Planning and Stakeholder Relations Committee
Minutes
February 15, 2018

The meeting was called to order at 8:30 am in Port Authority’s Neal H. Holmes Board Room at 345 Sixth Avenue, Fifth Floor, Pittsburgh, with the following in attendance:

Board Committee Members
John Tague, Jr., Chairman
Ann M. Ogoreuc
Stephanie Turman

Board Members and Solicitor
Michelle Zmijanac
Joel Lennen

1. Opening Remarks

Mr. Tague, Committee Chair, opened the meeting and welcomed those in attendance.

2. Approval of Minutes from the November 16, 2017 Planning and Stakeholder Relations Committee Meeting

Mr. Tague asked Committee members if there were any corrections to the minutes. There were none and members approved the minutes.

3. Negley Station Conceptual Design Presentation (B. Masciotra)

Ms. Breen Masciotra led a Negley Station Conceptual Design presentation.

In 2015 Port Authority started discussing a plan for a Transit Oriented Development Program and established goals for the program. A key part of the Authority’s internal effort is based on the work of a TOD advisory committee that is an inter-departmental committee of authority staff.

We categorized stations into five or six categories. Station Improvement Program – the goal for this is to invest capital resources into existing fixed guideway stations to encourage additional ridership and real estate investment. In 2016, the Board approved a contract for General Planning Services. First stage of this project was station evaluation, which was an effort to better prioritize our stations. We evaluated all 75 stations to identify facilities in need of investment.

Port Authority identified Negley Station as one of the top priority stations through that evaluation. So the Authority began the effort to plan around Negley station in early 2017

Questions from committee and board members

1. Ms. Turman asked how much the project would cost.
• Ms. Masciotra answered our initial estimate for the project would be $2 million for construction. However, the cost estimate would be refined as this advances.

2. Mr. Tague asked about the plans for the railings on the pedestrian ramp.
   • Ms. Masciotra answered – the feedback we heard is that the current ramp is narrow and also people feel uncomfortable passing each other, especially if they have a stroller or wheelchair. The Authority is attempting to make the path wider.

3. Ms. Turman asked about the zoning of the adjacent properties, not owned by the Authority.
   • Ms. Masciotra answered there will be site by site considerations and the TOD team will have ongoing conversations to encourage uses that fit the overall concept.

4. Mr. Robinson asked if there is a master plan.
   • Ms. Masciotra answered there is no master plan. The authority is following a specific process, using station data and analysis to identify potential opportunities.
NEGLEY STATION

STATION IMPROVEMENT PROGRAM
TRANSIT-ORIENTED DEVELOPMENT
PAAC Roles in TOD

- TOD **sponsor** for joint development
- TOD **stakeholder** for any development that occurs within the “zone of influence” of current or future stations
- TOD **advocate** for sustainable land use decisions along all of the Pittsburgh region’s transit corridors
**TOD Program**

1. TOD advisory committee
2. TOD guidelines
3. Station Improvement Program
4. Joint development
PORT AUTHORITY OF ALLEGHENY COUNTY

TRANSIT-ORIENTED DEVELOPMENT GUIDELINES
Station Improvement Program

Capital funds allocated to date (FY16-18): $2,100,000

Phases
1. Station Evaluation
2. Planning + Design
3. Construction
4. Repeat
STATION AREA PLAN

NEGLEY STATION
STATION IMPROVEMENT PROGRAM
User Input

What would you like to see that would make this station better?

<table>
<thead>
<tr>
<th>Feature</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design (make it look nicer)</td>
<td>64</td>
<td>45.1%</td>
</tr>
<tr>
<td>Amenities (benches, shelter, etc)</td>
<td>56</td>
<td>39.4%</td>
</tr>
<tr>
<td>Information (maps, signs, etc.)</td>
<td>45</td>
<td>31.7%</td>
</tr>
<tr>
<td>Safety</td>
<td>38</td>
<td>26.8%</td>
</tr>
<tr>
<td>Pathways and user access (getting to/from the station)</td>
<td>25</td>
<td>17.6%</td>
</tr>
<tr>
<td>Crossing guideway difficult</td>
<td>8</td>
<td>5.6%</td>
</tr>
<tr>
<td>Bike Amenities (racks, stair runners, etc.)</td>
<td>5</td>
<td>3.5%</td>
</tr>
<tr>
<td>Service Related</td>
<td>5</td>
<td>3.5%</td>
</tr>
</tbody>
</table>

What barriers/obstacles did you encounter as you make your way to this facility?

