

# NEGLEY STATION

## STATION AREA PLAN EXECUTIVE SUMMARY

### TOD FEASIBILITY



### STATION ACCESS



### STATION DESIGN



PORT AUTHORITY OF ALLEGHENY COUNTY  
PLANNING AND EVALUATION DEPARTMENT

## PURPOSE

The Port Authority's Planning and Evaluation Department has initiated a Station Improvement Program (SIP) that is focused on promoting Transit-Oriented Development (TOD), enhancing customer amenities, and improving operations at select fixed-guideway stations, with the ultimate goal of growing ridership and revenue for the agency. Ideally, new capital investment at transit stations will in turn leverage new development adjacent to Port Authority transit. Stations were prioritized for the SIP based on a detailed evaluation of factors contributing to TOD, with Negley Station rated as one of the high priority locations. Relevant internal and external stakeholders were engaged to ensure that proposed initiatives reflect common goals and objectives.

## TRANSIT-ORIENTED DEVELOPMENT

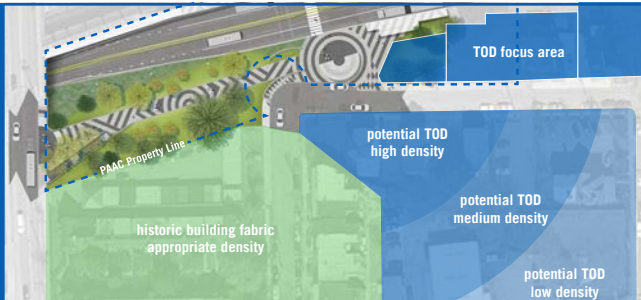
Transit-oriented development (TOD) creates walkable, mixed-use, development that is centered around transit, typically located within one-half mile of the station. Regional strategies increasingly favor infill development near sites with transit access, resulting in a reduction in auto use and gas emissions, increased transit utilization, and an improved pedestrian environment.

The benefits of TOD are well-documented and can include:

- Increased mobility by diverse households
- Improved access to regional amenities
- Enhanced workforce access to jobs
- Less parking than in non-transit locations (in some cases parking is shared among users with different peak demand)
- A greater sense of place with a mix of uses that generate activity in the day and evening
- Improved walkability and increased pedestrian activity

## GOALS OF THIS PLAN

### TOD FEASIBILITY



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## CONTEXT

Negley Station is located in a residential area of Shadyside, one block south of Centre Avenue. The East Busway and parallel Norfolk Southern Railroad create a distinct edge between the Baum Centre Corridor and the neighborhood feel of Shadyside. The link between the two is the historic Negley Avenue Bridge over the busway and railroad. There was originally a pedestrian staircase that directly connected the Negley Avenue Bridge and inbound platform, but this was removed due to deterioration and all users must now cross the busway at-grade to reach the inbound platform. Primary access to the station is provided via three local neighborhood roads: Summerlea Street, Pierce Street, and Maryland Avenue.

Baum Boulevard and Centre Avenue are the primary east and west commercial corridors within the vicinity of the station. North and south access is provided via Negley Avenue, which is a neighborhood arterial linking the neighborhoods of Squirrel Hill, Shadyside, Friendship, East Liberty, Garfield, and Highland Park, and is also a designated bike route.



### TOD Feasibility: Encourage development that integrates and expands transit use at Negley Station.

- Leverage adjacent development through station area enhancements.
- Identify top priority sites, as well as appropriate scale and uses for potential TOD.

### Station Access: Make it easy for people to get there.

- Augment connections to station from nearby recreational, commercial, and institutional destinations.
- Improve multimodal connections and amenities.
- Provide new links to the broader street network.

### Station Design: Create a welcoming station.

- Improve station visibility and access from Negley Avenue, Pierce Street, Summerlea Street, and Maryland Avenue.
- Incorporate features to enhance pedestrian safety, especially at the busway crossing.
- Include public art and sustainable elements.
- Enhance the overall aesthetic and function of the station.



