1. Call to order
   *Debbie Miller, Co-Chair called the meeting to order at 3:08pm.*

2. Approval of November meeting minutes
   *After committee review of the draft meeting minutes, John Wilds made a motion to accept the minutes as written; seconded by Paul Munro. Unanimous approval of the meeting minutes as written by all PUP committee members in attendance.*

3. Karina Ricks, Director City of Pittsburgh Department of Mobility & Infrastructure
   *Debbie Miller introduced our invited guest presenter, Karina Ricks, Director of the City of Pittsburgh’s Department of Mobility and Infrastructure (DOMI). Director Ricks provided an overview of the DOMI and its primary goals. In addition, she provided an informative update related to four key projects of interest to the University and its partnership with the City and surrounding communities.*
   - a. Bus Rapid Transit (BRT) project
   - b. Bigelow Boulevard project
   - c. Mon-Oakland Connector project
   - d. Charles Anderson Bridge reconstruction project
   *PUP Committee members engaged in Q&A discussion throughout the presentation and dialogue. Please refer to the handout for information about these projects.*

4. Announcements
   *Debbie Miller reminded everyone of the meeting date change in January 2019 due to the Martin Luther King Day holiday on the regularly scheduled date and time. She invited all in attendance to join in the tour of the recent renovations of the 10th and 11th floors of the Cathedral of Learning. The tour was graciously conducted by Scott Bernotas, Associate Vice Chancellor, Facilities Management.*

5. Tour – 10 & 11th floors CL
   *Debbie Miller adjourned the meeting at 4:28pm followed by the Cathedral tour.*

Next meeting: **Monday, January 14* – 3 PM [272 Hillman]
- Update on special projects
- Tracking routine maintenance issues

**Remaining PUP Meetings for 2019**
- February 18
- March 18
- April 15
- May 20
- June 17 – last meeting and PUP committee social
OAKLAND TRANSPORTATION UPDATES

Pitt Plant Utilization & Planning Senate Committee

December 17, 201
MEASURES OF SUCCESS

1. Zero traffic-related deaths or serious injuries.
2. Every household in Pittsburgh can access fresh fruits and vegetables within 30 minutes travel of home, without the requirement of a private vehicle.
3. All trips less than 1 mile are easily and most enjoyably achieved by non-vehicle travel.
4. Streets and intersections can be intuitively navigated by a 14-year old child.
5. The combined cost of transportation and housing does not exceed 45% of household income for any population quintile.
Department of Mobility and Infrastructure

KEY COMPONENTS

1. Safety: Protecting and providing for all users.
3. Reliability: Providing an efficient system and services.
5. Human(e): Engaging, empowering, enabling.
PROJECTS TO DISCUSS

• Bus Rapid Transit (BRT)
• Bigelow Blvd
• Mon-Oakland Connector
• Charles Anderson Bridge
BRT is coming—what is it?

- Dedicated transit lane
- Signal priority for BRT
- Upgraded stations with real-time arrival info and fare payment options
- Specially branded buses
- Economic development opportunities
- Upgraded pedestrian and bicycle facilities
- Dedicated transit lane
Defining the Problem

• Buses can be **slow and unpredictable** due to inconsistent traffic and passenger loads
• Leads to significant overcrowding, gaps in service, and negatively impacts on time performance

Data Visualization: Mark Egge, http://bunching.github.io

Oakland buses today only travel at speeds of about 9mph on average

Data Visualization: Mark Egge http://bunching.github.io
Bus Rapid Transit
Infrastructure Improvement Area

Reconstruction + BRT lanes traffic changes
Roadway Improvements

[Map showing roadway improvements between Downtown, Uptown, and Oakland]
BRT Timeline

• Now-early 2019 – Final design underway

• Once the project receives full funding:
  • Late 2019 – Project goes out to bid
  • 2020-2022 - Construction
  • Mid 2022 – Service begins
Bigelow Blvd: At the center of it all
Bigelow Blvd Today

- City-owned right of way
- Key link in Oakland mobility network
  - Pedestrian
  - Bike
  - Transit / Shuttle
  - Vehicle
- Average daily vehicle traffic: 8,000
- Heart of Pitt’s campus
  - Events
  - Monumental architecture
  - Connects main campus functions
- Historic center of Oakland
Bigelow Blvd Design Objectives

- Pedestrian Safety
- City Complete Streets Initiative
  - Accommodate all mobility modes
- Place-making
  - Connectivity to Schenley Plaza
  - Continuity with campus context
  - Superior urban design
- Sustainability and maintenance
Bigelow Blvd Today
Pedestrian Desire Lines
Pedestrian Desire Lines
Bicycle Connections
Curbside Transactions + Buffers
Vehicular Connections
Vehicular Connections + Turns
Proposal for Bigelow Blvd
Proposal for Bigelow Blvd
Mon-Oakland Connector: Project goals

- Address/do not exacerbate storm water flooding or landslide/slope failure conditions in Mon Valley neighborhoods.
- Address connectivity and access gaps between Mon Valley neighborhoods and Oakland employment/services district.
- Promote sustainable mobility and development.
- Preserve/enhance neighborhood/traveler safety and local quality of life.
- Buildable/operable in the near term.
Mon-Oakland Connector: Study area

North – South neighborhood connector

Connections from neighborhoods to spine

- South Oakland
- Oakland
- The Run
- Greenfield
- Hazelwood
- Squirrel Hill
Alternative Technologies Explored
Mon-Oakland Connector: Proposed network
Charles Anderson Bridge
Bridge Condition
Preliminary Design Process
Begins Spring 2018

- Purpose & Need
- Historic Bridge Rehab Analysis
- Alternatives Analysis

DOMI
Department of Mobility and Infrastructure
04 - 05 - 2018
Purpose and Need

Step 1

An important first step in the design process during which the city, contractor, stakeholders, and community will outline what they expect the project to accomplish and through this process determine the goals for the design of the project.

DOMI
Department of Mobility and Infrastructure

04 - 05 - 2018
Purpose and Need

- Bridge Condition Poor
- Substandard bridge typical section
- Inadequate bicycle accommodations
- Bridge is essential link in urban network
- ...