

## **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.

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- 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

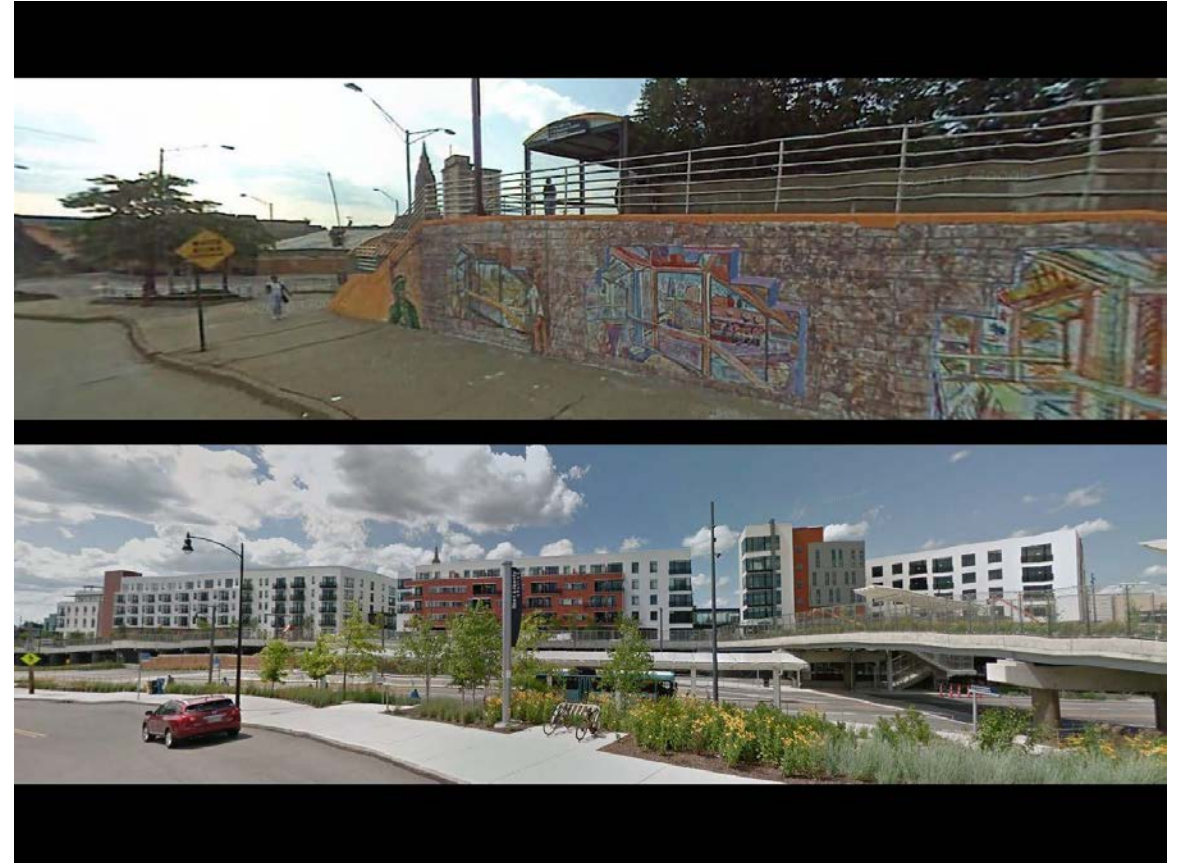
STATION IMPROVEMENT PROGRAM  
TRANSIT-ORIENTED DEVELOPMENT

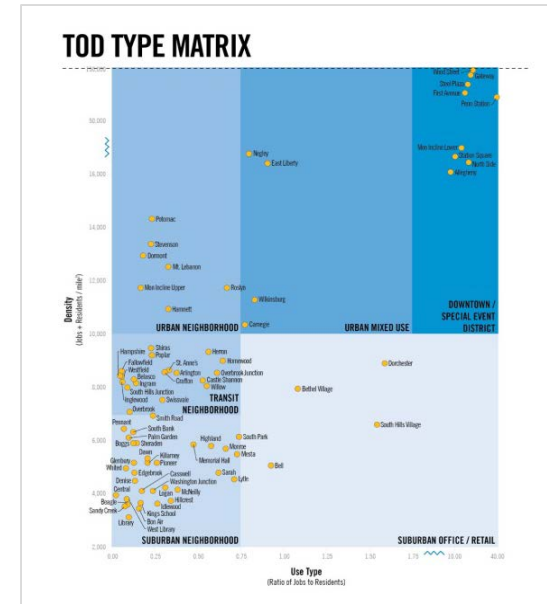
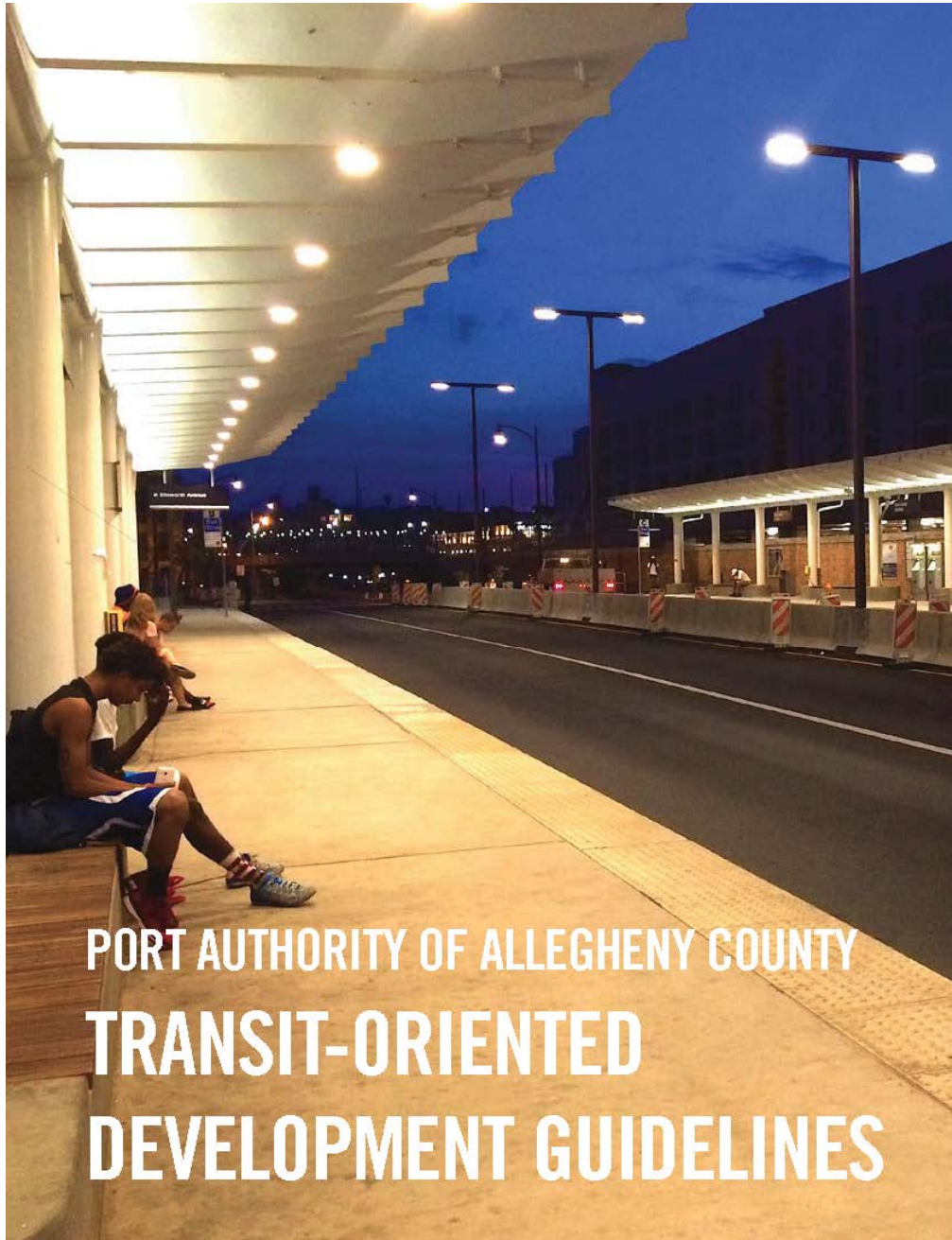
# PAAC Roles in TOD