<table>
<thead>
<tr>
<th>Answer</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>I experienced no barriers/obstacles</td>
<td>82</td>
<td>59.9%</td>
</tr>
<tr>
<td>I felt unsafe from traffic</td>
<td>28</td>
<td>20.4%</td>
</tr>
<tr>
<td>No or poor condition crosswalks</td>
<td>13</td>
<td>9.5%</td>
</tr>
<tr>
<td>Lack of lighting</td>
<td>9</td>
<td>6.6%</td>
</tr>
<tr>
<td>Long waits</td>
<td>8</td>
<td>5.8%</td>
</tr>
<tr>
<td>No or poor condition sidewalks</td>
<td>8</td>
<td>5.8%</td>
</tr>
<tr>
<td>Crossing busway difficult</td>
<td>6</td>
<td>4.4%</td>
</tr>
<tr>
<td>Unsafe passages</td>
<td>5</td>
<td>3.6%</td>
</tr>
</tbody>
</table>
TOD Focus Area
TOD FOCUS AREA:

- Incorporate Higher Density Development Near Station
- Introduce Mixed - Income Housing as part of TOD.
TOD FOCUS AREA:

- Incorporate Commercial Space Fronting Station
- Develop Centralized Parking
TOD FOCUS AREA:

- Leverage Private Development with PAAC - Owned Site
TOD Recommendations
Gateways
GATEWAYS:

- Introduce Wayfinding
GATEWAYS:

- Improve Station Connections
GATEWAYS:

• Incorporate Safety Improvements
Gateway Recommendations

2 - Connect the District
- Improve pedestrian experience
- Connect to bike network
- Make powerful transit connections

3 - Bridge the Divide
- Connection supports growth for both sides of the busway
- Improves visibility and accessibility

4 - Create a Gateway
- Establish corner of Maryland & Ellsworth as major civic node
- Improve streetscape with green infrastructure

1 - Brand the Station
- On-street transfer platform
- Bridge as a landmark
- Highly visible identity signage
STREETSCAPES:
• Provide Multimodal Access
• Introduce Stormwater Management Measures / Green Infrastructure
STREETSCAPES:
• Enhance Walkways
• Incorporate Additional Wayfinding
Streetscape Recommendations
East Busway Crossing
BUSWAY IMPROVEMENTS:

- Re-introduce Stairs at Platform
BUSWAY IMPROVEMENTS:

- Improve Safety at Crossing
Busway Recommendations
Station Opportunities
Station Design Concept
Station Design Concept
Station Design Concept
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Station Design Concept
Station Design Concept

- West bound platform
- Repositioned crosswalk
- Jersey barrier
- East bound platform
- Lower plaza
Station Design Concept

- west bound platform
- repositioned crosswalk
- jersey barrier
- east bound platform
- lower plaza
- plaza shelter
- seat walls
- pierce street
- summerlea street
- negley avenue
Station Design Concept

- West bound platform
- Repositioned crosswalk
- Jersey barrier
- East bound platform
- Lower plaza
- Plaza shelter
- Seat walls
- Main pathway (15' wide)
Station Design Concept

- west bound platform
- repositioned crosswalk
- jersey barrier
- east bound platform
- lower plaza
- plaza shelter
- seat walls
- main pathway (15' wide)
- stair access to negley avenue
Station Design Concept

- west bound platform
- repositioned crosswalk
- jersey barrier
- east bound platform
- lower plaza
- plaza shelter
- seat walls
- main pathway (15' wide)
- stair access to negley avenue
- ada access ramp (8' wide)
Station Design Concept

- west bound platform
- repositioned crosswalk
- jersey barrier
- east bound platform
- lower plaza
- plaza shelter
- seat walls
- main pathway (15' wide)
- stair access to negley avenue
- ada access ramp (8' wide)
- upper plaza
Station Design Concept
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Station Design Concept

East Liberty Station is the first of Port Authority’s busway stations to see a complete renovation. To achieve a similar look and feel at Negley, some structural and spatial constraints need to be considered.

Successful qualities at East Liberty:

- East Liberty Station is bright and open. The shelter is not enclosed which and the glass bellhouse are bright and clear. This makes the station platforms more welcoming and safe.
- East Liberty Station uses solid concrete benches with durable wood slats. They are hard wearing and do not collect refuse underneath. Wood is also a preferred seating surface for the natural comfort.
- East Liberty Station has a stairway to both inbound and outbound platforms, making access both convenient and easy to understand.
- The design language is clean and simple, allowing Port Authority branding to stand out.

![Image of East Liberty Station entrance platform, looking toward the underground pedestrian bridge. Source: Uber negley.]
Next Step: Architectural Design
QUESTIONS?

NEGLEY STATION
STATION IMPROVEMENT PROGRAM

TOD Program
Planning & Evaluation Department
Port Authority

Breen Masciotra
TOD Project Manager
bmasciotra@portauthority.org