

2070 MOBILITY VISION PLAN



Pittsburgh Department of
Mobility and Infrastructure

Review of Themes and Ideas

June 2020

TO PROVIDE ADDITIONAL FEEDBACK...

Visit <https://pittsburghpa.gov/domi/transport-vision-plan> to view interactive versions of the maps and leave comments now through June 30th.





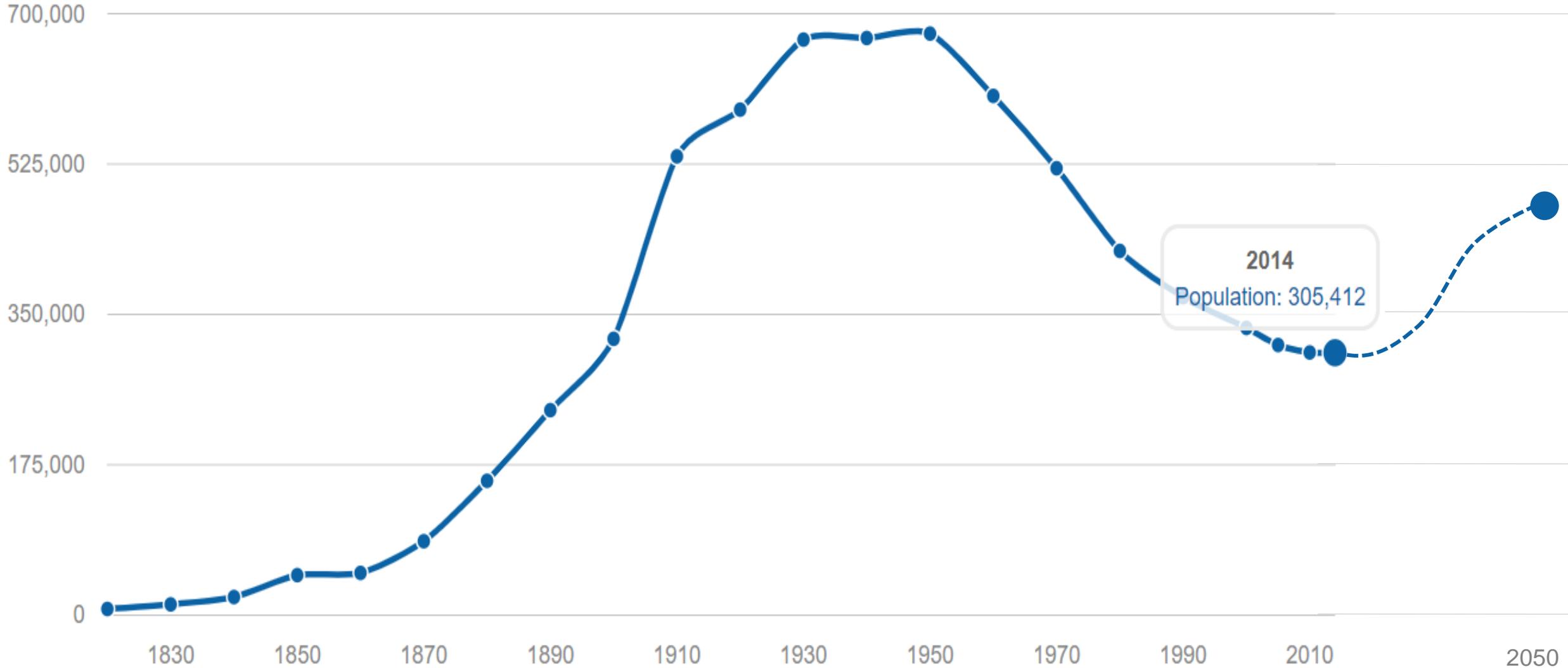
WHAT & WHY

The 2070 Mobility Vision Plan is **an opportunity** for **bold and proactive** thinking about the future of Pittsburgh to identify the connections and policies we need to ensure that, in a growing city, ***all residents will have the physical mobility they need to reach the economic mobility they seek.***

PITTSBURGH MOBILITY PRINCIPLES

1. No one dies or is seriously injured traveling on city streets (streets and intersections are intuitive to use, even by an adolescent child).
2. Every resident can access fresh fruits and vegetables within 20 minutes travel of home (without requiring a private vehicle).
3. All trips less than 1 mile are easy and enjoyable to achieve by non-vehicle travel.
4. No household must spend more than 45% of income on housing + transportation + energy (for any income quintile).
5. Our streets reflect the values and pride of our city.

WHAT ARE WE PLANNING FOR?



