THE PANEL:

Breen Masciotra, AICP
• TOD Project Manager, Port Authority of Allegheny County

Scott Page
• Owner, Interface Studio, LLC

Justin Miller, AICP
• Principal Transportation Planner, City of Pittsburgh Dept. of Mobility & Infrastructure
Port Authority of Allegheny County

- 102 routes
  - 98 bus routes
  - 3 LRT; 1 incline
- 39 miles fixed-guideway
  - 3 busways
  - 2 light rail lines
- 63 million rides in 2016
  - 210,000 average weekday
- Over 700 buses and over 80 light rail vehicles
Downtown to Oakland: What’s the Problem?

- Buses can be **slow and unpredictable** due to inconsistent traffic and passenger loads
- Leads to significant overcrowding, gaps in service, and negatively impacts on time performance

Data Visualization: Mark Egge, http://bunching.github.io
TOD AT PORT AUTHORITY
- sponsor
- stakeholder
- advocate
• TOD advisory committee
• TOD guidelines
• Station Improvement Program
• Real estate evaluation and development
PORT AUTHORITY OF ALLEGHENY COUNTY
TRANSIT-ORIENTED DEVELOPMENT GUIDELINES
STATION IMPROVEMENT PROGRAM

Capital funds allocated to date: $2,100,000

Phases
1. Station Evaluation
2. Planning + Design
3. Construction
4. Repeat phases 2-4
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The BRT Toolkit:

- upgraded stations w/ real-time arrival info and fare payment options
- upgraded pedestrian amenities
- signal priority for BRT
- dedicated lane for BRT
- nearby bike amenities
- smarter parking management
- economic development opportunities
- specially branded electric buses
Hmmm. Sorry, b rt…

…But, The Uptown community was really not that into you.

We need a plan.
WHAT IS AN ECOINNOVATION DISTRICT plan?
A community plan focused on equitable growth, economic development, and sustainability. Centered around Uptown/West Oakland, this ECOINNOVATION DISTRICT plan will be created WITH you and include your ideas FOR YOUR COMMUNITY. This includes ensuring that improvements here reinforce the work already underway in the Hill District.
NEXT QUESTION:

How does this relate to the Bus Rapid Transit (BRT) planning that began a while ago? How do we re-frame our intentions in uptown?

There was some planning for BRT but that process has been put on hold so that this community plan can shape potential transit improvements and not the other way around.

Planning for transit improvements will be folded into your vision for the community.
VACANCY: (Buildings + Land)

23% of Study Area
Today, surface parking takes up a lot of space!

PARKING: 12% of Study Area
The condition of the community reinforces negative perceptions of crime.

“YOU SEE THE BOARDED UP BUILDINGS, YOU SEE THE TRASH, YOU SEE THE LOITERING, AND YOU THINK IT’S UNSAFE. IT’S MORE PERCEPTION OF THE NEIGHBORHOOD THAN ACTUAL CRIMINAL ACTIVITY.”

“I WOULD LIKE TO THINK THAT MY PERCEPTION OF SAFETY THRESHOLD IS HIGHER, BUT IT ACTUALLY DOES FEEL UNSAFE.”
The process has been an opportunity to bring community members together and talk about their hopes for the future.
on a post-it note, tell us about the biggest QUALITY OF LIFE challenge (or challenges) you face in Uptown today.

- Safety
- Vacancy
- Local Job Opportunities
- Not Family Friendly
- Pollution
- Lack of Green Space
- Lack of Affordable Housing
- Not Safe
- Access
- More Police Patrol
**What do you like best about living in Uptown?**

- Walkability: 19.1%
- Downtown/Oakland events and programming: 13.0%
- My house or apartment: 12.2%
- Proximity to public transportation: 11.9%
- Distance to work: 9.5%
- Affordability of housing: 7.2%
- Proximity to start-up businesses and university resources: 6.2%
- My neighbors: 4.1%
- Access to stores and shopping: 3.9%
- Other: 3.2%
- Access to recreation, parks and community centers: 2.8%
- Access to job opportunities: 2.6%
- Availability of parking: 2.1%
- Safety in the community: 1.3%
- Types of housing available: 1.0%
- Schools for my children: 0%