RECOMMENDATIONS

TOD Feasibility

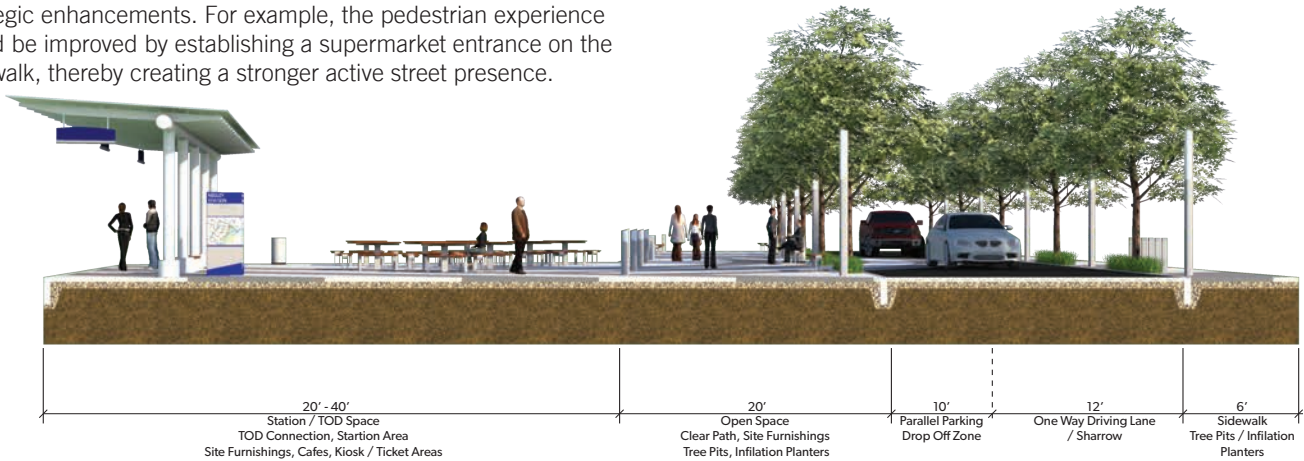
The area located directly to the east of the station has been identified as a TOD focus area because of its strategic location next to the station and Port Authority land that could be developed. Based on real estate market conditions, the site is envisioned as a combination of mixed-income housing and street-front commercial use.

Station Access

Station access occurs at these levels:

- Immediate access via local roads (Summerlea Street, Pierce Street, and Maryland Avenue) can be improved by incorporating pedestrian-friendly strategies such as curb extensions and wider pathways. One-way circulation should also be considered to allow more space for multimodal facilities.
- Access from Negley and Centre Avenues can be improved through strategic enhancements. For example, the pedestrian experience could be improved by establishing a supermarket entrance on the sidewalk, thereby creating a stronger active street presence.