EST. 1758



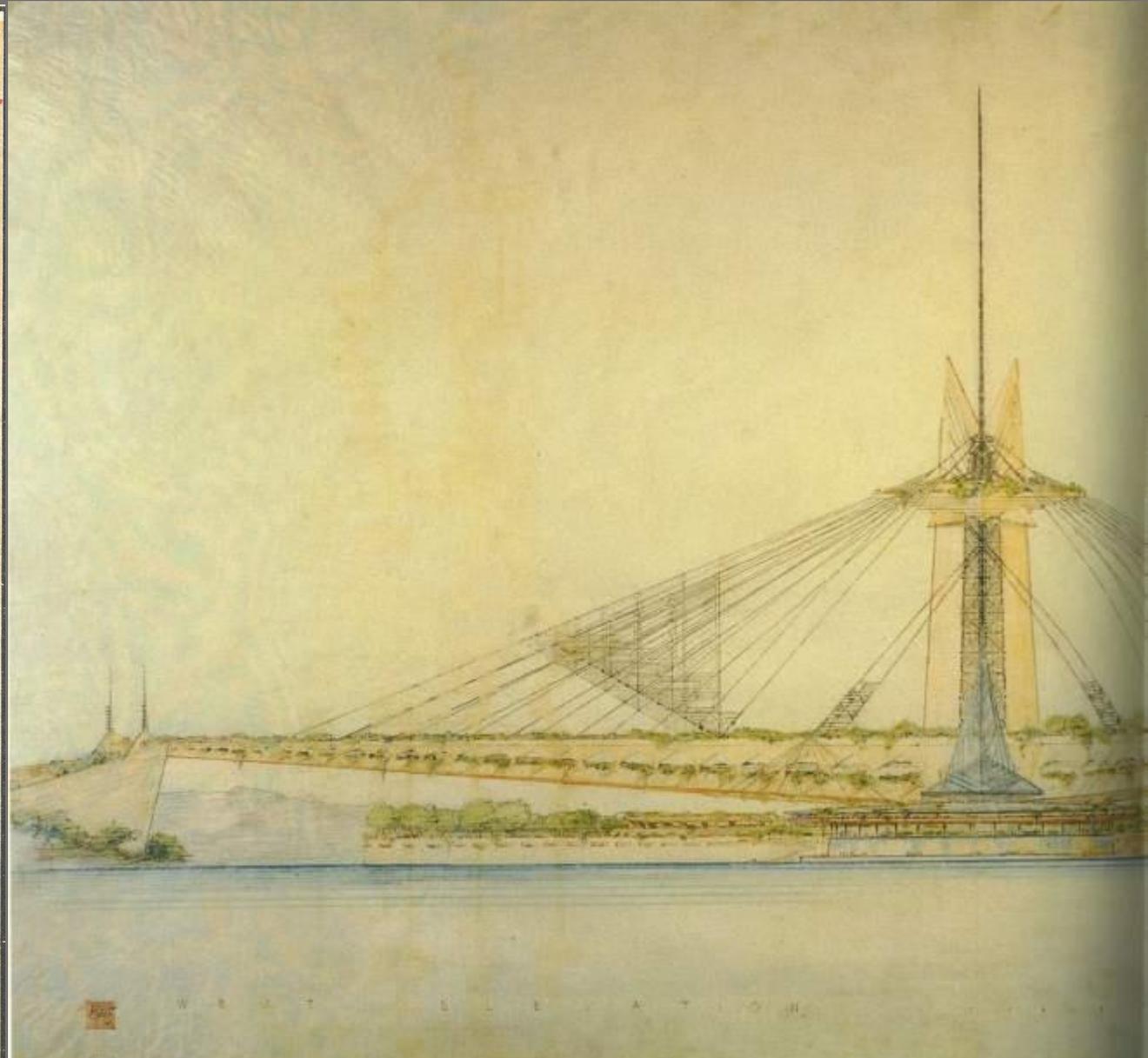
THEN AND NOW

PITTSBURGH

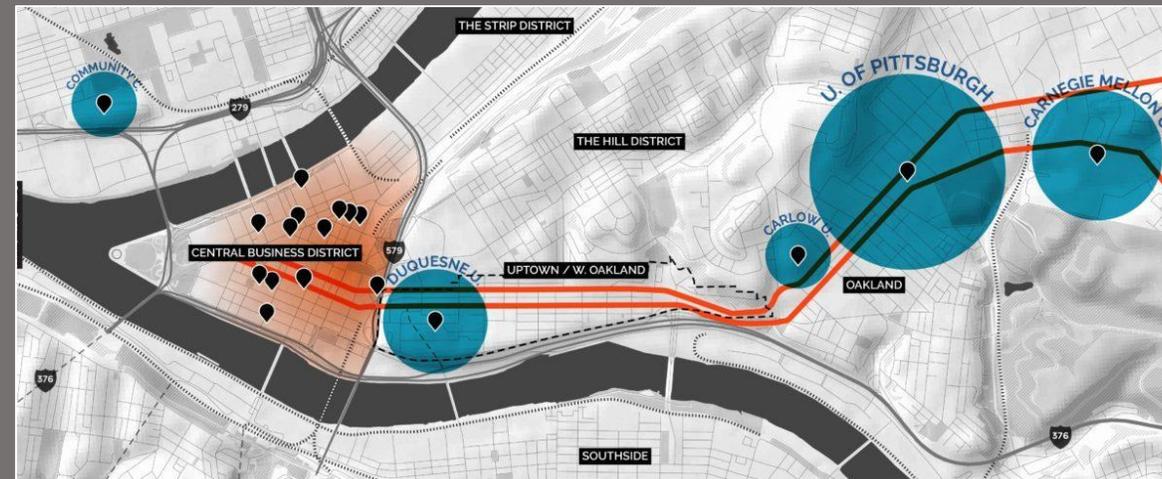
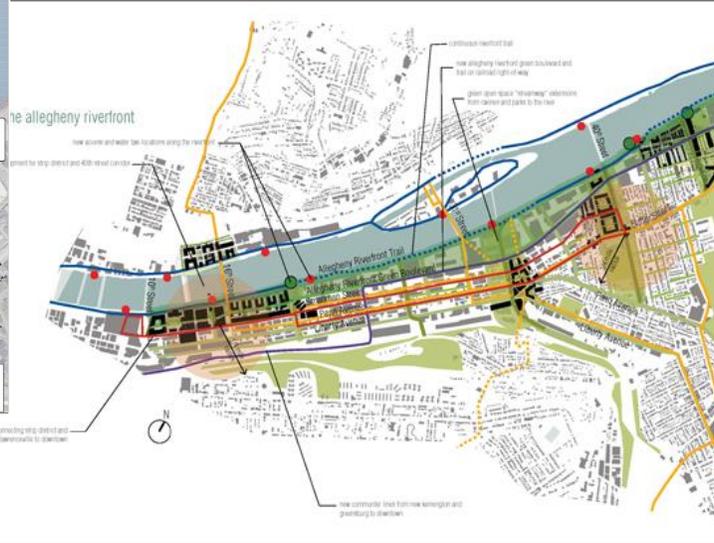


