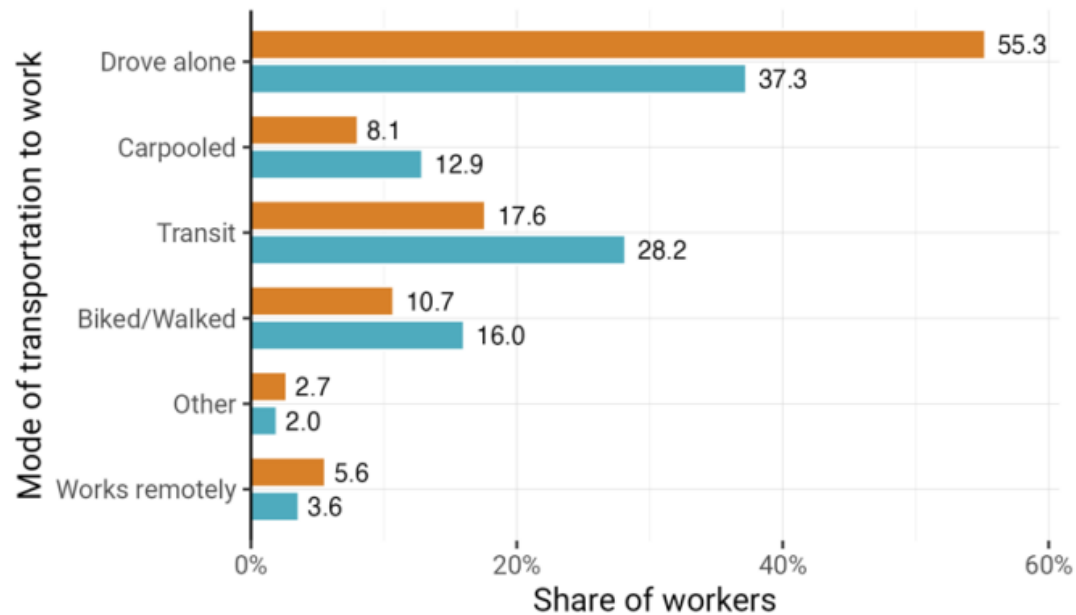
Population Change, 1990-2019, Hill District and City of Pittsburgh, 2019



# Neighborhood Profile

## Commuter Characteristics

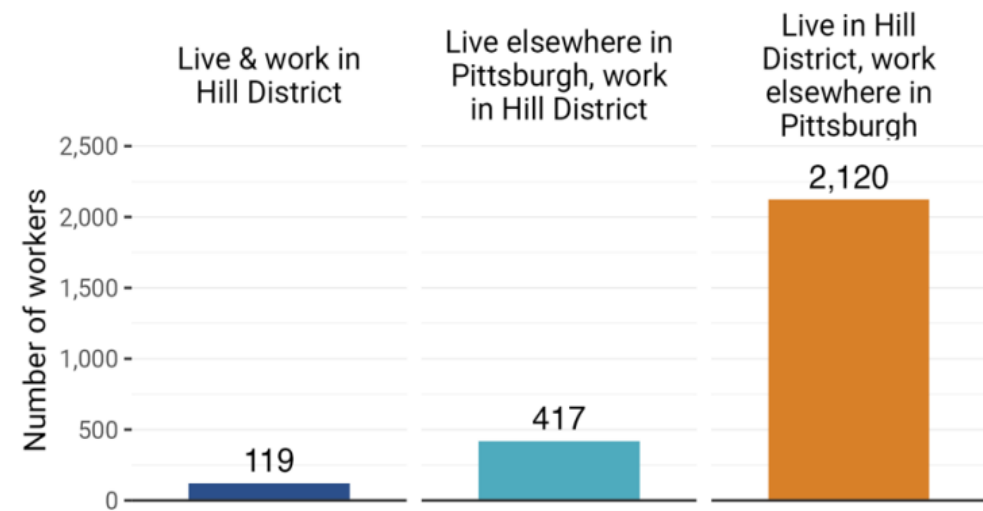
- Significantly fewer Hill residents drive alone to work than the City-wide average
- Many more Hill residents carpool, use transit, or walk to work compared to the City-wide average



Commute by  
Transportation Mode

Area

Hill District Pittsburgh

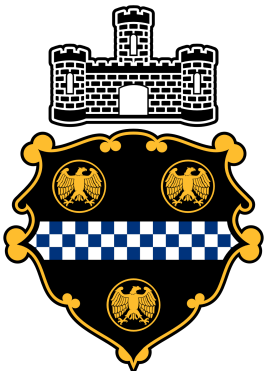


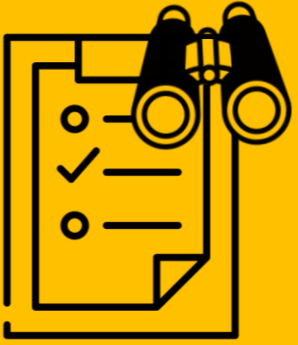
Commute Flow Totals

Source:  
Greater Hill District Master Plan Update 2022 – Opportunities and  
Constraints Report

# PennDOT Project Initiation Form :

- Pedestrian facilities to be considered:
- Bicycle facilities to be considered:
- Public Transit improvements to be considered:
- TSMO/ITS (Signal) Enhancements to be considered:
- Freight considerations:
- Stormwater and Green Infrastructure considerations:
- Other items to be considered:
- Public Controversy (Concerns):



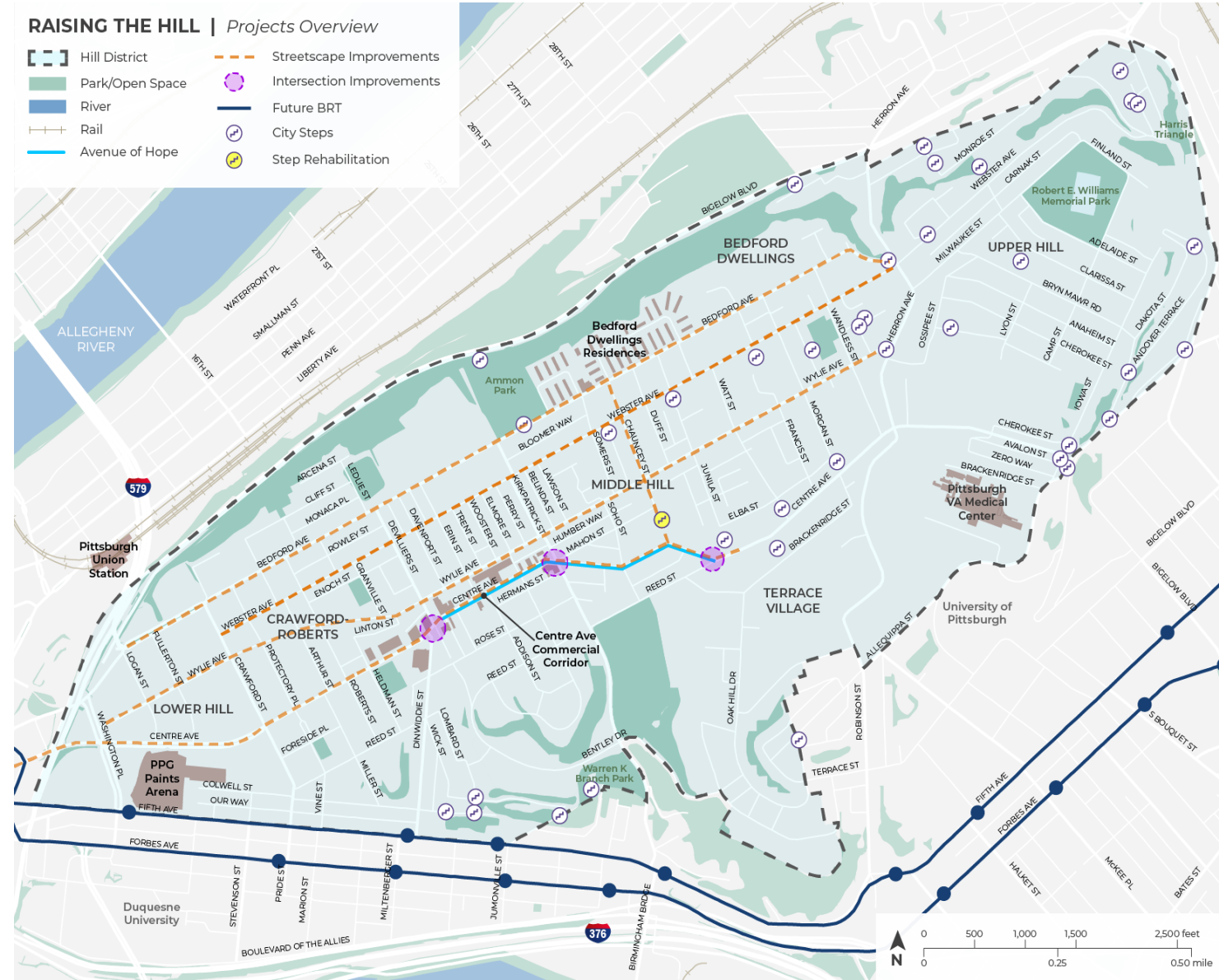


# Project Scope

The project scopes of this grant were identified as fundamental elements for improvement as part of the **Greater Hill District Master Plan Update-mobility section**.

Improvements will include

- Pedestrian & transit accessibility and crossing improvements,
- Restoration of a city step,
- Smart signal infrastructure for enhanced and reliable transit service and connectivity.
- Traffic calming.
- Intersection redesign.
- Streetscape improvements on the Centre Avenue corridor.





# Project 1 – Centre Ave Green Corridor

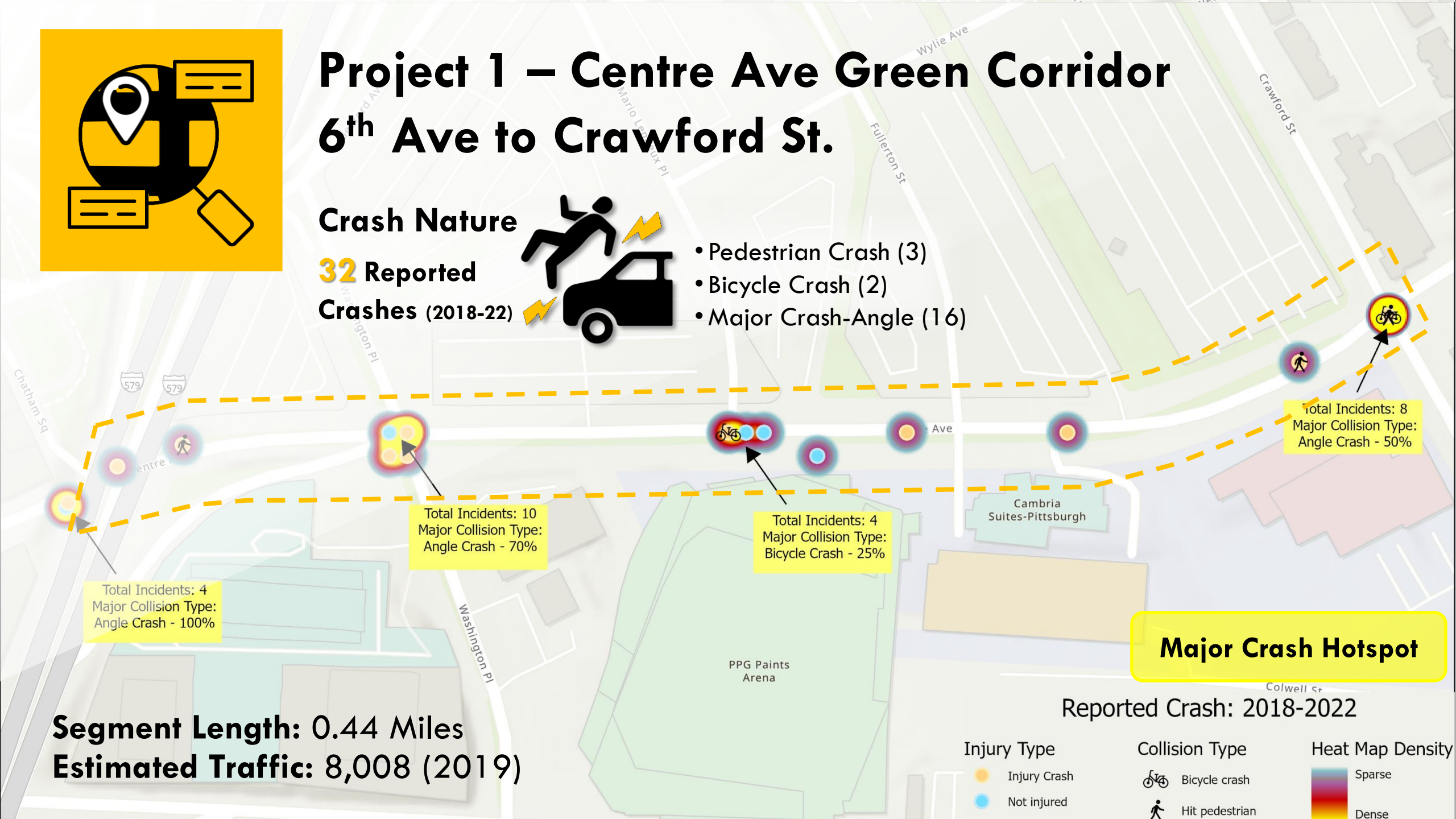
## 6<sup>th</sup> Ave to Crawford St.