- 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







# 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**

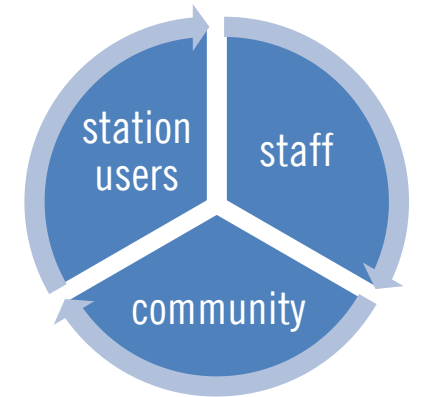
**NEGLEY STATION  
STATION IMPROVEMENT PROGRAM**



# User Input

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

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



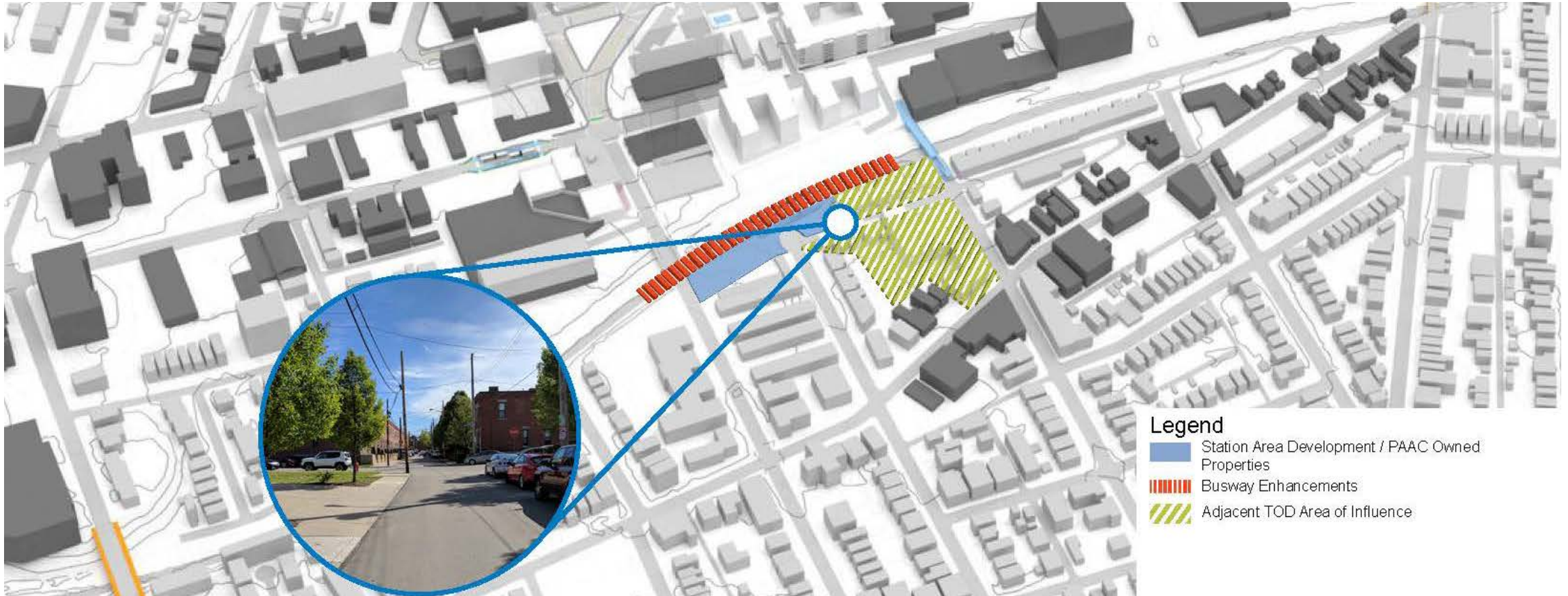
What barriers/obstacles did you encounter as you make your way to this facility?

Answer	Count	%
I experienced no barriers/obstacles	82	59.9%
I felt unsafe from traffic	28	20.4%
No or poor condition crosswalks	13	9.5%
Lack of lighting	9	6.6%
Long waits	8	5.8%
No or poor condition sidewalks	8	5.8%
Crossing busway difficult	6	4.4%
Unsafe passages	5	3.6%



Community members working together during the first of two public meetings determining the challenges and opportunities of Negley Station. The meetings were held at the First United Methodist Church on April 24-25, 2017.

# TOD Focus Area





# **TOD FOCUS AREA:**

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



# **TOD FOCUS AREA:**

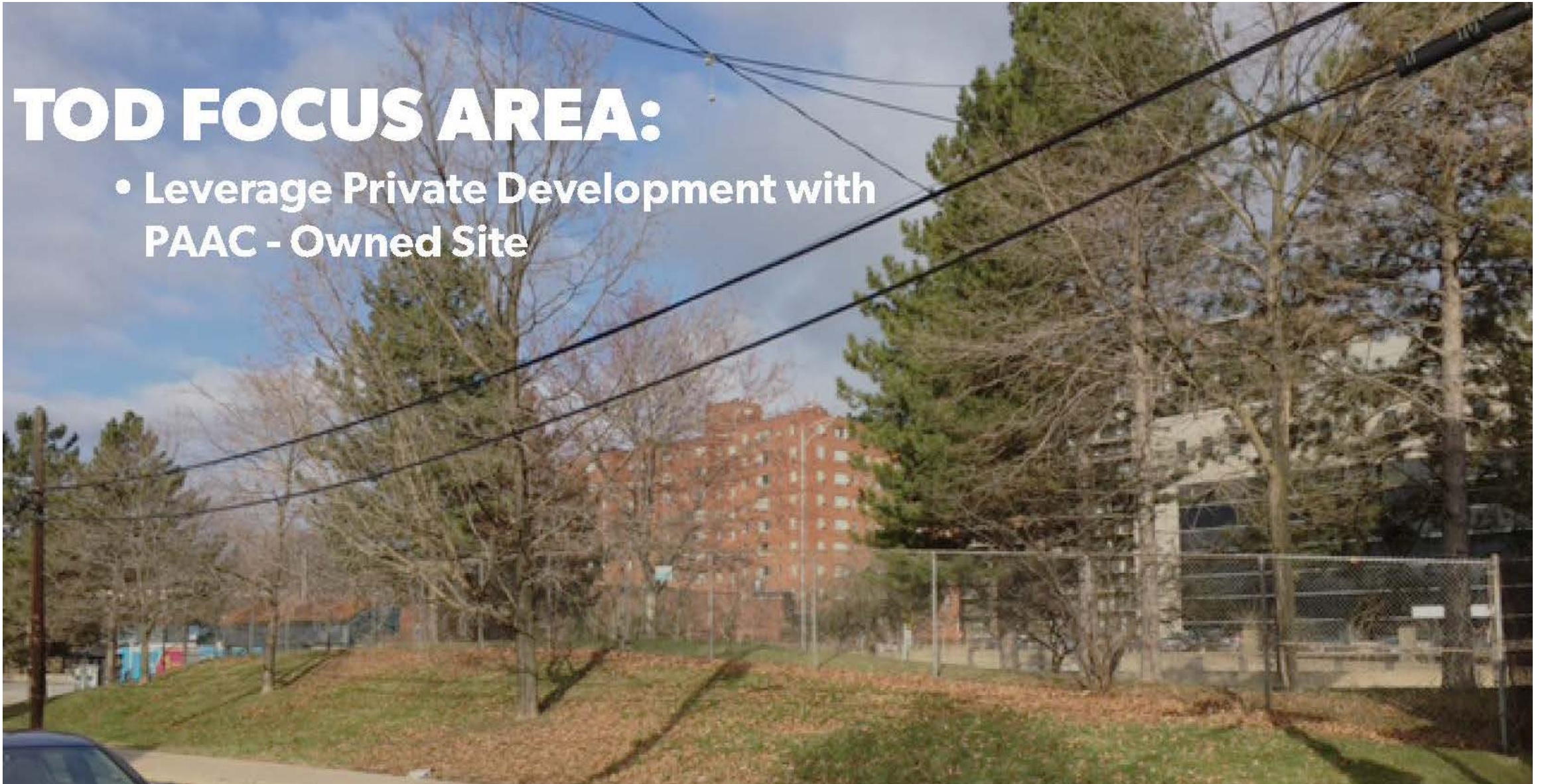
- **Incorporate Commercial Space Fronting Station**
- **Develop Centralized Parking**





