

Planning and Stakeholder Relations Committee

Minutes

April 18, 2019

CORRECTION

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

Jessica Walls-Lavelle

Board Members and Solicitor

Joel Lennen

Michelle Zmijanac

Opening Remarks

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

Approval of Minutes from the March 21, 2019 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.

Dormont Junction Station Area Plan Presentation (B. Masciotra)

Ms. Masciotra explained that the planning work has been done at Dormont Junction Station. Also wanted to review our TOD program which provides some contacts for this plan. In our TOD program Port Authority sees itself as having three rules in Transit Oriented Development: As a sponsor for joint development (meaning Real Estate development on our property). As a Stakeholder for TOD that occurs within walkable area of the station and as an advocate for land use policy and planning that supports Transit Oriented Development.

In implementing the TOD program we first established unique guidelines, which were adopted by the Board in April 2016. They outlined best practices for planning and design for TOD. They are available on our website. We share them with anyone that is interested pursuing or advocating for TOD. We then established a station improvement program, the purpose of this which is to invest capital dollars into existing stations and on our fixed guideways in order to catalyze TOD.

We started this program by doing an evaluation by prioritizing stations based on a number of factors and we began the process to conduct station planning and prioritizing stations. Dormont Junction is the third station that we have done stationary planning at. Previous two plans at Negley and Station Square. Stationary planning consists of three components: First piece is TOD feasibility which is what the vetting process to ascertain

Planning and Stakeholder Relations Committee

Minutes

April 18, 2019

if joint development is something we should pursue on the site that we are exploring. That means looking at both market conditions, as well as understanding local regulations and community will for uses of scale of development. We look at station access, which hopefully leads to first and last mile improvements in usage area. Physical improvements that make it easier for people to get to the station. Station design which is the station facility itself, platform, shelter structures and we look at ways they can be improved to allow for a better experience for our riders using that facility.

Dormont Junction Station is located on the Red Line in the borough of Dormont and we see about 878 trips per day there. That is the top 25% of our Light Rail Stations overall. The planning process began in February 2018 with us getting our consultants on board for the project. In May and August of last year we conducted two sets of public meetings at the Dormont Library to engage professional and neighborhood stakeholders' in the process. The first meeting was about asking them to help us identify the challenges and opportunities at this location. The second meeting was us bringing some solutions to those who have participated. Then we have completed on-site station user surveys for all of our priority station improvement stations. We have internal feedback and we have an internal TOD Advisory Committee.

Station access, West Liberty Avenue is our biggest challenge. Dormont Station is located between Park Blvd and Biltmore Avenue, the bottom of the hill of West Liberty Avenue. There is not a light and crosswalk on West Liberty Avenue within 500 feet in either direction. Meaning if they were walking up Biltmore and they wanted to get to the station they would have to walk 500 feet in one direction, cross and walk 500 feet back to get to the station for it to be legal and safe. We have done an analysis for current traffic conditions potentially call for a signal but it would potentially be hard to justify to PennDot the development on this site. Also looked at Biltmore, which in the development scenario the entrance would be fit for parking; and designed a turn-around, this would allow for pickup and drop-offs under this new scenario. On Park Blvd we currently have a bus lane, we can now turn that into public use or on street parking for the neighborhood. One of the biggest challenges with the station is the way that you enter. Right now they enter via the intersection where Raleigh crosses our rails. There is opportunity to improve where you enter the station, proposing entering the platform more in the middle of the platform. This will create more sidewalk space to ensure that the zone is defined as a pedestrian zone. We also have an opportunity to lengthen the platform for the rail design guidelines. Also would like to have the shelter the entire length of the platform so customers can have cover. The plan is complete and we have shared it with the borough of Dormont. All of this information is available on our website.

Questions from the committee, board members and others:

1. Mr. Tague asked have you looked at the housing surrounding that area.

Planning and Stakeholder Relations Committee
Minutes
April 18, 2019

- Ms. Masciotra said there is a very detailed Market section in the report. Dormont is changing very quickly so that was a concern we had during this process, we are recommending mixed income housing because the property values in Dormont are growing exponentially. Would like to keep people in the neighborhood through this project.
2. Mr. Tague asked about Community Outreach, are you getting positive feedback on this project.
 - Ms. Masciotra answered in general this is the most positive project we have participated in my career. There was a lot of enthusiasm from folks at our meetings.
 3. Mr. Tague asked about what are we doing about Technology at the station.
 - Mr. Devlin answered part of the standards design, we will have the TVM machines, and there is a separate process for technology plans.
 4. Ms. Ogoreuc asked will there be a parking structure like the park n ride lot.
 - Ms. Masciotra said yes.
 5. Mr. Tague asked if our CEO, Ms. Kellerman would like to say anything.
 - Ms. Kellerman said she is happy with the design and improvements on the station and will be walking to this station starting this summer.
 6. Ms. Turman asked could you elaborate on the joint venture for developers. Will there be a process for engaging those residents that could possibly be out market with the brand in a new development.
 - Ms. Masciotra answered in October the board approved procedures for soliciting for joint development and that is the process we would follow. What makes this more complicated is that there is borough property in the mix as well. They are a very willing partner and we have been down the road with them before soliciting jointly. That process does allow for community involvement as we negotiate with the developer.