Looking Back to Lean Forward

Considering What Once Was...or Could Have Been



Building on past plans; current thinking



Family of Plans



SPC SmartMoves
RTA Imagine Transportation 2.0



PAAC Long-Range Vision
Allegheny County Plan



PGH Mobility 2070

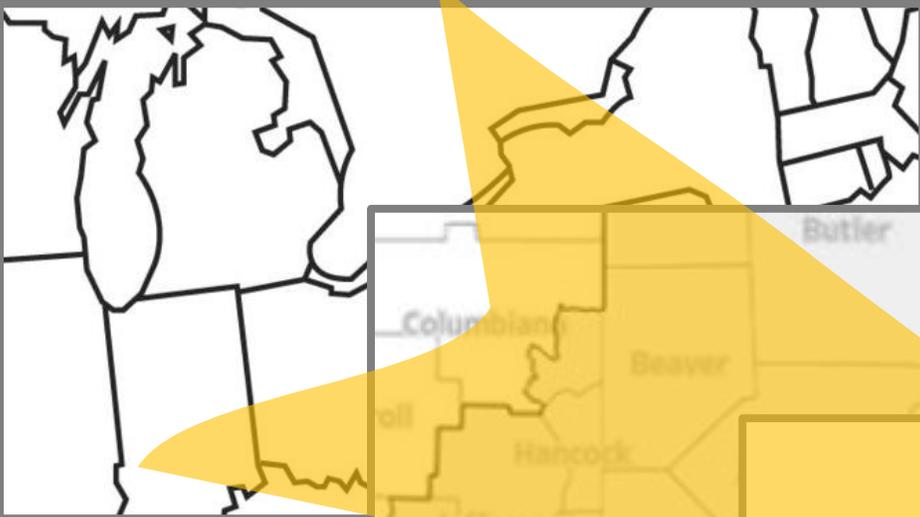


Downtown Plan
Neighborhood Plans

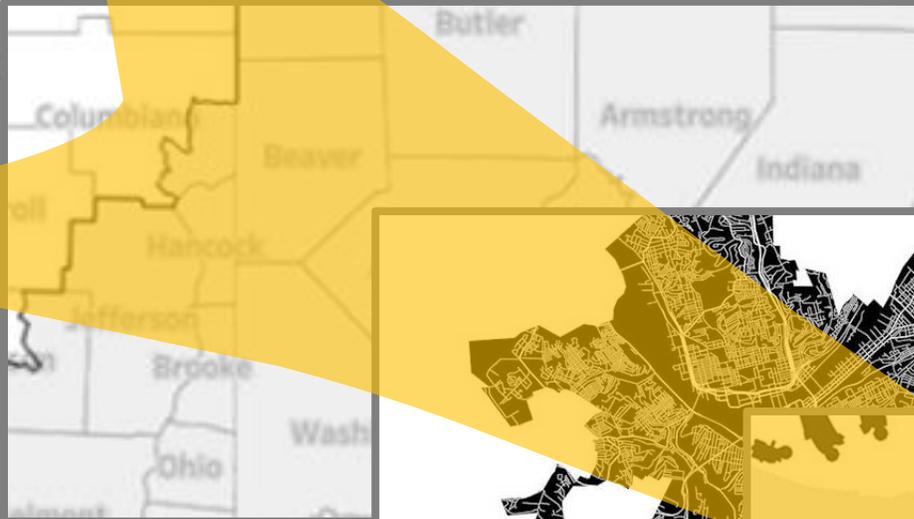


Site Plans
Street Designs

2070 Framework Planning for Multiple Scales



**Connect the
World**



**Connect the
Region**



**Connect the
Centers**



**Connect within
Districts**



Manage the Street

PITTSBURGH MOBILITY PRINCIPLES

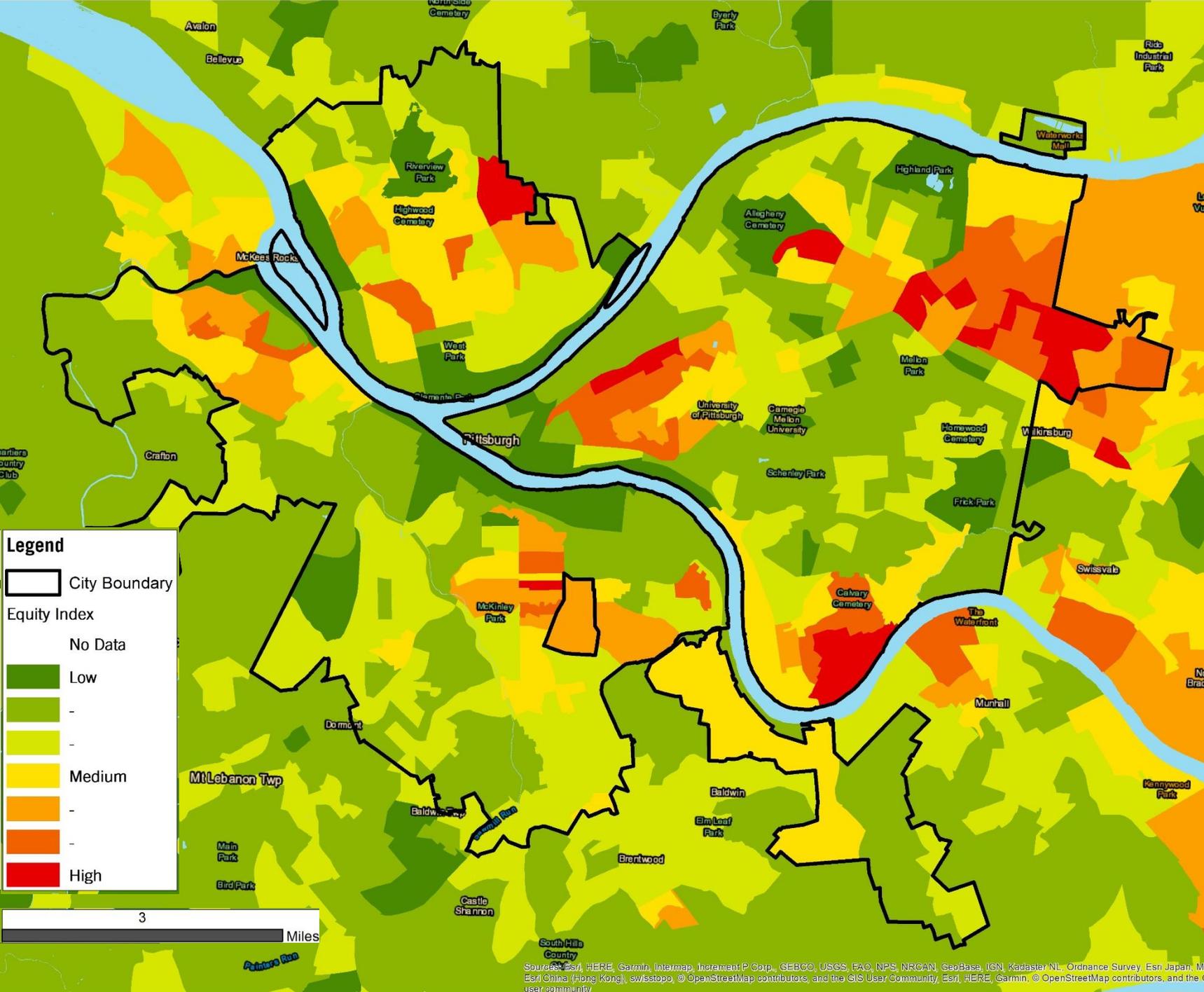
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Equity Index of Mobility Need

Combines eight indicators at the Census block group level:

- People with disabilities
- People in poverty
- Minority race and ethnicity persons
- Households without vehicles
- Older Adults
- Persons under Age 18
- Persons with Limited English Proficiency
- Female Householders

Dark red shows higher mobility need areas; dark green shows lesser mobility need areas.



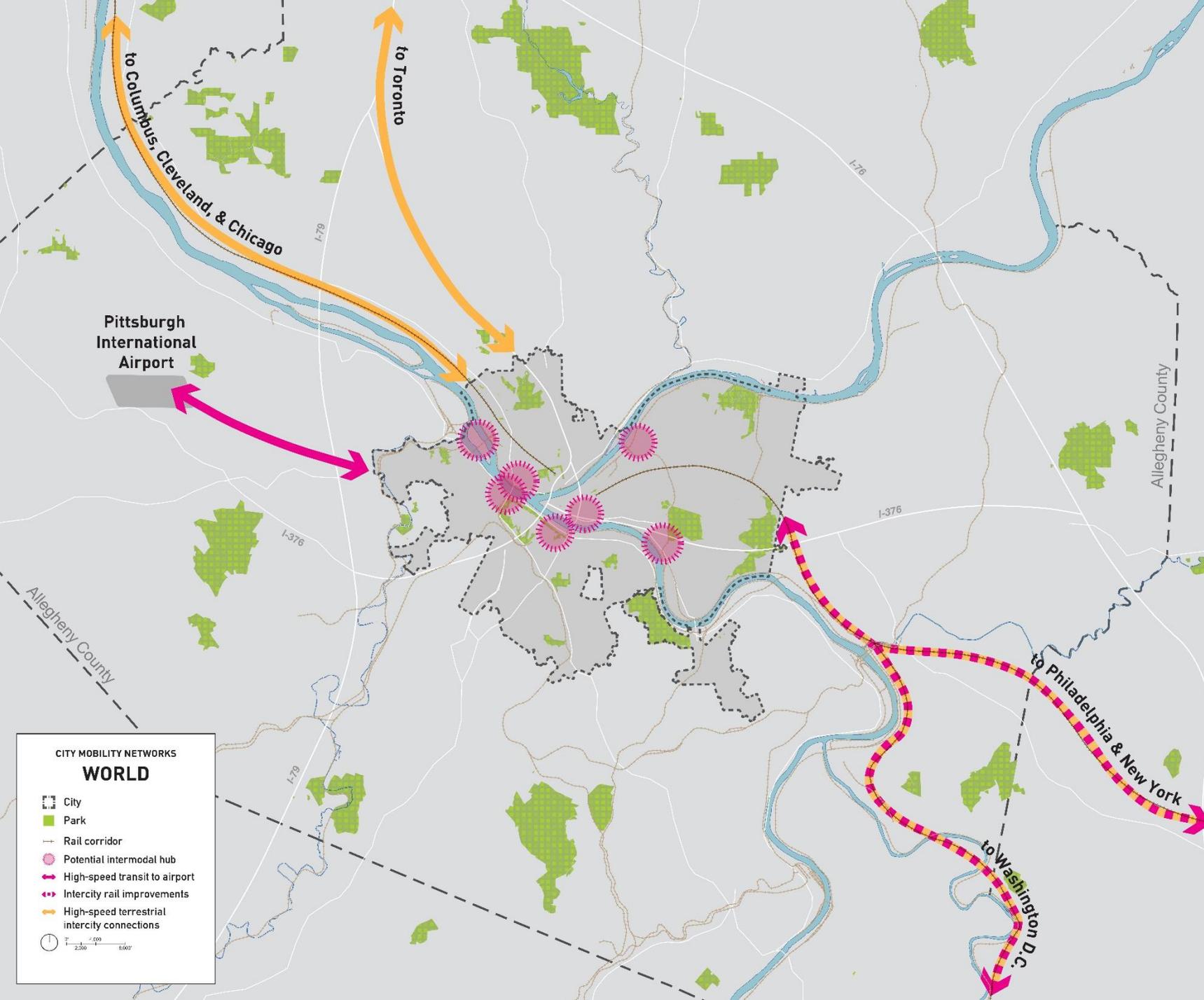
HOW WILL THIS PLAN BE USED?

- Serves as a long-range mobility vision for the city
- Assists in the identification of priority projects and policies
- Helps identify lands that should be set aside or evaluated for future transportation investment
- Puts concepts into context
 - Big and small
 - By scale
- Establishes a framework for working towards incremental improvements
- Develops performance measures and metrics

Theme

Connecting the World

Pittsburgh's future growth and prosperity relies on connections to other markets for both people and goods.