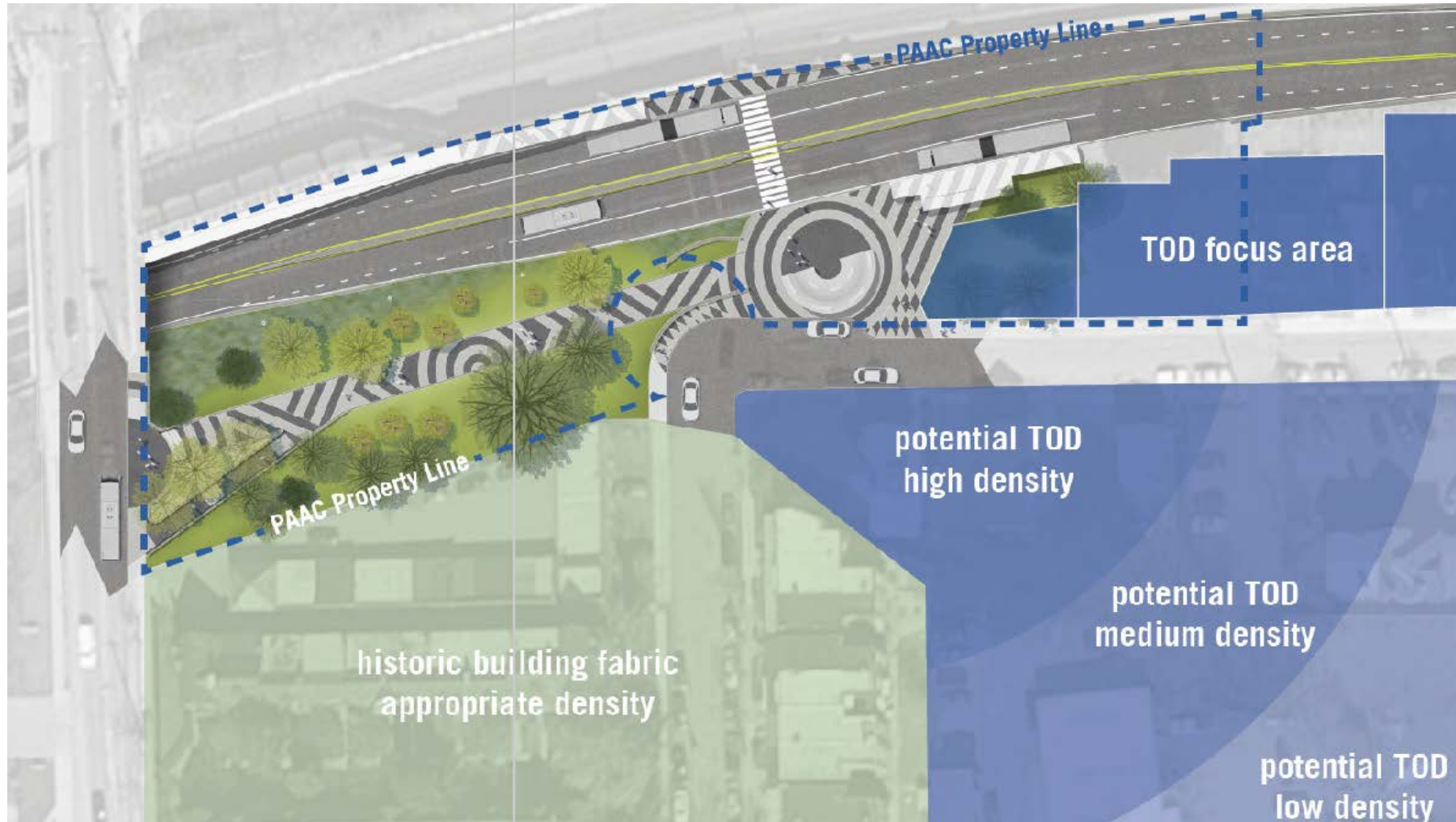
# **TOD FOCUS AREA:**

- **Leverage Private Development with PAAC - Owned Site**





# TOD Recommendations





# Gateways





# **GATEWAYS:**

- **Introduce Wayfinding**



# GATEWAYS:

- Improve Station Connections



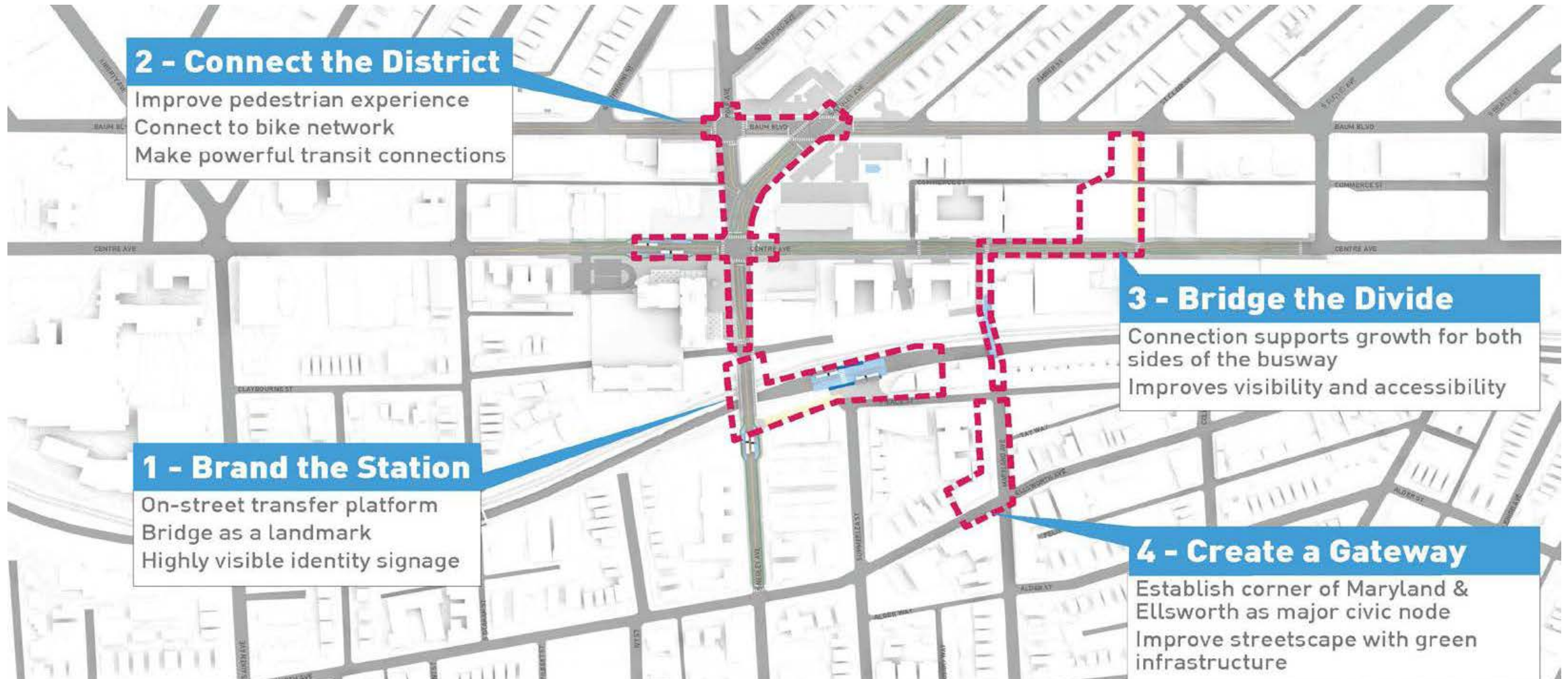


# GATEWAYS:

- Incorporate Safety Improvements



# Gateway Recommendations





# Streetscapes





# **STREETSCAPES:**

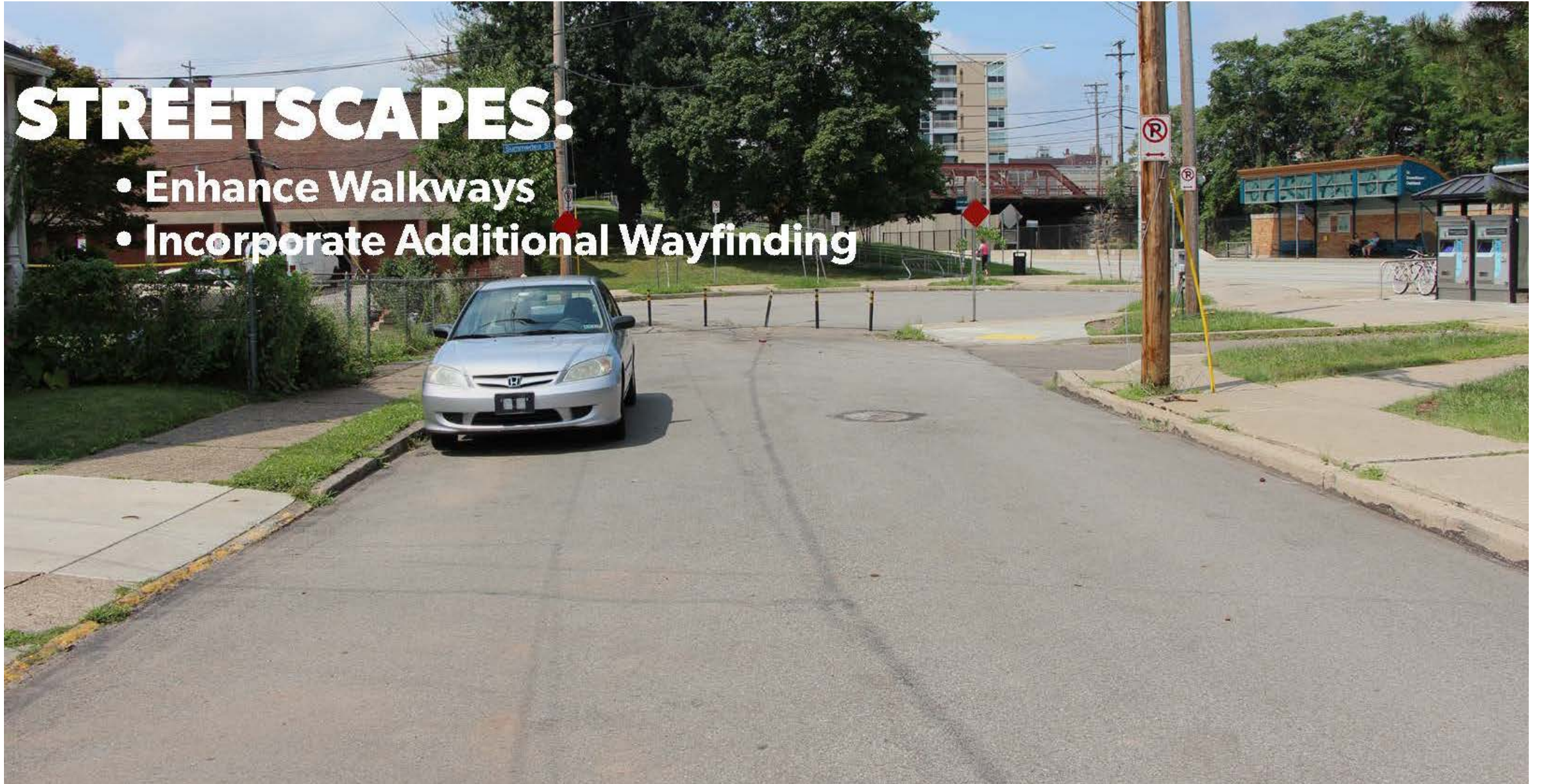
- **Provide Multimodal Access**
- **Introduce Stormwater Management Measures / Green Infrastructure**





