



Photo: DCP

Pittsburgh Complete Streets

South Side Market House
July 7th 2016





vehicular focus

multi-modal focus



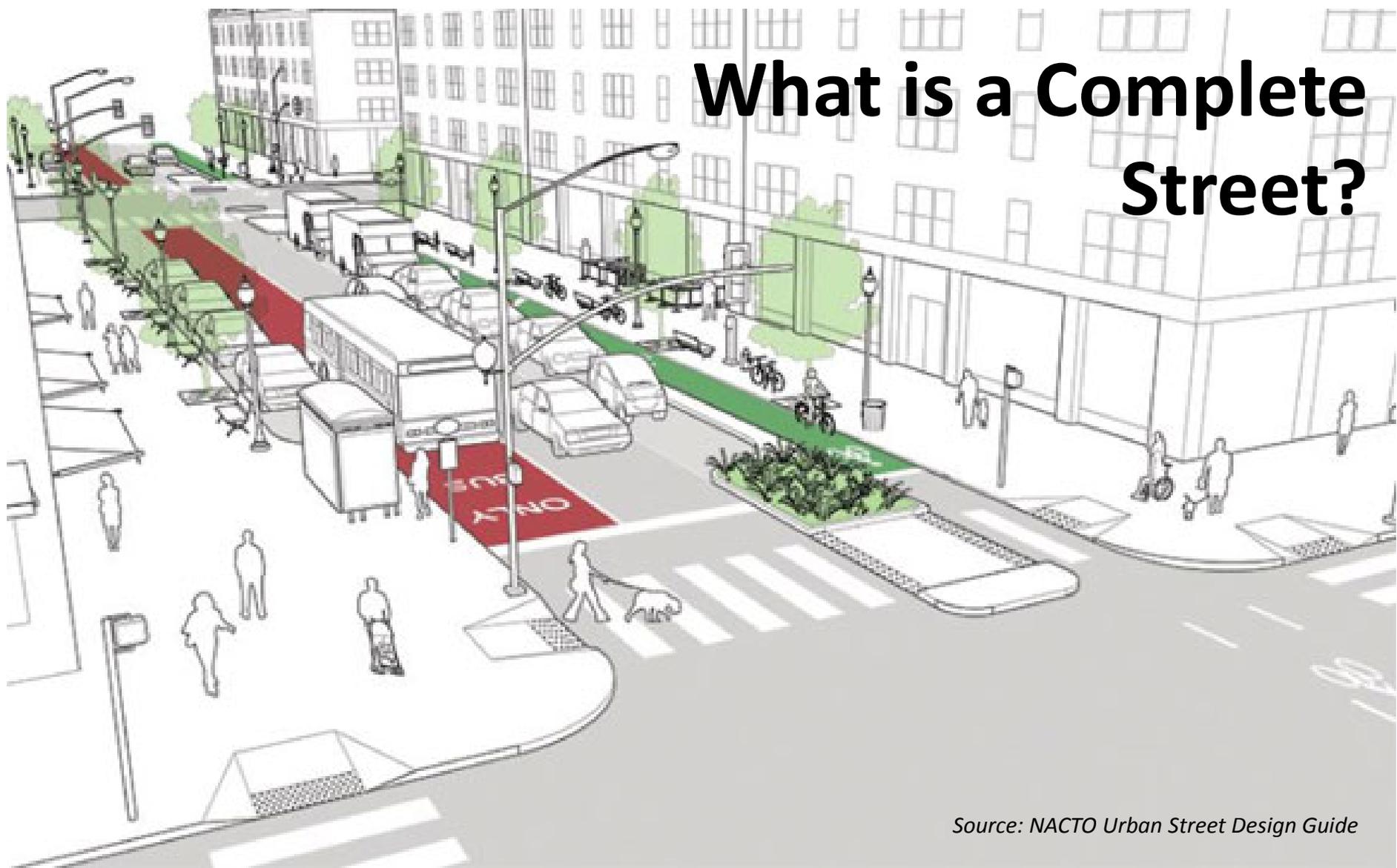
Mobility in Pittsburgh





Cities for People

What is a Complete Street?

