

# Welcome!

- By default Zoom has muted your microphone. Please wait patiently for the meeting to start.
- Before we start we will confirm who is on the call. Only Steering Committee members should be on this call.
- How to ask a question: Go to the bottom of your screen and click "Participants". This should open a pop-up window at the bottom of which are three options, including "Unmute Me", "Raise Hand" and "Claim Host". To ask a question, click "Raise Hand". This will notify the host that you would like to ask a question, allowing the host to pause, say your name, and wait for your question. You can also type your questions into the chat window.
- We appreciate your patience as we learn how to conduct online meetings together.



# Oakland Plan

## STEERING COMMITTEE – MEETING 8

May 2020



# Today

Topic	Duration	Presenter
<b>Updates</b> <ul style="list-style-type: none"><li>• Broader Community Engagement</li><li>• Steering Committee Meeting Times</li></ul>	10 min	Derek Dauphin
<b>Homework Report Out</b>	10 min	Sophie Robison
<b>Mobility Presentations and Discussion</b> <ul style="list-style-type: none"><li>• Existing Conditions</li><li>• Transportation Demand Management</li><li>• Walking and Cycling</li><li>• Building an Oakland for All</li><li>• Discussion Questions</li></ul>	50 min	Dara Braitman and Breen Masciotra, Anna Tang, DJ Stemmler, Mavis Rainey, All
<b>New Homework (optional)</b>	5 min	Steering Committee

# Broader Community Engagement

- COVID-19 put a hold on previously discussed engagement activities with the broader Oakland community including launching Action Teams.
- In response, we are updating the Public Engagement Plan (PEP) you reviewed in January and moving to online platforms while maintaining access and transparency.
- These platforms are used heavily throughout North America and Australia and are well tested.
- Tools examples...

# Types of Tools



## SOCIAL MAP

Collect map-based feedback from your users to learn more about your places and planning proposals.



## FUND IT

Get creative with participatory budgeting, funding, competitions and more.



## GATHER

Collect stories, experiences and ideas from participants and run exciting competitions with your community.



## VISIONER

Collect short and snappy comments from users using a simple and fun activity.



## FORM

A flexible form tool that can be used on anything from complex user surveys to single engaging questions.



## QUESTION AND ANSWER

Promote transparency and create a space where users can ask questions directly to a panel of respondents.



## CONVERSATION

Engage your audience with interactive online discussions.



## FORUM

Drive thematic or topic-based online discussions.



## QUICK POLL

Quickly poll your audience to check the 'temperature' of a particular issue or idea.

# Examples

## ALL ACTIVITY

**A** atmacism  
3 years ago

It would be nice to have trail between Eglinton and down Central Parkway to BRT station... [View](#)

**A** atmacism  
3 years ago

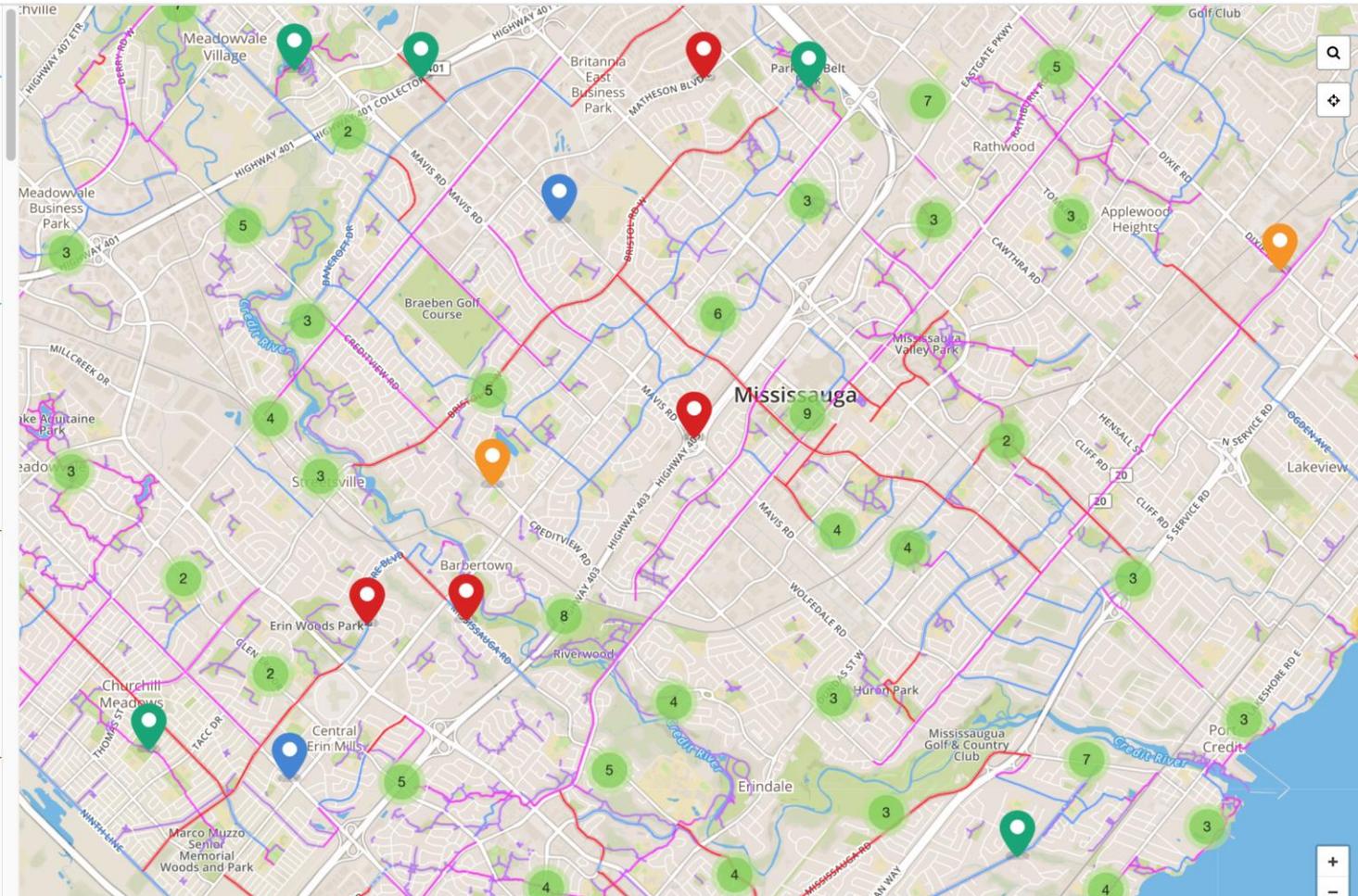
I'd like to have the connection between Applewood and Jan Trail's passing from here.... [View](#)

**A** atmacism  
3 years ago

No bike lane/track etc on Eglinton and it is very dangerous riding on the fast traffic.... [View](#)

**A** atmacism  
3 years ago

It is not safe to pass this intersection



# Examples

## Would like park with swings

Posted by admin | 12 days ago

More swings

RECREATION

0 Likes 0 Comments

## I love the bakery in Hutt Street

Posted by admin | 23 days ago

Bread ummm

CULTURE

0 Likes 0 Comments

## The close proximity to rivers and wildlife

Posted by Anonymous | a year ago

I love that within a couple minutes walk from my home I can be surrounded by nature.

RECREATION

3 Likes 0 Comments

## Good neighbors

Posted by Anonymous | a year ago

One of the great things about this neighborhood is the lovely people I have met. I have been lucky to have several great neighbors that have also become great friends, and I think it is one of the often overlooked aspects of living in this area.

CULTURE

5 Likes 0 Comments



## Trees, glorious trees!

Posted by Anonymous | a year ago

I love the green, leafy tree-line streets of Charles Street, Adam Street, and 1st Ave. They provide great protection from the hot sun and I love walking the dog down here every night.

RECREATION

4 Likes 1 Comments



## I love to just get away from it all

Posted by Mr S | 2 years ago

Jaymestown Gardens is my fave spot for a picnic or some downtime when I just need to realign and gather my busy thoughts.

PUBLIC SPACES

5 Likes 1 Comments



Cafe culture around here is awesome!



# Examples

Your remaining budget:

\$ 1 0 0,0 0 0

Min. Spend: \$80,000

Filter by: Tags

Sponsor

Sort by

\$10,000



## Locals meetup

Sponsor: Community Group

Strengthen place-based communities with local social clubs

[Read more](#)

[Fund this](#)

♥ 10 Votes (11%)

\$50,000



## Smart crosswalks

Sponsor: Vicroads

Pedestrian crossings that recognise when people approach and manage traffic

[Read more](#)

[Fund this](#)

♥ 17 Votes (20%)

\$75,000



## Farmers market

Sponsor: Farmers association

Promote healthy eating within the community

[Read more](#)

[Fund this](#)

♥ 18 Votes (21%)

\$15,000



## Commissioned Street Art

Sponsor: Council

Controlling graffiti through commissioned artworks

[Read more](#)

[Fund this](#)

♥ 18 Votes (21%)

# Examples

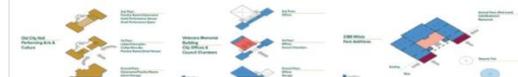
## Design Options



### Option A

A gracious ceremonial plaza acts as the defining feature of the park, linking government and community meeting spaces and Council

[View](#)



### Option B

Anchored by the presence of Council Chambers in the Veterans Memorial Building, the park is defined by a central ceremonial plaza and a

[View](#)



### Option C

Council Chambers returns to the heart of Berkeley's Civic Center, redefining the relationship of the park to 2180 Milvia.

[View](#)

## Video resources

# Next Steps

- Staff team are drafting content and a set of engagement activities on the platform to allow the broader community to provide input on vision, goals, needs, and opportunities as we'd planned to do in person.
- Additional Steering Committee workshop in late June for those interested in digging into this and providing input on the use of online engagement tools before they go live.
- Launch Oakland Plan engagement site by early July. The first phase of engagement opportunities will be available for at least one month.

# Meeting Times

- About half of the Steering Committee responded to our feedback survey which included options for new meeting times during the last Wednesday of each month.
- Want to confirm those with the entire group. Please respond to the polls that will come up on your screen.
- **Quick Polls: Do the following times work for you? 11 a.m. to noon, 3-4 p.m., or keeping the 5 p.m. start time.**

# Last Month's Homework

Question from Yousef (Carlow student) and Ray (CMU faculty): The COVID-19 crisis has rapidly sped up the utilization of tele-learning and tele-medicine, particularly by Oakland-based academic and medical institutions. This transition is likely to change aspects of how Oakland functions in the future. What topics need to be discussed as part of the Oakland Plan process to make sure the resulting plan adequately addresses this changing condition?