### Crash Nature

**32** Reported  
Crashes (2018-22)



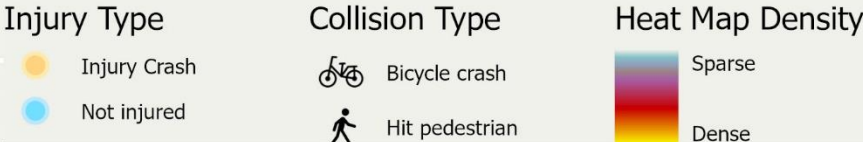
- Pedestrian Crash (3)
- Bicycle Crash (2)
- Major Crash-Angle (16)



**Segment Length: 0.44 Miles**  
**Estimated Traffic: 8,008 (2019)**

### Major Crash Hotspot

Reported Crash: 2018-2022







# Project Area Profile



Frankie Pace Park



General cross section



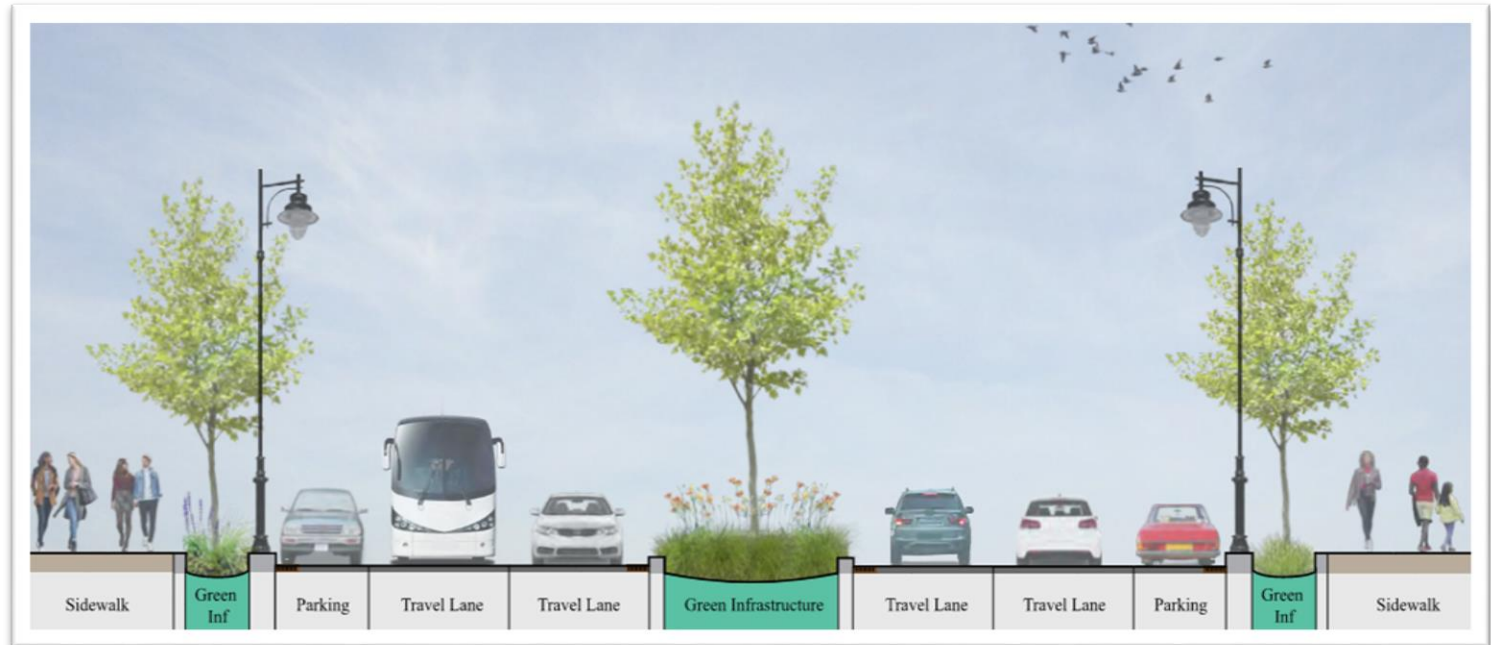
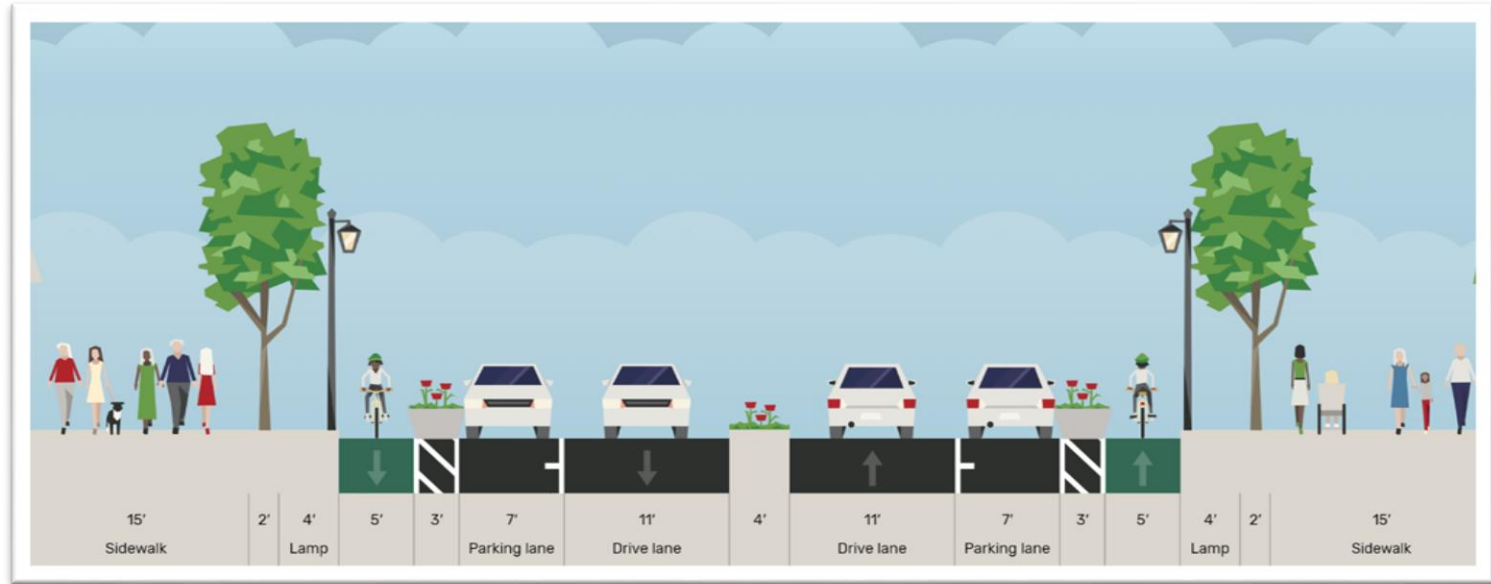
Near PPG Arena





# Project Scope

Preliminary alternative layout scenarios:





# Project Scope

## Safety, Accessibility & Place making



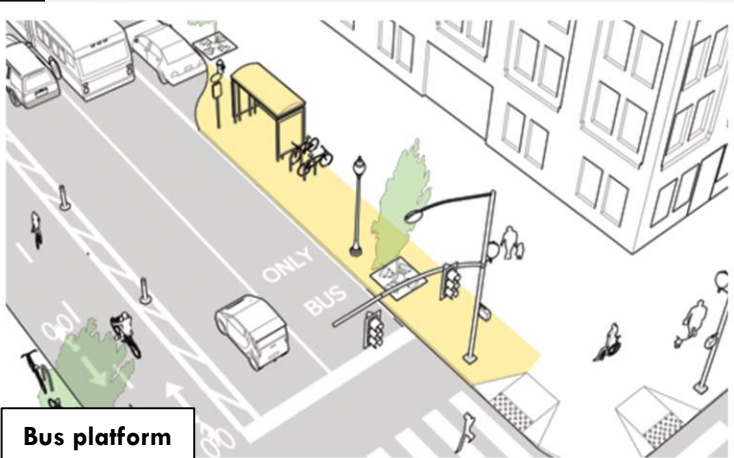
Pedestrian scale lighting



Curb extension/bump outs



Planters



Bus platform



Pedestrian refuge island



Sitting arrangements





# Project 2 – Centre Ave Streetscape Crawford St – Herron Ave

**Segment Length: 1.3 Miles**

**Estimated Traffic (2019):**

Crawford to Devilliers - **5,197**

Devilliers to Kirkpatrick - **5,624**

Kirkpatrick to Herron – **8,570**







# Project 2 – Centre Ave Streetscape

## Safety Overview

**Segment Length: 1.3 Miles**

### Crash Nature

**41 Reported**

**Crashes (2018-22)**



- Pedestrian Crash (8)
- Bicycle Crash (1)
- Major Crash Type- Angle (15)



**Major Crash Hotspot**

Reported Crash: 2018-2022

#### Injury Type

- Injury Crash
- Suspected Serious Injury

#### Collision Type

- Bicycle crash
- Hit pedestrian

#### Heat Map Density

- Sparse
- Dense





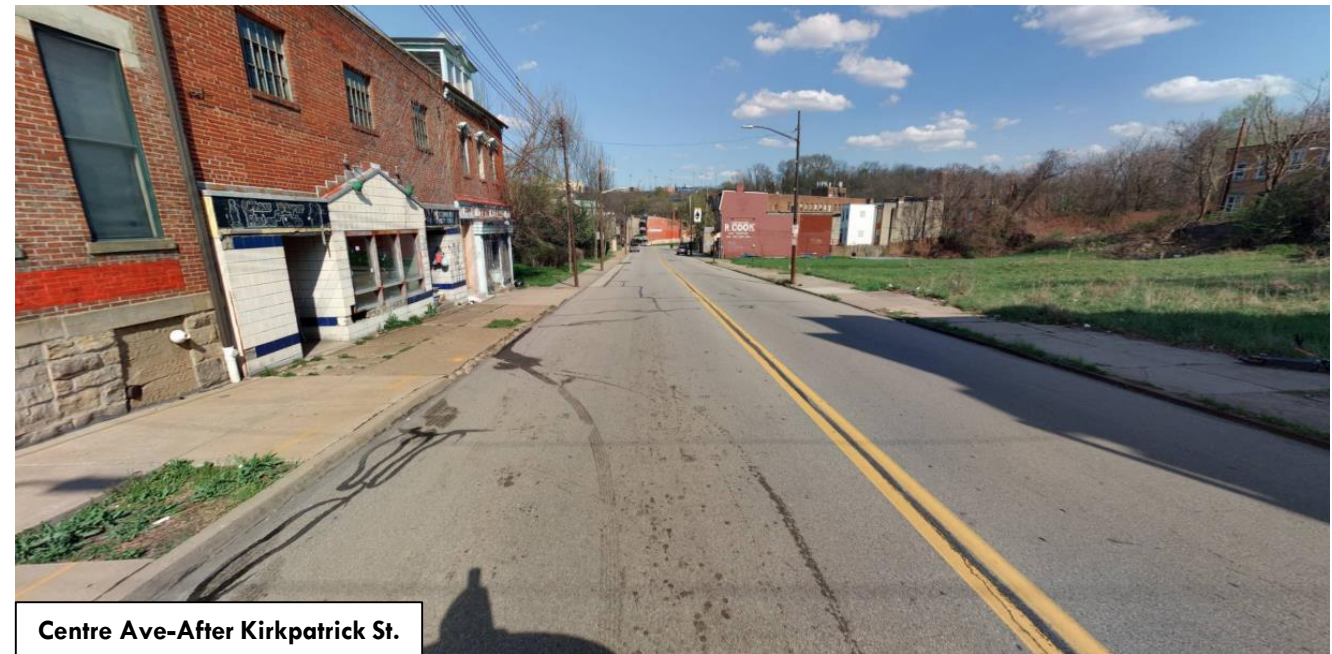
# Project Area Profile



Centre Ave- Between Crawford St. & Vine St.