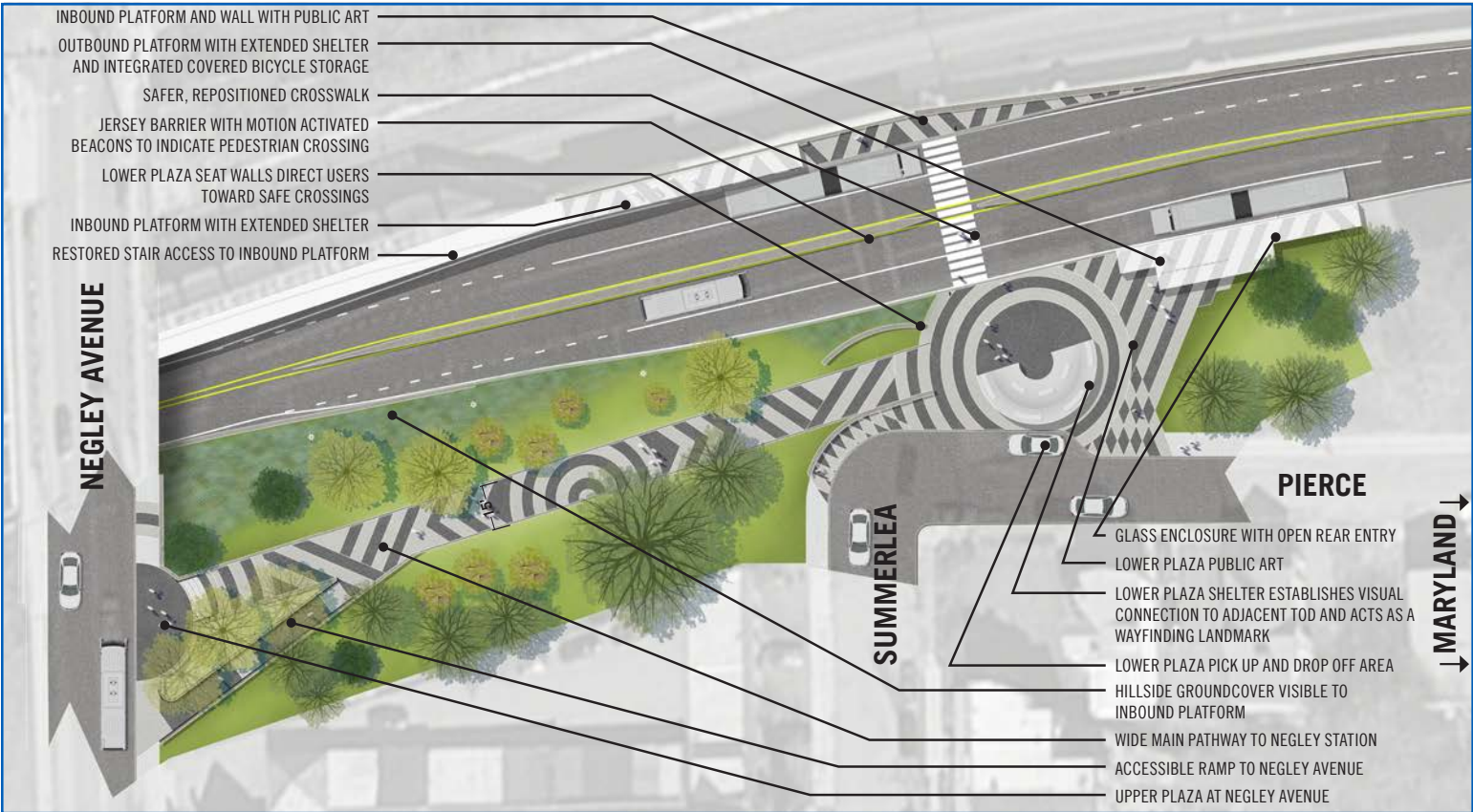
- The triangular island formed by Negley, Baum, and Roup is zoned Park by the City of Pittsburgh and could become an identifiable gateway parklet between Shadyside, East Liberty, and Friendship.
- Green infrastructure should be incorporated along and adjacent to Maryland Avenue in order to capture street runoff and support larger efforts by the Pittsburgh Water and Sewer Authority to address stormwater issues along Maryland Avenue and south of Ellsworth Avenue.
- The reintroduction of stairs to the inbound transit platform will help reduce pedestrian busway crossings and also provide improved access for the pedestrians traveling to the station from the north. A potential bridge crossing at Maryland Avenue could create another direct connection to the station from Centre Avenue and Baum Boulevard, decreasing the time to walk for existing riders and increasing the number of potential riders who can reach the station.



[Station Access] Road Diet and Integrated Green Infrastructure - Pierce Street

Station Design

The proposed improvements to Negley Station incorporate enhanced connections, flexible gathering areas, safer access to Negley Station platforms, and improved shelter design.



[Station Design] Conceptual master plan for Negley Station

# IMPLEMENTATION OVERVIEW

The Port Authority of Allegheny County has prepared for TOD in the area by establishing TOD Design Guidelines, organizing and leading the necessary agencies and groups, informing the public, and developing plans that are market-ready and well-integrated with necessary infrastructure improvements. Implementation strategies address issues such as funding, inter-agency cooperation, public-private partnerships, and policy recommendations.

## 1: DEVELOP

This role addresses proposed TOD projects that the Port Authority can lead.

- Transit-oriented Development north of Pierce Street

## 2: COLLABORATE

This role encompasses proposed projects and strategies that the Port Authority can influence through strategic collaborations.