CITY MOBILITY NETWORKS
WORLD

- City
- Park
- Rail corridor
- Potential intermodal hub
- High-speed transit to airport
- Intercity rail improvements
- High-speed terrestrial intercity connections

Scale: 0, 2,500, 5,000 feet

Theme
**Connecting
the World**



Hyperloop (courtesy Hardt Hyperloop)



Vertical take-off aircraft (courtesy Beam Aviation)



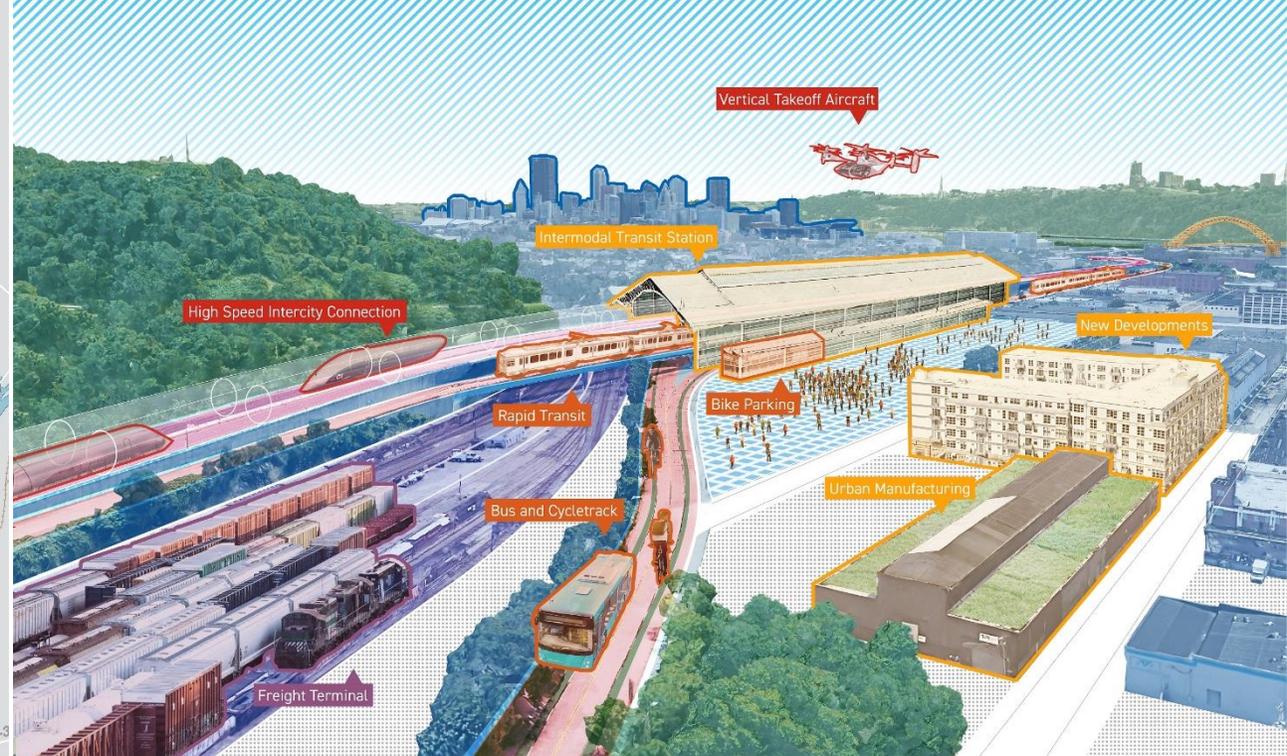
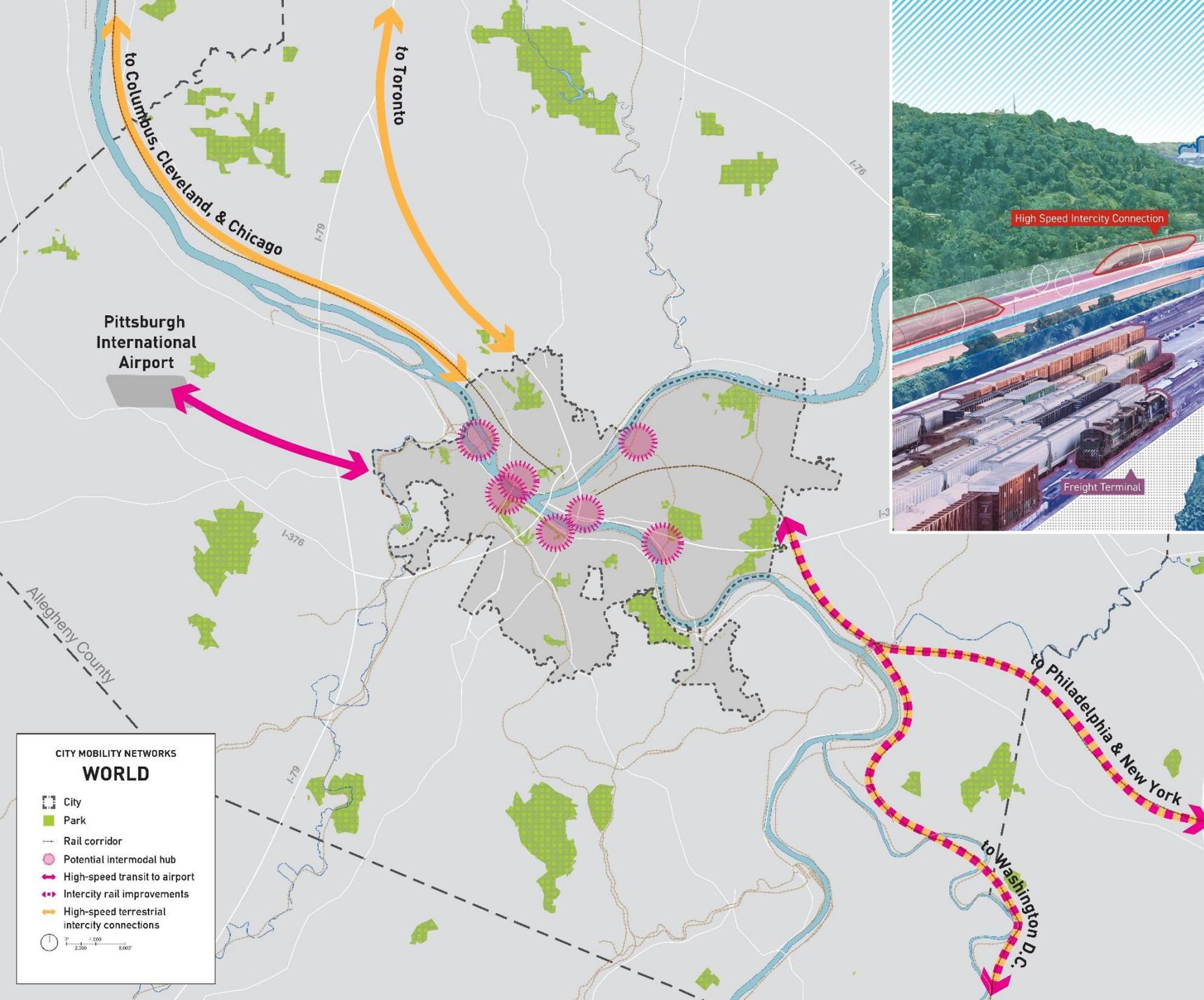
Hyperloop (courtesy Vichyper)



High-Speed Rail (courtesy japanstation.com)



Connections to Pittsburgh Int'l Airport



Connecting the World

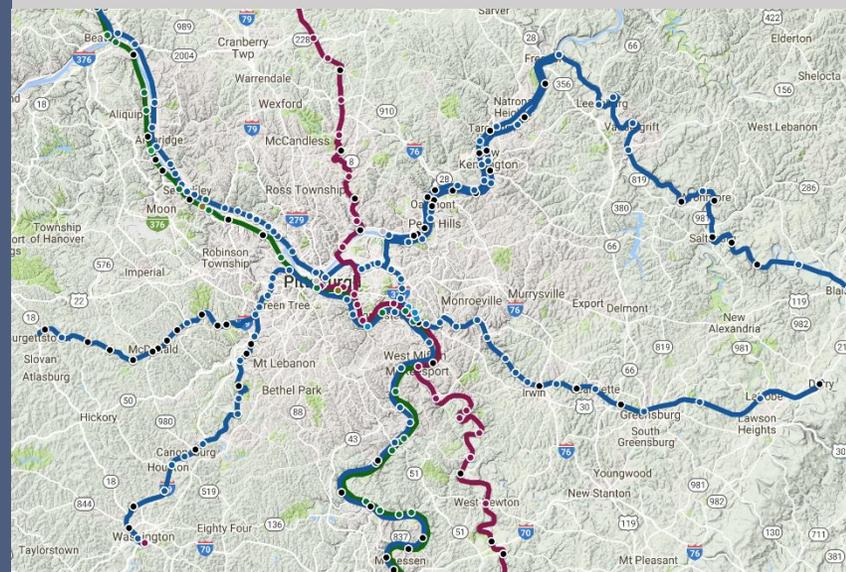
Discussion:
Issues and opportunities for sites in and out of the City