Centre Ave-Near Thelma Lovette YMCA



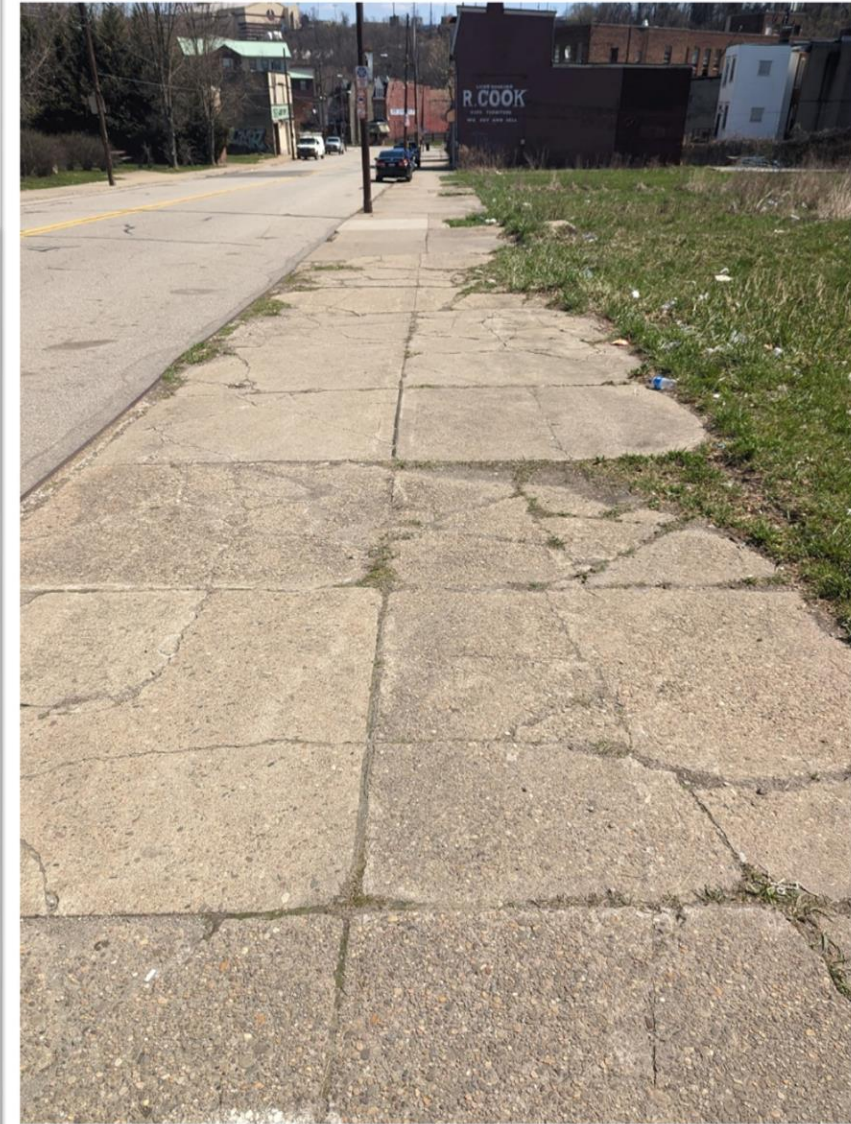
Centre Ave-After Kirkpatrick St.





# Project Scope

## Centre Ave Sidewalk Conditions







# Project Scope

## Crawford St to Herron Ave



### LEGEND

	Curb Extensions		Bus Stop Loading Area
	Plaza/Open Space		Sidewalk
	City Steps		Crosswalk
	Micromobility Hub		Bicycle Lane
	Healthy Ride Bikeshare Station		Centerline Striping
	Bus Stop		High Priority Project
			Medium Priority Project
			Low/Longer Term Priority Project

- 1A: General traffic calming from Dinwiddie Street to Kirkpatrick Street
- 1B: Install parking meters along Centre Avenue from Dinwiddie Street to Reed Street
- 1C: Centre Avenue and Dinwiddie Street Reconstruction
- 1D: Centre Avenue and Kirkpatrick Street Intersection Realignment-SMARTPGH
- 1E: Centre Avenue and Reed Street Intersection Realignment-SMARTPGH

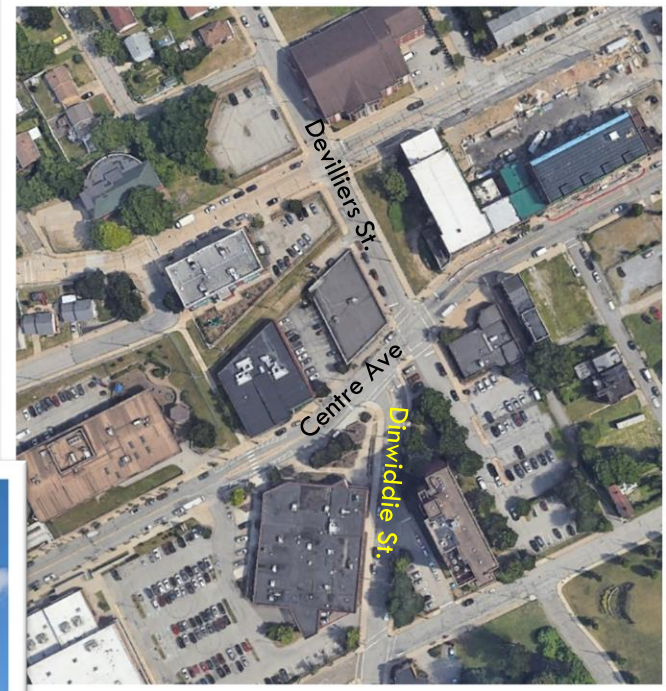




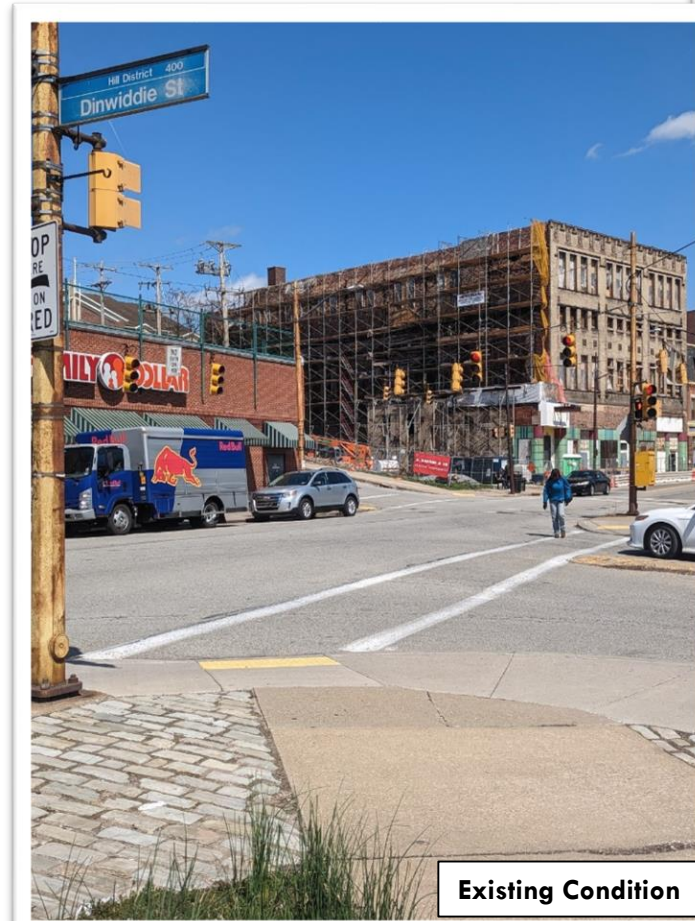
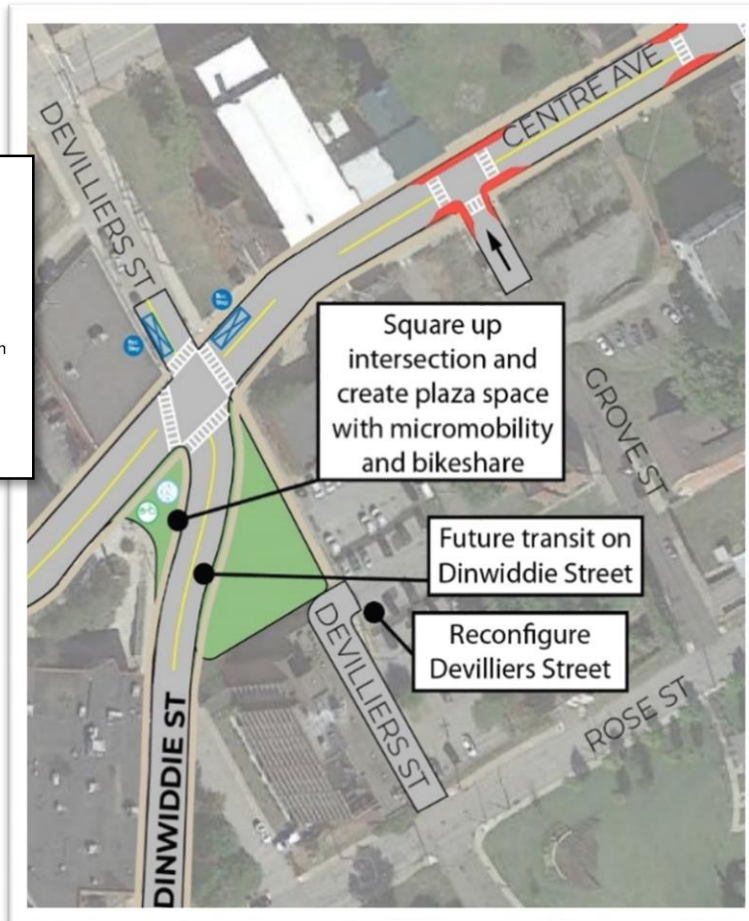
# Project Scope