- Need for better online communication
- Discuss how changes to work patterns will impact use of transit, public space, and mix of building uses

# Last Month's Homework

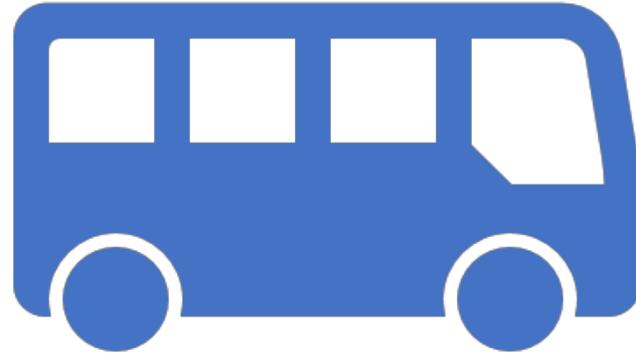
**From Beth (Pitt administration): What is something new you think should be added to Oakland or something that already exists that should be transformed to make Oakland a better neighborhood for all?**

- New: grocery store, train & BRT, senior center, day care, loop bus for residential use, pocket green spaces, make Atwood and Oakland Avenues more attractive without losing dense rhythm, street trees, more retail & restaurants
- Transformed: bike and pedestrian experience, less on-street and surface parking, livable housing, graduate students want to live in Oakland, 25-35-year-old target demographic

# Last Month's Homework

**From Dara (DOMI) and Breen (Port Authority) on the project staff team: Related to transportation, what do you remember about your first trip to Oakland?**

- "Very personal memory – under 10 years old visiting my dad in one of the hospitals after a surgery and standing at the bus stop in January, freezing in an arctic blast..."
- "I can't remember it, as I was a newborn being transported from Shadyside Hospital to my parents' apartment on Welsford St..."
- "...passing by all the universities and watching student walking all over. I remember that it made me feel a bit sad because I was new to Pittsburgh and couldn't go to college at that time even though I really wanted to."
- "I loved that Forbes Ave was one way. It really helps from a pedestrian safety standpoint."
- "I got rear-ended merging onto the Parkway from Fifth Avenue :("
- "An uneventful visual entry yet a buzz of energy."
- "Sitting in traffic on Bates St."



# MOBILITY

Oakland Neighborhood Plan

# AGENDA

1. Introduction and Existing Conditions Data, 10 min (Braitman, Masciotra)
2. Walking & Cycling in Oakland, 10 min (Tang)
3. Building an Oakland for All, 10 min (Stemmler)
4. Transportation Demand Management (TDM) in Oakland, 10 min (Rainey)
5. Questions, Answers, and Discussion, 10 min

# MOBILITY PARTNERS

## **PUBLIC AGENCIES**

- City of Pittsburgh Department of Mobility and Infrastructure (DOMI)
  - Maintains and operates the public right of way
- Port Authority of Allegheny County (PAAC)
  - Operates public transit service (bus, BRT, light rail, incline)

## **NONPROFIT ORGANIZATIONS**

- BikePGH
- Oakland for All
- Oakland Transportation Management Association (OTMA)

DRAFT



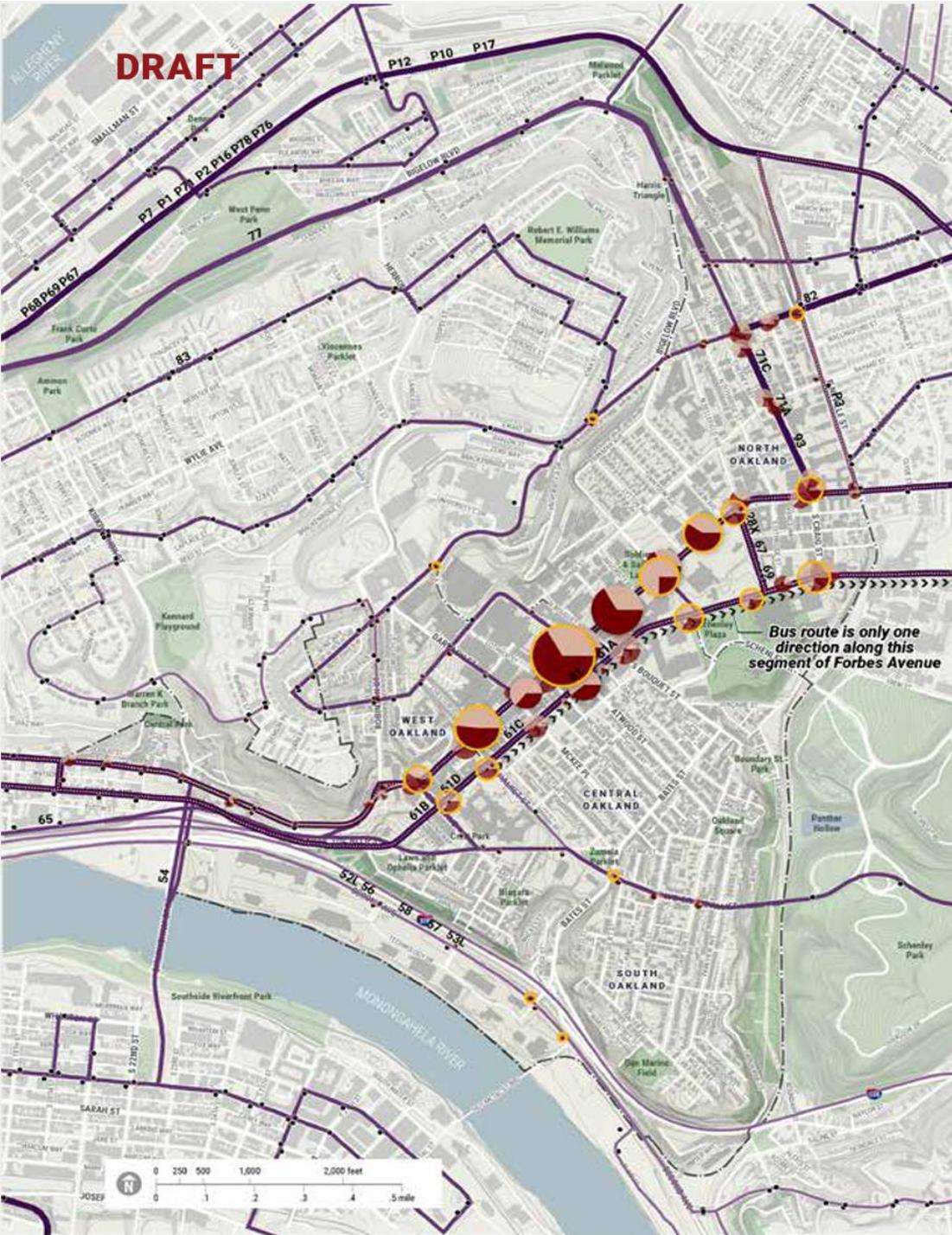
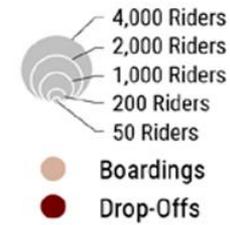
## Bus Ridership and Bus Stops Usage

----- Proposed BRT

• Bus Stop

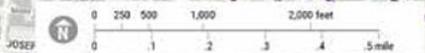
○ Bus Stop with Shelter

### AVERAGE WEEKDAY BUS STOP USAGE



Bus route is only one direction along this segment of Forbes Avenue

Allegheny County





## Bus and Shuttle Routes

— Bus Routes

### CMU SHUTTLE ROUTES

— A/B Route

— Bakery Square Shuttle (Long Route)

— Bakery Square Shuttle (Short Route)

— PTC Route

### UNIVERSITY OF PITTSBURGH SHUTTLES

— 10A / 10B Upper Campus

— 15A OC Lot Shuttle

— 1U North South Loop

— 20A / 20B N Oakland

— 25A Library Resource

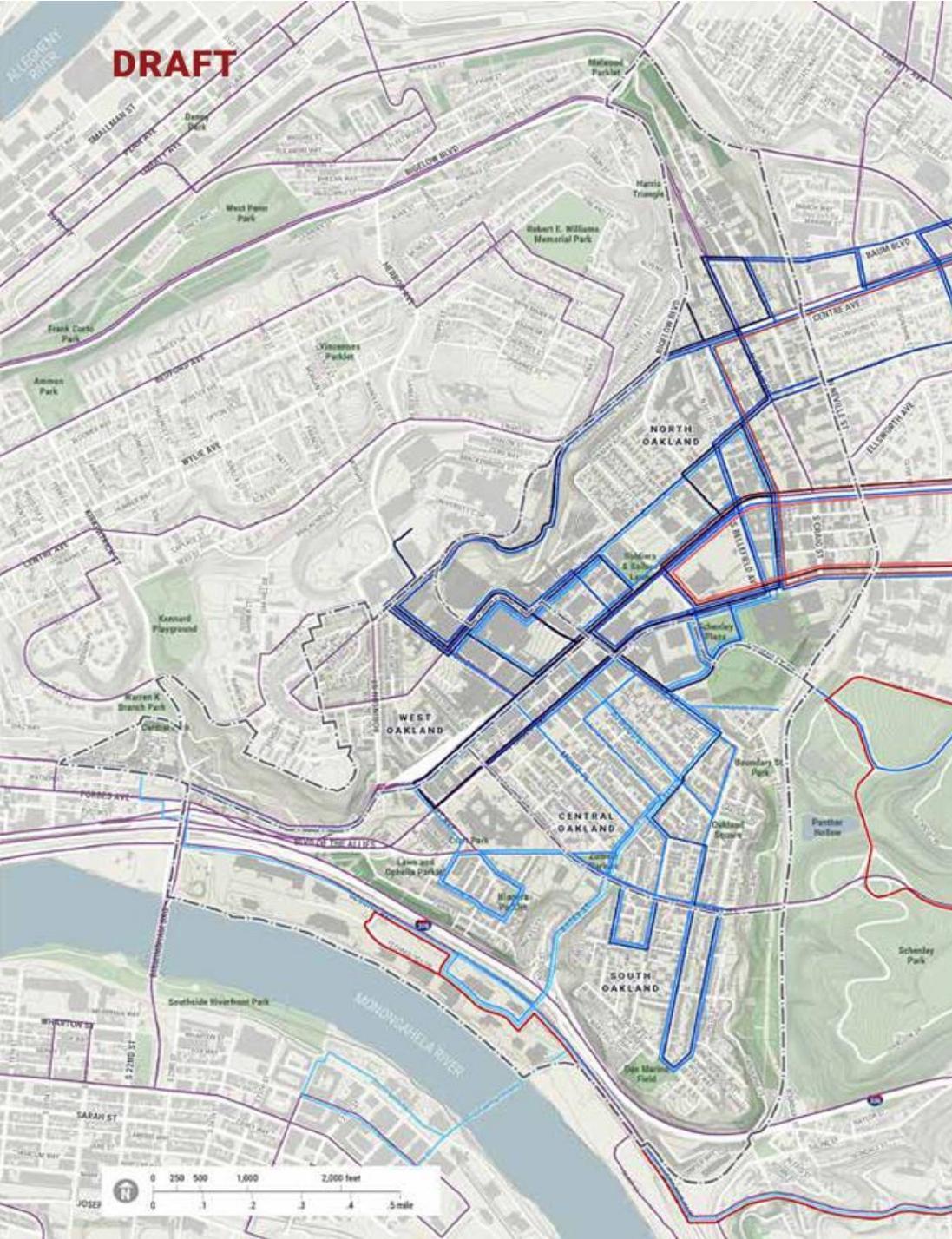
— 30A / 30B / 30C S Oakland

— 40A Biotech Center

— Bridgeside Point II

— The Bridges Residence Hall

Sources: Bus Routes, Stops, and Proposed BRT (2019), Port Authority of Allegheny County; Shuttle Routes (2019), CMU and University of Pittsburgh.



