Art Commission Application Form

You must submit the following along with this form as a single PDF.

- Individual or organizational statement (250 word max)
- Letter of intent that includes history of project and its impact on the community (500 word max)
- Visual materials (See Art Commission Guidelines for requirement)
- Budget describing cost of materials, artist fees, maintenance, installation, etc.
- Two letters of support from project partners or neighborhood organizations
- One letter of support from the Department of Public Works or Department of Mobility & Infrastructure

Notes:

- You may be required to hold a Development Activities Meeting with the applicable Registered Community Organization prior to Hearing. For more information, visit pittsburghpa.gov/dcp/rcg.
- After receiving Art Commission approval, any necessary permits, certificates of occupancy, legal agreements, or other city approvals are still required. These must be applied for separately at the appropriate City departments and are the responsibility of the applicant.
- Application format is a digital copy of full application form, required documents, and the presentation to be projected at the Hearing as one single PDF. Send all documents to pacd@pittsburghpa.gov.

Project Information

Type of Project: □ Conceptual Review  ▬ Conceptual/Final Review  □ Final Review  □ Courtesy Review

Has this project been come before Art Commission before?

□ No  □ Yes, when: ______________

Duration of project: From ____________ to ____________

Permanen? □ No  ▪ Yes
Project Location

Address: See attached Project Map

Cross Streets or other relevant information: See attached Project Map

Neighborhood: Downtown, Uptown, Oakland, Highland Park, and Squirrel Hill

Applicant Information

Name: AECOM Technical Services (David Haines)

Mailing Address: 707 Grant Street, 5th Floor

City: Pittsburgh State: PA Zip: 15219

Phone: 412-316-3548 Email: david.haines@aecom.com

Relationship or Role in Project: Project Manager of Design

Co-Applicant (optional)

Name: Port Authority of Allegheny County (Denise Ott)

Mailing Address: Heinz Center, 345 Sixth Ave., 3rd Floor

City: Pittsburgh State: PA Zip: 15222

Phone: 412-566-5379 Email: Dott@portauthority.org

Relationship or Role in Project: Program Manager

Presenter at Hearing if different than applicant: Osborne Anthony, Karina Ricks
October 7, 2020

City of Pittsburgh
Department of City Planning
Public Art & Civic Design Division
200 Ross Street
4th Floor
Pittsburgh, PA 15219

RE: Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) Project Application to City of Pittsburgh Arts Commission

Dear Commissioners:

The Port Authority of Allegheny County, City of Pittsburgh, Allegheny County, and Urban Redevelopment Authority intends to implement infrastructure changes to the project corridor between Downtown, Uptown, Oakland, and East End neighborhoods to implement a BRT transit services and to improve multi modal connectivity throughout the corridor. This corridor has the highest transit ridership in the Pittsburgh metropolitan area.

To begin to advance this effort, Authority performed an Alternatives Analysis (“AA”)/National Environmental Policy Act (“NEPA”) review and Engineering in the corridor, with the objective of determining a locally preferred alternative (“LPA”). An LPA has been selected through a robust public engagement program during the NEPA process resulting in a NEPA document and the Federal Transit Administration (“FTA”) approval of a Categorical Exclusion for the project in 2018. The FTA’s Annual Report on Funding Recommendations, issued in February, 2020, rated the Pittsburgh BRT Project high overall which resulted in the FTA informing Authority that the FTA federal funding portion of the project has been allocated to the BRT project which is approximately $100 million of the $230 million Program Budget.

The proposed BRT Core improvements extend a total of 7.1 miles primarily along Fifth and Forbes Avenues from Downtown, through Uptown and Oakland, plus an additional 4.3 miles in the BRT Branches. The existing East Busway BRT Branch provides BRT service out to the Wilkinsburg Station on the Busway. The Highland Park BRT Branch extends 3.75 miles (each direction) primarily using Fifth and Highland Avenues, and the Squirrel Hill BRT Branch extends 2.9 miles (each direction) primarily using Forbes and Murray Avenues. Both the Highland Park and Squirrel Hill BRT branches will operate in mixed-flow traffic on existing surface streets. The following major capital improvements are proposed as part of the project:

- Forty-six stations/pairs;
- Dedicated transit lanes in the BRT Core;
Transit signal priority (TSP) and traffic signal modifications throughout the corridor; and
Bus station bump outs along the Squirrel Hill and Highland Park BRT branches.