## Intersection Redesign

### Centre & Dinwiddie/Devilliers



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







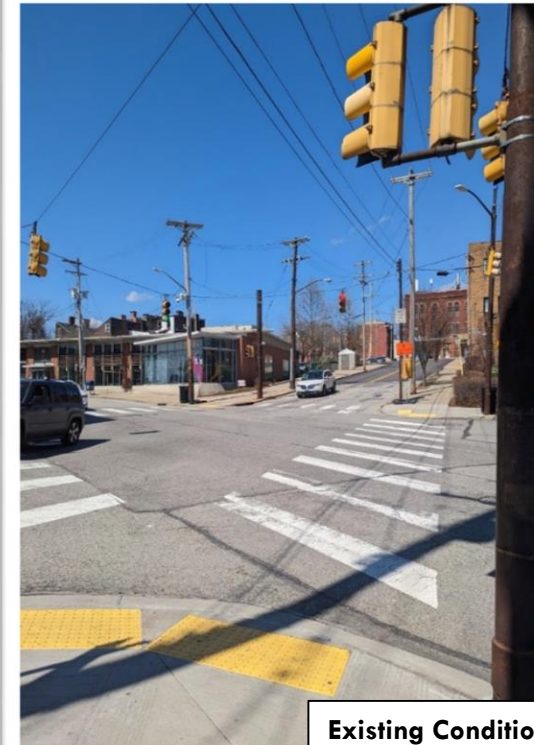
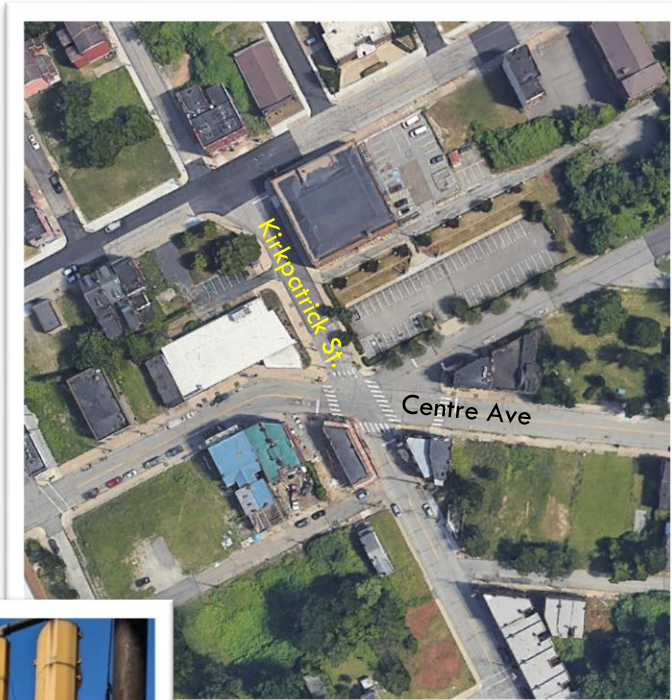
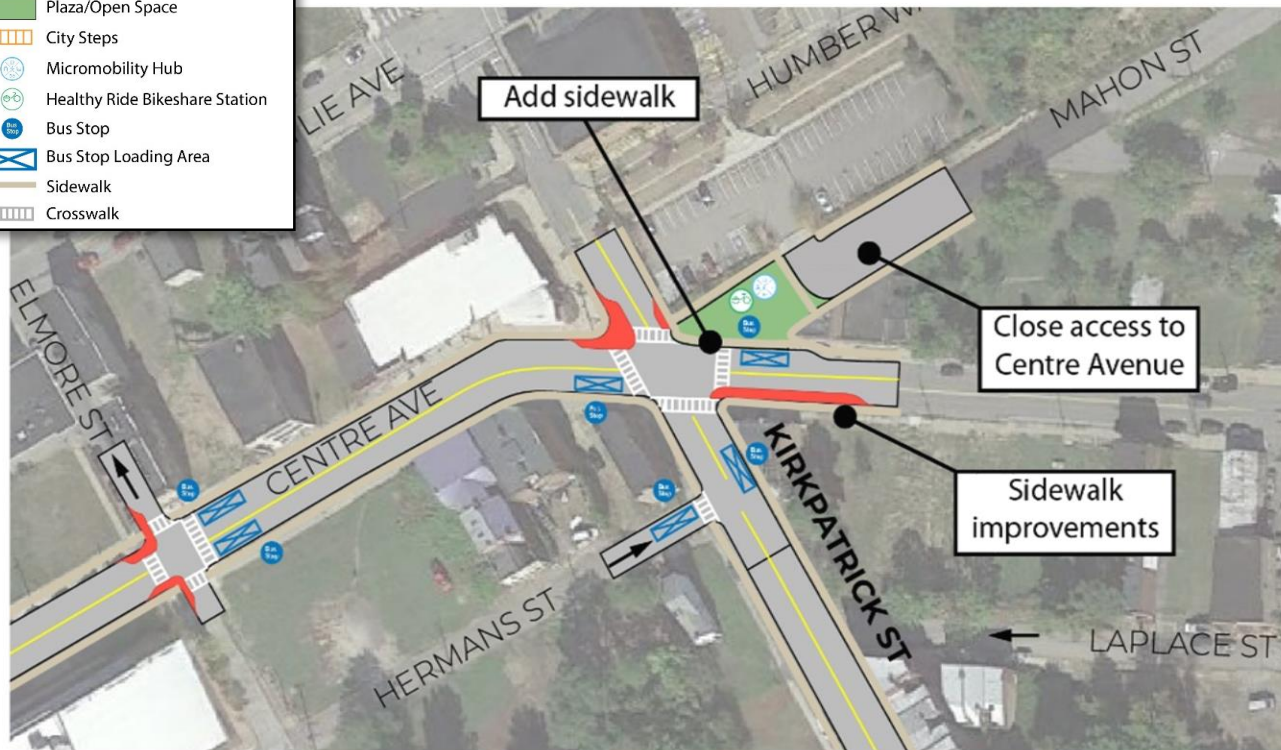
# Project Scope

## Intersection Redesign

### Centre & Kirkpatrick

#### LEGEND

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



Existing Condition

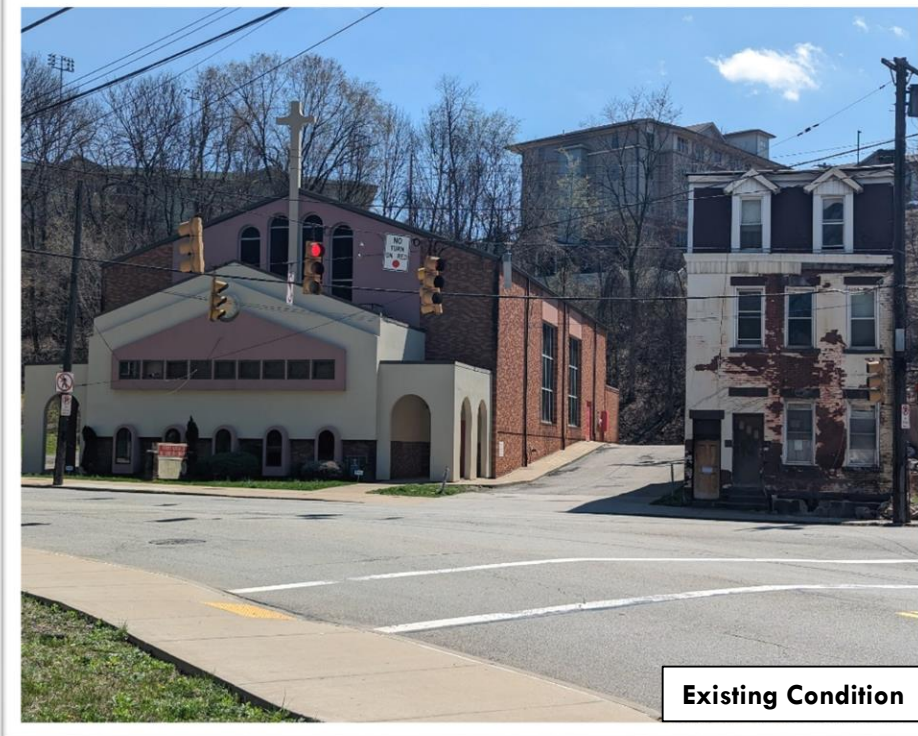
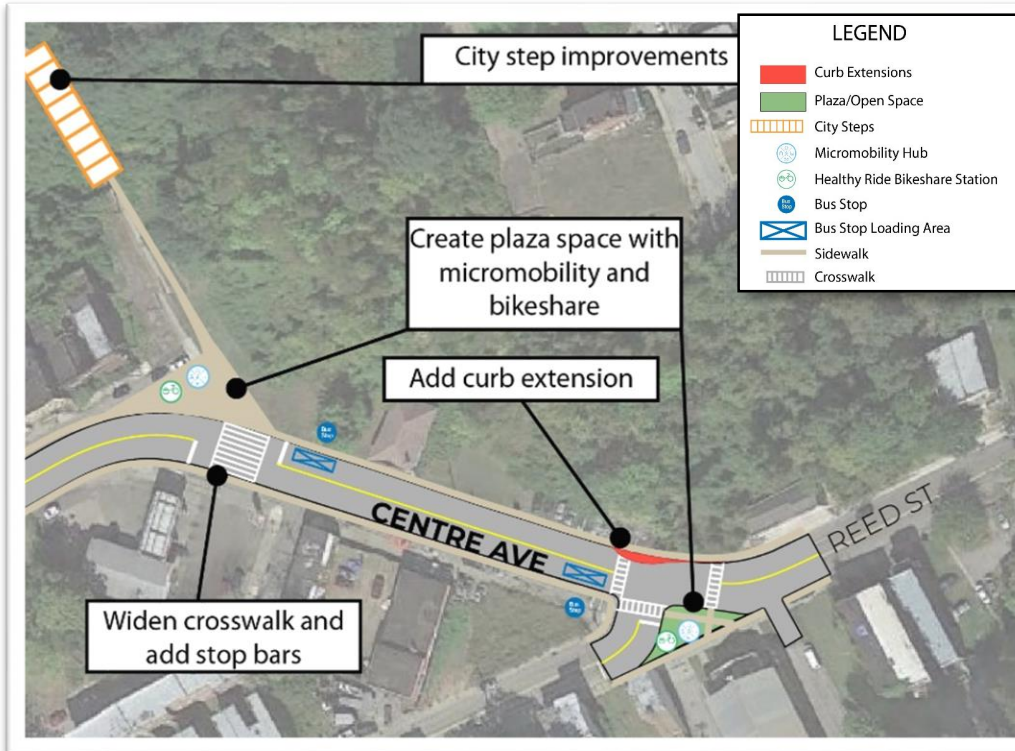
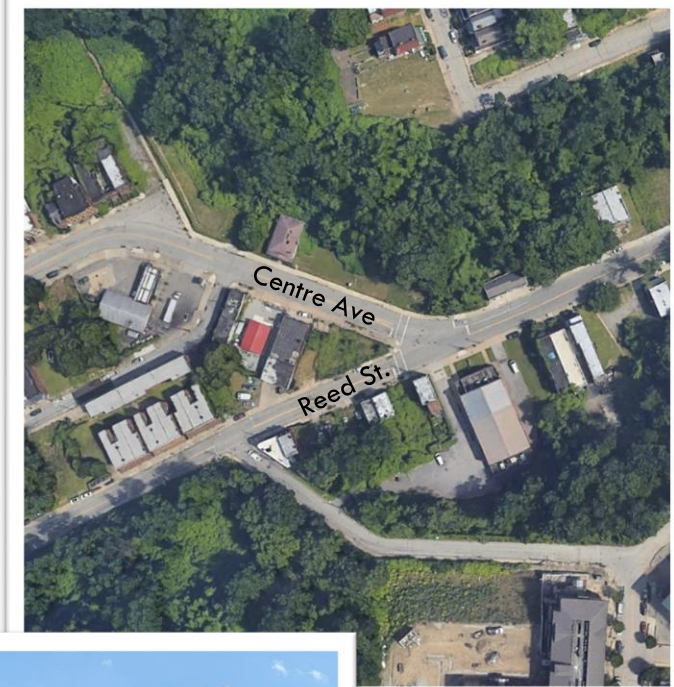




# Project Scope

## Intersection Redesign

### Centre & Reed







# Project 3-Chauncy St. Pedestrian & Steps Improvements

**Corridor Length: 0.23 Miles**

## Crash Nature

**3 Reported Crashes**

- Varies Collision Types



**Major Crash Hotspot**

Reported Crash: 2018-2022

Injury Type

- Not injured
- Injury Crash

Heat Map Density

- Sparse
- Dense





# Project 4

## Chauncy St. Steps Improvements

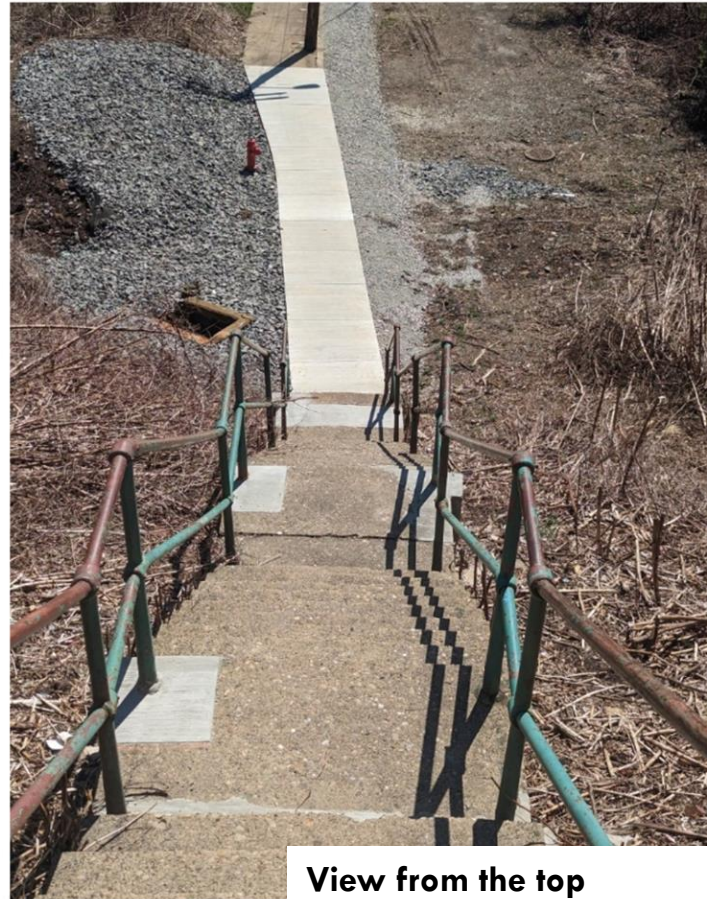
Connecting Centre Ave & Mahon St

Length: 272 ft.