# TRAFFIC VOLUMES

Highest Traffic Street Segments (2018)	Annual Average Daily Traffic (AADT)
<b>Boulevard of the Allies</b> (Bates Street to Craft Avenue)	24,814
<b>Craig Street</b> (Bloomfield Bridge to Baum Boulevard)	21,682
<b>Forbes Avenue</b> (Craft Avenue to Ophelia Street )	21,614
<b>Fifth Avenue</b> (S. Bellefield Avenue to Wilkins Avenue)	21,480
<b>Baum Boulevard</b> (N. Craig Street to Busway)	19,393
<b>Boulevard of the Allies</b> (Craft Avenue to Forbes overpass)	18,723
<b>Bates Street</b> (376 Highway to Boulevard of the Allies)	18,394
<b>Bates Street</b> (Boulevard of the Allies to S. Bouquet Street)	14,891
<b>Forbes Avenue</b> (Craft Avenue to S. Bellefield Avenue)	14,830
<b>Boulevard of the Allies</b> (Bates Street to Overlook Drive)	14,495

Top Street Segments for Crashes (2018)	Number of Crashes
<b>Vehicle-Vehicle Crashes</b>	
<b>Forbes Avenue</b> (Birmingham Bridge to S. Negley Street)	23
<b>Baum Boulevard</b> (S. Negley Avenue to N. Craig Street)	23
<b>Fifth Avenue</b> (Birmingham Bridge to N. Negley Street)	18
<b>Boulevard of the Allies</b> (Birmingham Bridge to Panther Hollow Trail)	16
<b>Bates Street</b> (Second Avenue to S. Bouquet Street)	8
<b>Vehicular-Pedestrian and Cyclist Crashes</b>	
<b>Baum Boulevard</b> (S. Negley Avenue to N. Craig Street)	5
<b>Fifth Avenue</b> (Birmingham Bridge to N. Negley Street )	5
<b>Sennott Street</b>	4
<b>Centre Avenue</b> (Bigelow Boulevard to N. Negley Street)	4
<b>Terrace Street</b>	3

*Note: I-376 is not included in the charts above due to its unique status as an interstate highway. It carries higher volumes and results in more vehicle crashes than any other road in the network. It is included in the total crash number.*



## Traffic Volume and Crashes

### AVERAGE ANNUAL DAILY TRAFFIC

- < 2,000 Vehicles
- 2,001–5,000 Vehicles
- 5,001–10,000 Vehicles
- 10,001–20,000 Vehicles
- > 20,001 Vehicles

### CRASHES (275 TOTAL IN 2018)

- Bus-Vehicle Crash (3 total)
- Bus-Pedestrian Crash (1 total)
- Vehicle-Bicycle Crash (2 total)
- Vehicle-Pedestrian Crash (37 total)
  - Vehicle-Vehicle or Vehicle-Only Crash (233 total)

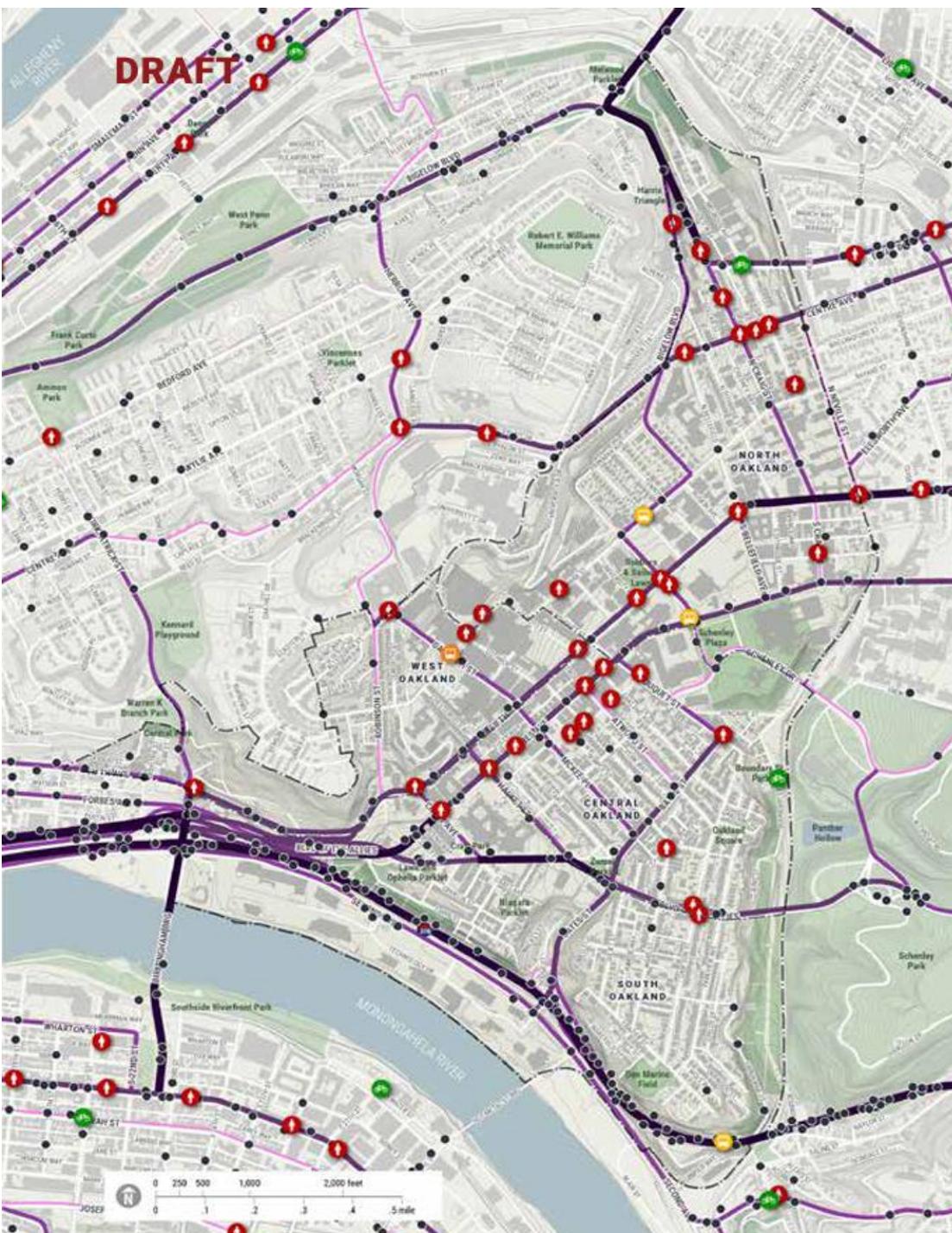
### FATALITIES

There were no fatal crashes within the neighborhood of Oakland in 2018.

### INJURIES

140 people were injured in crashes.  
117 out of 275 total crashes resulted in injuries.

Sources: Crashes (2018), PennDOT; Traffic Volumes (2019), PennDOT.