**What do you like least about living in Uptown?**

- Safety in the community: 22.9%
- Lack of access to stores and shopping: 17.2%
- Lack of availability of parking: 12.2%
- Lack of access to recreation, parks and community centers: 11.2%
- Pass through traffic and the speed of traffic: 8.9%
- Affordability of housing: 5.3%
- Other: 4.8%
- Types of housing available: 4.3%
- My neighbors: 3.3%
- Lack of walkability: 2.2%
- Insufficient public transportation: 1.9%
- Lack of Downtown/Oakland events and programming: 1.8%
- My house or apartment: 1.6%
- Lack of access to job opportunities: 1.0%
- Schools for my children: 0.9%
- Distance to work: 0.5%

**What is the one thing that would make Uptown/W. Oakland a better place to live, work, or study?**

- Improved Public Safety: 28%
- New Stores & Restaurants: 26%
- Improved Appearance/Public Space: 12%
- New/Affordable Housing Options: 5%
- Other: 4%

**Top priorities are to improve public safety and add new stores and restaurants.**
block party
<table>
<thead>
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Community Goals:

PEOPLE

FOSTER A VIBRANT AND DIVERSE COMMUNITY where the residents of Uptown/West Oakland are an active and vital part of the community’s future, benefit directly from improvements and don’t solely bear the burden of systems that largely serve other communities

ENCOURAGE NEW BUSINESSES AND CREATIVE PRODUCTION, advance training opportunities and, create a clear pathway for residents to ACCESS JOB OPPORTUNITIES

PLANET

Elevate individual, community and environmental HEALTH in the planning, design and development of the community

Reduce traffic and offer real TRANSPORTATION CHOICES that are cost effective, pleasant and safe for residents and businesses including walking and bicycling

PLACE

REINFORCE UPTOWN’S UNIQUE CHARACTER by protecting and reusing existing buildings whenever possible and, expanding local arts and community events

CREATE STRONGER CONNECTIONS to the Hill, Oakland, Downtown, the Monongahela River, nearby parks and forested slopes, and beyond

PERFORMANCE

Pursue solutions for water, building systems and district energy that will enable the community to reach the HIGHEST LEVELS OF ENVIRONMENTAL PERFORMANCE AND EFFICIENCY

Create partnerships and a model for SUSTAINABLE LOCAL LEADERSHIP that can continue to engage residents and effectively take action in the community
PROVIDE CHOICE IN MOBILITY & ACCESSIBILITY
DISTANCE/DIRECTION ANALYSIS: 2014 Primary Jobs

Where people who work in Uptown - LIVE

Where people who live in Uptown - WORK

JOBS BY DISTANCE
WORK CENSUS BLOCK TO HOME CENSUS BLOCK
TOTAL PRIMARY JOBS: 5,032
TOTAL JOBS: 5,649

JOBS BY DISTANCE
HOME CENSUS BLOCK TO WORK CENSUS BLOCK
TOTAL PRIMARY JOBS: 351
TOTAL JOBS: 388
RESIDENTS HAVE TALKED ABOUT ISSUES WITH SPEEDING TRAFFIC
The result is far too many crashes, many involving pedestrians. Note the darker blue areas—these are hotspots of crashes in 2013-2014. We need safer streets for everyone.
To offer transportation choice, we have to fix the infrastructure – it’s the only way to provide streets that are safe for children and those with disabilities.
And there is great need in the community. We need a lot of money to address the existing infrastructure issues.
A DEDICATED BUS LANE OPENS UP FUNDING WE WOULD NOT HAVE ACCESS TO OTHERWISE TO FIX THESE ISSUES WITH OUR STREETS AND INFRASTRUCTURE