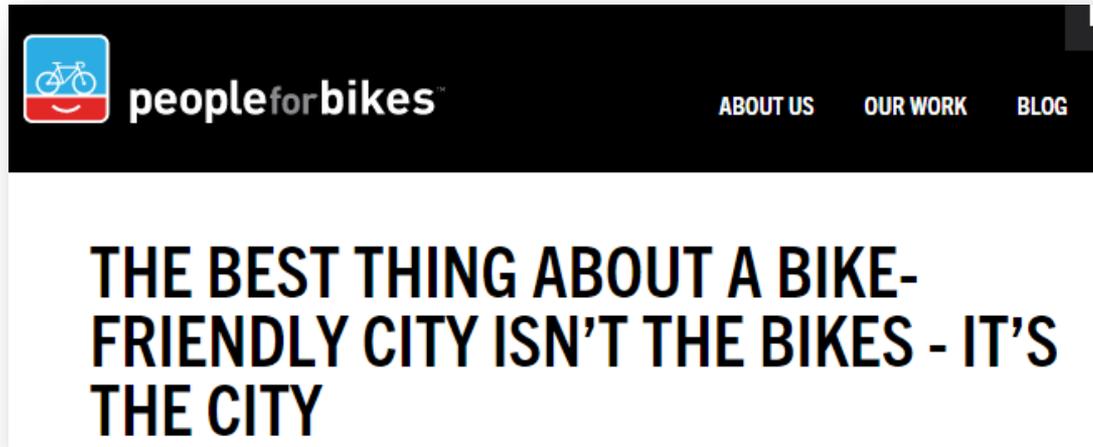


Source: NACTO Urban Street Design Guide



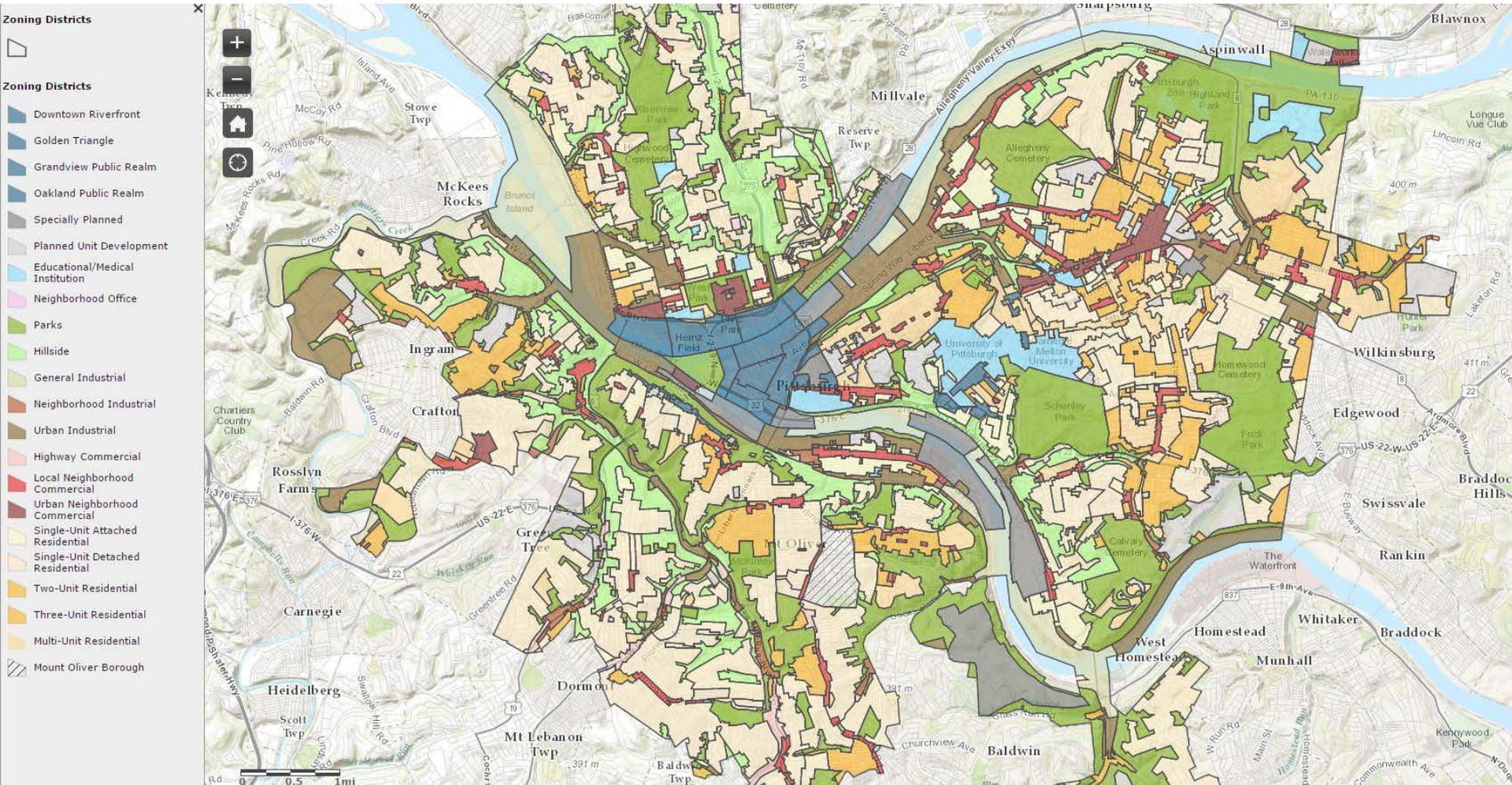
Complete Streets are streets for everyone:
pedestrians, bicyclists, motorists, and transit riders.

Connecting the City



- Integrating Land Use & Transportation
- We cannot have great neighborhoods without strong multi-modal access within and between them
- Streets are the most important public space

Connecting the City



Summary of Past Work



Spring 2015: Executive Order



Winter 2015: Public Launch



Spring 2016:
Stakeholder Engagement



Current:
Draft Policy for
Public Review

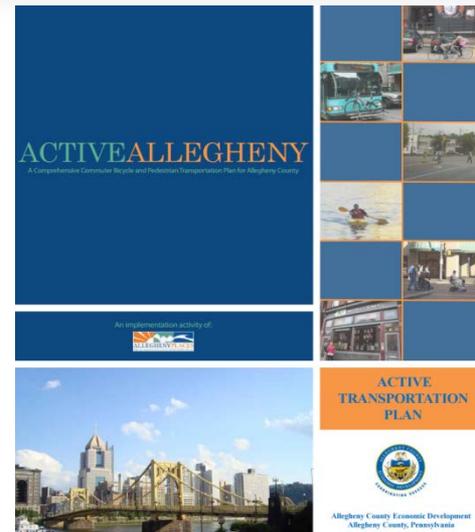
Executive Order & Data Collection

Home | Mayor | City Council | City Controller | Public Safety | City Directory | 311