DRAFT



## Parking

### PUBLIC ACCESS

- Parking Lot
- Parking Garage

### LIMITED ACCESS

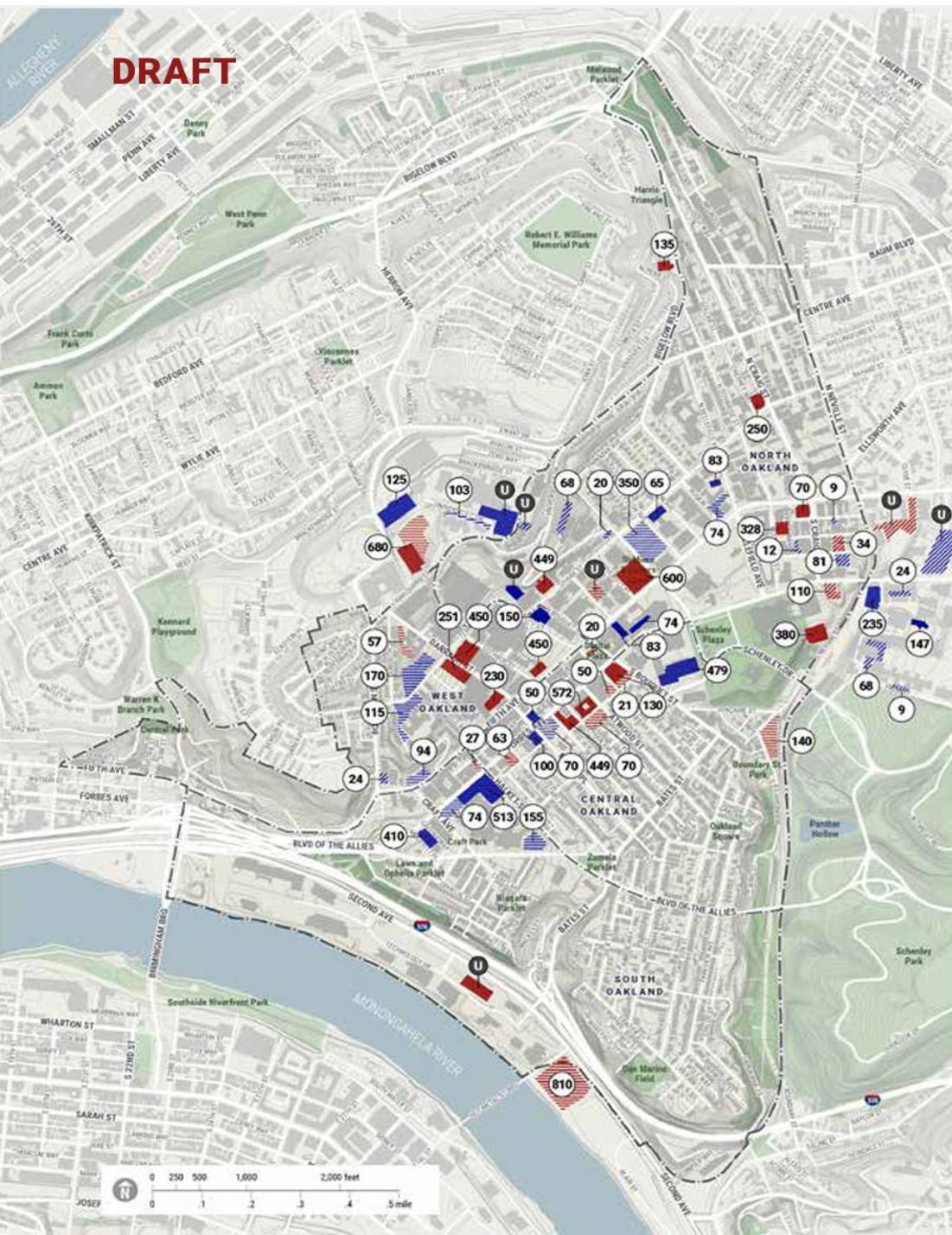
- Parking Lot
- Parking Garage

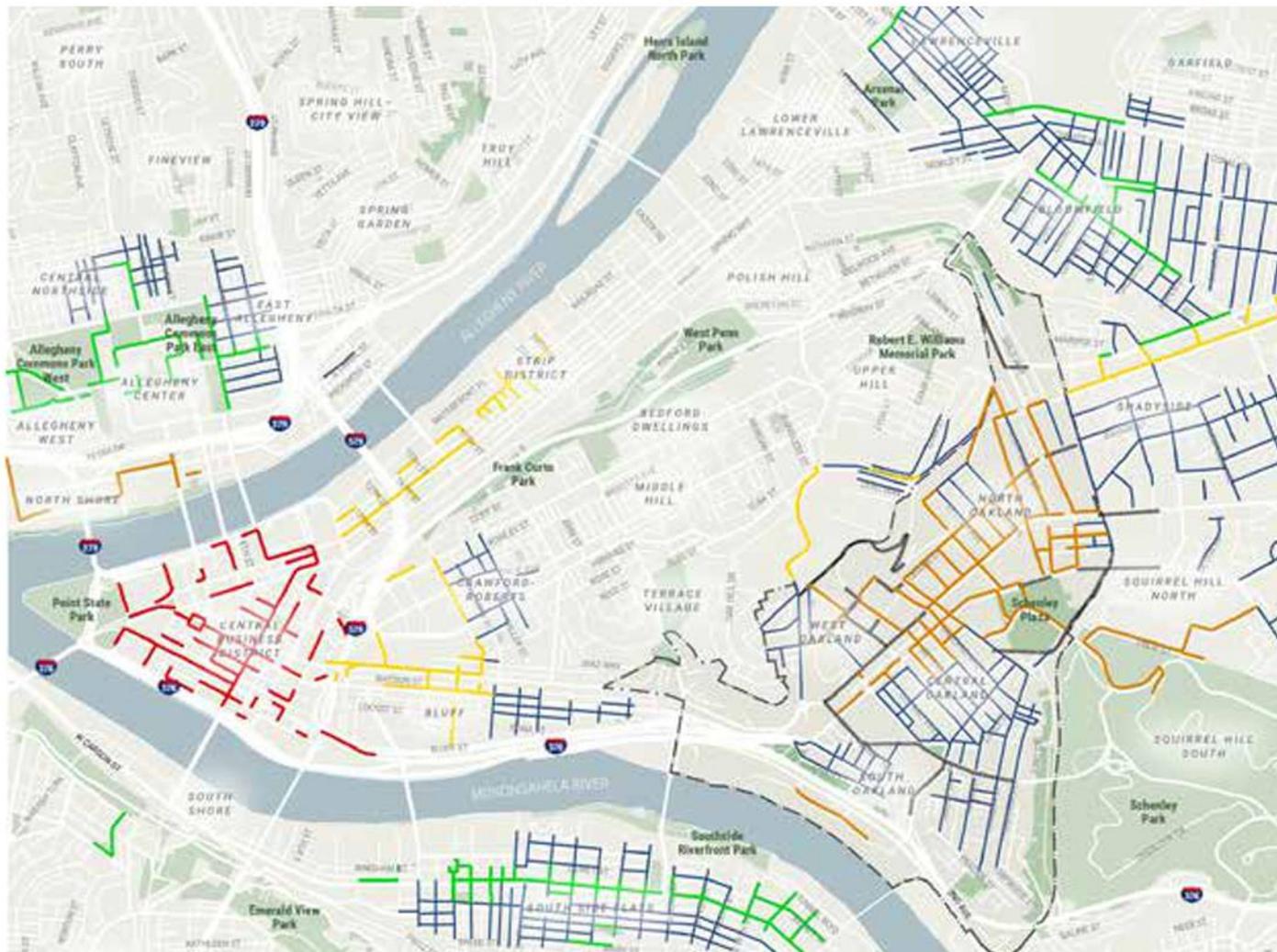
- Number of Parking Ppces
- Unknown/Unpublished Number of Parking Spaces

**Note:** Some parking structures or lots did not have publicly-available space counts, and not shown with a total but are shown in location and type.

Sources: *Parcels (2019), Parking (2019), Land Use Data (2019), Allegheny County. Institutional parking from Carnegie Mellon University (2012), Carlow University (2017), University of Pittsburgh (2019), UPMC Magee (2011), and UPMC Oakland (2014) Mester Plans, Additional data from Parkopedia ad OTMA.*

There are at least 6,300 off-street parking spaces provided in parking structures and lots with public access





## On-Street Parking

### PARKING TYPE

- Metered On-Street Parking
  - \$1.00 per hour
  - \$1.50 per hour
  - \$3.00 per hour
  - \$4.00 per hour
- Residential Permit
- Parking Not Permitted

Sources: Parks (2017) and Slopes (2018), City of Pittsburgh; Parcels (2019), Parking (2019), Pittsburgh Boundary (2019), Rivers (2015), Streets (2017), Land Use Data (2019), Allegheny County. Institutional parking from Carnegie Mellon University (2012), Carlow University (2017), University of Pittsburgh (2019), UPMC Magee (2011), and UPMC Oakland (2014) Master Plans.



**188 43rd Street, Suite 1**  
**Pittsburgh, PA 15201**  
[info@bikepgh.org](mailto:info@bikepgh.org)  
**412.325.4334**

# Bike Pittsburgh

- Founded in 2002
- 4,000 Member based, nonprofit organization
- Focus on: Advocacy, Community & Education
- Website: [www.BikePGH.org](http://www.BikePGH.org)



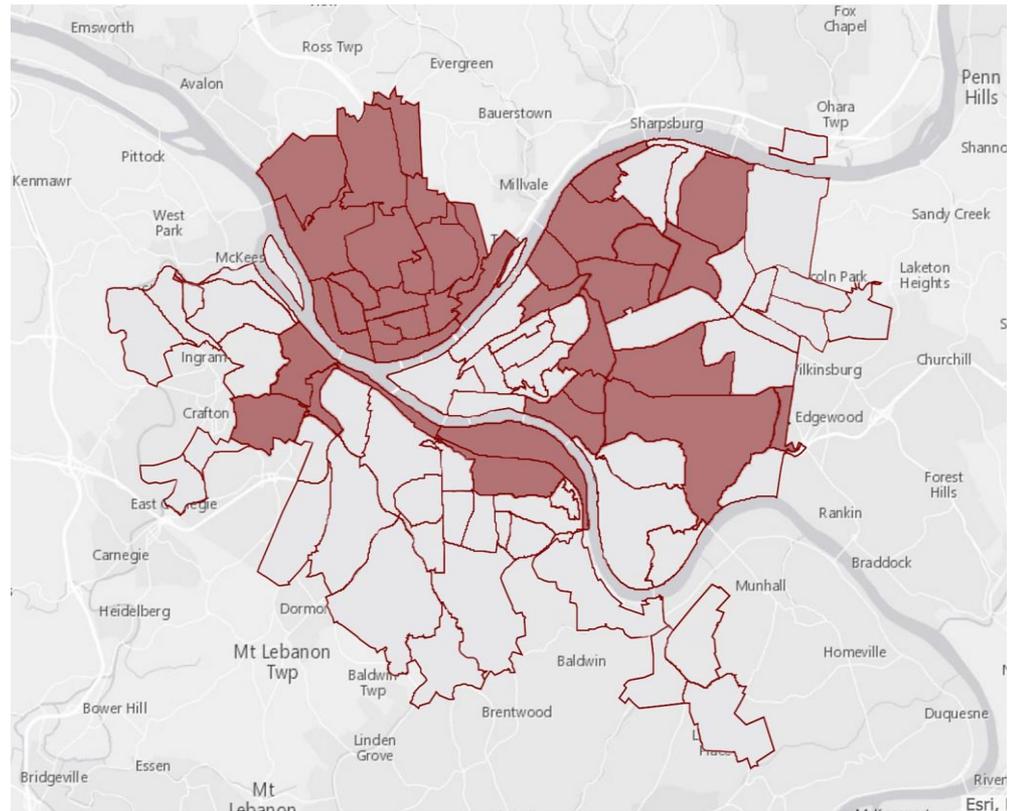
# Your voice is important

Although we have members in every city neighborhood, it's necessary for residents to contact their elected officials with problems, praises, and making sure that they are aware of your desire to live in a walkable, bikeable neighborhood. Our message is amplified when citizens take the time to contact decision makers.



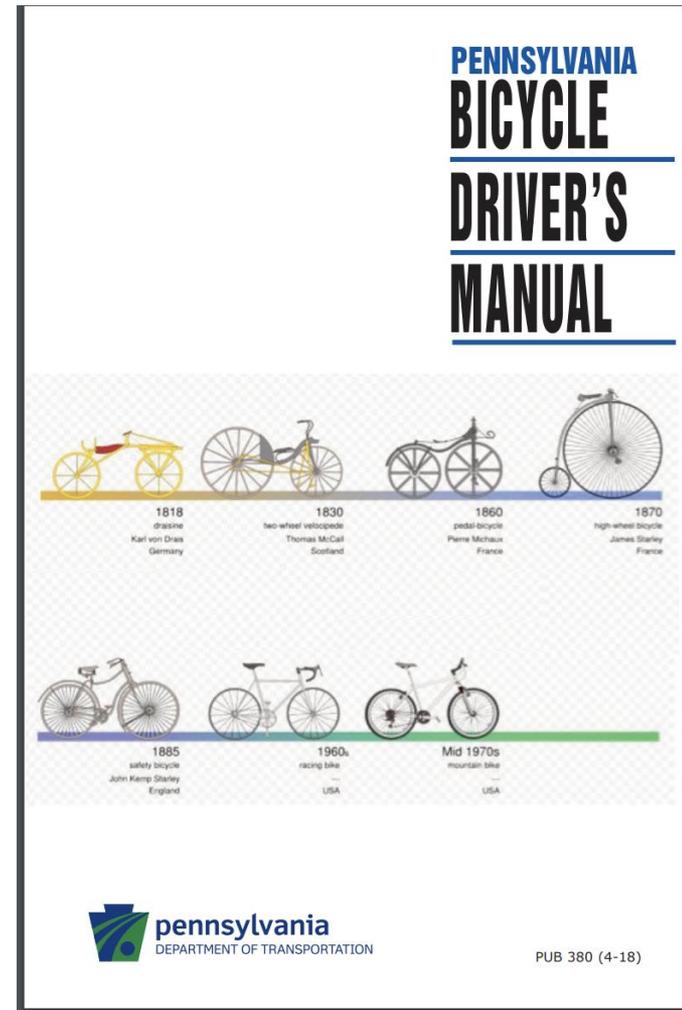
# Neighborhood Bike/Ped Committees

- Grassroot, resident based neighborhood specific groups that advocate for better biking and walking in their area
- About 20 active bike/ped committees
- [www.bikepgh.org/advocacy](http://www.bikepgh.org/advocacy)