- Transit-oriented development south of Pierce Street
- Improved streetscapes (along Maryland Avenue, Pierce Street, and Summerlea Street)
- Improved gateways (at Negley Avenue bridge, at Giant Eagle, at the corner of Negley Avenue and Centre Avenue, at the corner of Negley Avenue and Baum Boulevard)
- Improved connections (potential pedestrian bridge at terminus of Maryland Avenue, across busway)

## 3: DESIGN

This role reflects proposed projects and implementation strategies that are linked to property controlled by the Port Authority. Projects include:

- Station area improvements and shelter replacement
- Reconstruction of the stairwell to the inbound platform
- Enhanced access to the station
- Safety improvements on the busway

POTENTIAL EARLY CATALYTIC PROJECTS 0-2 YEARS	<b>PAAC Property Station Area Improvements</b> Action Items: <ul style="list-style-type: none"><li>Refine station area conceptual design.</li><li>Coordinate with PAAC internal design team and TOD advisory committee.</li><li>Allocate capita funding for priority improvements.</li><li>Implement station improvements.</li></ul> <b>Ongoing PAAC TOD efforts</b> <ul style="list-style-type: none"><li>Explore TOD-friendly zoning for the station area.</li><li>Investigate Tax Increment Financing (TIF) as a tool to support TOD on this site.</li><li>Develop guidelines for evaluating TOD projects.</li></ul> <b>Wayfinding</b> Action Items: <ul style="list-style-type: none"><li>Confirm sign locations with community and city.</li><li>Consider pilot wayfinding program.</li></ul>	<b>Public Realm Improvements along Negley Avenue</b> Action Items: <ul style="list-style-type: none"><li>Continue to coordinate with City of Pittsburgh regarding the Negley Avenue bridge; advocate for a design that improves conditions for pedestrians and cyclists as well as station visibility.</li></ul> <b>Mixed-Use Development North of Pierce Street</b> Action Items: <ul style="list-style-type: none"><li>Finalize Port Authority RFP procedures and issue RFP for potential development partners on Port Authority owned land.</li><li>Coordinate infrastructure improvements.</li><li>Stipulate affordable housing requirements, as applicable.</li><li>Consider gap funding.</li><li>Consider potential zoning changes.</li></ul>
	<b>Public Realm Improvements along Pierce Street, Summerlea Street, and Maryland Avenue</b> Action Items: <ul style="list-style-type: none"><li>Work with city to incorporate green infrastructure along Maryland Avenue and Pierce Street, consistent with PWSA efforts and to mitigate flooding along Pierce.</li><li>Support design of streetscape improvements.</li><li>Further investigate support for potential one-way circulation.</li></ul>	<b>Public Realm Improvements along Negley Avenue</b> Action Items: <ul style="list-style-type: none"><li>Initiate discussions with Giant Eagle regarding enhancement of the connection between its store at Negley Avenue.</li></ul> <b>Wayfinding</b> Action Items: <ul style="list-style-type: none"><li>Develop wayfinding signage design guidelines.</li></ul>
MEDIUM TERM PROJECTS 2-5 YEARS	<b>Mixed-Use Development South of Pierce Street</b> Action Items: <ul style="list-style-type: none"><li>Continue conversations with stakeholders to promote TOD.</li><li>Explore other ways municipalities can incentivize TOD.</li><li>Explore TOD-friendly zoning for station area.</li></ul> <b>Improvements at Negley Avenue and Baum Boulevard</b> Action Item: <ul style="list-style-type: none"><li>Continue to advocate for public space on the triangular site at Baum, Negley, and Roup.</li></ul>	<b>Pedestrian Bridge at Maryland Avenue</b> Action Items: <ul style="list-style-type: none"><li>Approach railroad regarding pedestrian bridge concept.</li><li>Work with city and adjacent property owners (as applicable) to refine concept.</li><li>Secure potential funding (e.g. Port Authority capital budget, TIF, CIP, etc.)</li></ul>
LONG TERM STRATEGIC INITIATIVES 5+ YEARS		