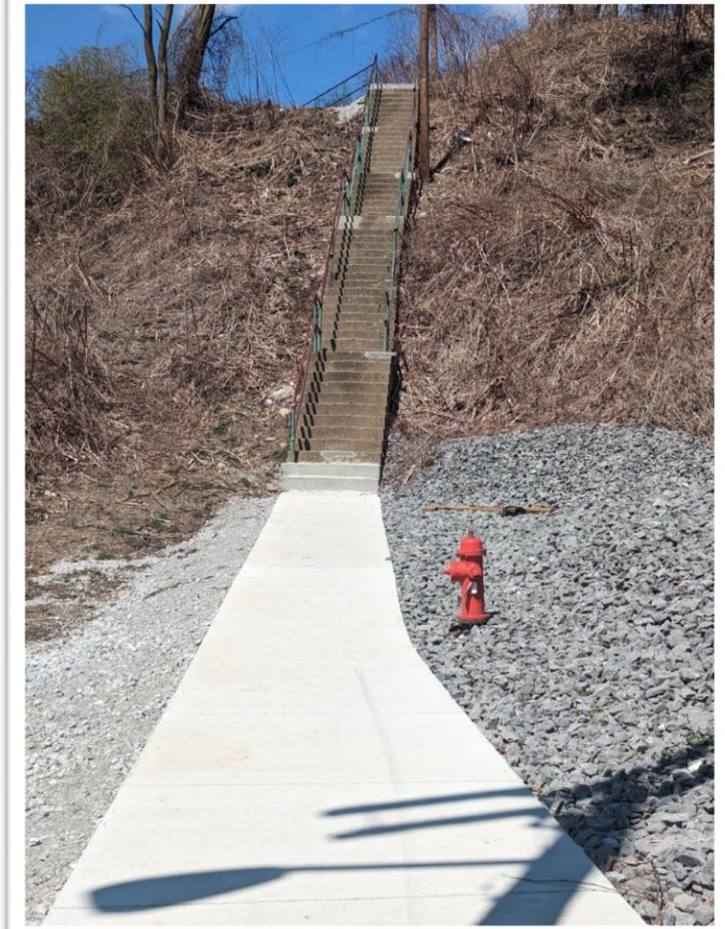
No. of Steps: 60



Steps approach towards  
Chauncey St.



View from the top



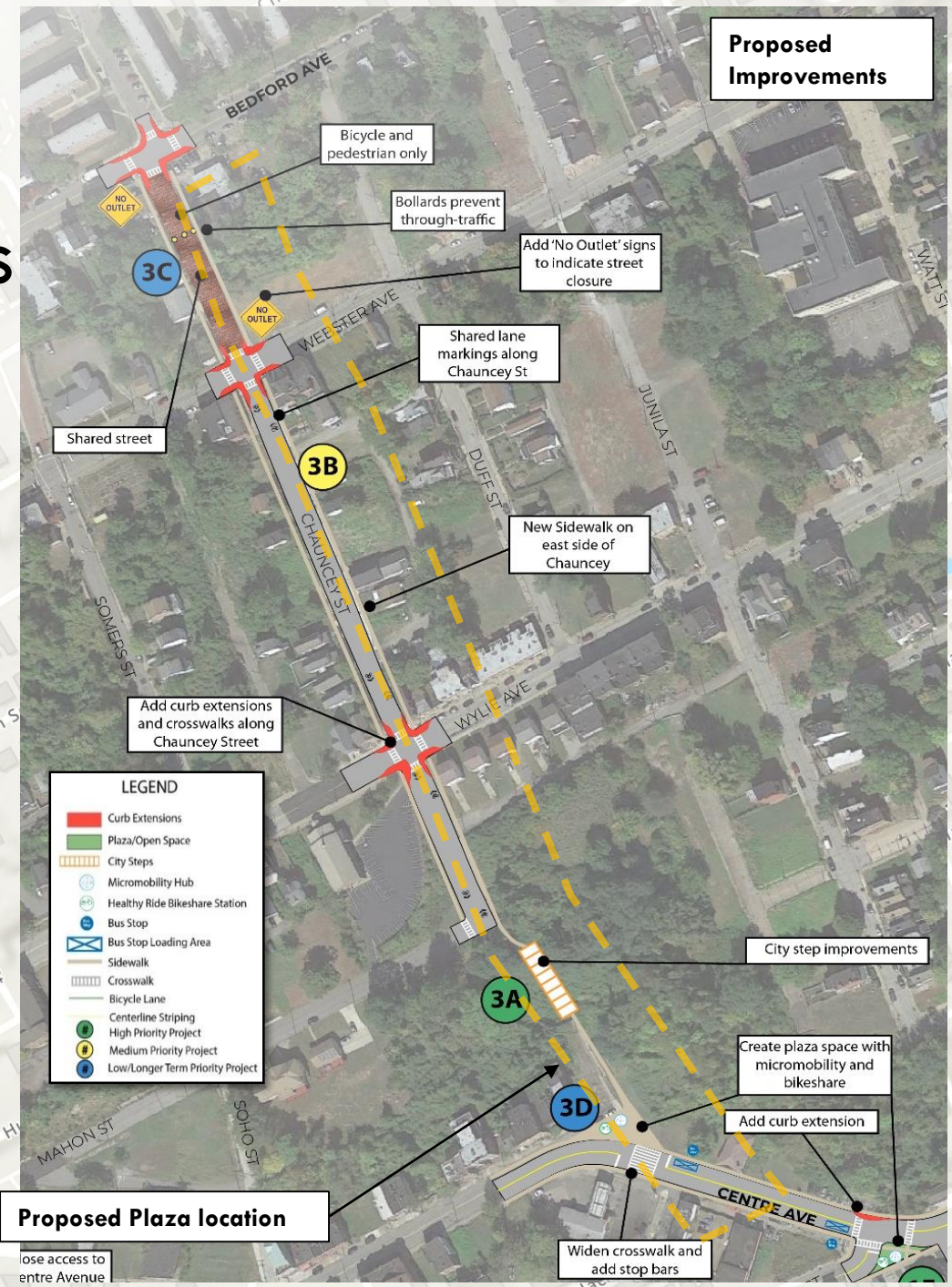
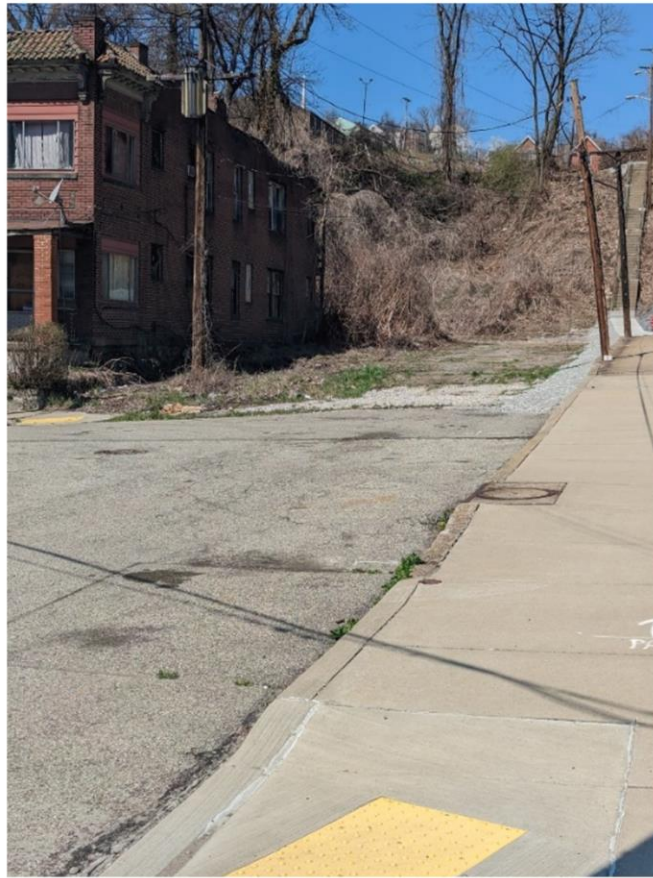
View from the bottom





# Project Scope

## Chauncy St. Improvements



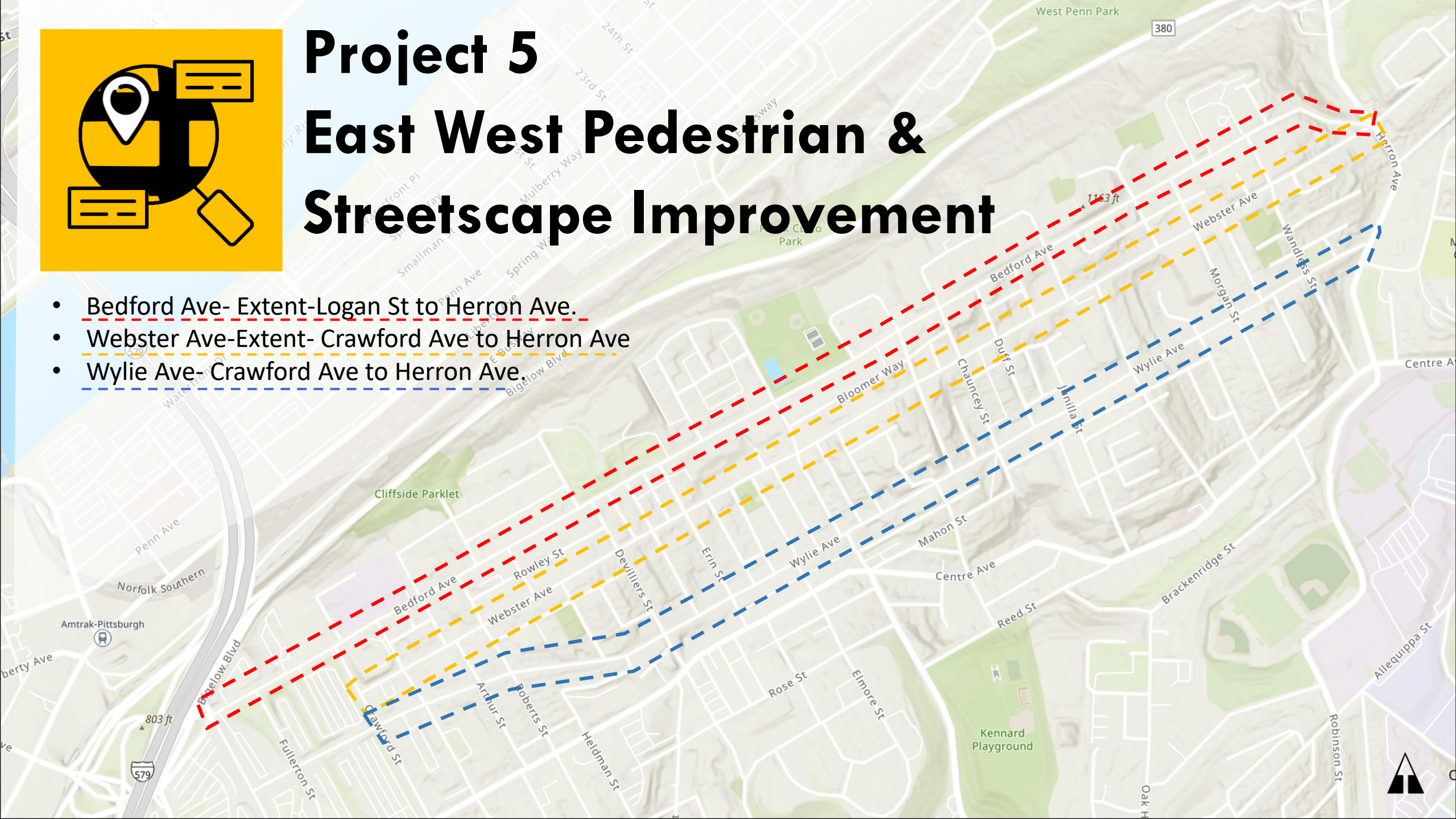




# Project 5

## East West Pedestrian & Streetscape Improvement

- Bedford Ave- Extent-Logan St to Herron Ave.
- Webster Ave-Extent- Crawford Ave to Herron Ave
- Wylie Ave- Crawford Ave to Herron Ave.