# What to Expect & What to Know:

- Overall Laws & Guidelines
  - PA Bicycle Driver's Manual
  - #1 advice: **Be predictable**
- Follow the law
- Where bicyclists can/cannot bike
- Bicyclists must take the lane in the direction they are heading



# Interactions With People on Bikes



- Leapfrog, passing on the left
- Blind Spot
- 4-ft law pass minimum
- Increased speed = increased risk



If hit by a person driving at:



Person Survives the Collision



Results in a Fatality

20 MPH



90%

10%



30 MPH



60%

40%



40 MPH



20%

80%

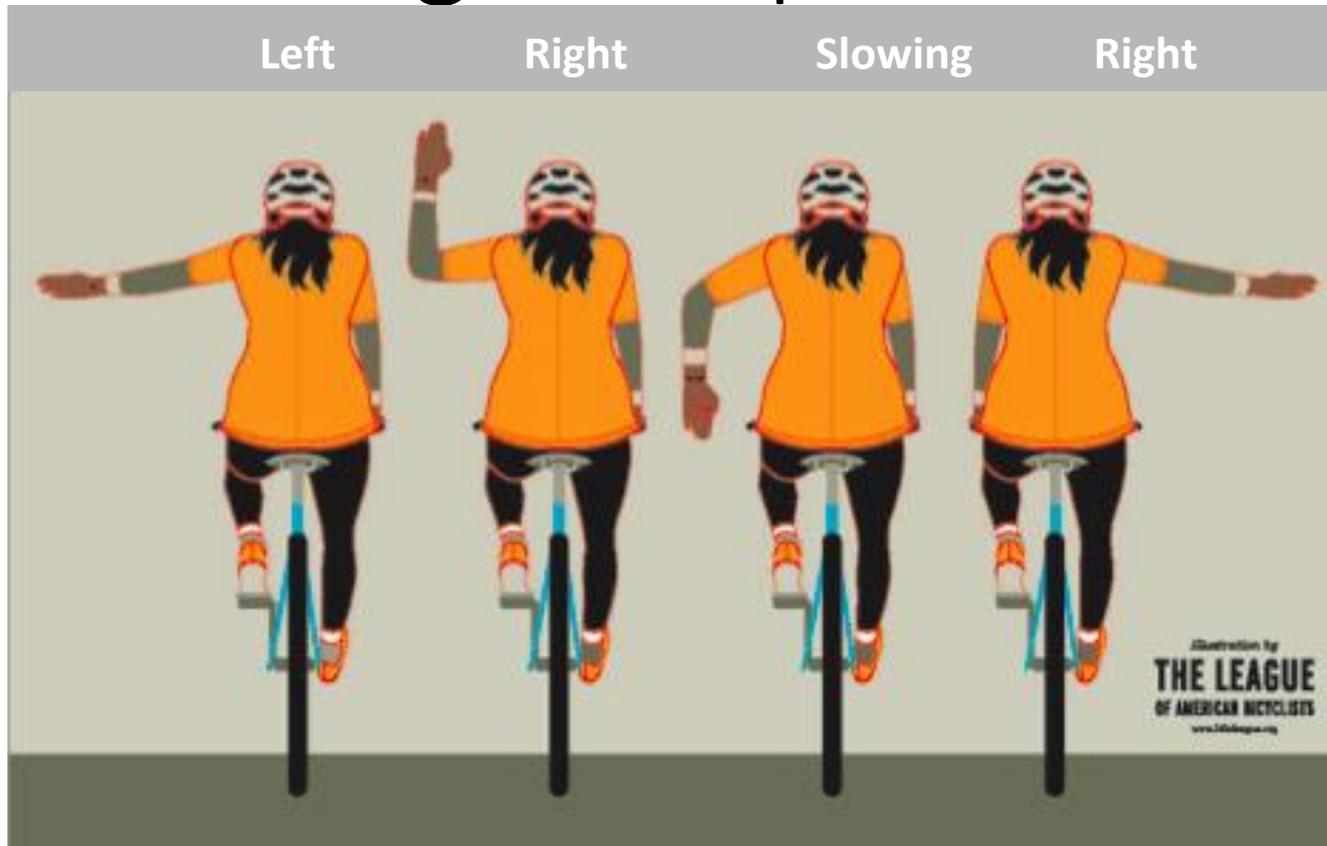


## The Bicyclist's Perspective:

- People on bikes often act in ways that they think will make them safer
- Taking the lane
  - Predictable - straight line
  - Visibility
  - Door-zone danger
  - Debris, Potholes, Snow
  - Indicating that it's not safe to pass
  - Left turns



# Hand Signals - predictability



# Types of Bike Infrastructure



Shared Lane



Bike Lane



Buffered Bike Lane



Protected Bike Lane



Bus-Bike Lane



Bike Boxes



Contraflow Lanes



Sharrow



2-Stage Turn Box



# Four Types of Cyclists By Proportion of Population



Usually, plans and designs are made for the interested but concerned population.

## Walk Button



## Curb Cut



## Flashing Ped-Crossing



## Zebra Striped Crosswalk



## Sidewalk



## Steps



## Mid-Block Crosswalk

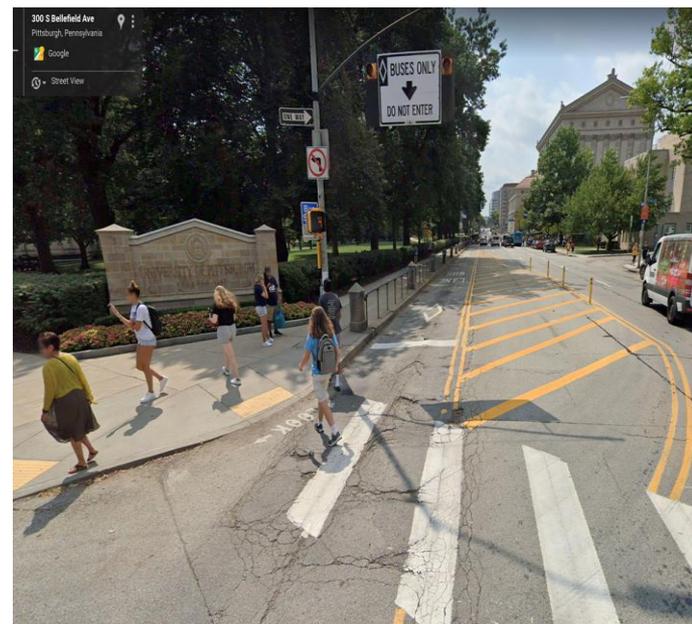


# Biking and Walking in Oakland: Setting the Stage

- **Geography:** Oakland is a dense area, with varied geography / topography in each region of Oakland
- **Population:** Mixed, primarily long-term residents and students of all ages and abilities
- **Location:**
  - One of largest job centers in the state - brings many people to the area
    - Universities
    - Libraries
    - Museums / Cultural Attractions
    - Restaurants / Businesses

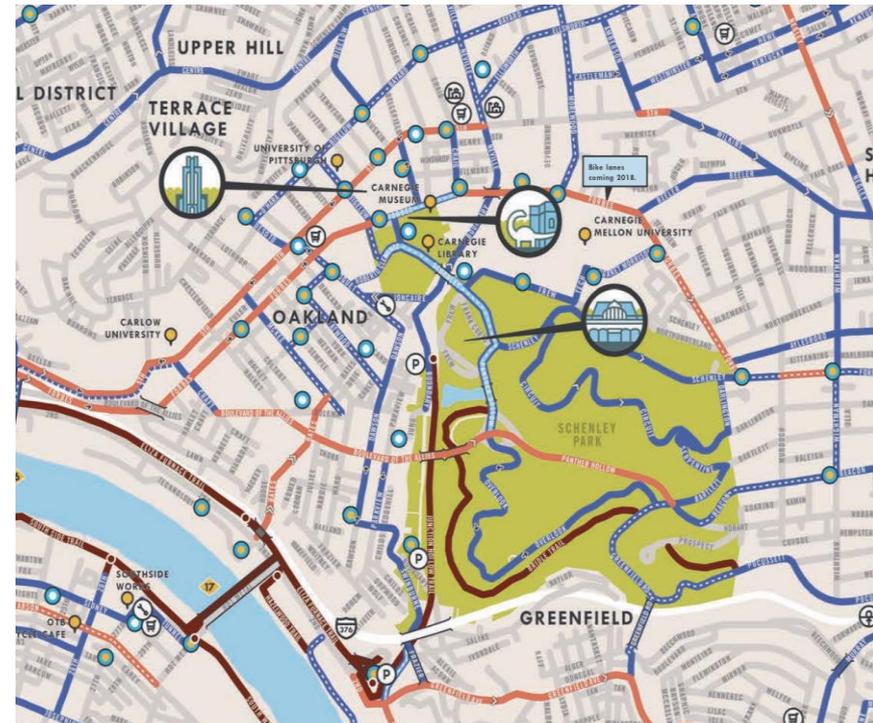
# Walking in Oakland Today

- Pedestrian commuting is higher than biking commuting
- Recent crashes show the need for pedestrian improvements
- Walking challenges include:
  - Wide streets to cross with fast traffic
  - Sidewalks too narrow for high pedestrian volumes
  - Missing / deteriorating sidewalks in places
  - All types of transportation use in a dense area can make it challenging to navigate
  - Steep grades to traverse
- Walking improvements include:
  - Bump out installed on Fifth Ave at S. Bellefield (see picture)
  - Bigelow Blvd Complete Streets – bike and pedestrian improvements, expected completion summer 2020
  - Frazier St. Stairs - funded in the 2020 capital budget