# STREETSCAPES:

- Enhance Walkways
- Incorporate Additional Wayfinding

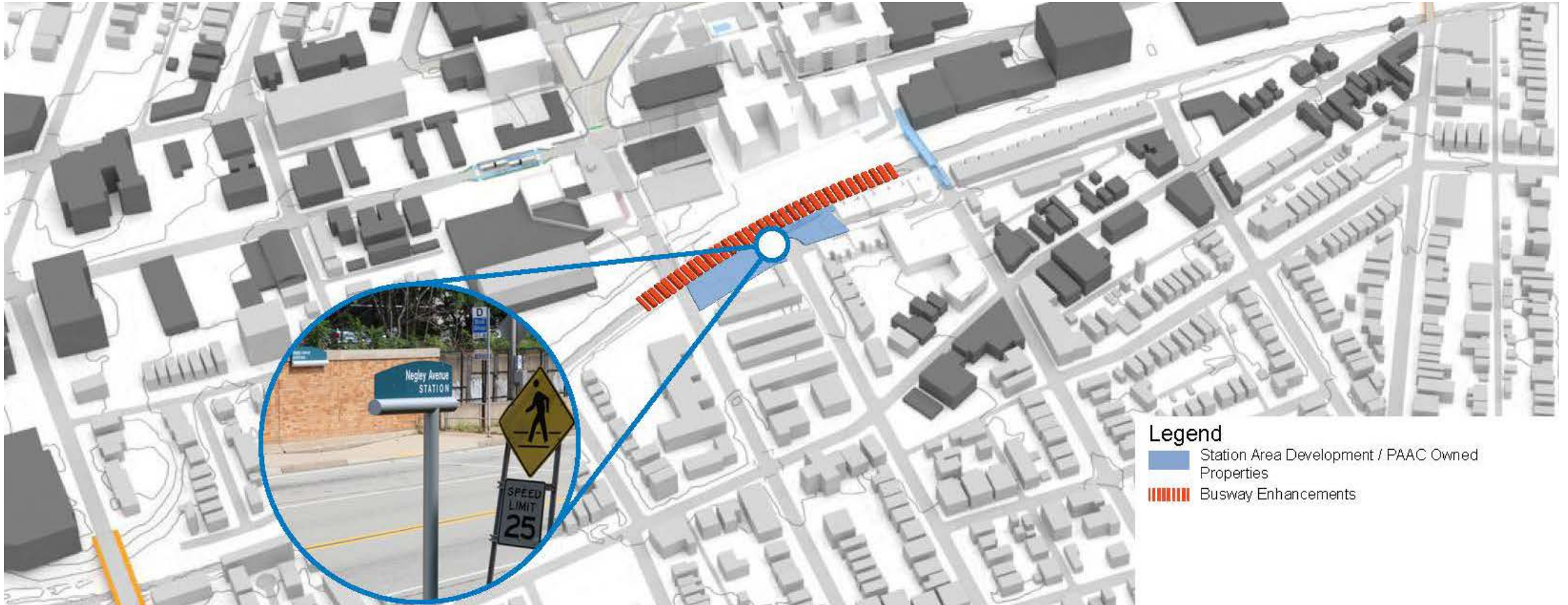




# Streetscape Recommendations



# East Busway Crossing





# BUSWAY IMPROVEMENTS:

- Re-introduce Stairs at Platform





# BUSWAY IMPROVEMENTS:

- Improve Safety at Crossing





# Busway Recommendations



# Station Opportunities



## Legend

■ Station Area Development / PAAC Owned Properties



# Station Design Concept



# Station Design Concept

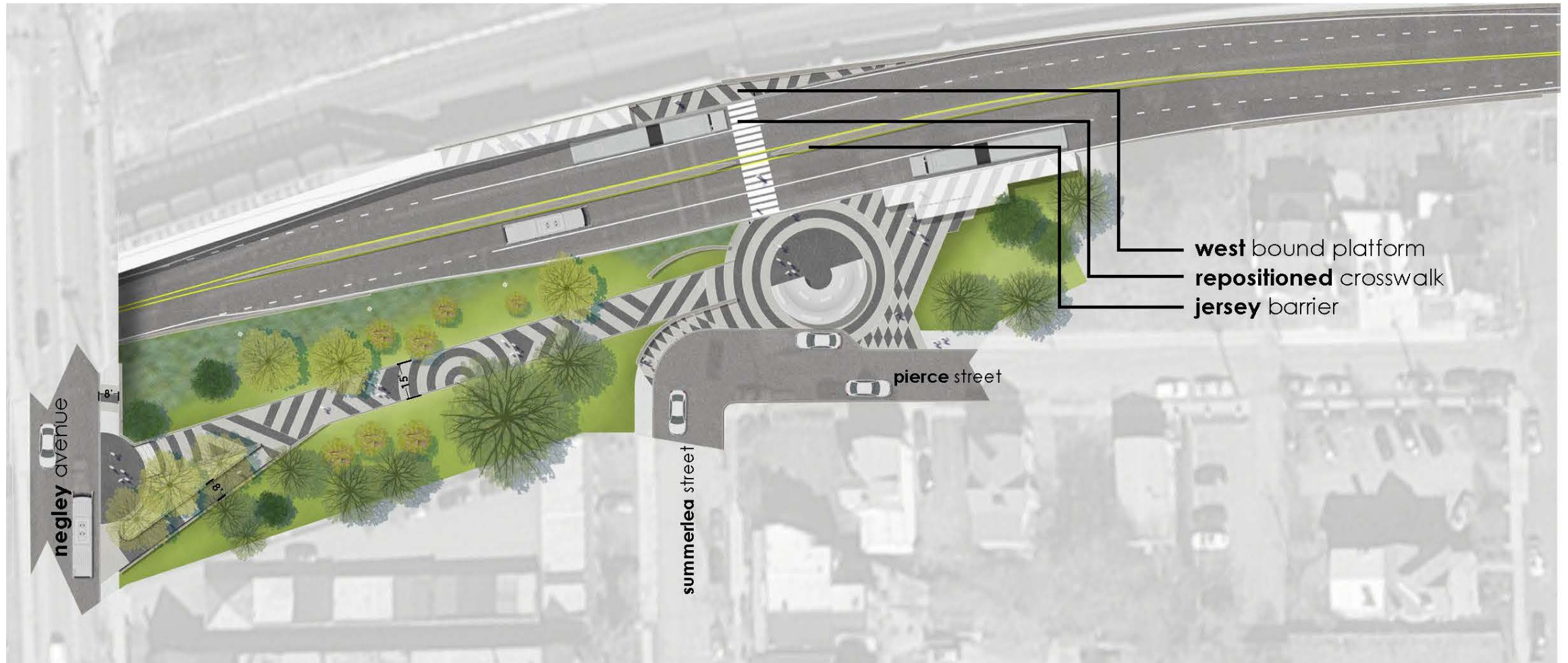




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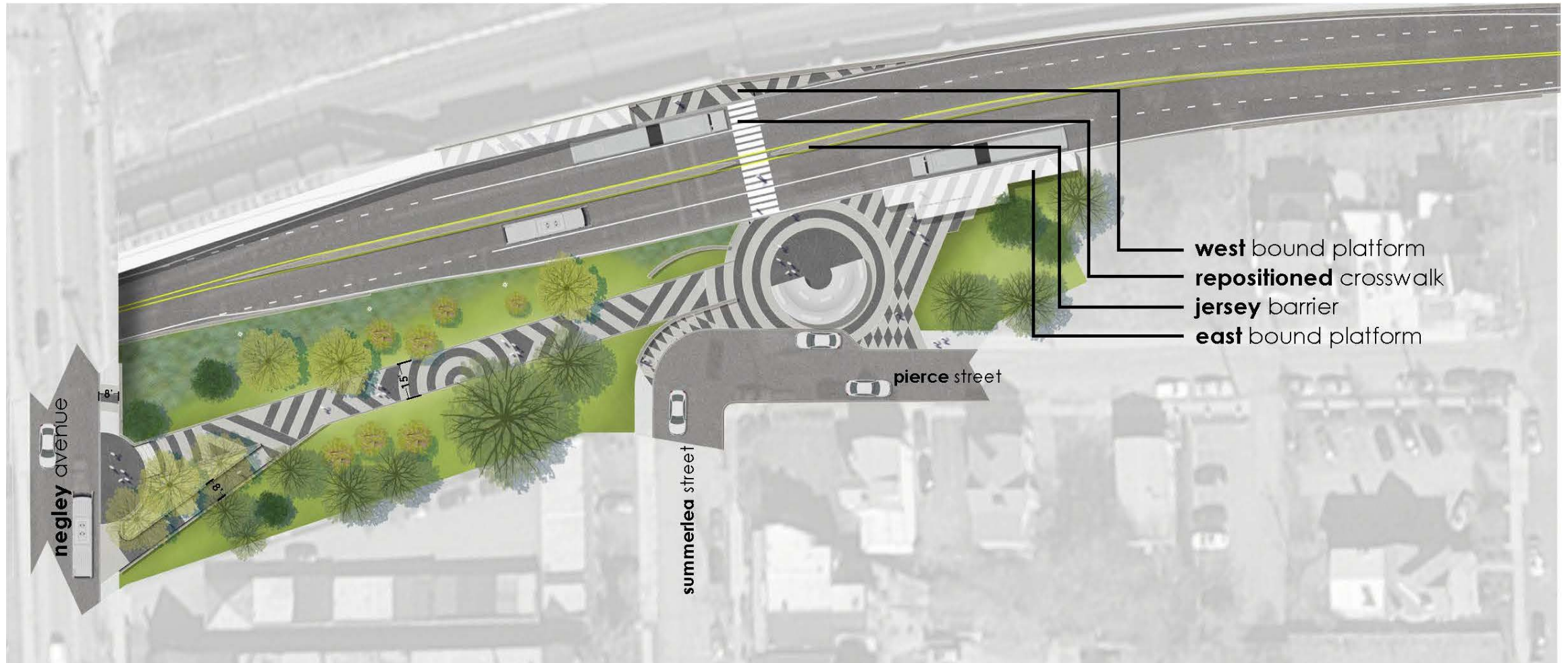