OFFICE OF MAYOR WILLIAM PEDUTO

Mayor William Peduto Issues Executive Order On Complete Streets Policy for Pittsburgh Rights of Way

Policy will impact streets, sidewalks and other critical pieces of infrastructure used every day



Public Launch

A graphic illustration showing a silhouette of a bus on the left and a silhouette of a person riding a bicycle on the right. The person on the bicycle is reaching out to touch the side of the bus, symbolizing the integration of different modes of transportation.

Join the discussion
to make better, safer
streets for everyone!

SPEAKERS:
Ray Gastil, AICP
Director, Department of City Planning
Emiko Atherton
Director, National Complete Streets Coalition
Jeff Riegner, PE, PTOE, AICP, PP
Complete Streets Instructor

**COMPLETE STREETS
Kick-off Meeting**
Tuesday, December 1, 2015
6:30pm
University of Pittsburgh, Alumni Hall
4227 5th Avenue
Connolly Ballroom

December 2015 Public Meeting

- 200+ attendees
- 55 comment cards

Smart Growth America Workshop



December 2015 Stakeholder Workshop

- 30+ attendees
- 3 expert speakers
- Report from SGA



Public Health
Prevent. Promote. Protect.



ACCESS



Stakeholder Outreach



Stakeholder	2016 Dates
Accessibility Meetup + City-County Task Force on Disabilities	1/19 + 6/20
Department of Public Works	3/18, ongoing
Mayor's Office	3/22 + 5/12
Initial Stakeholder Group	12/3, 3/24
PCRG's GoBurgh advocacy group	4/6 + 5/7
PWSA	4/15
PennDOT	4/18
County	6/9
ULI Development Community	6/23

Why adopt a policy?

To change practice, integrating the needs of all road users into *everyday* transportation planning and design practices.

Why adopt a policy?

To gradually create a complete network of streets that serve all users.



Why adopt a policy?

- To save money: in the long run, retrofit projects always cost more than getting it right the first time.

Why adopt a policy?

To ultimately have better development, better public spaces and a more livable city moving forward.

Vision

“The City of Pittsburgh’s Complete Streets Policy shall create a safe, accessible, and livable mobility network for users of all ages and abilities including, but not limited to, pedestrians, bicyclists, motorists, transit riders and freight vehicles.

The City must consider all new transportation improvement projects within the City’s public realm as opportunities for multi-modal infrastructure that will enhance mobility and livability for all people, integrating strategies from a palette multi-modal street improvements into ongoing transportation improvements as a matter of routine.”

Policy Outline

1. Justification
2. Intro
3. Principles
4. Applicability & Jurisdiction
5. Exceptions
6. Implementation

Principles

Experience

Environment

Economy

Access

Efficiency

Experience

a) Safe and comfortable travel for all users

b) Public realm and open space.



Seymour Street, Vancouver. Source: <https://mycityspot.wordpress.com/category/car-oriented-environment/>

Environment



Schenley Drive, Pittsburgh. Source: Kristin Saunders, Dept. of City Planning

a) Preserve and protect Pittsburgh's environment.

b) Stormwater management

c) Improve public health



Yellow Brick Road Permeable Paving, Pittsburgh. Source: Melody Rocco, Dept. of Public Works

Economy



East Liberty Transit Station, Pittsburgh. Source: Port Authority



Downtown, Pittsburgh. Source: Envision Downtown

a) Strong workforces have mobility options

b) Fiscal responsibility

Access

a) All users, all modes

b) Equity & inclusivity



Smithfield St Superstop, Pittsburgh. Source: Envision Downtown



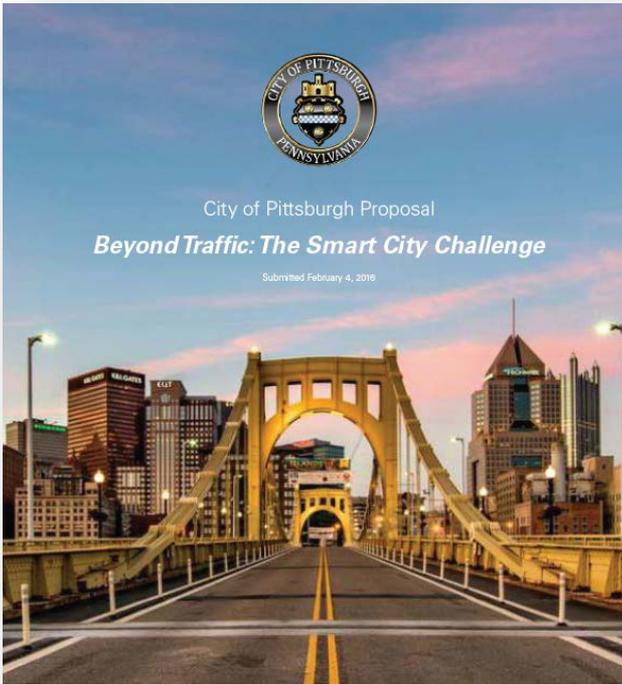
2015 Open Streets, Pittsburgh. Source: Open Streets

Efficiency

a) Connected network

b) Intelligent
technology
partnerships

c) Model for the
region and
opportunity for
regional leadership



Connected Intersection. Source: NACTO Urban Street Design Guidelines

Applicability and Jurisdiction

- 1. Development Review**
(New Streets)
- 2. Large scale maintenance**
(paving, utility replacements)
- 3. Large scale capital improvement projects and grant asks** (full depth reconstruction, improvements that trigger traffic studies, streetscape projects, etc.)



