

**Planning and Stakeholder Relations Committee
Minutes
July 21, 2022**

The meeting was called to order at 8:30 a.m. in Pittsburgh Regional Transit's Neal H. Holmes Board Room at 345 Sixth Ave., Fifth Floor, Pittsburgh, with the following in attendance:

Via WebEx Board Committee Members

John Tague, Jr., Chairman
Stephanie Turman

Board Members and Solicitor

Representative Austin Davis
Gerald Delon
Jen Liptak
Jeff Letwin
Michelle Zmijanac

Opening Remarks

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

Approval of Minutes from the June 16, 2022, Planning and Stakeholder Relations Committee Meeting

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

September Service Change and Other Scheduling Updates (Phillip St. Pierre)

Mr. St. Pierre gave a brief update on the next quarterly service changes, which will be implemented on Sept. 4, 2022. No major changes were reported.

Also reported were division changes for the BRT project. The following routes will have division changes:

- Route P3 - has previously operated out of the West Mifflin division and will now operate out of East Liberty and that's due to some of the electric bus charging infrastructure to be placed out of East Liberty in the future related to the electric buses that will operate for the BRT project.
- Route 64 – currently is operating out of West Mifflin and East Liberty division, one of our only routes that operates out of two operating divisions and that route will move over to West Mifflin solely.
- Route 57 Hazelwood – is currently operating at a 45-minute frequency for weekend service for Saturday/Sunday and with the September service change is going to have a minor frequency reduction to 48 minutes.

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- Route 69 Trafford - on the outbound direction for that route it currently services Haymaker Village twice, with the September service change there is going to be a minor route change that will only service Haymaker Village once in the outbound direction.

There will be some minor time adjustments for 18 of our routes (61B, 61C, 64, 83, 93, 67, 69, 71, 75, 79, 86, 87, 88, 89, G31, P68, P71 and Y47) following study of the running, travel and recovery times of these routes. This should improve on-time performance by balancing recovery times.

About 30 days prior, we will do the public notice before and distributing the time tables and get everything updated on the website so that our customers will know what the upcoming changes are.

In addition to the service changes, we do have a Monongahela Incline Closure Shuttle plan that is coming up due to the closure and rehabilitation project. That project includes upgrades to the mechanical control components, electrical systems and interior and exterior lighting improvements to the upper and lower stations. The closure will begin on August 1, 2022, and continue for approximately four months. The shuttle buses will operate from 5:30am to 12:30am on weekdays and Saturday service and little bit shorter of a span from 8:30am to Midnight on Sundays. The frequency for the service for weekdays, Saturdays and Sundays will be every 30 minutes. The frequency of service maybe impacted by the availability of operators. In addition to the shuttle plan with the June service change, we did increase the frequency of the Route 40 every 40 minutes to help provide some additional service for weekdays to go along with the Monongahela Incline Closure shuttle plan.

Mr. St. Pierre gave a brief update on the June Service changes that went into effect and have been operating for the last few weeks. One of the major components of that service change was to improve our service reliability from what we have been experiencing in the past few months. In about late February, early into March we started having some reliability issues due to not having enough manpower to fulfill our scheduled service. So, we needed to reduce our scheduled service and put more operators on what we call the extra board. We are probably going to be close to about a 16 percent extra board. In reality, we need to be closer to about an 18 percent extra board to really get out of service hours to about zero. The last few weeks we have been two percent or lower on our out of service hours.

Smithfield Street Bus Stop Update (Darcy Cleaver)

Ms. Cleaver spoke this morning about a proposal for bus stops on Smithfield Street, in response to an active City of Pittsburgh, street project. The Transit Amenities department works very closely with Municipal partners to ensure that

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we are engaging with them on any street project to look for opportunities to make improvements to our bus stops to:

- Ensure that they are safe
- Accessible
- Comfortable
- Attractive

We have approximately 7,000 stops throughout our service area and many of them are not on Pittsburgh Regional Transit's property, so this is extremely important. The city is doing a street project; the areas of improvement are on Smithfield Street between Sixth Avenue and the Blvd of the Allies. The Transit Amenities department is proposing to consolidate stops on Smithfield Street reducing the existing stops from four to three, consolidating the stops at Fourth and Third and creating a new stop at Fourth. This will allow for our bus stops to adhere to our bus stop spacing guidelines and also allow for better transfer opportunities for our riders, in addition to the enhancement of lighting, better street crossings, curb cuts and the inclusion of transit amenities including shelters and benches. We put out a proposal to our riders, as well as adjacent business owners and the public to solicit their feedback on this proposal in which they were mostly supportive at 65 percent. Therefore, we are planning to propose these changes to take effect with the street plan suspected to be complete in 2024.

Downtown-Uptown-Oakland BRT Project Update (David Huffaker)

Mr. Huffaker gave a brief update on the BRT project, with some exciting milestones:

- Review Project Goals – Access, Comfort and Ease of Use, Efficiency, Equity, Safety, and Sustainability.
- Current Status: FTA Review - Federal Transit Administration is one of our key partners and they have a project management oversight consultant who works with our project team, see chart (FTA Review Update).
- Scope revisions since last year
- Costs and funding
- Schedule and next steps
- Grant Execution later this year
- Scope Revisions – Branch Infrastructure moved to future phase. Coordination with City for the Smart Signals project - moved over to DOMI
- Core BRT – Downtown-Uptown-Oakland
- Typical Station Components
- Funding – Cost increases and estimating the project just under \$300M, mostly funded through Federal. Project is fully funded.
- Schedule and Next Steps – (See slide titled Schedule and Next Steps)

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Resolution

1. Authorization to Enter into Bus Rapid Transit Project Phase II Agreements of Cooperation with the Pittsburgh Water and Sewer Authority (Mike Cetra).
Approved and moved to full board approval.

Questions from Board Members and Others

1. Mr. Tague, Jr., asked are there any major disruptions for the next few months representing any work that DOMI is doing. I know they have the traffic common projects that are not really going to disrupt bus service. On Center Avenue there is a bus detour for at least a couple months and questioned that with Routes 71, 82, 86 and 88.
 - a) Mr. St. Pierre replied not on top of my head, but we do have some meetings with our detour and special event departments to discuss some major projects and make sure we are ready for the November service changes. I don't have anything read today but will get you an update on that.
2. Mr. Tague, Jr. asked has there been any Stakeholder feedback on this?
 - a) Ms. Cleaver answered we conducted a public comment period, where we solicited feedback from Stakeholders, adjacent business owners and our riders. We had signs posted at all the effected bus-stops. We also implemented a website to solicit feedback on-line, so folks were able to solicit comments, contacting the customer service department, writing to us, or engaging on the website to solicit those comments and this was for a 30-day period.
3. Mr. Tague, Jr. asked the Uptown and Oakland is part of Phase II. So, the phase approach is what we are doing, is a good approach to it, then you see what problems develop. One of the concerns I have is the balance between efficiency and equity and the issue that we talked about this before. The problem in Uptown is accessible parking because the parking is on the left side of the street and most accessible vans operate on the right-hand side of the street.
 - a) Mr. Huffaker answered yes