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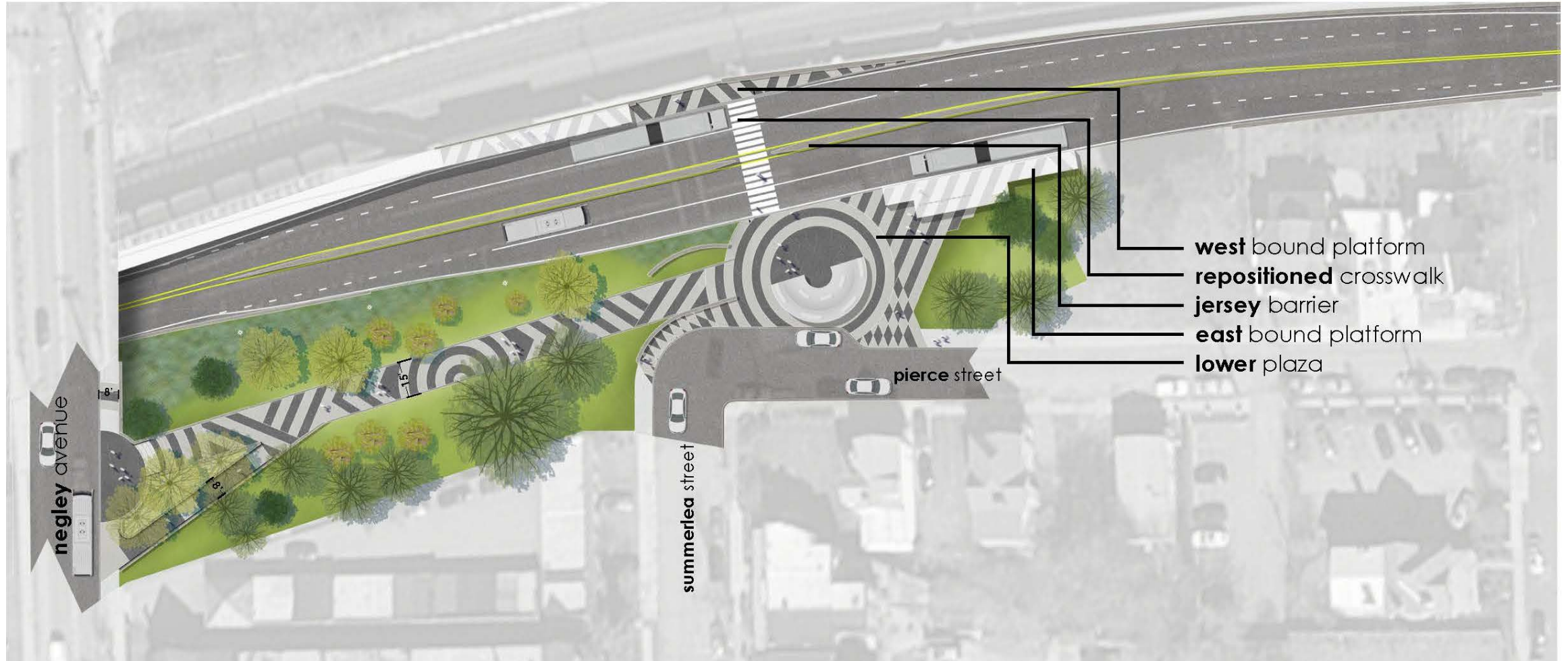




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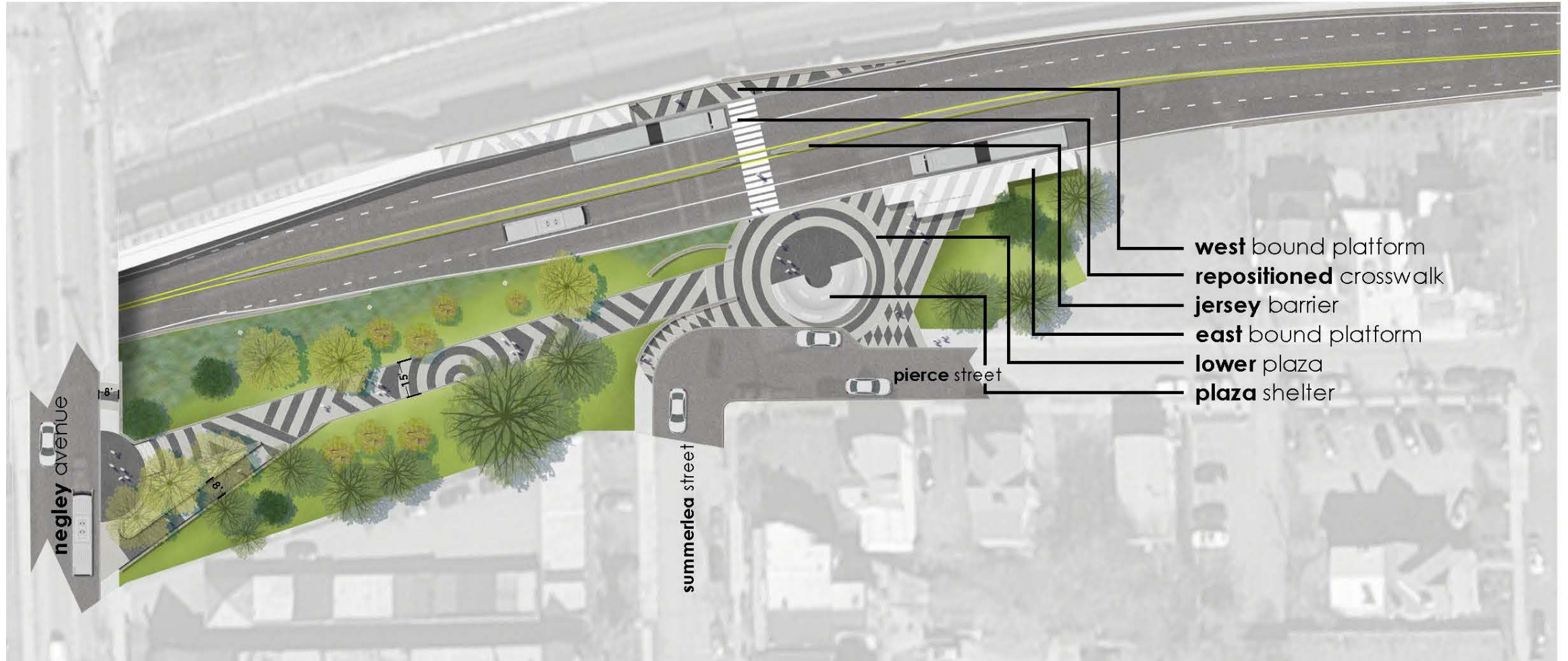


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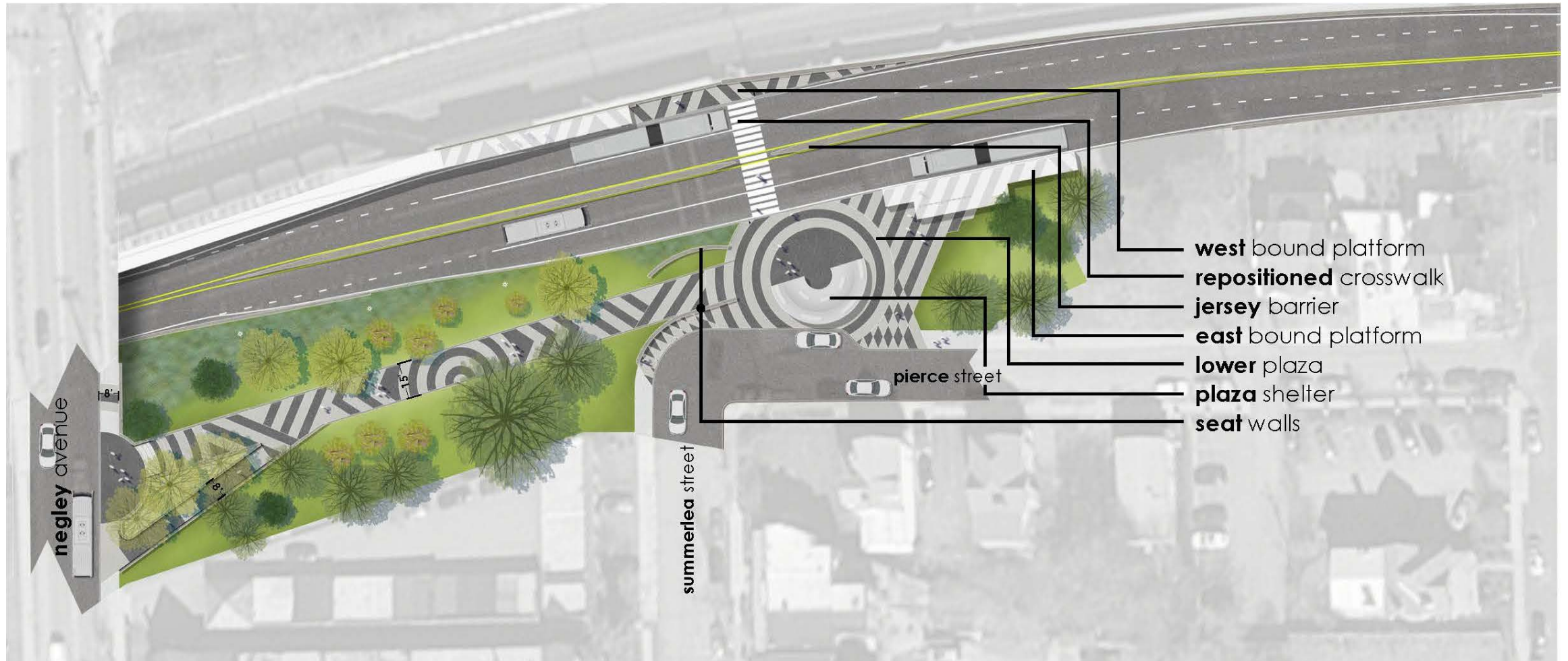