Source: Department of Public Works Paving Website
<http://pittsburghpa.gov/dpw/asphalt-paving>

NOT Applicable to:

1. Private Driveways
2. Small scale routine maintenance
3. State and County projects*



Source: Darrell Sapp, Pittsburgh Post-Gazette
<http://www.post-gazette.com/news/transportation/2015/05/14/Next-phase-of-Penn-Avenue-reconstruction-in-works/stories/201505140128>

Exceptions

1. Threat to public safety
2. Undue hardship, significant delay or substantial cost burdens upon the City
3. Structurally infeasible

Future Implementation

Create **Street Design** Standards & Checklists

Better **Project Planning** & Coordination

Emphasize **Network & Long Range Planning**

Improve **Transportation Impact Study** guidelines

Research best practices in **Code Updates**

Robust **Benchmarking**

Street Design Standards

- We Have Current Standards

- DPW Standards for Construction
- DPW Right of Way Procedures
- Industry standard handbooks
- DCP Zoning Code

How can they be improved?

Next Step: Pittsburgh Specific Design Manual



Interim Checklists

Complete Streets for Private Development



1

Austin has a Complete Streets policy

Austin City Council adopted a Complete Streets policy in 2014 to implement the community's Imagine Austin Comprehensive Plan for a healthy, green, vibrant, compact & connected city.

The policy applies to both private-sector and public-sector projects. Its 8 principles are now the standard for the City of Austin. Updated street criteria, cross-sections, and code provisions are under active development.

Below are examples of how to incorporate elements of the policy into your project.

2

What is a Complete Street?

Complete Streets are streets for everyone. As public spaces, they are safer, inviting, and accessible places to walk, bike, or ride for people of all ages and abilities.

Improvements may include include sidewalks, bike facilities, and shade trees. Places with high numbers of people walking and biking need the most Complete Streets improvements.

3

What should projects do?

- Design all streets and roads to be safe and convenient for people walking and biking - in addition to drivers.
- Provide protected facilities for people walking and biking.
- Offer an active and livable place that is compatible and connected to the community.
- Improve the streetscape to make walking safe, comfortable, and interesting
- Encourage tenants and visitors to bike and walk to and from your project.

Streets are for...



4

Project Considerations Incorporating Complete Streets into your project

Principle 1. Complete Streets serve all users and modes

- 1. People Walking:** Is the project site fully served by sidewalks?
Example: Sidewalks along the front of the property, along all private drives, and leading to building entrances.
- 2. People Biking:** Is the project site fully served by bikeways? If not, are new bikeways included in the project?
Example: Separated bicycle lane along the front of the property; on-site bicycle parking; ensure all private drives and streets provide visibility and space for cyclists.
- 3. Transit Riders:** If a transit stop is located within a 1/4 mile, does the project provide an appealing, accessible walk to the stop?
Example: sidewalks directly connect to transit stop; shade along sidewalk and around transit stop.
- 4. Overall,** does the design balance vehicle mobility with the mobility and access of all other roadway users?
Example: Internal drives and roads are designed to accommodate all modes.

Updated 7/21/15

AUSTIN

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

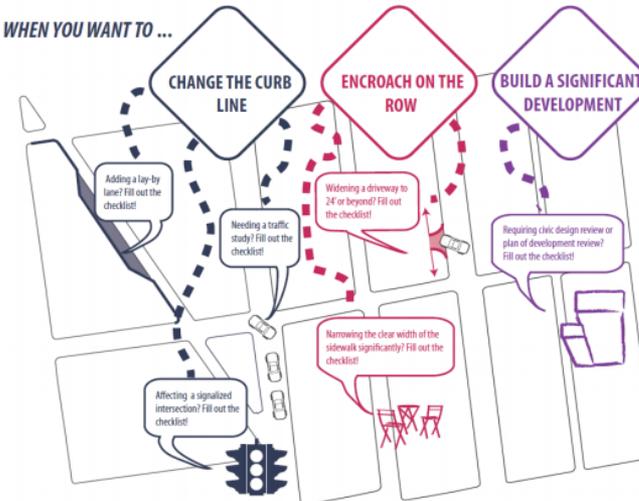
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan or Manual on Uniform Traffic Control Devices (MUTCD).

This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets during the planning and/or design of projects affecting the public right-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review or Plan of Development Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review.

The Handbook can be accessed at <http://philadelphiastreet.com/complete-streets.aspx>.

WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



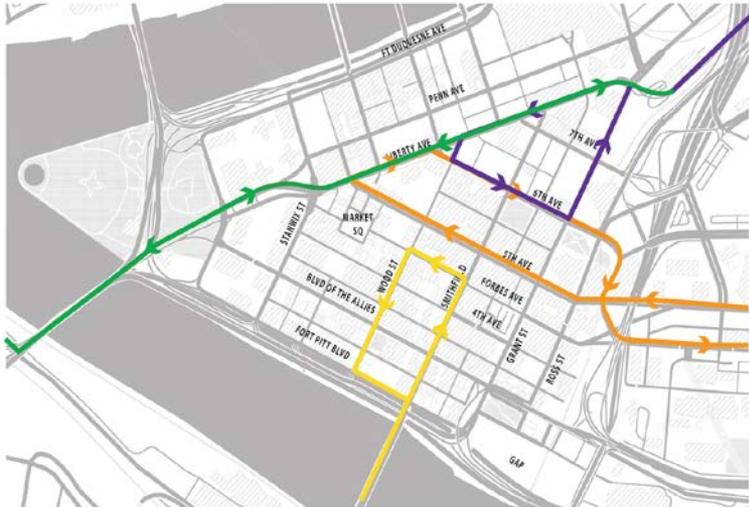
PHILADELPHIA

Better Project Planning



- Coordination for project planning and delivery
- Establishing a replicable process
- Creating interim checklists
- Prioritizing projects with Complete Streets elements in state and federal grant asks