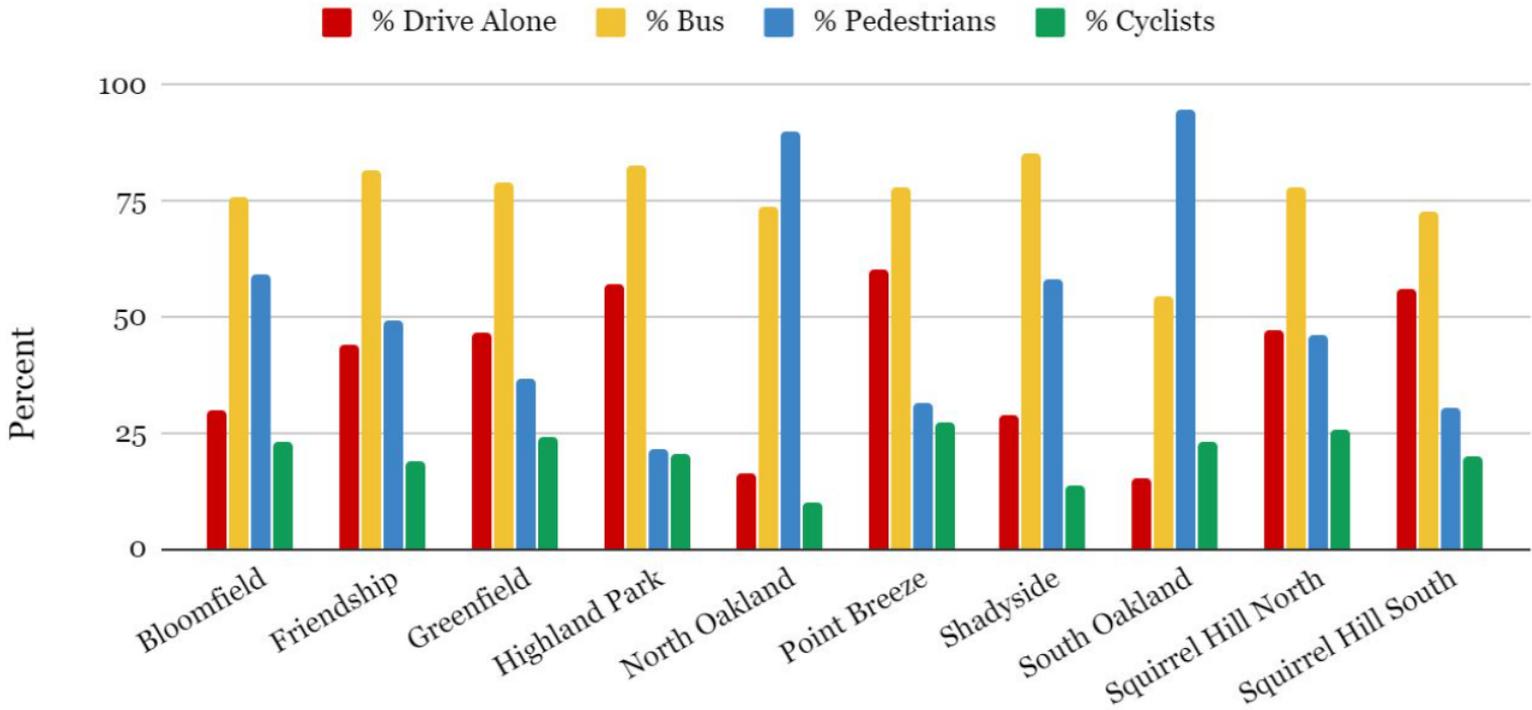


# Biking in Oakland Today

- Good bike connections to other neighborhoods
- Near the Eliza Furnace Trail
- Most of the bike infrastructure is on high trafficked streets
- Recent crashes show the need for bike infrastructure improvements
- Challenges for biking:
  - Fast moving traffic makes intimidating streets
  - Lack of wayfinding signs to trails
  - Steep hills
  - Limited bike parking
- Improvements for biking:
  - First protected bike lane on Forbes Ave in Oakland, connecting Pitt and CMU (2019)
  - Protected bike lane by Phipps Conservatory
  - Bigelow Blvd Complete Streets - bike and pedestrian improvements, expected completion summer 2020



# Commuters' Top Three Modes from Top 10 Oakland Destination Neighborhoods



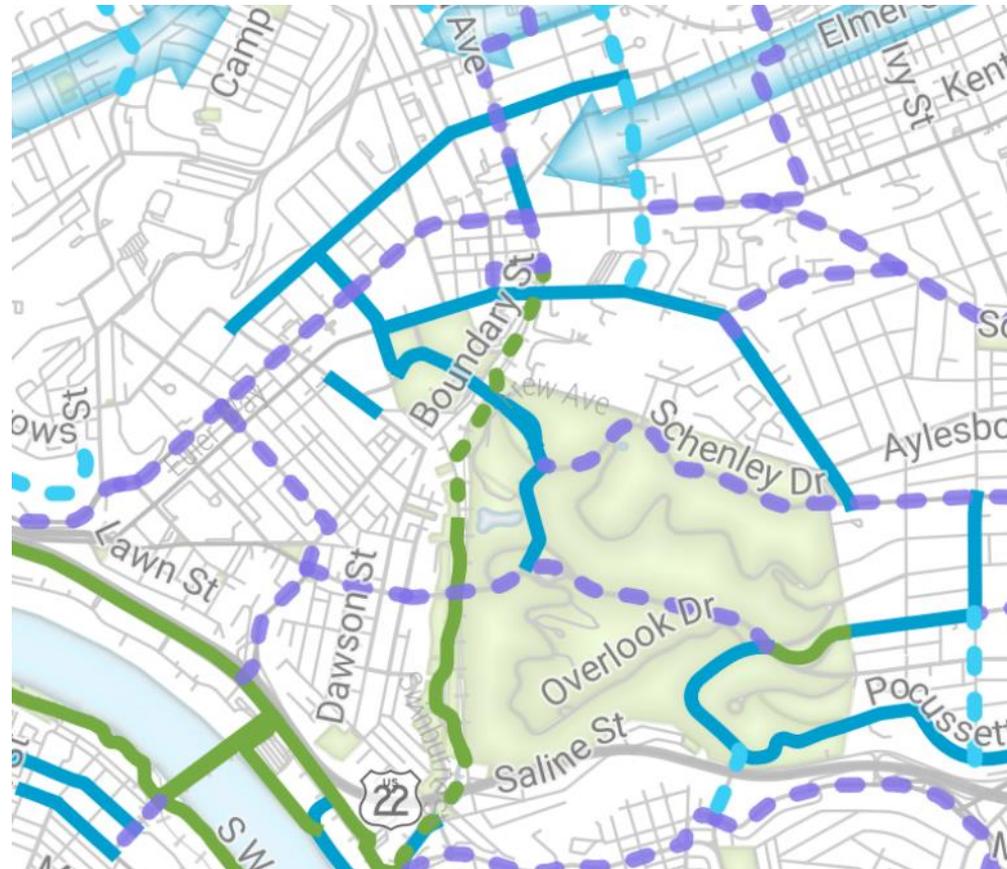
Data sourced from the Make My Trip Count Survey, 2018.

## Complete Streets Design Guidelines

- Complete Streets Policy (2016) - states that all modes should be given equal consideration in the right of way
- Guidelines will help inform how to implement policy

## Pittsburgh Bike(+) Plan

- Completion planned for May/June 2020
- 120 miles over 10 years
- Helping to make a complete network for bicycles and small mobility modes
- Proposed network in Oakland at right



## **Pedestrian Safety Action Plan**

- Completion expected later this year
- Identifies high risk pedestrian corridors
- Assessment based on a number of indicators including income, age, etc.

## **Steps Plan**

- Complete
- Identifies high priority steps for future investment
- Based on condition, access to community resources, and demographics, etc.

# Complete Street Example

**Before**



**After**



Hindley St  
Adelaide, Australia

# Complete Street Example of a Side Street





# Thank you!

Stay In Touch

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Contact me: [anna@bikepgh.org](mailto:anna@bikepgh.org)

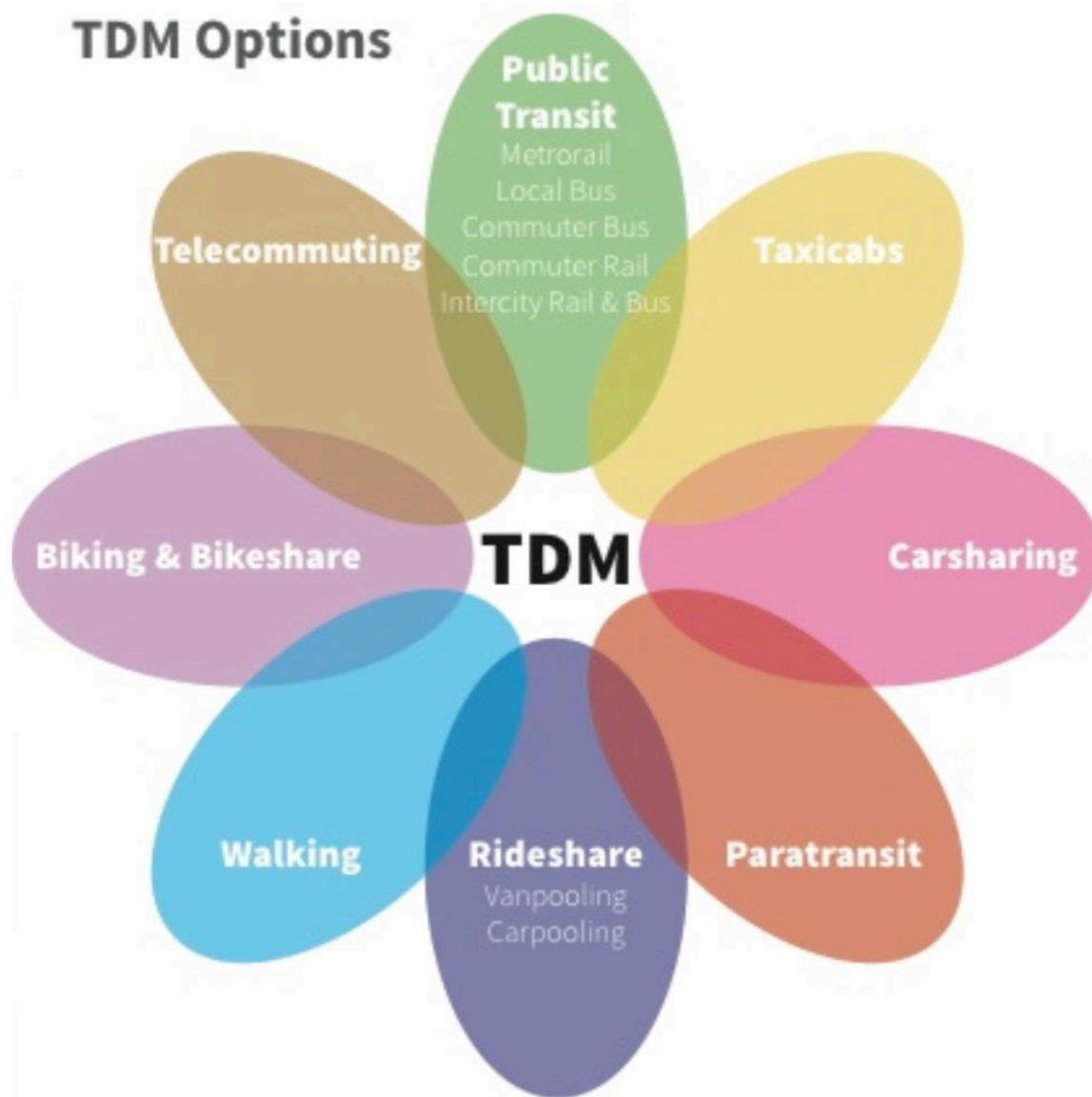
## Transportation Demand Management (TDM)

*Transportation demand management,  
Traffic demand management, or  
Travel demand management*

TDM focuses on the decisions that people and businesses make every day about how they travel.