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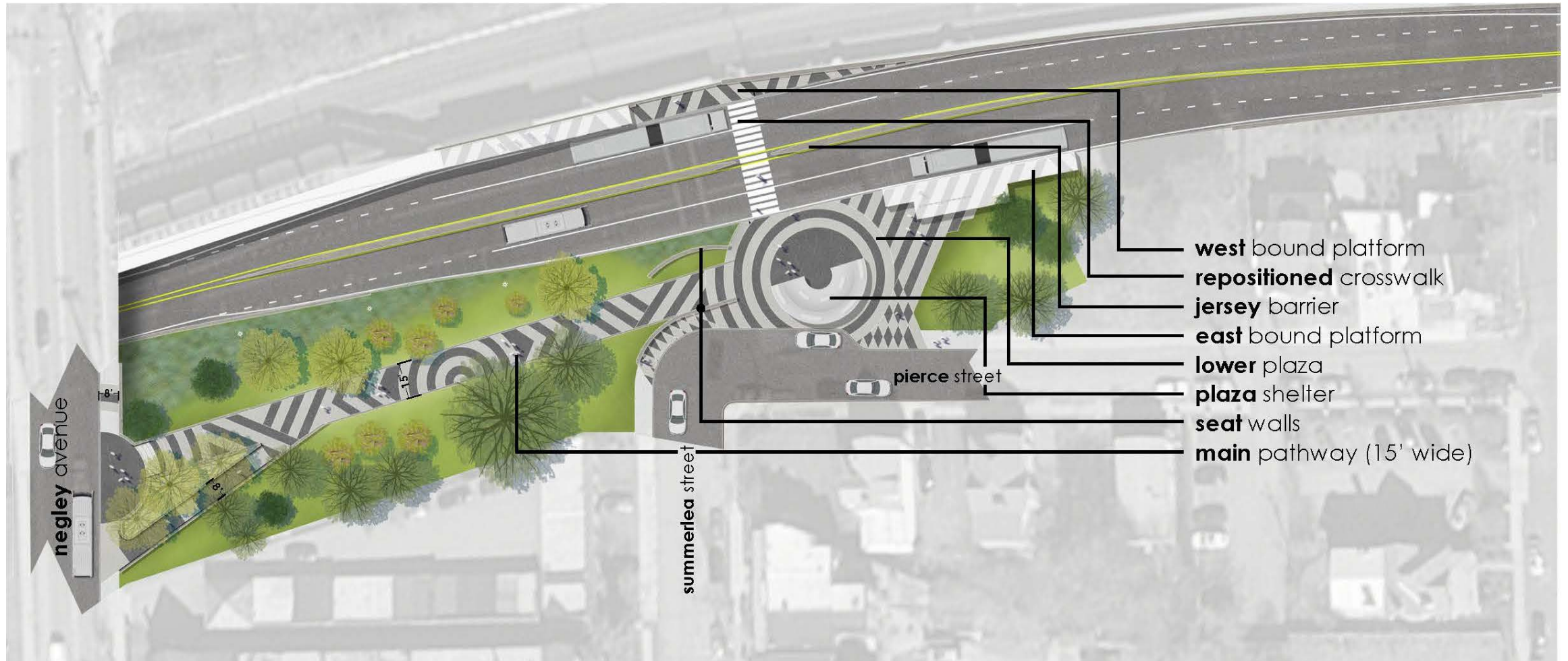


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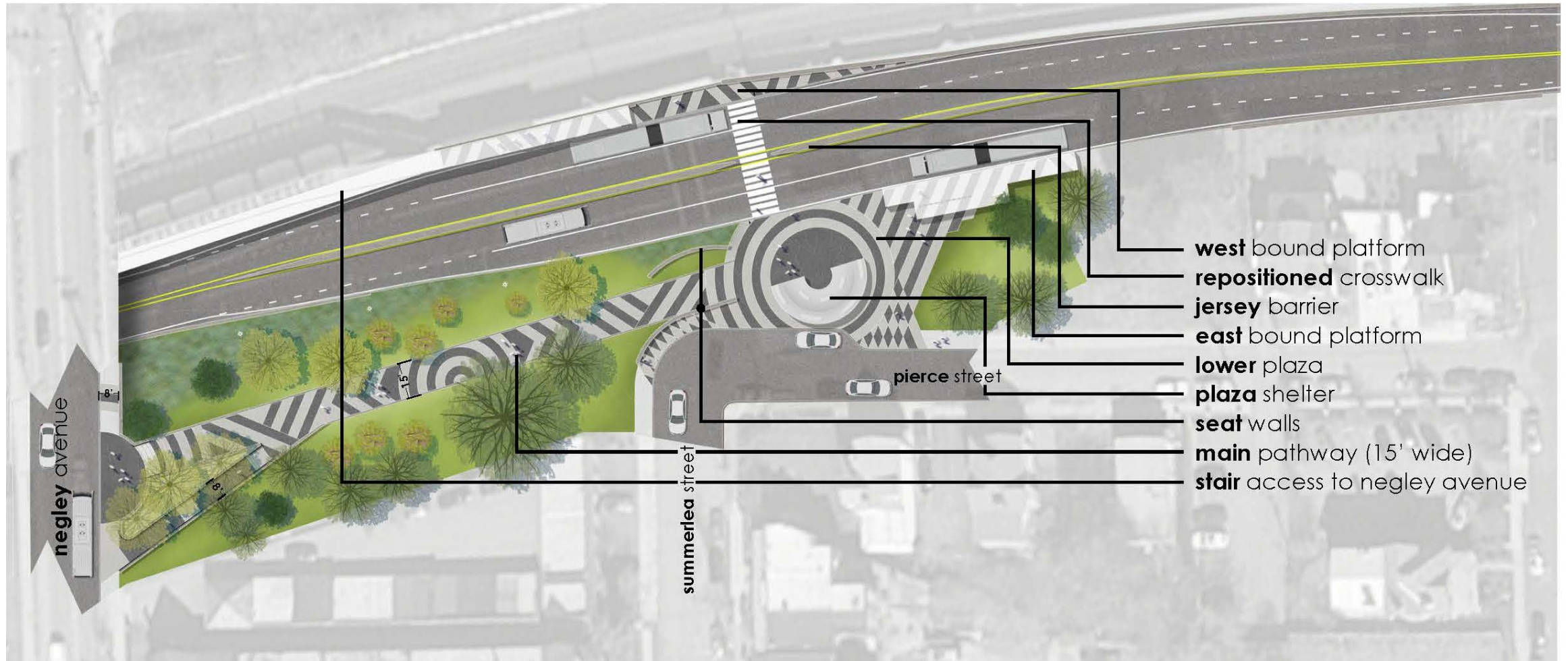




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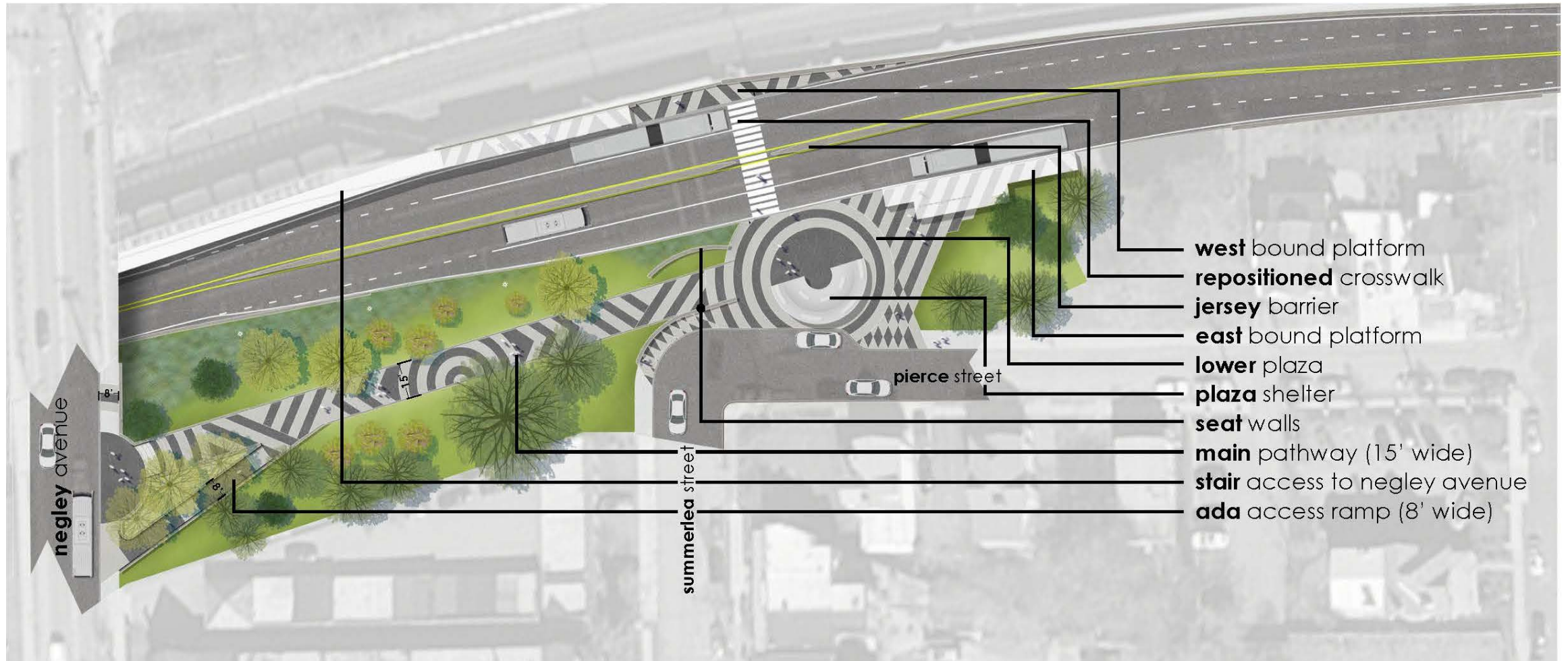