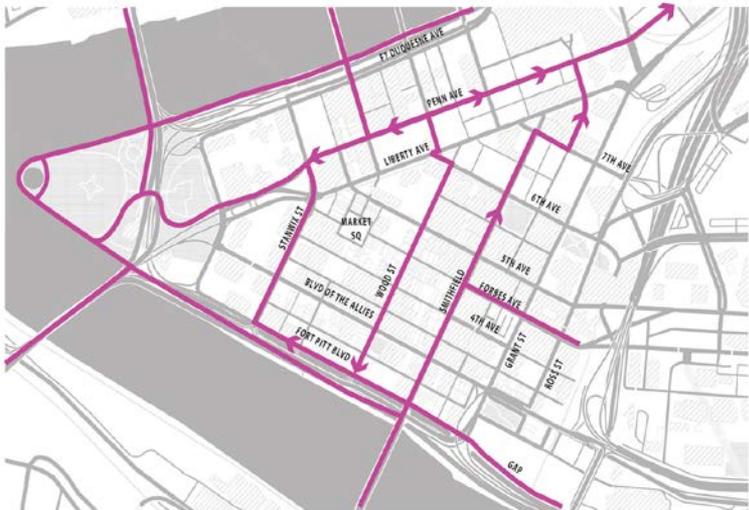
Importance of Network Planning



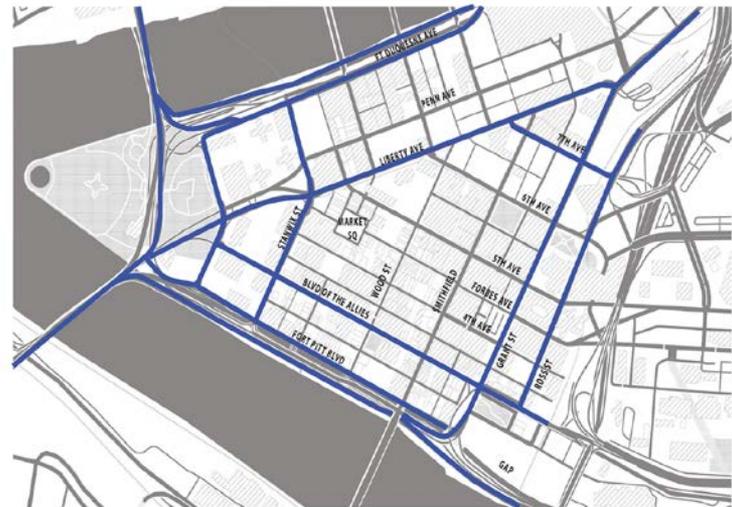
 TRANSIT PRIORITY MAP



 PEDESTRIAN PRIORITY MAP — Pedestrian Routes — Focus Routes

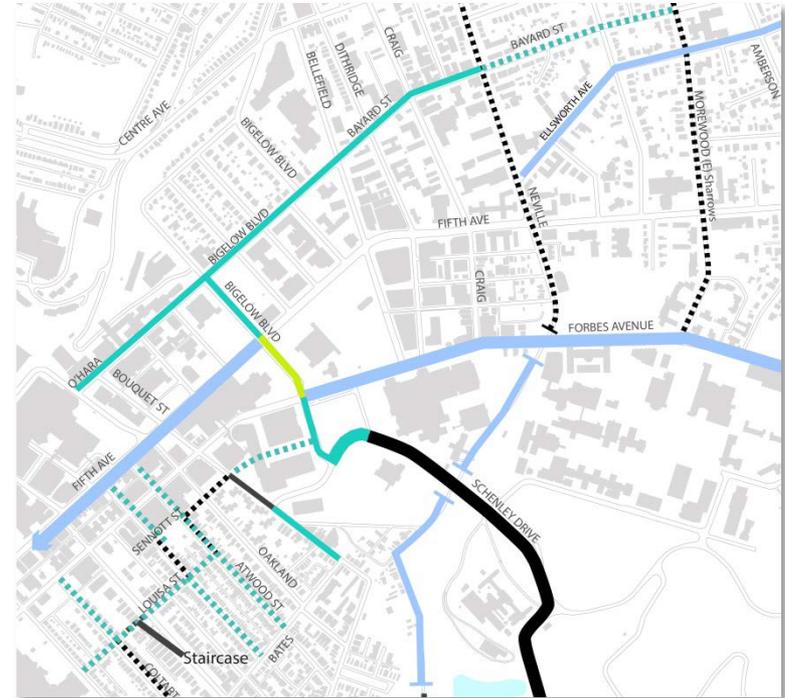


 BIKE PRIORITY MAP



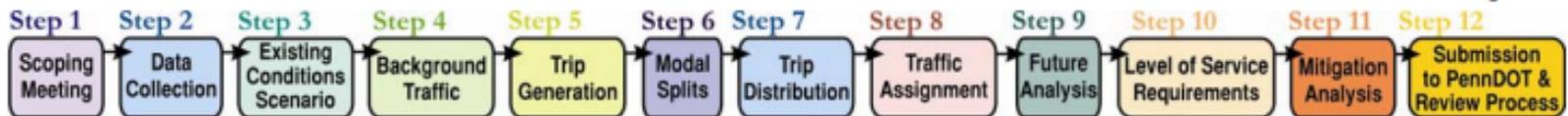
 VEHICLE PRIORITY MAP — 15+ Parking — 70+ Parking

Long Range Planning



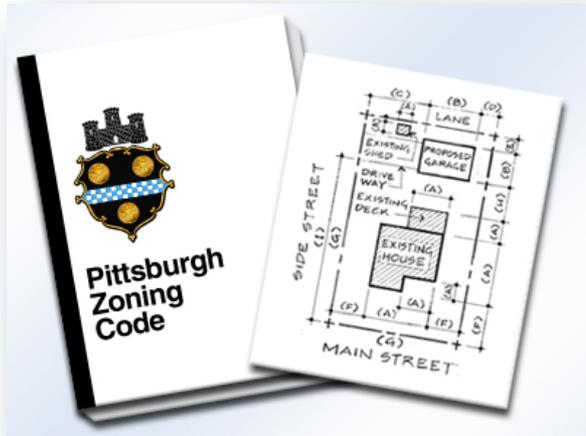
Transportation Impact Study Guidelines

- Guidelines for Transportation Impact Studies
 - Vehicle focus >> multimodal LOS
- Currently the only standards in place for TIS's are PennDOT's manual, which doesn't apply to Pittsburgh



Source: PennDOT TIS Guidelines

Zoning Code Research



- Improve Transportation / Land Use Connection
 - Code Requirements vs.
 - Code Incentives
- More research needed on:
 - Parking reform
 - Developer Impact Mitigations
 - Construction Management
 - Sidewalk policies



Source: Department of City Planning Website
<http://pittsburghpa.gov/dcp/>

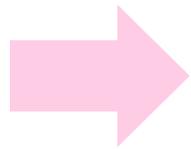
Benchmarking + Reporting

- Linear miles of new **bicycle infrastructure**
- Linear feet of new **pedestrian infrastructure**, including sidewalks, crosswalks and multi-use paths
- **Green infrastructure** elements added OR gallons of stormwater mitigated
- Number of intersections retrofitted to be **ADA compliant**, including curb ramps and truncated domes installed, as well as signals upgraded to include audible countdowns and pedestrian push buttons.
- Number of pedestrian, bicycle and vehicle **crashes**
- Changes in resident travel behavior as measured by the City's overall **mode split** and/or mode splits in individual neighborhoods
- Hours of adequate **physical activity**
- Number of new **bicycle connections** to business districts, high capacity transit stops, schools and city parks.
- Number of **pedestrian safety improvements** within the walkshed of business districts, high capacity transit stops, schools and city parks.
- Before-and-after peak hour **vehicular speeds** at project locations

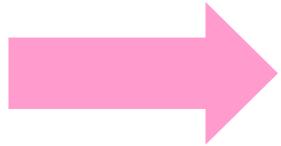
Advisory Group

1. Provide feedback on policy development.
2. Guide the City through the development of designs standards, code changes, and process changes.
3. Review progress reports

Next Steps for Summer 2016



Legal Review (ongoing)



Public Meeting (July 7)



Public Comment Period (2.5 weeks)



Public Comment Period Closes (July 25)