WHAT IS TYPICALLY FUNDED:
> BUS STOP IMPROVEMENTS INCLUDING SIGNAGE, A BENCH & MAYBE A SHELTER
> WITH LIMITED $$ AVAILABLE, UPGRADES CAN TAKE YEARS
AND THESE UPGRADES DON’T INCLUDE STREET or INFRASTRUCTURE IMPROVEMENTS

A DEDICATED BUS LANE ENABLES US TO:
> REBUILD THE STREETS & SIDEWALKS
> CREATE SAFE AND VISIBLE CROSSWALKS
> REPLACE / UPGRADE TRAFFIC SIGNALS
> IMPROVE / UPGRADE LIGHTING
> UPGRADE WATER / SEWER INFRASTRUCTURE
> CREATE FULL BUS SHELTERS
> CREATE SPACE FOR BICYCLES
> CREATE A SAFE, WALKABLE COMMUNITY
Imagine streets that are safe for all, that help to reduce congestion and are attractive for new and existing businesses.
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Imagine the opportunity to address severe safety issues like this – the longest crosswalk in Pittsburgh?
Imagine creating a new plaza and improving safety for pedestrians
What We’re Asking FTA to Help Fund:

Downtown

Uptown

Oakland
BOTH OF THESE OPTIONS SHOW SPACE FOR CARS, PARKING, BUSES, BIKES AND PEDESTRIANS. THE ONLY DIFFERENCE IS THE LOCATION OF THE BIKE LANE. A similar approach can be taken to 5TH AVENUE.
Fifth Ave at Vine St/Marion St, Uptown
THE GOAL IS TO CONVERT 26% OF RIDE ALONE COMMUTERS TO TRANSIT, HIGH OCCUPANCY VEHICLES, BIKING, WALKING, AND OTHER FORMS OF TRANSIT INCLUDING:

- Microtransit
- Automated Vehicles
- Rideshare
- Pedicabs
- and others...
Bus Rapid Transit
Locally Preferred Alternative

Service every 2.5 minutes during peak hours!
“Sustainable infrastructure” like addressing community health, stormwater runoff, flooding, air quality and energy.
Imagine energy efficient, inexpensive and resilient energy…made in the community. The improvements along Fifth and Forbes enables us to provide district energy – we add the micro-grid while the streets are being improved.

Solar and Natural Gas combined heat and power units distributed across the neighborhood and connected with a micro grid.
ENCOURAGE BALANCED, EQUITABLE, AND GREEN DEVELOPMENT
If we encouraged new housing for all family sizes and incomes, we could again support local stores.

“When I was a child there were a lot of stores up and down Fifth and Forbes Avenues—there were a lot of mom and pop stores, small businesses. There are some opening up near the university, but there aren’t many stores left.”
But today, zoning in Uptown doesn’t work. New construction requires a lot of variances and ground floor parking (instead of retail). This is expensive and bad for the community.
So we should change the zoning to get more of what we want. The approach is to both allow for higher densities and protect the core of the neighborhood.
A key component of the new zoning is to separate parking requirements from each development site. Instead, parking is managed at the district scale which is more efficient. Coupled with other community assets, we call these community infrastructure hubs.
Imagine new development at 5th and Dinwiddie that includes a civic plaza – one that helps to connect Uptown to the Hill District. A Transit-Oriented Development that maximizes investment in transit.
And close to the Arena, there are opportunities for more density designed to support more retail services. The potential density is achieved by meeting affordable housing and stormwater goals.
Today, a community facing a lot of challenges, some traditional and some unique.
Imagine an Uptown / West Oakland that puts new technologies & design techniques to work for the community and serves as a model for community revitalization.
Promoting EcoInnovation through technologies & design approaches
Linked to innovative financing mechanisms to capture the benefits and support some of the capital costs.
And supporting job development by linking job training for new construction technology
We are currently working on ways to ensure these things happen. Want to learn more? Visit ecoinnovationdistrict.org
THANK YOU!