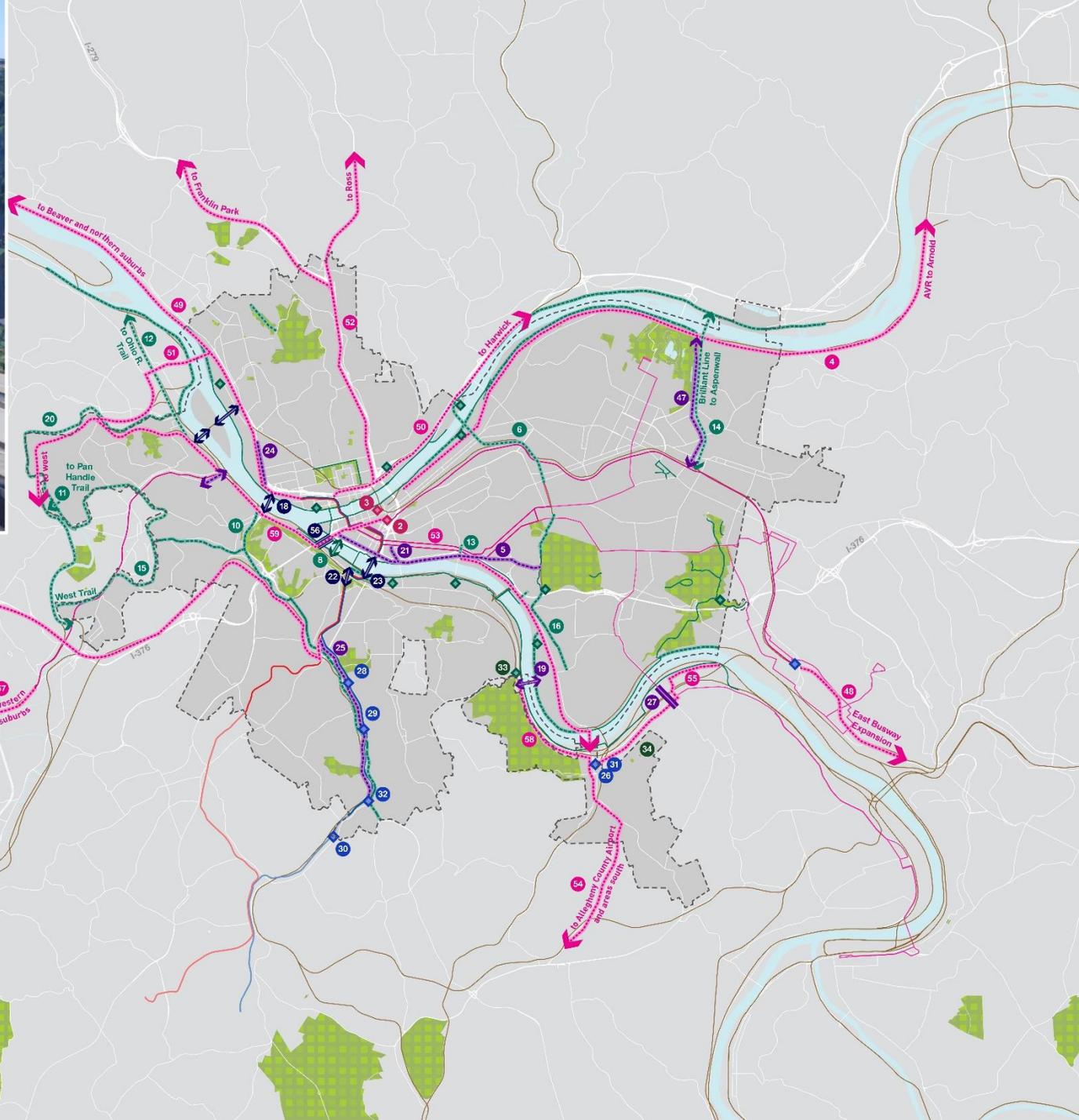
Theme

Connecting the Region

How and where can we intercept and/or move commuters with:

- Park and Ride/Park and Bike facilities
- Managed lanes and congestion pricing
- Frequent transit/transit priority corridors
- Regional trail network enhancement
- Commuter rail
- Intermodal centers
- Transit-Oriented Development





Connecting the Region

Where is/will be the workforce? How do we connect them to opportunity?

How to we move them affordably, equitably, sustainably?

CITY MOBILITY NETWORKS REGION

- City
- Park
- Rail corridor
- Busways/BRT corridors existing and planned
- Light rail
- Trail, existing
- Trail, proposed/vision
- Street or transit improvements
- New multi-modal bridge
- New bike and pedestrian bridge
- New at-grade rapid transit
- Intermodal hub
- Park and ride/TOD
- Bike and ride

0 1,000 2,000 4,000

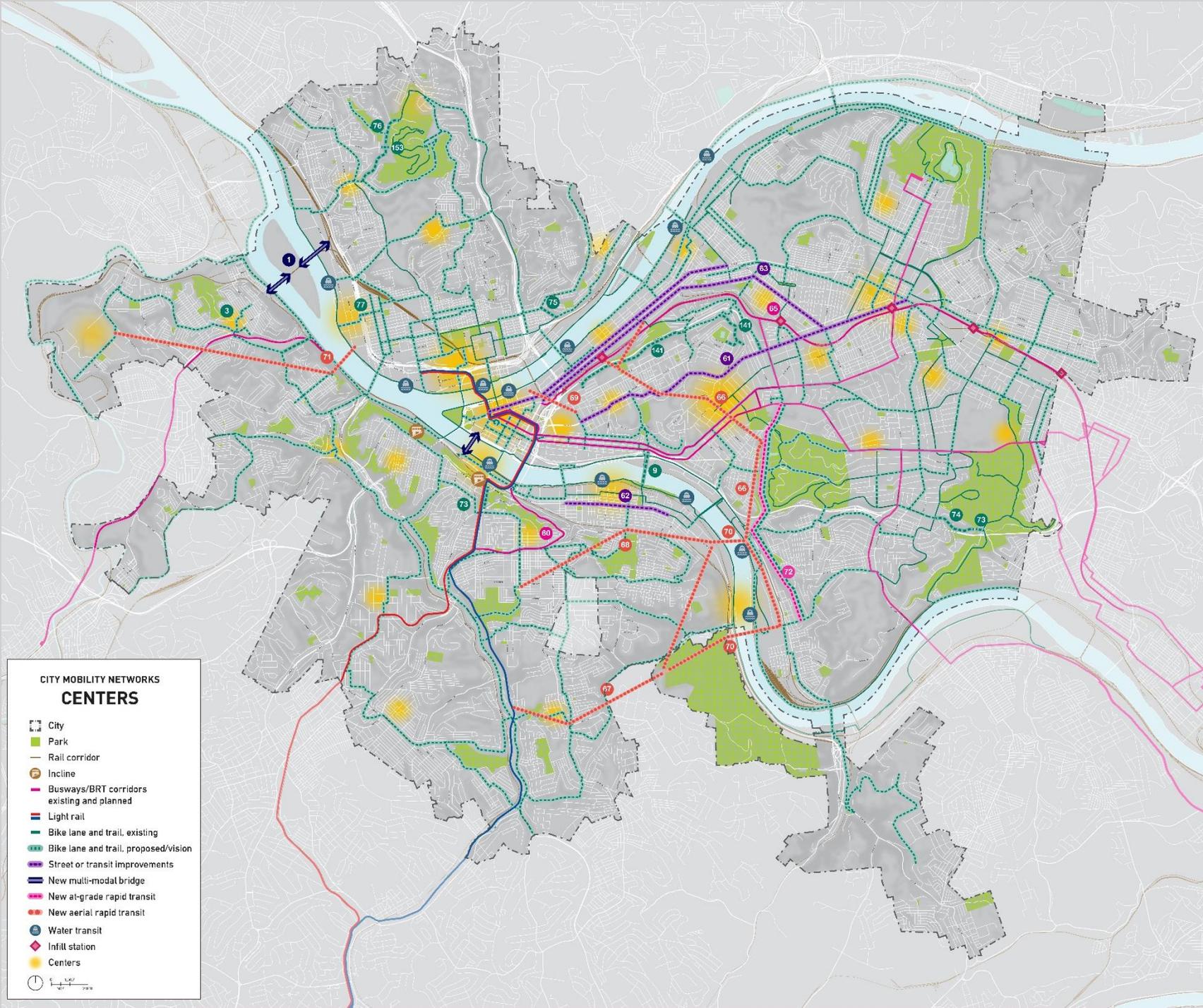
Theme

Connecting Centers

With 150,000 more residents and thousands of new jobs, new centers will emerge (or re-emerge). We will need to improve non-driving options to get to and between these economic centers and destinations.