The project has just reached a major milestone for our design process. We completed our 90% Design Submittal for the project on September 29, 2020. Port Authority and City’s Department of Mobility and Infrastructure (DOMI) are currently reviewing the engineering documents. We plan to finalize our design documents in March 2021. The construction bidding will occur in Spring of 2021 with construction beginning late summer 2021 and lasting for two years with a planned Revenue Service Day late 2023.

In closing, we are requesting a Conceptual Review from the Art Commission in regard to the following project elements:
- BRT Bus Shelters
- Bus Operator Comfort Stations; and
- BRT Landscaping

Please find our submission of the required documents for the Commissions preparation for the October hearing. We will be in attendance to make our presentation.

Should you have any additional questions, please feel free to contact me at David.haines@aecom.com or 412-316-3548.

Sincerely,

AECOM Technical Services, Inc.

David P. Haines, PE
VP/Project Manager

Att.

cc: Doc Control,
Denise Ott (PAAC),
Josh Ray (PAAC),
Eric Setzler (DOMI)
Karina Ricks (DOMI)
Organizational Statement

Port Authority of Allegheny County (Authority) provides a network of fixed route public transportation services to persons traveling within a 745-square mile area, including the City of Pittsburgh and all of Allegheny County. Operating a fleet of 700 buses, 83 light rail vehicles and the Monongahela Incline, and by sponsoring ACCESS (the nation’s largest paratransit program of its kind for senior citizens and persons with disabilities), Authority is one of the largest and most diversified public transit agencies in the United States.

Authority provides bus service on three exclusive busways: the 4.3-mile South Busway; the 9.1-mile Martin Luther King, Jr. East Busway; and the 5-mile West Busway. Authority operates its light rail transit service, known as "the T", on a 25-mile rail system.

In addition, Authority owns and operates 4 bus operating divisions, a major bus overhaul facility, a light rail vehicle maintenance facility, a light rail transportation control center, and a major service facility that supports maintenance of Authority facilities, properties, Park and Ride lots and rights-of-way.

In 2014, Authority entered into a Memorandum of Understanding with the County of Allegheny, the City of Pittsburgh and the Urban Redevelopment Authority of Pittsburgh to cooperatively continue to advance the BRT Project.
Proposed Infrastructure

- Dedicated Transit Lanes
- Modified Signal
- New Signal
- Smart Spins Signal
- Recently Constructed Signal
- Core Station
- North Oakland Station (Signaling / Branding Only)
- Highland Station
- Squirrel Hill Station

Existing Infrastructure

- Mixed Flow Lane
- MLK Jr. East Busway
- Light Rail
- Existing Signal
- Existing Light Rail
- Cline Station (Signaling / Branding Only)
- Existing Busway with Proposed Enhancement

Adjacent Projects

1. Armstrong Tunnel Rehab
2. Boulevard of the Allies Betterment
3. City’s Edge
4. Fifth-Pride Project
5. 23 Millenberger
6. UPMC Mercy Vision Center
7. Palumbo Center / UPMC Cooper Field House
8. Fifth-Dinwiddie
9. MLK-Moultrie
10. Duquesne Light Substation
11. Broad St Plaza
12. Pittsburgh Theologica Seminary

13. PWSA Pump House
14. Smart Spine (Signals in Legend)
15. URA Colwell Connections
16. Pittsburgh Athletic Association Rehab
17. Forbes Ave Ped Control Railing
18. Murdock 1 & 2 Development
19. CMU Warner Hall Square
20. CMU Temper Quad
21. CMU Pd Signal
22. Portal Place

Bus Rapid Transit Project
Pittsburgh Pa
Downtown-Uptown
Oakland-East End
Port Authority Of Allegheny County
BRT Design Processes

Station Shelters

The shelters reflect a nonhierarchical architecture that blends into its context and is respectful to the community. They facilitate unobstructed pedestrian movement and provide systemwide consistency for the BRT, while adapting to varying site conditions.