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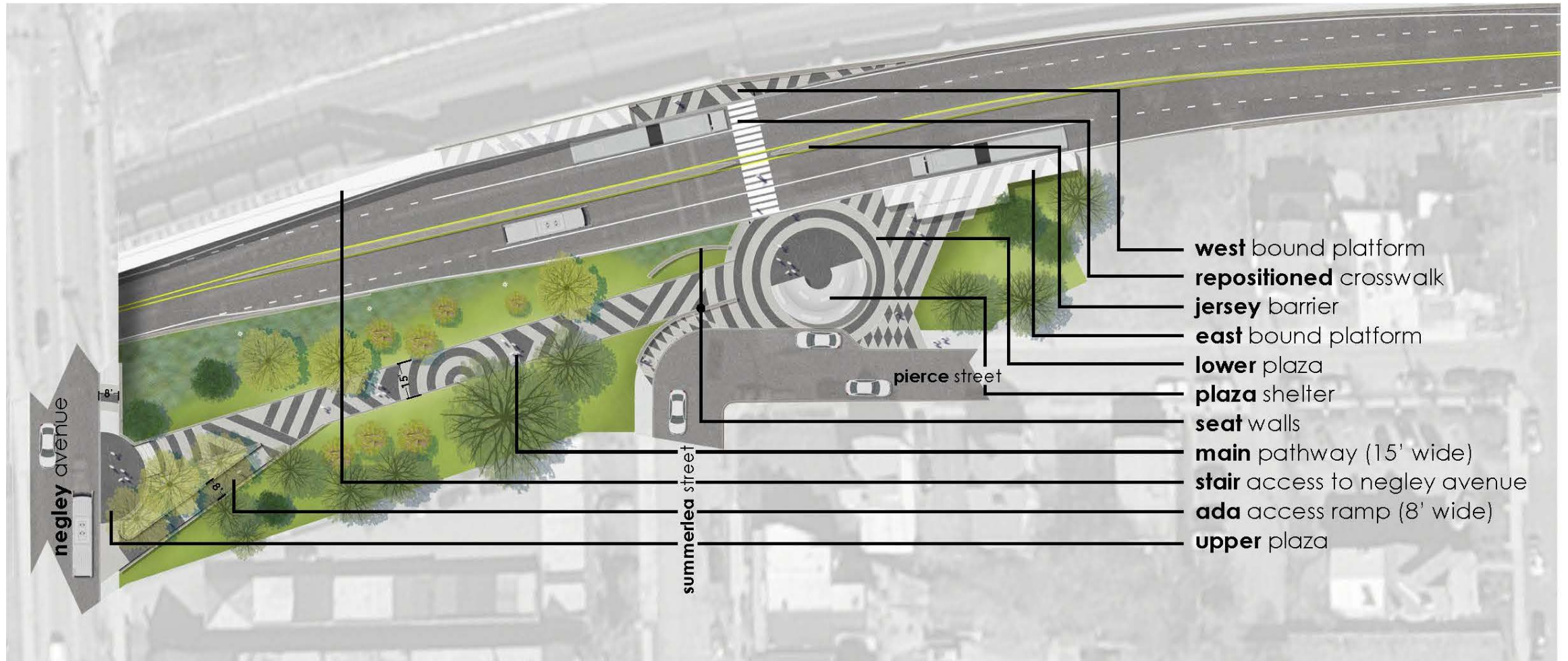




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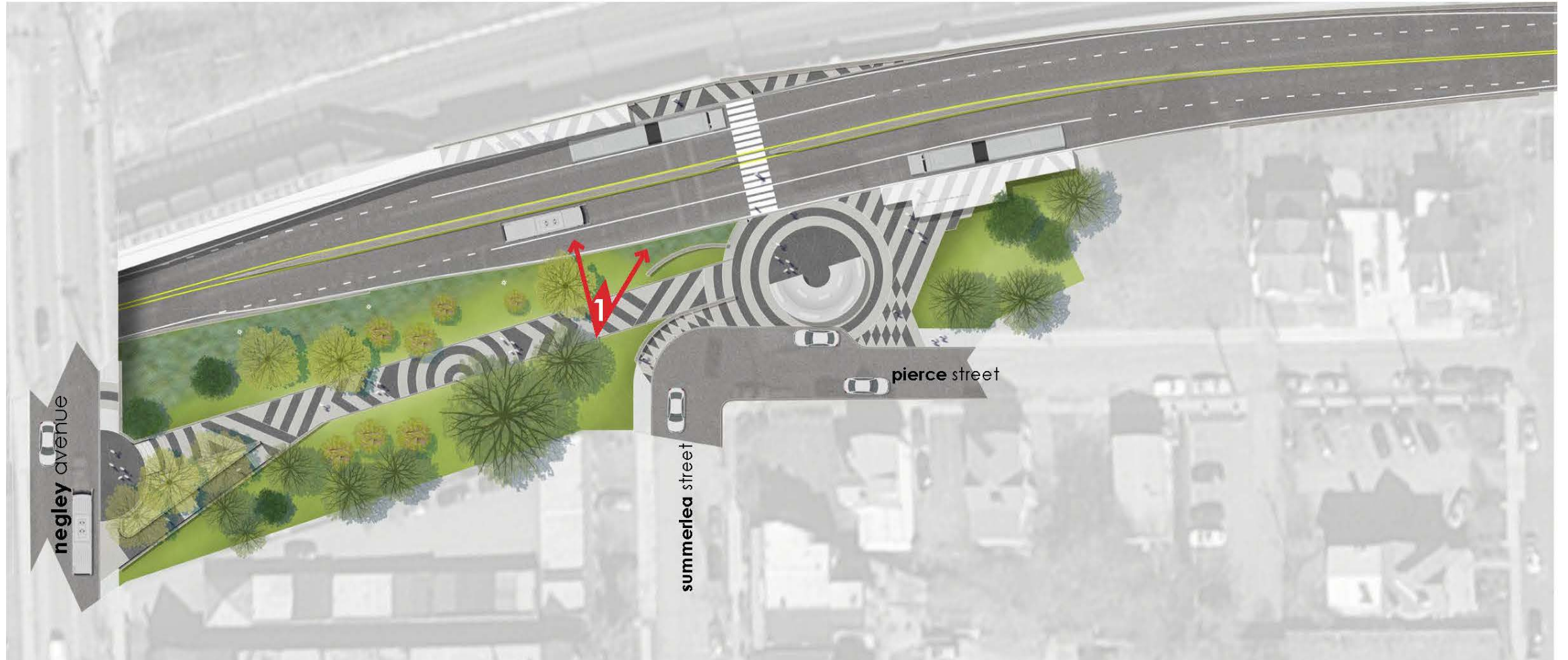


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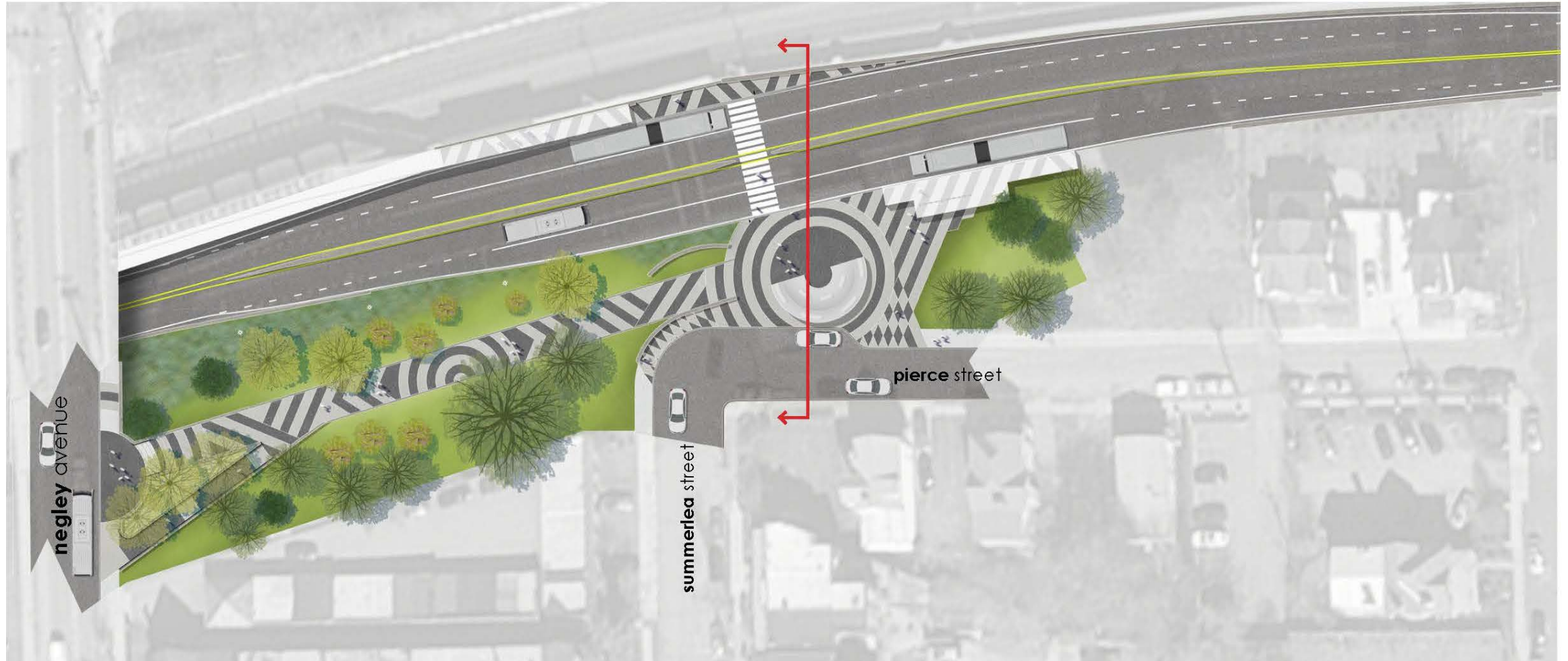