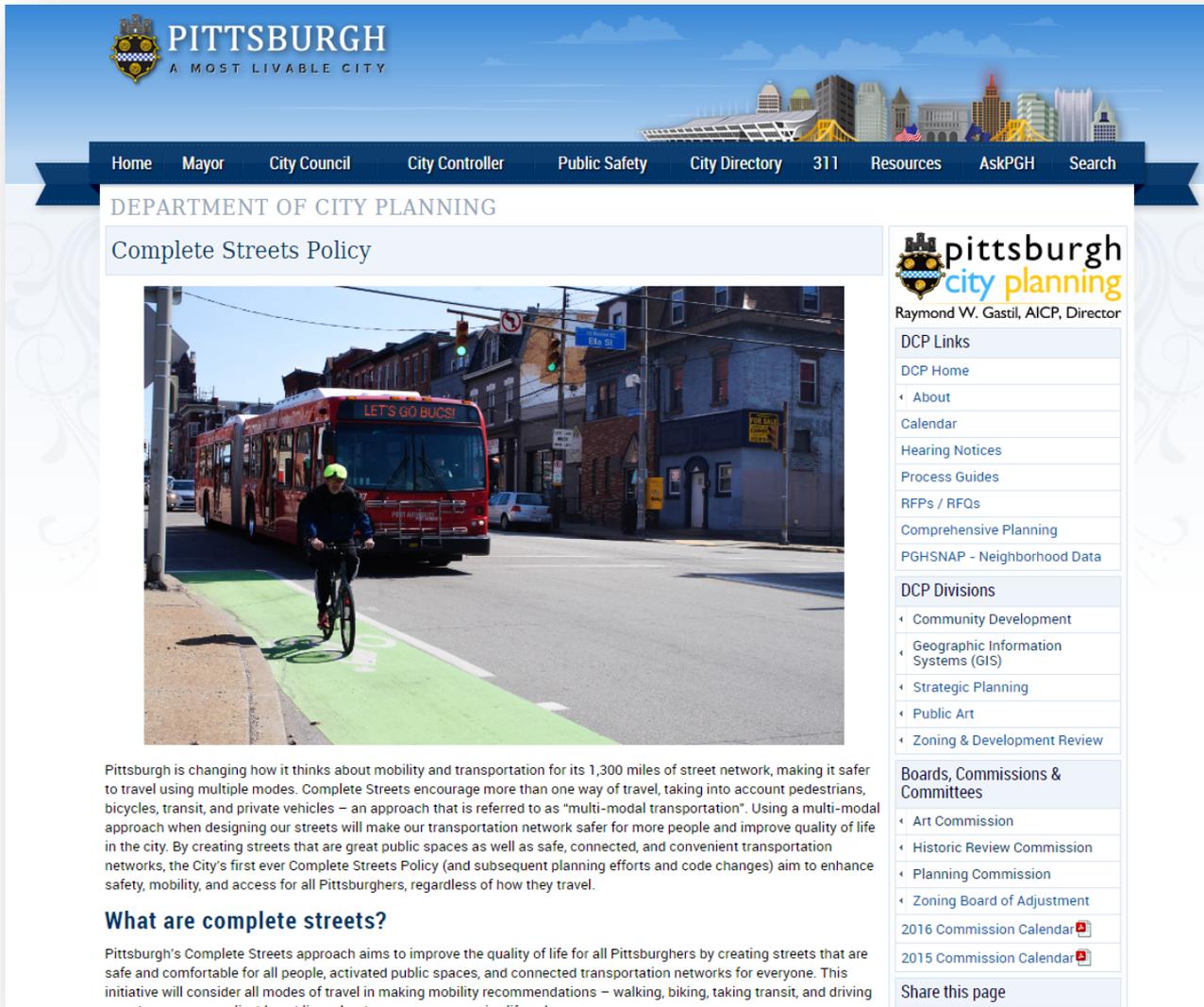
Planning Commission Hearing (July 26)



Potential City Council Adoption (Sept)

Complete Streets Website

Draft policy text is online now!



The screenshot shows the Pittsburgh City Planning website. At the top left is the Pittsburgh logo with the tagline "A MOST LIVABLE CITY". A navigation bar includes links for Home, Mayor, City Council, City Controller, Public Safety, City Directory, 311, Resources, AskPGH, and Search. Below this is the "DEPARTMENT OF CITY PLANNING" header and the "Complete Streets Policy" page title. A large photograph shows a red Pittsburgh bus with "LET'S GO BUCS!" on its destination sign, and a cyclist riding on a green-painted bike lane. To the right of the photo is a sidebar with the "pittsburgh city planning" logo, the name of the Director, Raymond W. Gastil, and a list of navigation links including DCP Links, DCP Home, About, Calendar, Hearing Notices, Process Guides, RFPs / RFQs, Comprehensive Planning, PGHSNAP - Neighborhood Data, DCP Divisions (Community Development, Geographic Information Systems (GIS), Strategic Planning, Public Art, Zoning & Development Review), Boards, Commissions & Committees (Art Commission, Historic Review Commission, Planning Commission, Zoning Board of Adjustment), and 2016 and 2015 Commission Calendars. A "Share this page" link is at the bottom of the sidebar.

PITTSBURGH
A MOST LIVABLE CITY

Home Mayor City Council City Controller Public Safety City Directory 311 Resources AskPGH Search

DEPARTMENT OF CITY PLANNING

Complete Streets Policy



Pittsburgh is changing how it thinks about mobility and transportation for its 1,300 miles of street network, making it safer to travel using multiple modes. Complete Streets encourage more than one way of travel, taking into account pedestrians, bicycles, transit, and private vehicles – an approach that is referred to as “multi-modal transportation”. Using a multi-modal approach when designing our streets will make our transportation network safer for more people and improve quality of life in the city. By creating streets that are great public spaces as well as safe, connected, and convenient transportation networks, the City’s first ever Complete Streets Policy (and subsequent planning efforts and code changes) aim to enhance safety, mobility, and access for all Pittsburghers, regardless of how they travel.

What are complete streets?