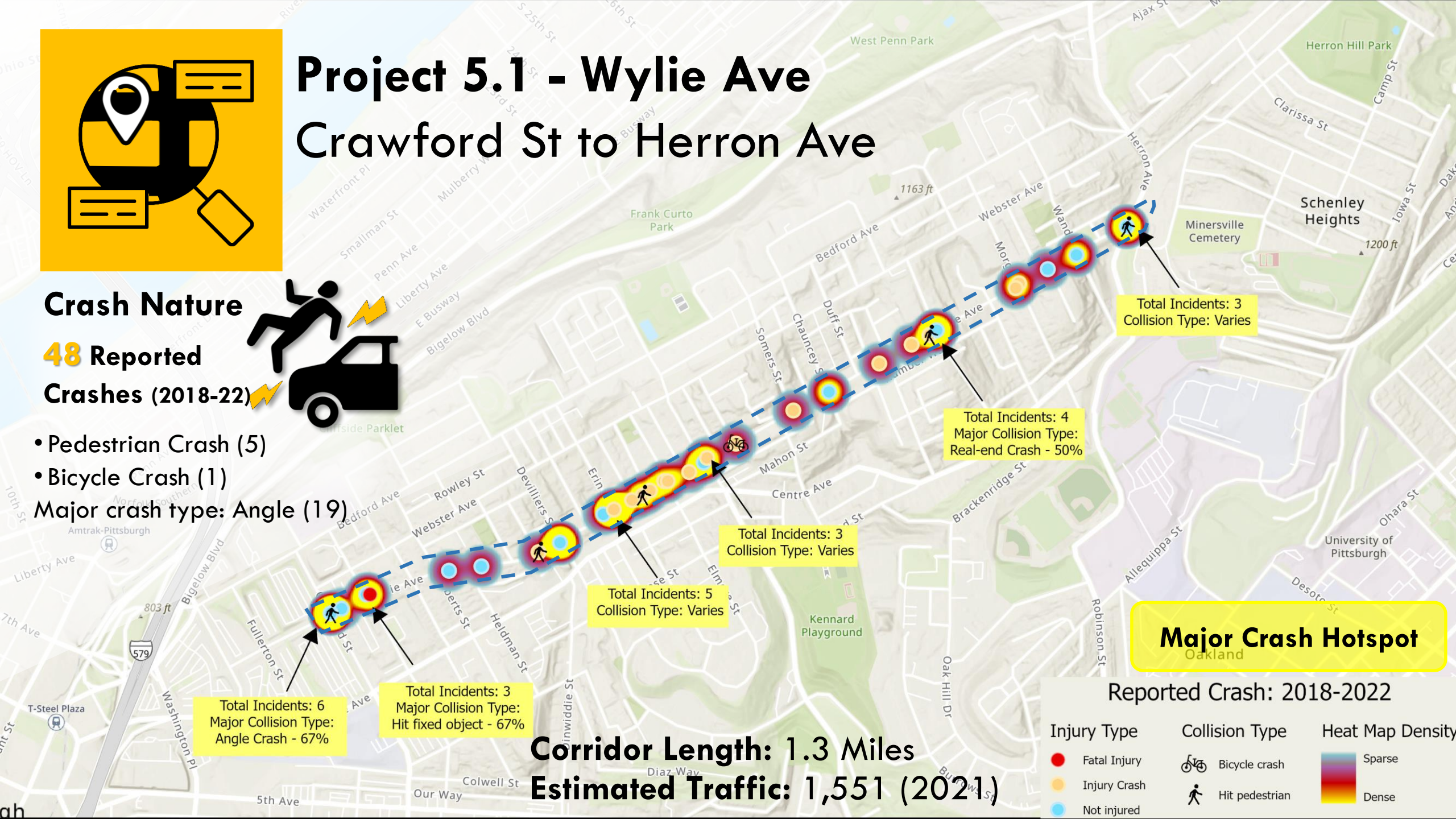
# Project 5.1 - Wylie Ave Crawford St to Herron Ave

## Crash Nature

**48 Reported  
Crashes (2018-22)**



- Pedestrian Crash (5)
  - Bicycle Crash (1)
- Major crash type: Angle (19)



**Major Crash Hotspot**

Reported Crash: 2018-2022

Injury Type

- Fatal Injury
- Injury Crash
- Not injured

Collision Type

- Bicycle crash
- Hit pedestrian

Heat Map Density

- Sparse
- Dense

**Corridor Length: 1.3 Miles**  
**Estimated Traffic: 1,551 (2021)**





# Project Corridor Picture

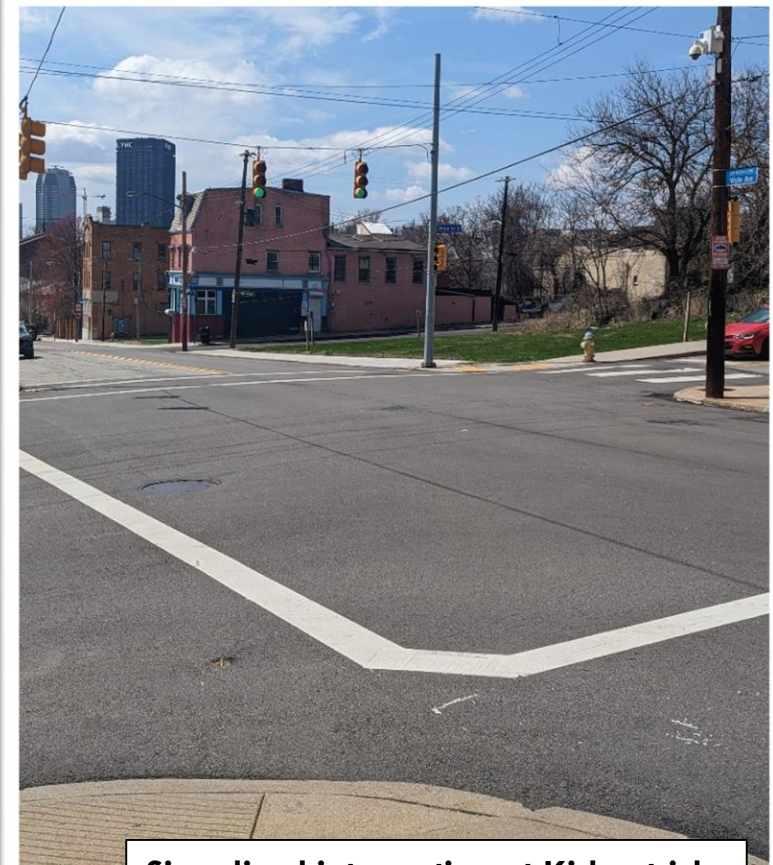
## Existing Conditions



Typical section of Wylie



Steep grade on Wylie



Signalized intersection at Kirkpatrick





# Project Corridor Picture

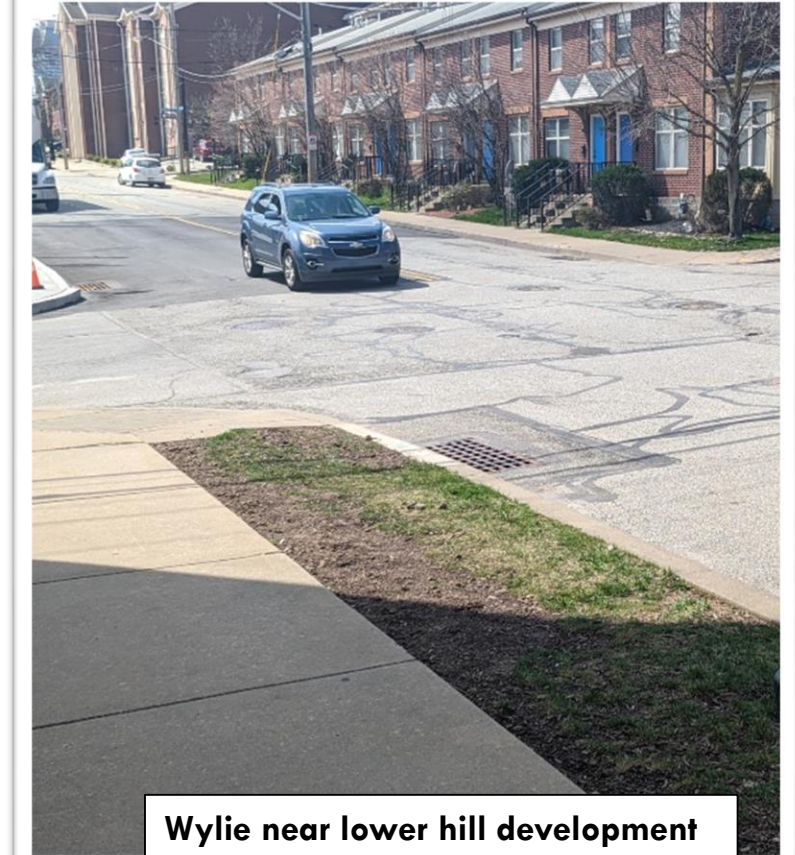
## Existing Conditions



Bad sidewalk conditions on Wylie



Bad pavement condition on Wylie



Wylie near lower hill development



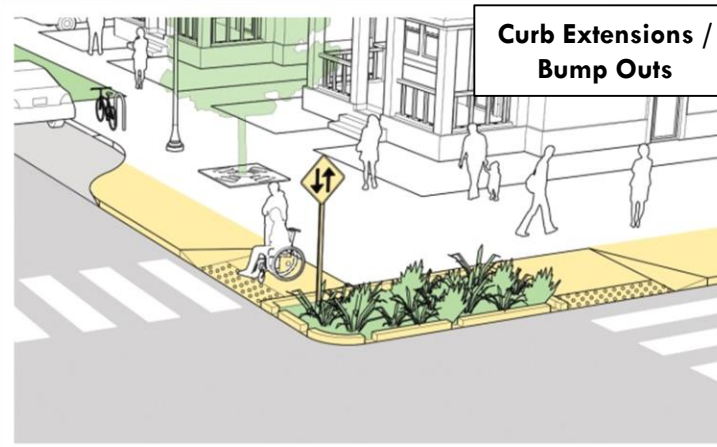


# Project Scope

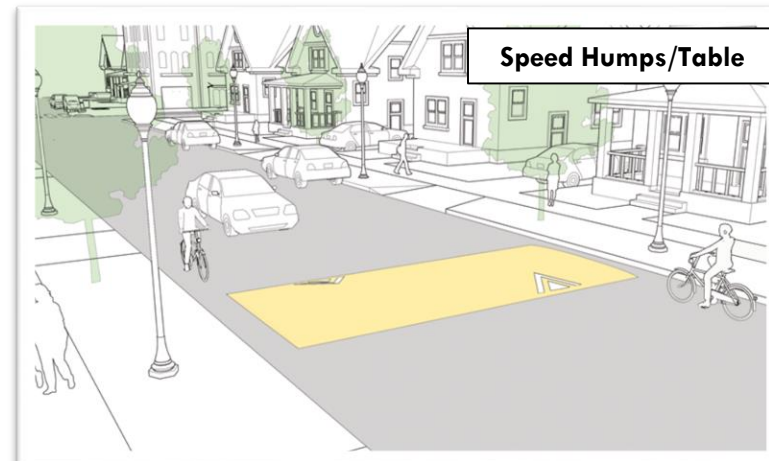
## Safety & Accessibility Treatments



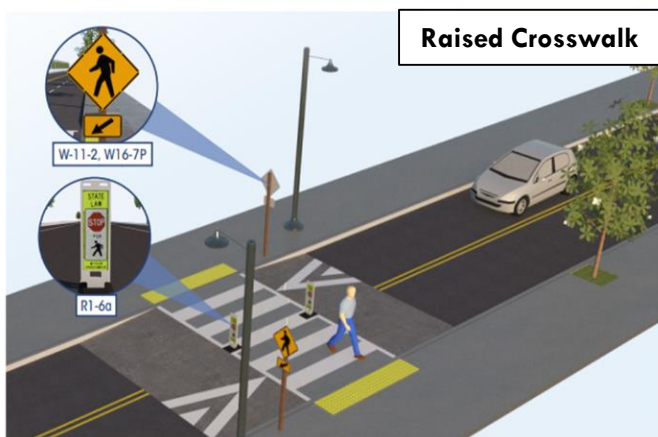
**Sidewalk Reconstruction**



**Curb Extensions / Bump Outs**



**Speed Humps/Table**



**Raised Crosswalk**



**Refresh Existing Pavement Markings & Signage**



**Lighting Upgrades**





# Project 5.2 - Webster Ave Crawford St to Herron Ave

**Corridor Length: 1.36 Miles**

**Estimated Traffic: 1,532 (2021)**

## Crash Nature

**30 Reported**

**Crashes (2018-22)**



- Pedestrian Crash (3)
- Major crash type: Angle (10)