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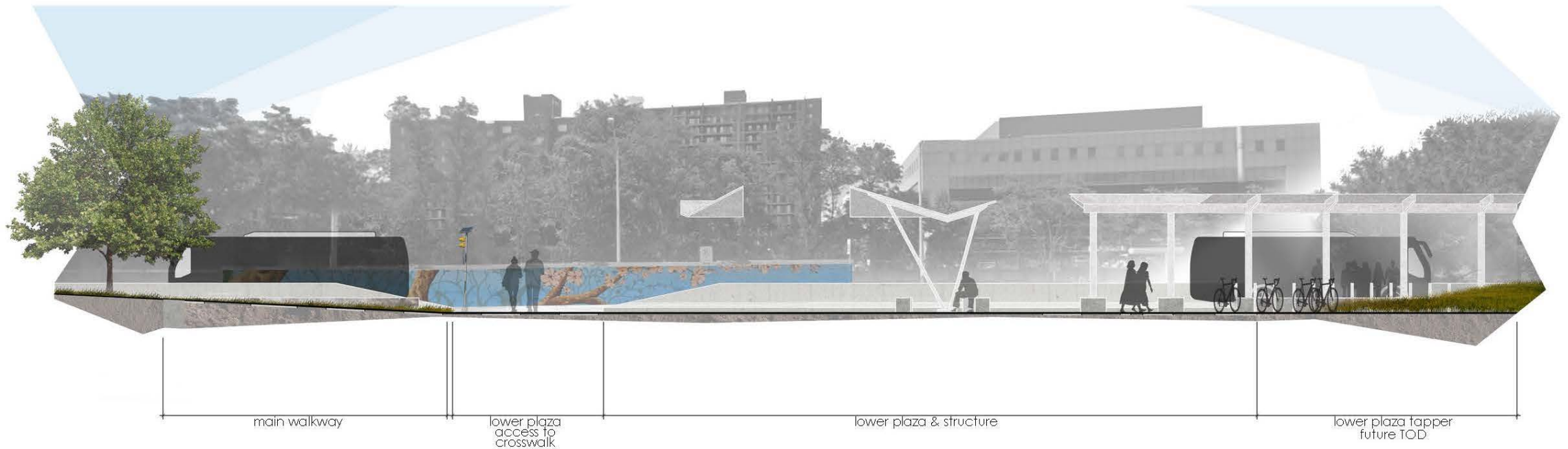




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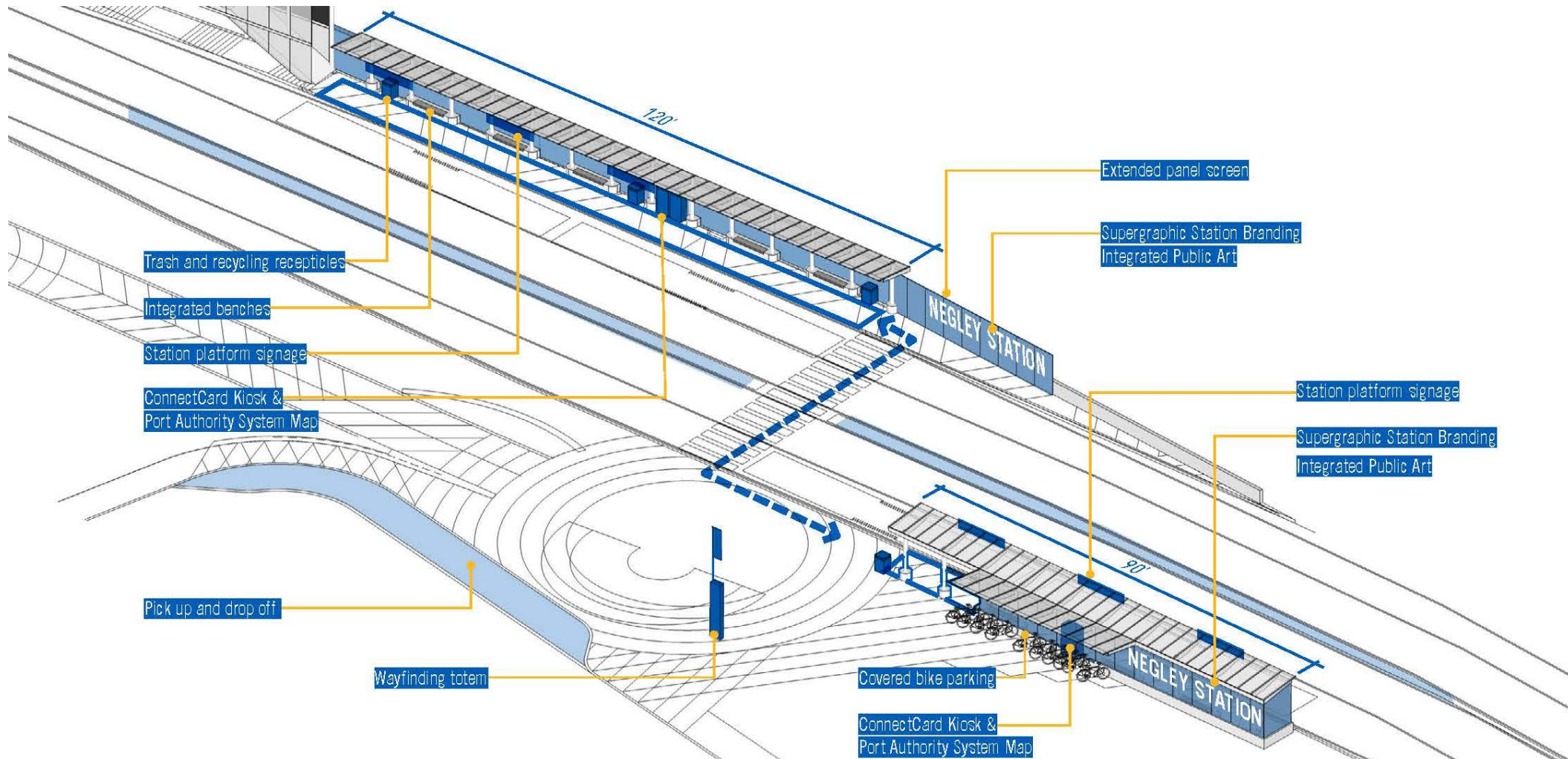


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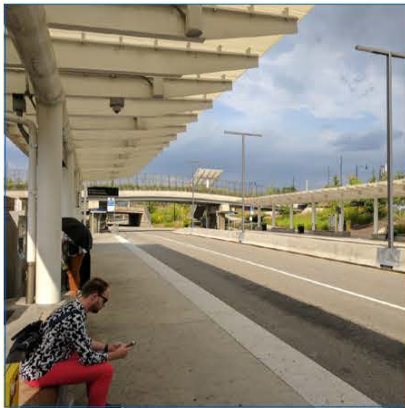


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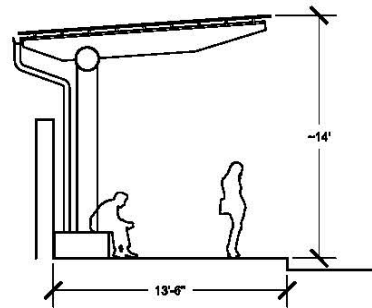
East Liberty Station is the first of Port Authority's busway stations to see a complete renovation. To achieve a similar look and feel at Negley, some structural and spatial constraints need to be considered.

## Successful qualities at East Liberty:

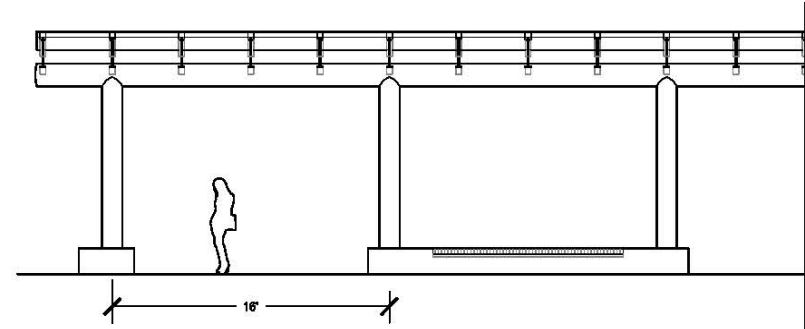
- East Liberty Station is bright and open. The shelters are not enclosed which and the glass roof panels are translucent. This makes the station platforms more welcoming and safe.
- East Liberty Station uses solid concrete benches with inset wood slats. They are rust resistant and do not collect refuse underneath. Wood is also a preferred seating surface for thermal comfort.
- East Liberty Station has a staircase 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.



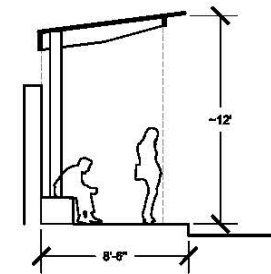
(Figure xx) East Liberty Station inbound platform, looking toward the vegetated pedestrian bridge. Source: Elijah Hughes.



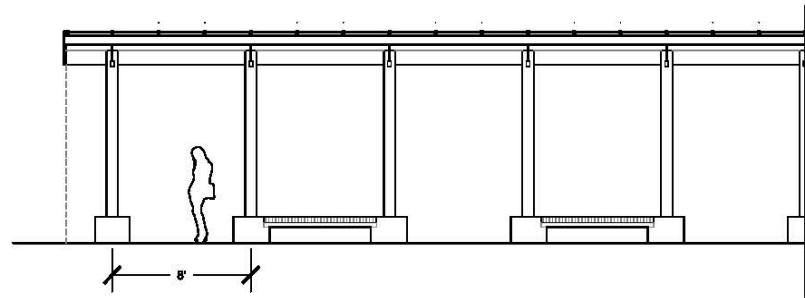
4 SECTION - EAST LIBERTY  
SCALE: 3/16" = 1'-0"



3 ELEVATION - EAST LIBERTY  
SCALE: 3/16" = 1'-0"



2 SECTION - NEGLEY  
SCALE: 3/16" = 1'-0"



1 ELEVATION - NEGLEY  
SCALE: 3/16" = 1'-0"

## Modular structure, scaled down

- Negley Station should be sized to use the same or similar components but scaled down to fit within the available space.

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# Next Step: Architectural Design



# QUESTIONS?

## NEGLEY STATION STATION IMPROVEMENT PROGRAM