What connections are needed today and tomorrow?

How can we best increase opportunity and meet our goals?



CITY MOBILITY NETWORKS
CENTERS

- City
- Park
- Rail corridor
- Incline
- Busways/BRT corridors existing and planned
- Light rail
- Bike lane and trail, existing
- Bike lane and trail, proposed/vision
- Street or transit improvements
- New multi-modal bridge
- New at-grade rapid transit
- New aerial rapid transit
- Water transit
- Infill station
- Centers

Scale: 0 1/4 1/2 3/4 1

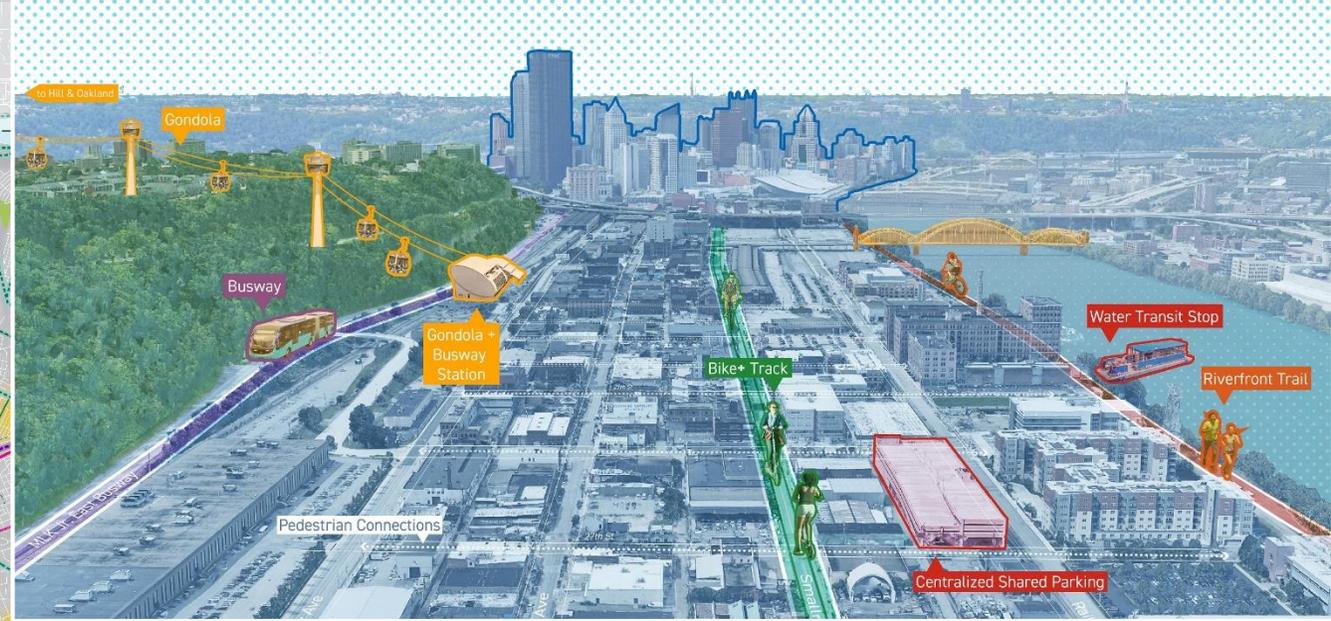
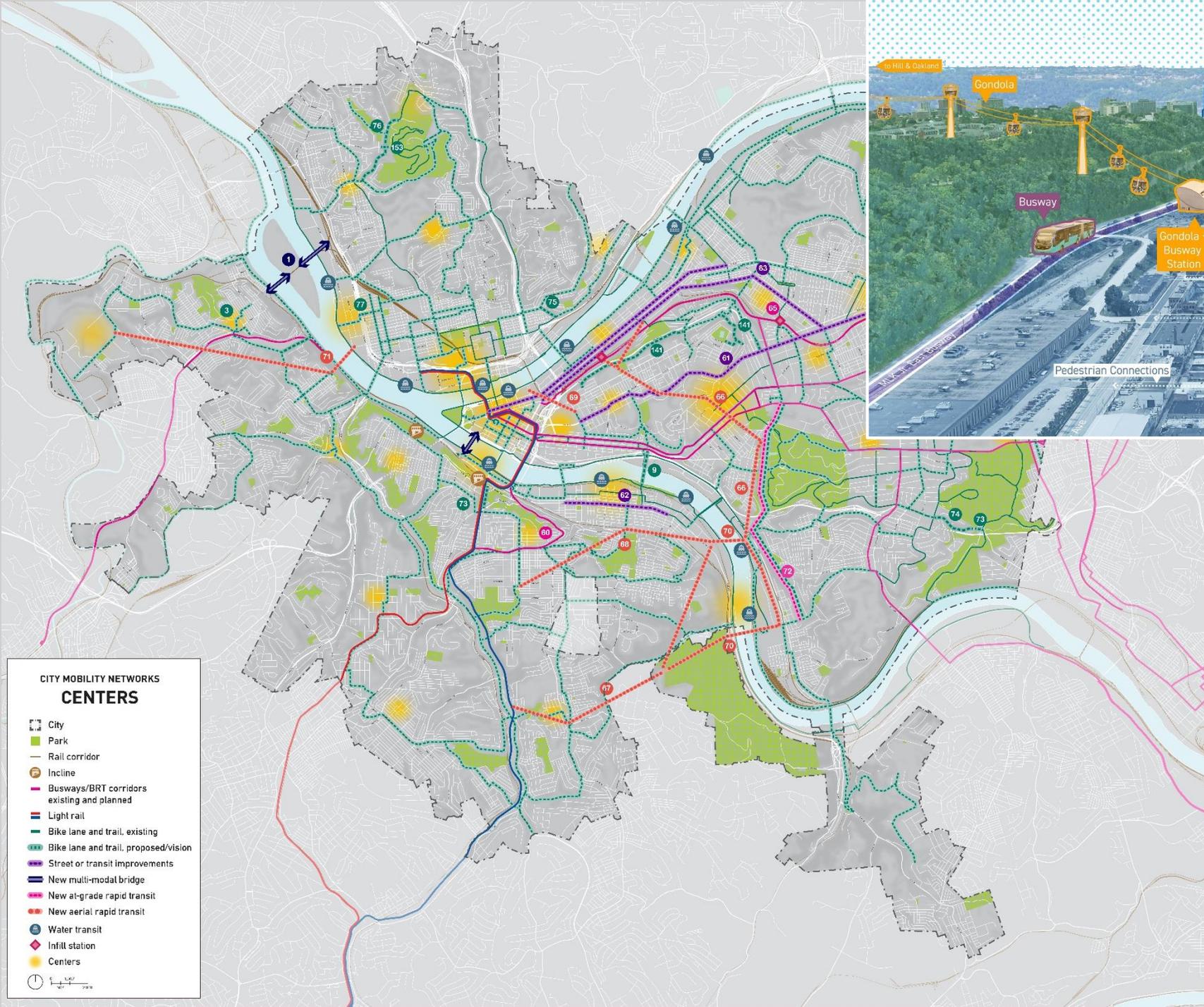