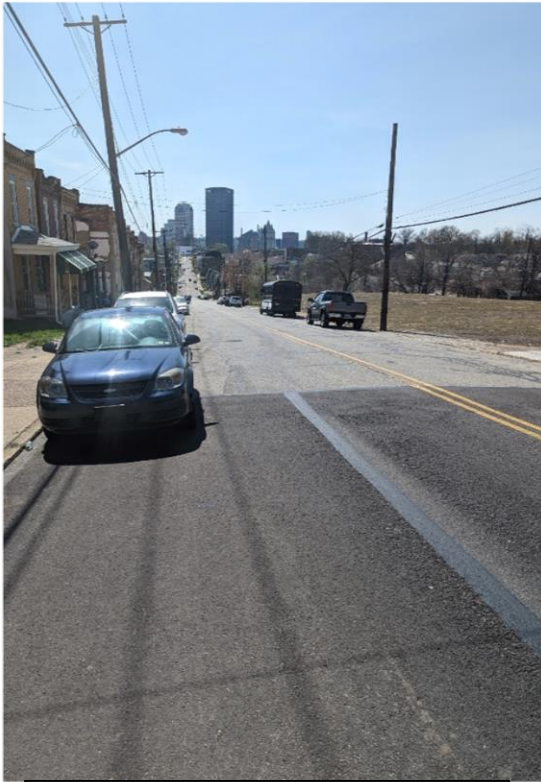






# Project Corridor Picture

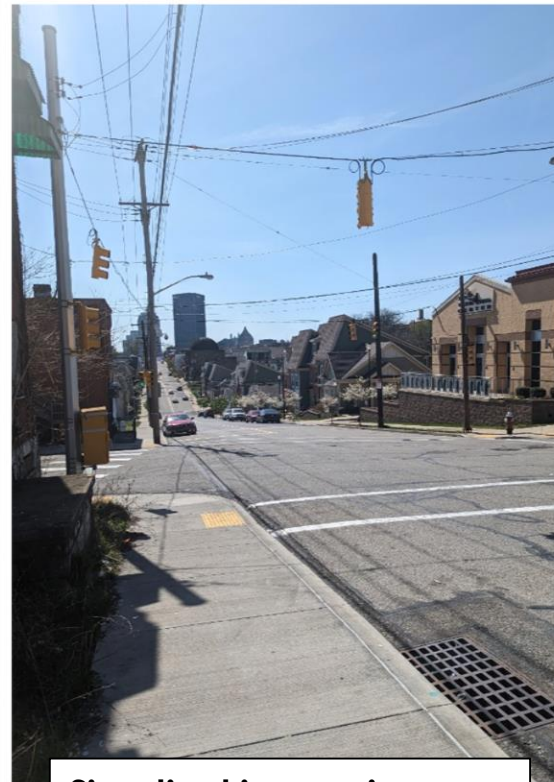
## Existing Conditions



**Typical section Webster Ave**



**Missing safe pedestrian access  
to Junilla St. Steps**



**Signalized intersection at  
Kirkpatrick**



**Signalized intersection at Herron**





# Project Profile

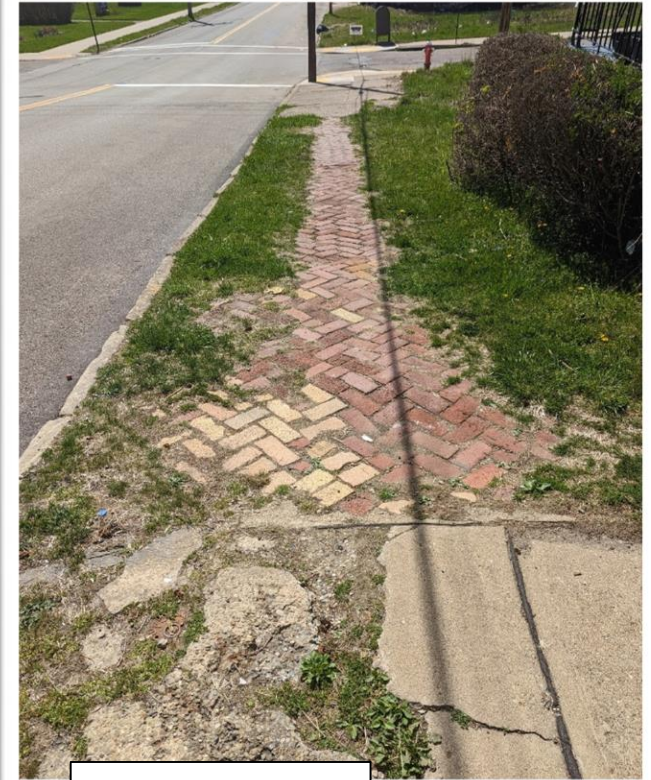
## Project 5 - Webster Ave Existing Conditions



**Missing School Signage and Crosswalks at Webster  
at Watt/S. Benedict the Moor School Entrance**



**Missing sidewalk**



**Broken Sidewalk**





# Project Scope

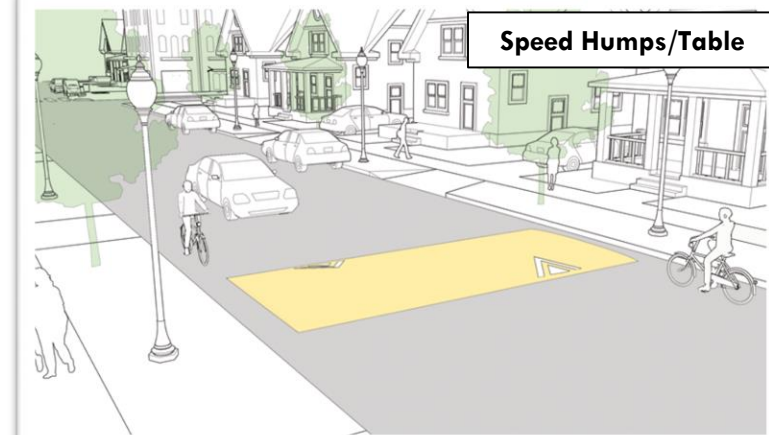
## Safety & Accessibility Treatments



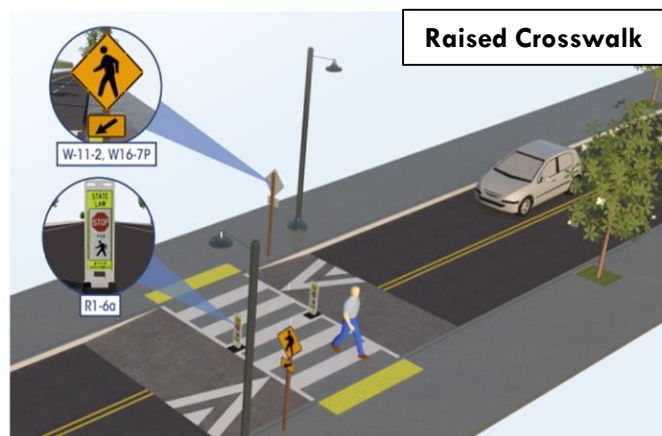
**Sidewalk  
Reconstruction**



**Curb Extensions /  
Bump Outs**



**Speed Humps/Table**



**Raised Crosswalk**



**Refresh Existing Pavement Markings  
& Signage**



**Lighting Upgrades**





# Project 5.3 - Bedford Ave Crawford St to Herron Ave

**Corridor Length: 1.40 Miles**

**Estimated Traffic: 2,450 (2021)**

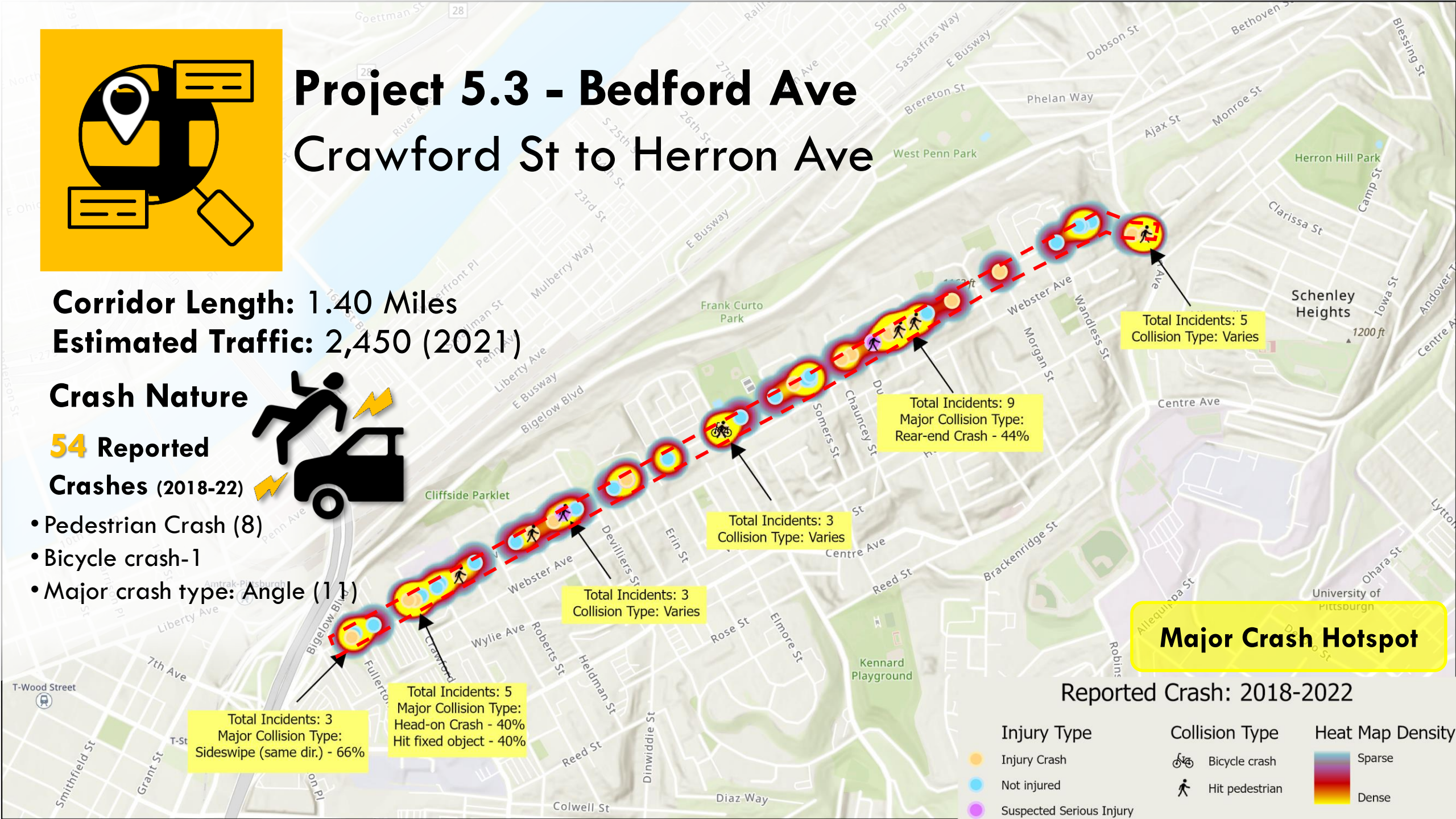
## Crash Nature

**54 Reported**

**Crashes (2018-22)**



- Pedestrian Crash (8)
- Bicycle crash-1
- Major crash type: Angle (11)