Managing travel demand involves providing travelers with information, options, and incentives that expand travel choices beyond driving alone, such as use of transit, ridesharing, bicycling, walking, and teleworking.

For those who drive, it also involves shifting travel to less congested times or routes; or avoiding trips entirely in order to reduce traffic congestion, improve system efficiency, and enhance quality of life.



## Oakland Transportation Management Association

# Mode Shares

### Mode Shares - Work Trips by Oakland Residents and Workers

Residents - Trips from Oakland		
Means to Work	Trips	Mode Share
Total	9,780	100.00%
Drive Alone	2,750	28.12%
2-person carpool	435	4.45%
3-person carpool	36	0.37%
4+ person carpool	10	0.10%
Transit	1,415	14.47%
Other	84	0.86%
Bicycle	125	1.28%
Walk	4,320	44.17%
Worked at Home	605	6.19%

SPC May 2020

Data Source: CTPP 2012-2016

"Other" includes taxicab, motorcycle, and other means

Workers - Trips to Oakland		
Means to Work	Trips	Mode Share
Total	43,569	100.00%
Drive Alone	24,375	55.95%
2-person carpool	3,215	7.38%
3-person carpool	465	1.07%
4+ person carpool	406	0.93%
Transit	8,080	18.55%
Other	219	0.50%
Bicycle	1,004	2.30%
Walk	5,200	11.94%
Worked at Home	605	1.39%

SPC May 2020

Data Source: CTPP 2012-2016

"Other" includes taxicab, motorcycle, and other means

Blue and orange shaded areas on the map are the Census Tracts that defined Oakland for the table.

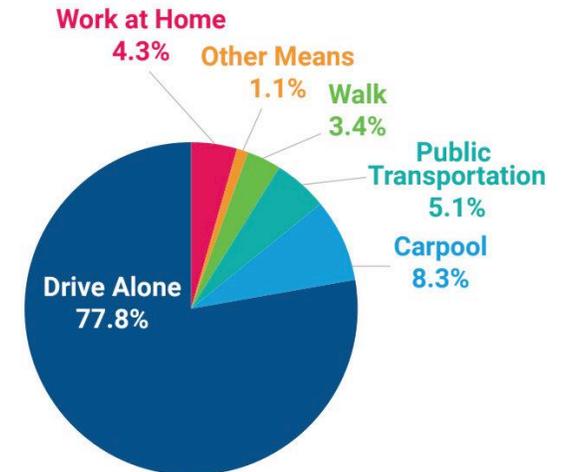
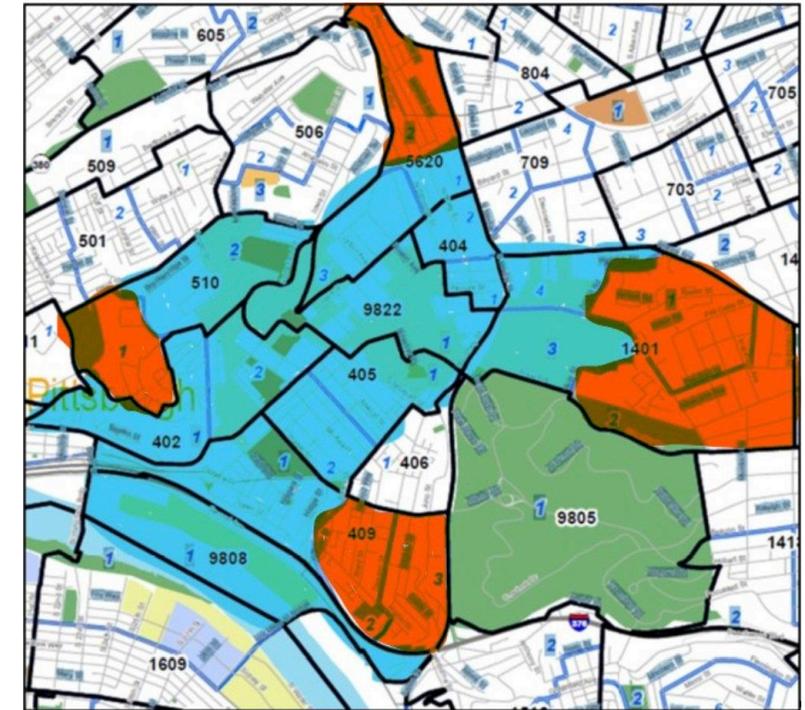


Figure 2: Transportation to Work Mode Share in the SPC Region. (Source: 2013-2017 American Community Survey)





otma-pgh.org

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Follow on [Twitter](#) & [Facebook](#) or [subscribe](#) on our website to receive email alerts to stay informed when construction, events, and more impact your travel into and around Oakland.

Phone: 412.687.4505

**Oakland TMA is a 501(c)(3) non-profit organization focused on transportation issues including reduced traffic congestion, improved air quality, safety, and access to mobility options for everyone regardless how they travel.**

Our core mission is to serve the Oakland community through advocacy and provision of information to encourage good transportation choices by commuters, residents and visitors alike with the goal of increasing the use of modes other than the automobile. These alternative modes will reduce congestion and improve the quality of the street environment and therefore the quality of life in Oakland.



**Commuting alternatives to single-occupant vehicles that reduce traffic congestion and improve air quality:**



**Walking**



**Public transit**



**Vanpools**



**Carpools & car sharing**



**Biking & bike sharing**

Through hosting events, distributing printed materials, sending email advisories, participation in stakeholder meetings, identifying funding for large infrastructure projects and more, we work to make the connections the region needs in order to make viable and positive transportation projects happen so that safe, effective, and accessible mobility options continue to meet the needs of our growing community.



## Oakland Transportation Management Association

# Community Education & Outreach Events

You may recognize us from UPMC's Employee Benefit Fairs, transportation fairs, and other community events like student arrival at Oakland's universities, safety enforcement events, Bike-to-Work Day, Bike Safety Day, Earth Day, and more!

[otma-pgh.org](http://otma-pgh.org)



OAKLAND  
BIKE SAFETY  
DAY



Oakland Transportation Management Association

Community education & outreach resources include:

Distributing commuter advisories via email and social media to keep you informed of traffic, transit, and construction impacts

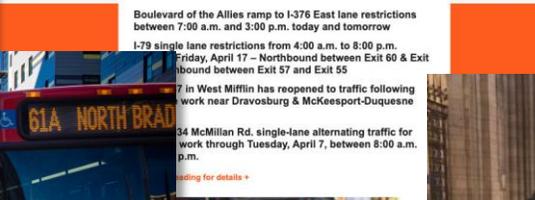
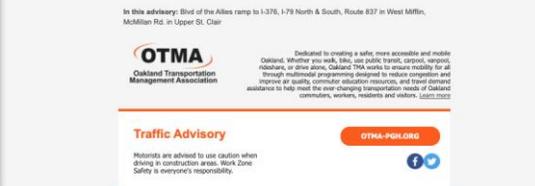
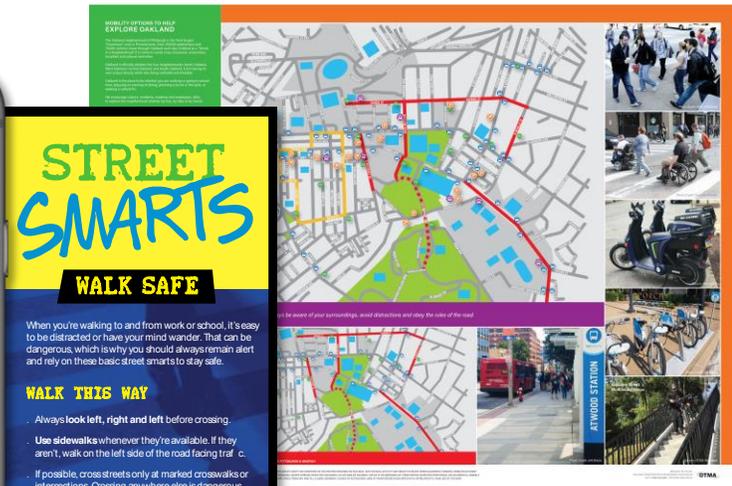
Free printed commuter resource materials that can be ordered online

Development of the first pedestrian wayfinding system

Introducing and managing programs that promote walking as a viable means of travel, advocate for mobility and access for people with disabilities, connect commuters with smart transportation options, and more!



Oakland For All  
Beyond Accessible



Scupper cleaning activities on the Boulevard of the Allies (Route 885) ramp to eastbound I-376 (Parkway East) will occur Monday and Tuesday, April 6-7 weather permitting.

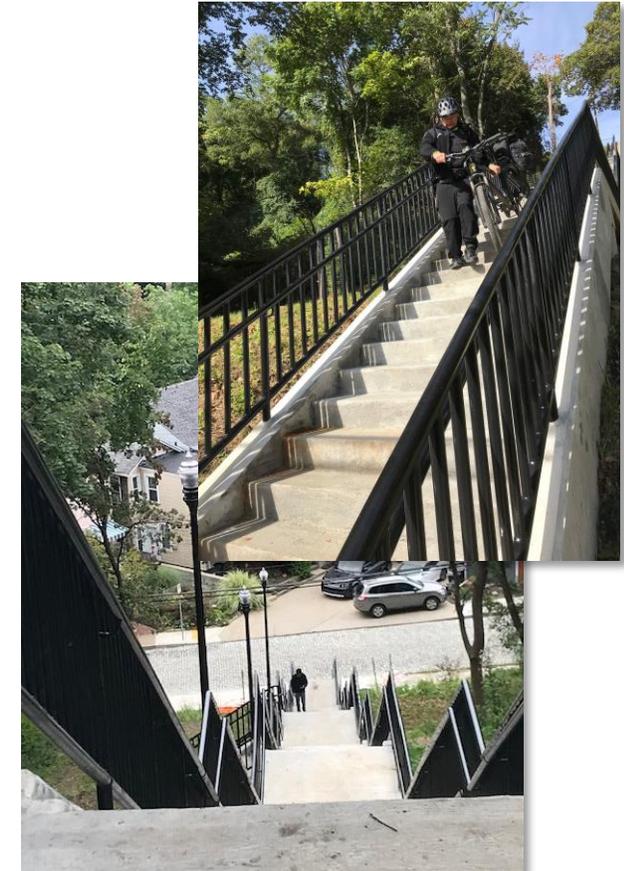


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# Outreach and Collaboration for Transportation & Infrastructure Improvements

OTMA's reach and impact can be seen in project's like the **Joncaire Street Multimodal Steps**, **Atwood Station** bus shelter at Fifth/Atwood, the **Forbes Avenue Betterment Project** improvements to 18 intersections, the **Boulevard of the Allies Betterment Project** infrastructure upgrades, the **Fifth Avenue Pedestrian Safety Railing Replacement**, ...