The design process began with defining criteria for the shelters with stakeholder input and the results of a public survey. The criteria included patron and public functionality, station amenities, finishes, branding, standardization and constructability. Three shelter typologies were developed using the criteria and presented in an evaluation matrix that formed the basis for which industry recognized transit shelter vendors were interviewed for input. Once the interviews were complete, the design team presented potential vendors and styles of shelters to the stakeholders for consideration. The three types of shelter presented were Cantilever, Gull Wing, and Vertical Plane options. The Team’s recommendation to proceed with the Cantilever, as it fit best within the confined right-of-way, was accepted by Port Authority and DOMI. In station areas where the frontage is limited, the Gull Wing option is being implemented to minimize station length without reducing coverage for patrons.

The shelter design process is still ongoing, with Port Authority working with a branding consultant to assist in the selection of finishes and signage. Port Authority will be presenting the shelter design to the public in November for input.

Authority Comfort Stations

The Comfort Station design is the current Port Authority standard throughout Allegheny County.

Landscaping

The Street landscaping design has been developed using City of Pittsburgh criteria and industry standards throughout the corridor. Landscape zones were developed based on existing visual characteristics of an area such as hospitals, universities, residential, or sport arenas. Trees were selected to compliment one another’s form and color, and to avoid planting an undesirable monoculture. Tree species were selected from the City’s Approved Street Tree List based on overhead conditions, as well as their ability to tolerate standing water in the stormwater retention areas. Species were grouped according to their spring flowering and fall color to ensure seasonal interest throughout the BRT corridor.

A planting strip consisting of native and salt tolerant ornamental grasses was incorporated in Uptown where possible, and from the Birmingham Bridge leading up into Oakland, to provide a buffer between vehicular traffic and pedestrian and bicycle circulation.

Shrubs were minimally planted in the BRT corridor - only at the West Oakland layover to provide a landscape buffer around the lot, and at the Forbes-Murray station to replace existing disturbed plantings. Shrub species were chosen to be of minimal maintenance, native, and salt tolerant.
ARCHITECTURAL PLANS - GENERAL NOTES, APPLICABLE CODES AND STANDARDS

APPPLICABLE CODES AND STANDARDS

THE APPLICABLE CODE REFERENCES AND SECTIONS ARE AS FOLLOWING:


1. 2015 NEC - NATIONAL ELECTRICAL CODE
2. 2015 IECC - INTERNATIONAL ENERGY CONSERVATION CODE
3. 2015 IFBC - INTERNATIONAL BUILDING CODE
4. 2015 IRC - INTERNATIONAL RESIDENTIAL CODE
5. 2015 IFC - INTERNATIONAL FIRE CODE
6. 2015 IMC - INTERNATIONAL MECHANICAL CODE
7. 2015 IFPE - INTERNATIONAL FIRE PROTECTION CODE
8. 2015 NFPA 1 - NATIONAL FIRE PROTECTION ASSOCIATION - LIFE SAFETY STANDARD
9. 2015 NFPA 101 - LIFE SAFETY CODE
10. 2015 NFPA 12 - NATIONAL FIRE PROTECTION ASSOCIATION - AUTOMATIC SPRINKLER SYSTEMS CODE
11. 2015 NFPA 13 - NATIONAL FIRE PROTECTION ASSOCIATION - FIRE ALARM CODE
12. 2015 NFPA 25 - NATIONAL FIRE PROTECTION ASSOCIATION - LIFE SAFETY STANDARD
13. 2015 NFPA 30 - NATIONAL FIRE PROTECTION ASSOCIATION - CODE FOR ONSITE التعامل مع بوتdigest