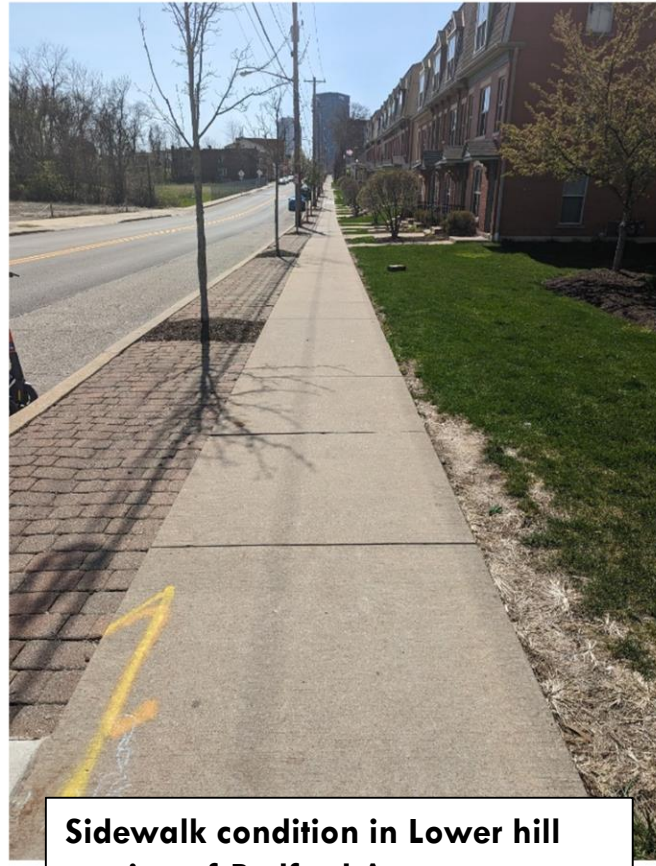


# Project Corridor Picture

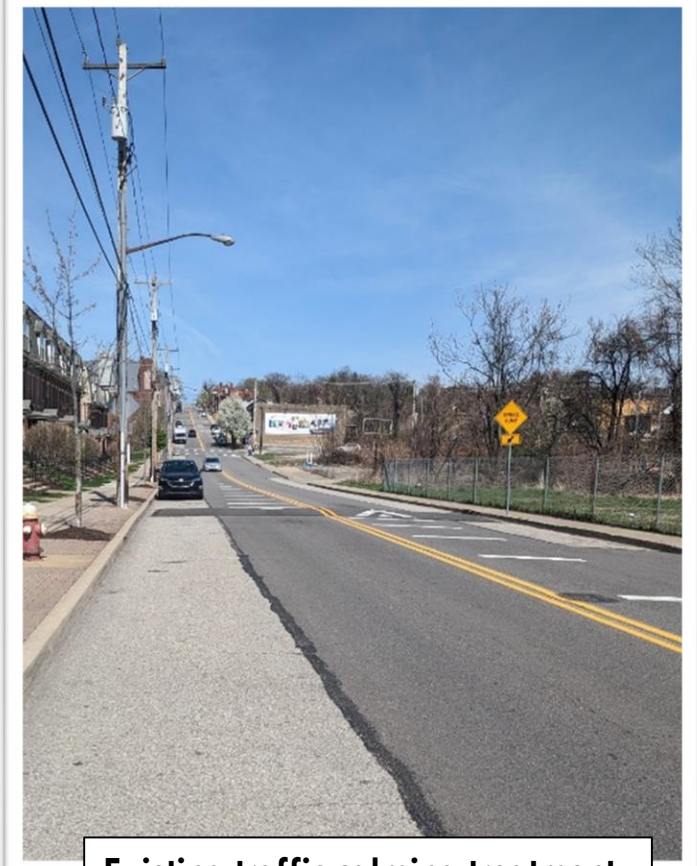
## Existing Conditions



Typical Section-Bedford Ave



Sidewalk condition in Lower hill  
portion of Bedford Ave



Existing traffic calming treatment





# Project Corridor Picture

## Existing Conditions



**Signalized Intersection at Crawford.**  
Upgrade will be completed under CBD Phase 4 in Spring 2024



**Only missing sidewalk portion & blind curve**







# Project Scope

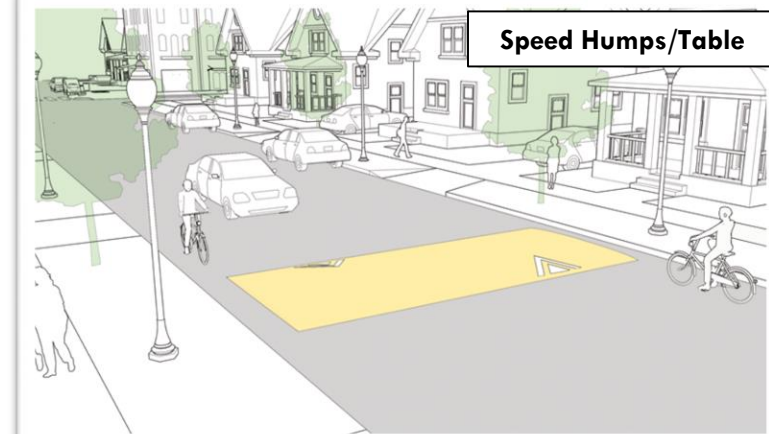
## Safety & Accessibility Treatments



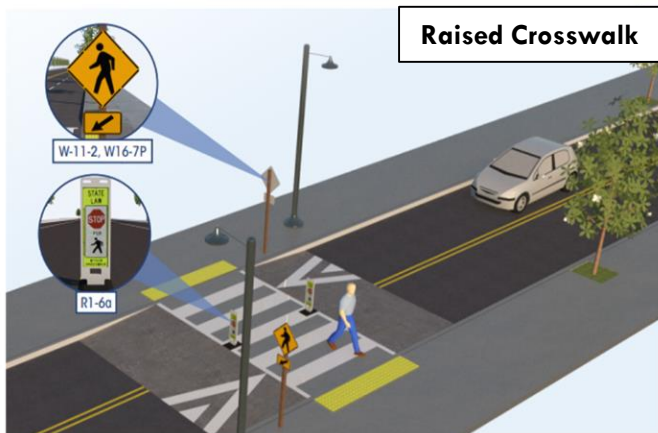
**Sidewalk Reconstruction**



**Curb Extensions /  
Bump Outs**



**Speed Humps/Table**



**Raised Crosswalk**



**Refresh Existing Pavement Markings  
& Signage**



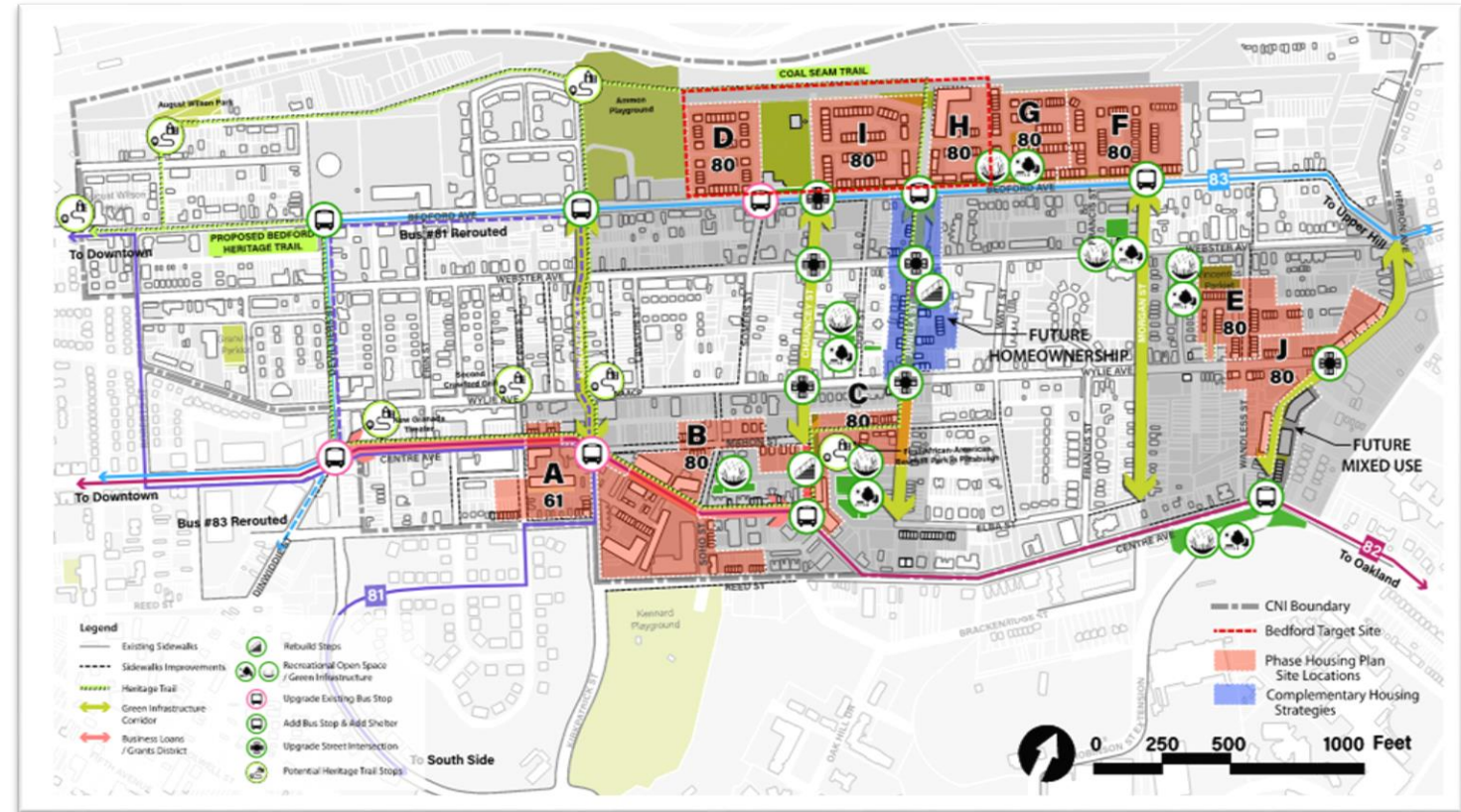
**Lighting Upgrades**





# Project 6 – Sidewalk Upgrade

## Existing Conditions



- The sidewalk network has gaps and deteriorating sections located primarily on east-west streets such as **Bedford Avenue**, **Wylie Avenue**, **Centre Avenue**, and **Reed Street**.

*-Bedford Transformation Plan (2018)*





# Project 7- Placekeeping Elements

- Place keeping via Pavement Art is a popular tool used around Pittsburgh and the Country.
- Landscaping, lighting, or other visual elements will be incorporated into the public right-of-way.







# Project Timeline :

Funds must be **obligated before Sep 30, 2026**. Must be expended by **Sep 30, 2031**. USDOT does not have the authority to extend the fund obligation or expenditure deadlines outlined in the BIL/Appropriations.

Milestone	Schedule Date
Component 1 (SmartPGH*) Planned Preliminary Engineering & Final Design Completion Date:	July 30, 2024
Component 1 (SmartPGH*) Planned Construction Substantial Completion and Open to Traffic Date:	December 31, 2025
Component 2 Rest of the components Planned Preliminary Engineering & Final Design Start Date	September, 01 2024
Component 2 Rest of the components Planned Preliminary Engineering & Final Design Completion Date:	June 30, 2026
Component 2 Planned Construction Substantial Completion and Open to Traffic Date:	August 1, 2030

\*SmartPGH Task Scope: The tasks of this phase will consist of the intersection realignment and intelligent traffic signals at intersection along Centre Avenue at **Reed Street**, and temporary intelligent traffic signals at **Dinwiddie Street & Kirkpatrick St**.  
The signal construction at Kirkpatrick, Reed, and Dinwiddie will consist of components such as: data communication (Ethernet switch/fiber/radio); curb ramps; pavement markings; curbing; conduit and junction boxes; signal hardware; cabinets; controller assembly; vehicular signal heads; audible pedestrian signals; wiring, mast arms, and strain poles; pedestrian poles; foundations; detection (radar/loops); and, luminaires



# PennDOT Project Initiation Form :

- Pedestrian facilities to be considered:
- Bicycle facilities to be considered:
- Public Transit improvements to be considered:
- TSMO/ITS (Signal) Enhancements to be considered:
- Freight considerations:
- Stormwater and Green Infrastructure considerations:
- Other items to be considered:
- Public Controversy (Concerns):





# Contact/Additional Questions

Jan Raether-Email: [jan.raether@pittsburghpa.gov](mailto:jan.raether@pittsburghpa.gov)

Chrisarah Johnson-Email: [chrisarah.johnson@pittsburghpa.gov](mailto:chrisarah.johnson@pittsburghpa.gov)

## Online 24/7 engagement platform:

EngagePGH: <https://engage.pittsburghpa.gov/new-pathways-equity>



The screenshot shows the City of Pittsburgh website. The header includes the City of Pittsburgh logo and name, navigation links for Home, Projects, and Log In / Join, and a search bar. The main content area features a large blue banner for the 'New Pathways to Equity (RAISE)' project. The banner text reads: 'New Pathways to Equity (RAISE)' and 'An equitable and just approach to rebuilding infrastructure in the Hill District neighborhoods.' Below the text is a '+ Follow' button. To the right of the text is a photograph of a colorful mural on a building wall. The mural depicts various figures and symbols, including a large figure in the center wearing a cap and holding a sign, and a 'ONE WAY' street sign. The bottom of the page shows a breadcrumb trail: 'Home / New Pathways to Equity (RAISE)'.







# Thank You!

**WE APPRECIATE YOUR TIME**