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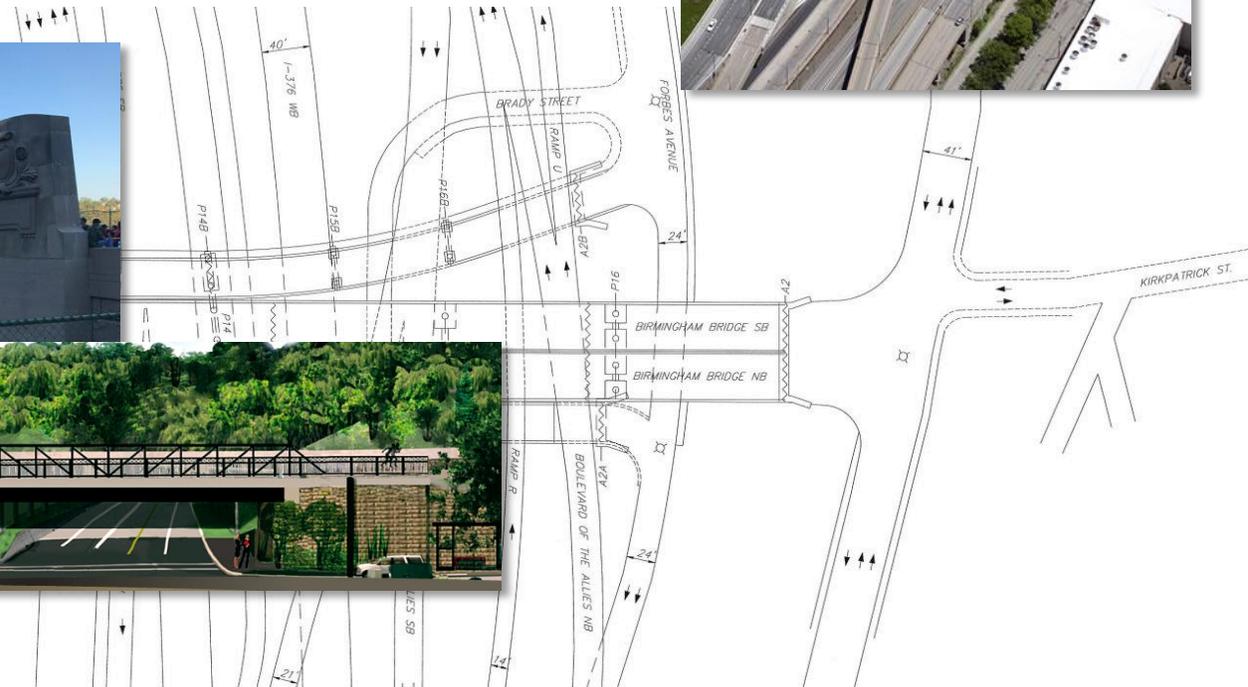
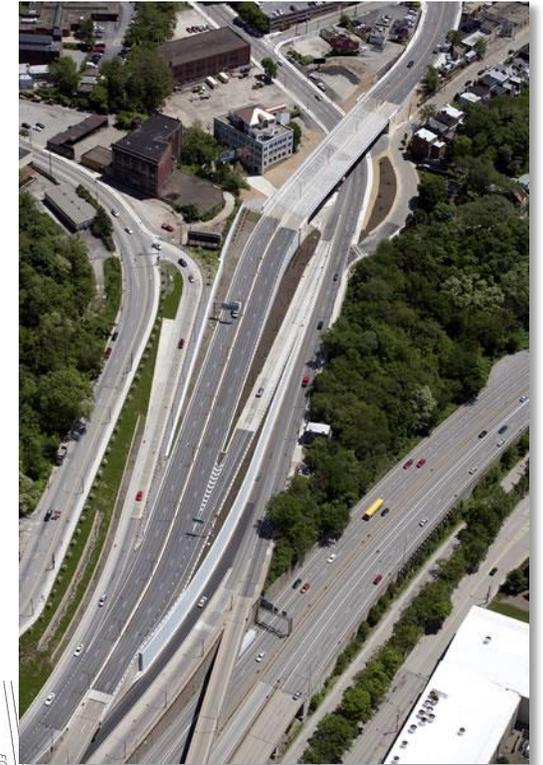


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# Outreach and Collaboration for Transportation & Infrastructure Improvements

... and through major infrastructure project's like the ongoing **SR837 East Carson Street Safety Improvement Project**, the **Greenfield Bridge Replacement Project** and **Birmingham Bridge Rehabilitation Project** completed in 2017, **Eliza Furnace Trail Bridge Project** completed in 2011, the **Boulevard of the Allies Bridge Project** completed in 2009, the **Hometown Streets: Fifth & Forbes Avenue Pedestrian Safety Improvements** completed in 2008, and comprehensive transportation studies that informed several major infrastructure projects in and around Oakland including the Bellfield Road Safety Audit, PCTI Pedestrian Safety Mobility Study, and Second Avenue Corridor Improvement Study.

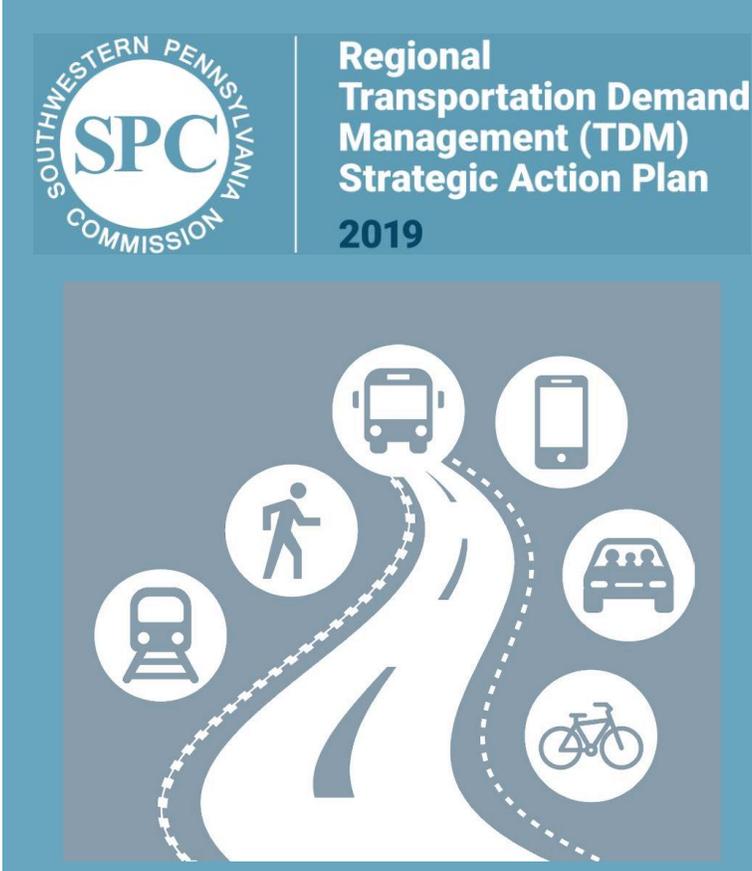
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## Oakland Transportation Management Association

# SPC Regional TDM Strategic Action Plan

Recognizes the need to better integrate TDM into transportation planning and project development and system operations will provide a greater range of public benefits related to accessibility, mobility, system reliability, safety, economic development, quality of life and cost-effective use of public funds.



**SOUTHWESTERN PENNSYLVANIA COMMISSION**  
**SPC**

**Regional Transportation Demand Management (TDM) Strategic Action Plan 2019**

The graphic features a central blue background with a white winding road. Along the road are icons for a train, a pedestrian, a bus, a smartphone, a car, and a bicycle.



**TDM VISION AND DESIRED OUTCOMES**

**Improved health and safety**

**Reduced dependence on driving alone**

**Reduced time spent in traffic delays**

**Improved access to jobs**

**The Vision Statement for the Regional TDM Strategic Action Plan is:**

All travelers across the Southwestern Pennsylvania region have access to, and are motivated to choose, healthy, sustainable, and effective travel options that reduce stress on the transportation network.

**Increased access to a variety of affordable, effective travel choices**

**Enhanced community livability (walkable, bikable places)**

**Equitable access to destinations for all population groups**

**Improved environmental conditions (reduced air pollution, greenhouse gases)**

Photo: Peter Fazekas



Oakland Transportation Management Association

# SPC Regional TDM Strategic Action Plan

The five goals for the TDM Action Plan are listed below.



1. Enhance the ease of use, connectivity, and effectiveness of **transit and shared mobility** options as well as **bicycling and walking**.



2. Increase **employer involvement** to improve workforce access to jobs



3. Increase **public awareness** of travel options and services



4. Promote **location-efficient development and design**



5. Target opportunities **beyond work trips** and to address **non-recurring sources of delay** (special events, work zones, weather, and incidents)

Recommended performance measures were developed through considerations of best practices, available data sources and existing performance measures listed in the SPC transportation planning and programming documents.

Performance measurement categories include Awareness, Activities, Outputs and Outcomes.

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Table 1: Summary of Recommended TDM Performance Measures for SPC Regional TDM Strategic Action Plan

REGIONAL TDM STRATEGIC ACTION PLAN GOALS								
Performance Measure	Federal Requirement	Regional Ops Plan	Enhance the Ease, Connectivity, and Effectiveness of Travel Options	Increase Employer Involvement	Increase Awareness of Travel Options	Location-Efficient Development	Target Opportunities Beyond Commute / Non-recurring Delay	Integrate TDM into Planning & Projects
Awareness of travel options/CommuteInfo				•	•			
Number of employers with commuter benefits				•				
Travelers served by CommuteInfo			•	•	•			
Number of vanpools operating regionwide			•	•				
% of regional bus routes with real-time tracking		•	•		•			
Special events management							•	
Transit ridership (Route-based or system)		•	•	•	•	•		
Non-SOV mode share for work trips	•		•	•	•	•		
Non-SOV mode share for non-work trips			•		•	•	•	
Park & ride lot utilization			•	•	•			
Number of jobs within 1/2 mile of regional transit routes			•			•		
Number of households within 1/2 mile of regional transit routes			•			•		
Vehicle miles traveled (VMT) per capita / VMT reduced			•	•	•	•	•	•
Cost savings			•	•	•	•	•	•
Emissions reduction*	•		•	•	•	•	•	•
Cost effectiveness			•	•	•	•	•	•

\*Note that the Federal emissions reduction measure addresses CMAQ projects generally.

# Other Business

- Timing and agenda for next month's meeting
- Please fill out the meeting feedback survey
- Does anyone have a new homework assignment?