Pittsburgh’s Complete Streets approach aims to improve the quality of life for all Pittsburghers by creating streets that are safe and comfortable for all people, activated public spaces, and connected transportation networks for everyone. This initiative will consider all modes of travel in making mobility recommendations – walking, biking, taking transit, and driving – and create a more livable public realm that encourages active lifestyles.

pittsburgh
city planning
Raymond W. Gastil, AICP, Director

- DCP Links
- DCP Home
- About
- Calendar
- Hearing Notices
- Process Guides
- RFPs / RFQs
- Comprehensive Planning
- PGHSNAP - Neighborhood Data

DCP Divisions

- Community Development
- Geographic Information Systems (GIS)
- Strategic Planning
- Public Art
- Zoning & Development Review

Boards, Commissions & Committees

- Art Commission
- Historic Review Commission
- Planning Commission
- Zoning Board of Adjustment
- 2016 Commission Calendar
- 2015 Commission Calendar

Share this page

[http://pittsburghpa.gov/
dcp/completestreets](http://pittsburghpa.gov/dcp/completestreets)

DESIGNING STREETS FOR ALL PEOPLE

DRIVING

WALKING

BIKING

WATCHING

GOING TO SCHOOL

EXPRESSING NEIGHBORHOOD IDENTITY

PLAYING

WAITING

VENDING/RETAIL

DELIVERING GOODS

MEETING FRIENDS AND NEIGHBORS

RUNNING

CATCHING THE BUS

SHOPPING

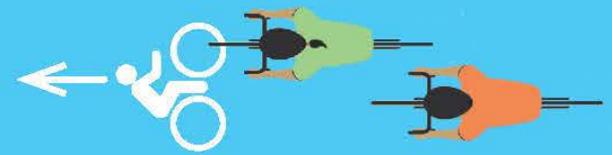
....etc.

Butler Street in Lawrenceville during Open Streets 2015, Bike PGH



CITY-WIDE BIKE PLAN OPEN HOUSE

Join us for an open house. We want your input!



WHEN:

July 14, 2016
6:00pm – 8:00pm

July 18, 2016
6:00pm – 8:00pm

July 19, 2016
6:00pm – 8:00pm

July 25, 2016
6:00pm – 8:00pm

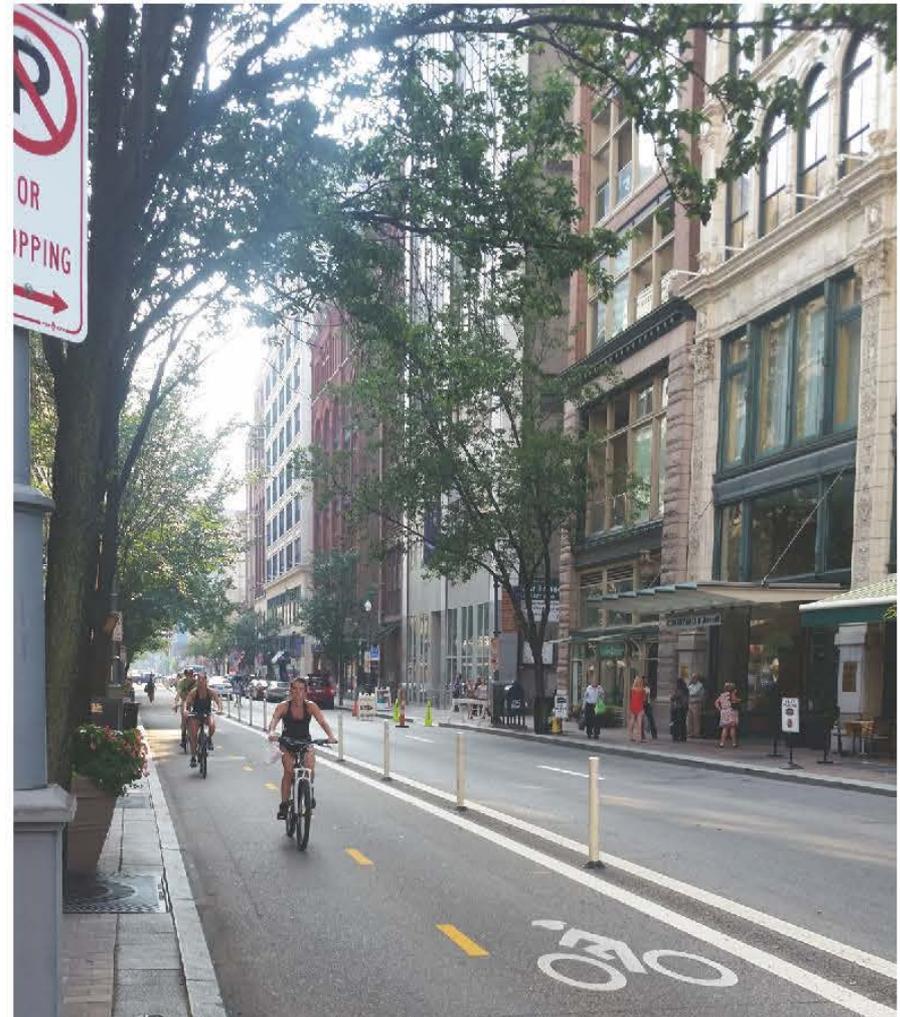
WHERE:

South Side Market House
1 Bedford Square
Pittsburgh, PA 15203

Manchester Citizen's Corp.
1319 Allegheny Ave
Pittsburgh, PA 15233

Jewish Community Center
5738 Forbes Ave
Pittsburgh, PA 15217

Pittsburgh Bike Share
3328 Penn Ave,
Pittsburgh, PA 15201



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Questions?