Theme

Connecting Centers

How can we better connect the centers we have today, and the new centers of tomorrow? How should we prioritize our network for:

- Dedicated transit lanes
- Increased bike+ network
- Water taxis
- Freight routes
- Restored inclines or gondolas
- More trails; restored steps
- Taxis and TNCs



Connecting Centers

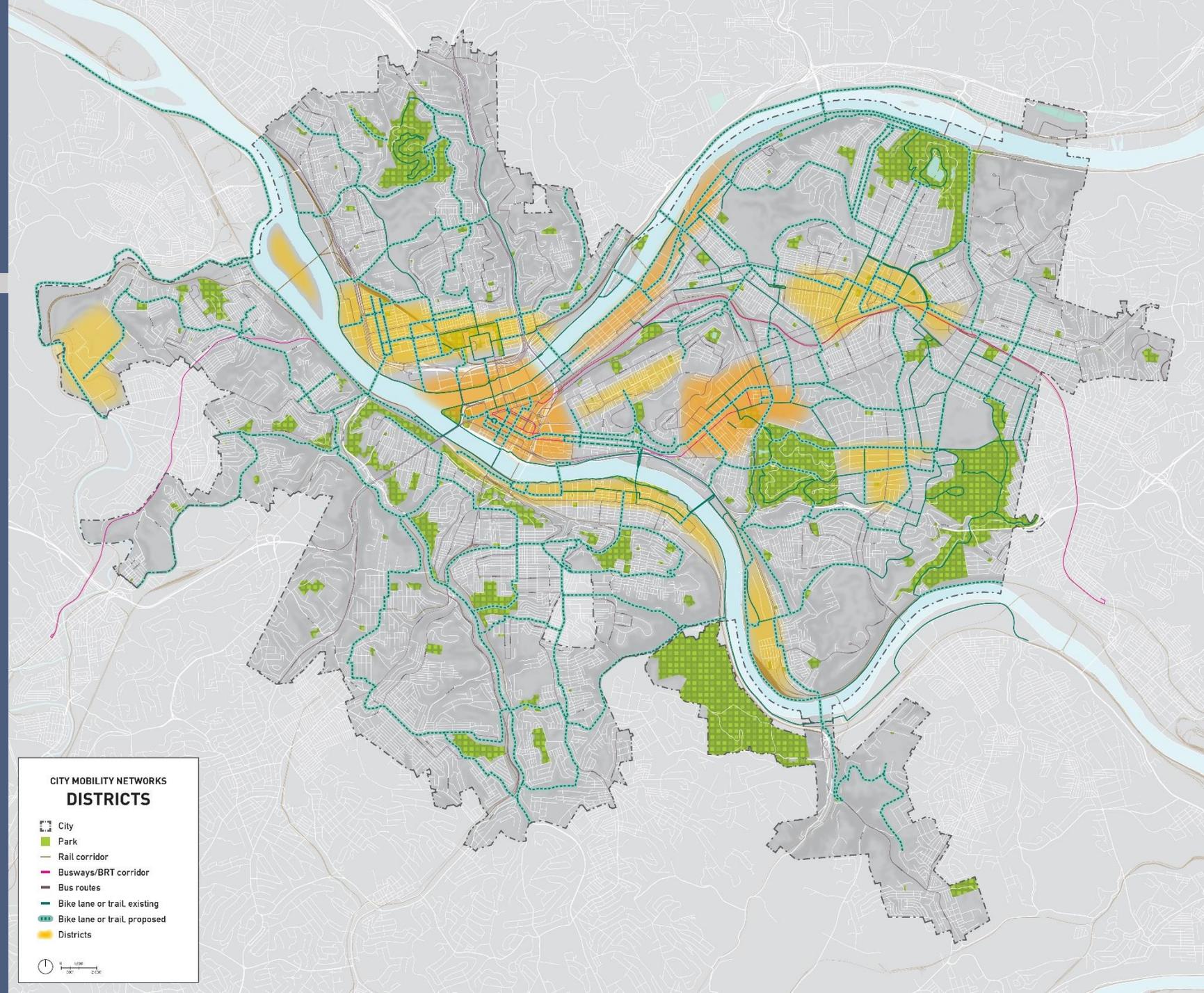
Where are connections missing to link city centers to one another?

Theme

Connecting Districts

Some neighborhoods come together into larger districts or strings of centers with many destinations within them.

Where districts are too large to conveniently walk (or roll) from one end to the other, how might we improve circulation within these larger districts?

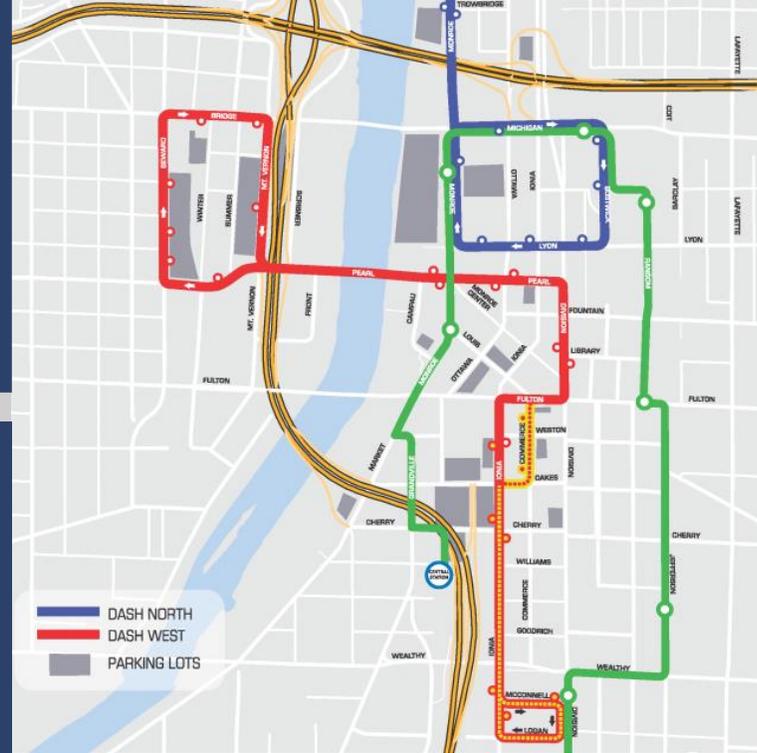


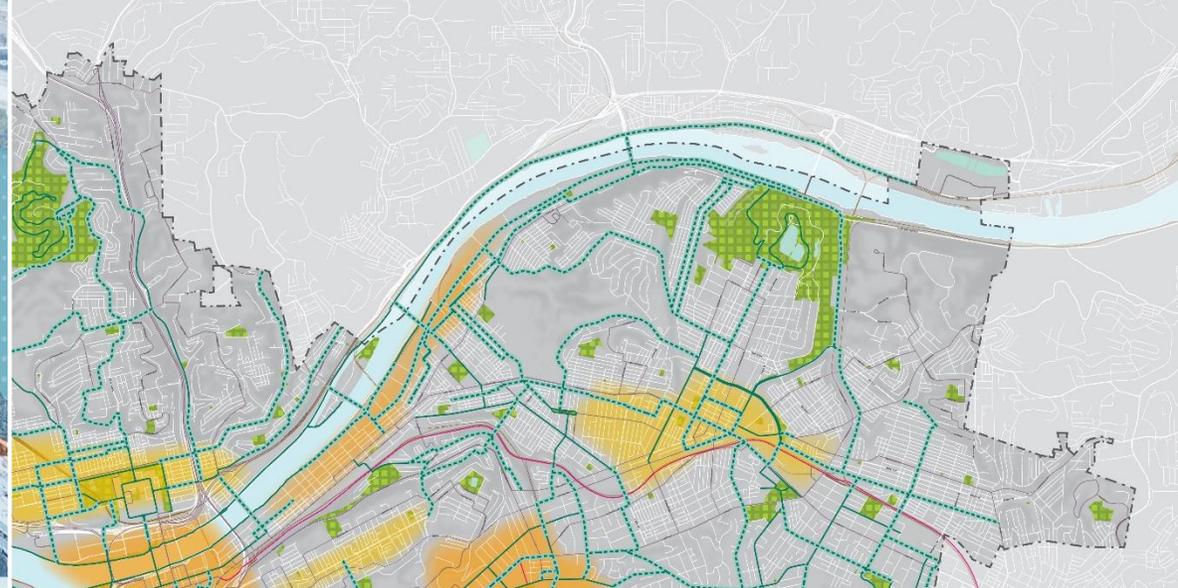
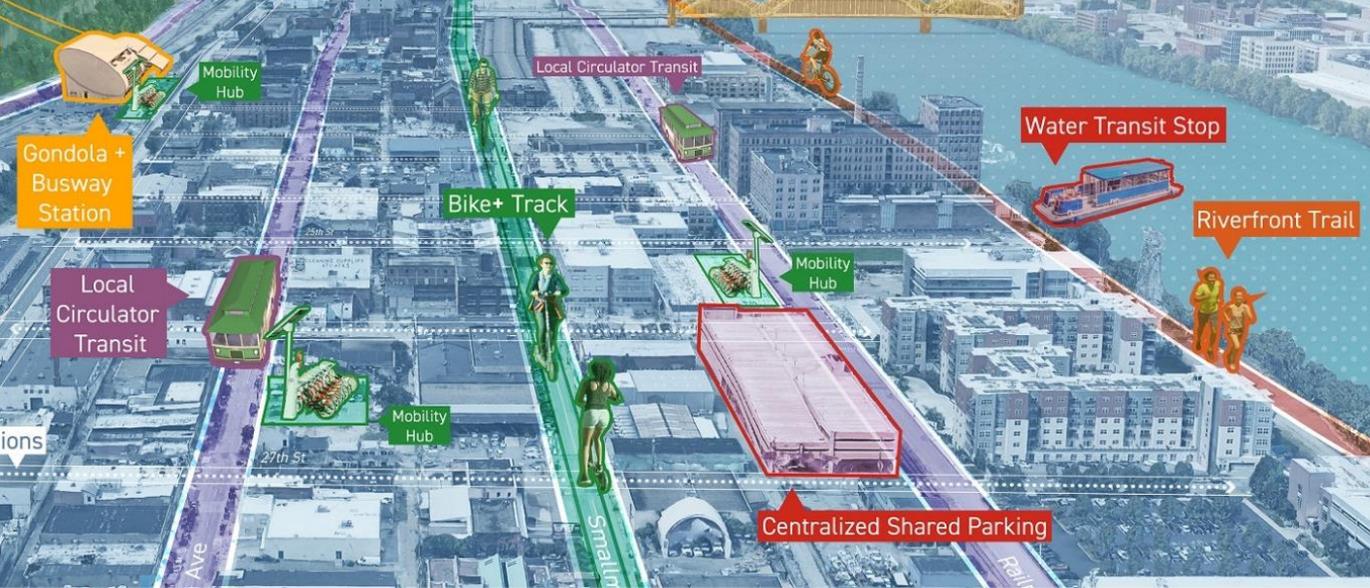
Theme

Connecting Districts

How can we best provide circulation, access and deliveries within these neighborhood clusters?

- Circulator bus or streetcar
- Micromobility
- Mobility hubs
- “Freight villages” and electric local delivery services

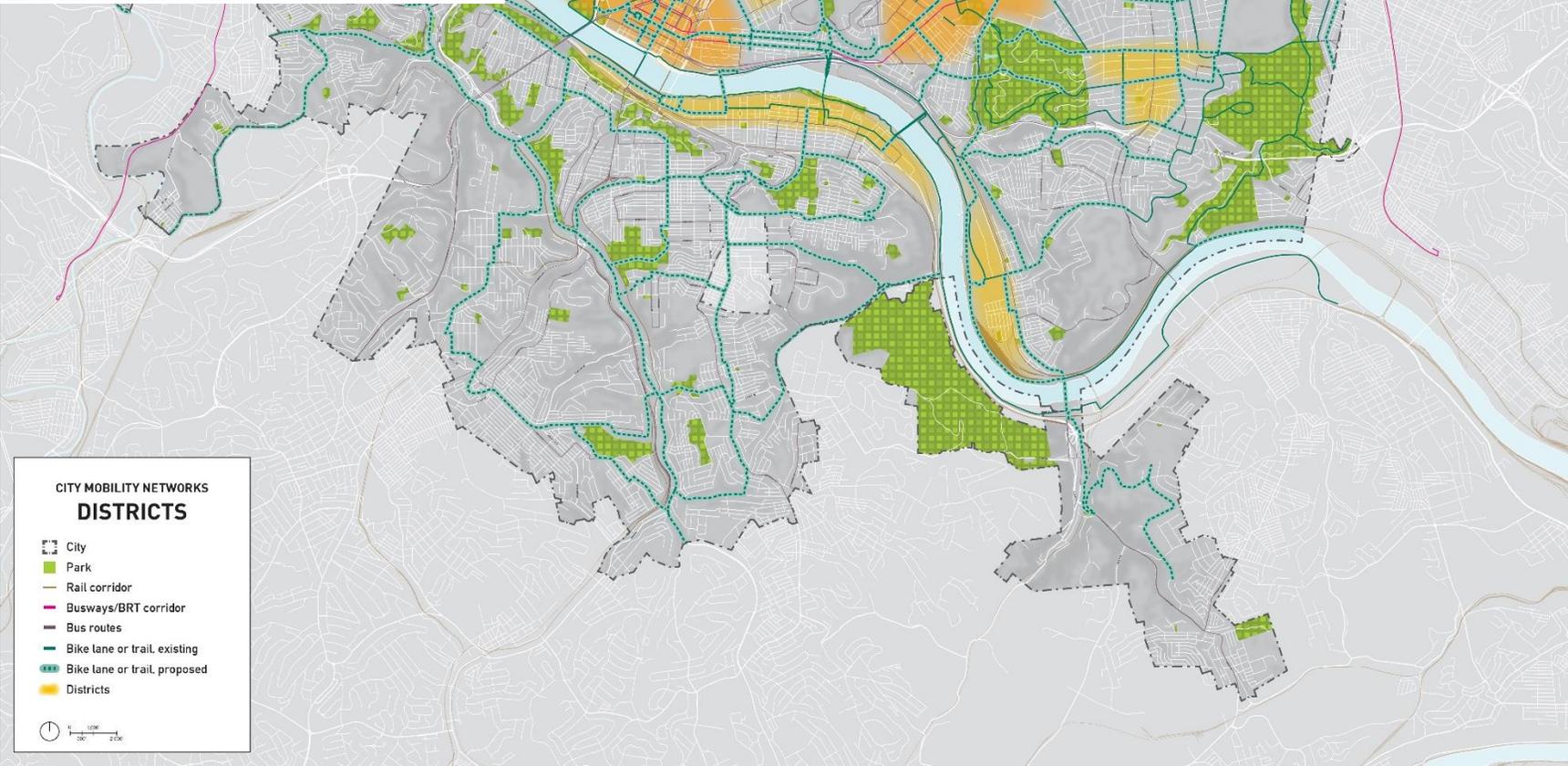




Connecting Districts

Do these districts make sense? Did we miss any?

What are the most important modes of transportation for connecting districts?





Theme

Managing the Street

As our city changes, our streets will change as well. New populations and new mobility create new opportunities to reshape and reprioritize our streets.

What should we think about in terms of street design and street operation (sidewalks, trees, traffic calming, etc.)?



Theme

Managing the Street

- Complete Streets and accommodation for all users
- Accessible sidewalks!
- Street trees and lighting
- Public art and furnishings
- Reduced vehicle space, increased person space
- Real time data collection and sharing
- Flexible curbside management
- Urban freight delivery



Theme

Managing the Street

Discussion:

What are the policies that need to be developed and adopted for sustainable, supportive streets?

Theme

Managing Change

The only constant is change.
The next 50 years will bring
still more changes we have
only just begun to anticipate.

What do we need to do to
prepare for these changes?



Theme

Managing Change

Discussion:

What should guide our evaluation of new opportunities, investments, and offerings?

How do we build in resiliency?

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