APPLICABLE DESIGN STANDARDS

PORT AUTHORITY OF ALLEGHENY COUNTY BUS STOP AND STREET DESIGN GUIDELINES, VERSION 2.0, 6/12/15

PORT AUTHORITY SIGNAGE AND INFORMATION DESIGN STANDARDS, AUGUST 2002
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<th>Nominal Shelter Width</th>
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<th>MoE Quantity</th>
<th>Denim Use Capacity 1</th>
<th>Trash Recept-1</th>
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<td>INBOUND/ OUTBOUND</td>
<td>NOMINAL SHELTER WIDTH</td>
<td>NOMINAL SHELTER LENGTH</td>
<td>Bus Stop Canopy by ...</td>
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<td>RAID HEIGHT</td>
<td>BRICK MATERIAL</td>
<td>TAPE MARKING</td>
<td>THICKNESS</td>
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<td>71</td>
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<td>72</td>
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<td>73</td>
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<td>81</td>
<td>MELLON TERRACE STATION</td>
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<td>NONE</td>
<td>5'</td>
<td>30'</td>
<td>0</td>
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<td>82</td>
<td>MELLON TERRACE STATION</td>
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<td>5'</td>
<td>15'</td>
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<td>83</td>
<td>BRYANT-NEARY STATION</td>
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<td>30'</td>
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30' Gull Wing Station Layout

This submission only includes Sample Station Plans and details to limit file size. The entire set can be provided if required.
120' Cantilever Station is composed of two (2) 60' Shelters side by side.
120' Cantilever Station is composed of two (2) 60' Shelters side by side.
Typical 30' Cantilever Station Layout
Typical 60' Cantilever Station Layout
The preparation of this document was financed in part through a grant from the Federal Transit Administration, U.S. Department of Transportation, and the Urban Mass Transportation Act of 1964, as amended, for the Port Authority of Allegheny County, Pennsylvania.

100% Design Submittal (Not for Construction)
30' GULLWING SHELTER FRONT ELEVATION

30' GULLWING SHELTER REAR ELEVATION

30' GULLWING SHELTER SIDES ELEVATION

KEYNOTES:

1. See AR-002 for general and sheet notes

2. Shelters shall be constructed geometrically, refer to S-1 plan sheets AR-003 and AR-004 for dimensions and layout for base footings, columns, and anchorage for S-1 plan sheets. Refer to notes for dimensions and quantities.

3. Refer to S-1 plan sheets AR-003 through AR-004 for dimensions and layout for anchorage, columns, and anchorage for S-1 plan sheets. Refer to notes for dimensions and quantities.

NOTES:

1. See AR-002 for general and sheet notes

2. Shelters shall be constructed geometrically, refer to S-1 plan sheets AR-003 and AR-004 for dimensions and layout for base footings, columns, and anchorage for S-1 plan sheets. Refer to notes for dimensions and quantities.

3. Refer to S-1 plan sheets AR-003 through AR-004 for dimensions and layout for anchorage, columns, and anchorage for S-1 plan sheets. Refer to notes for dimensions and quantities.

OUTLINE OF STATION PAD
REAL-TIME INFORMATION DISPLAY
TICKET VENDING MACHINE (TVM)
FUTURE TVM LOCATION
VALIDATION
FUTURE VALIDATION LOCATION
EMERGENCY PHONE/CALL BUTTON
BICYCLE RACK/STORAGE
OUTLINE OF SHELTER CANOPY, OVERHEAD
TACTILE BOARDING STRIP
TVM SHELTER, "TVM-1"
DESIGN TYPE 1 (3-SEATS)
DESIGN TYPE 2 (2-SEATS)
CONCEALED RAINWATER LEADER/DOWNSPOUT
PUSH RESISTANCE
SHELTER WINDSCREEN GLAZING AND FRAMING
6" X 6" SQUARE ALUM SHELTER COLUMN, TYP
CANOPY FRITTED GLASS, TYP
WINDSCREEN CLEAR GLASS, TYP
SHELTER WINDSCREEN GLAZING AND FRAMING

NOTES:

1. See AR-002 for general and sheet notes

2. Shelters shall be constructed geometrically, refer to S-1 plan sheets AR-003 and AR-004 for dimensions and layout for base footings, columns, and anchorage for S-1 plan sheets. Refer to notes for dimensions and quantities.

3. Refer to S-1 plan sheets AR-003 through AR-004 for dimensions and layout for anchorage, columns, and anchorage for S-1 plan sheets. Refer to notes for dimensions and quantities.
This submission only includes a Sample Landscaping Plan and details to limit file size. The entire set can be provided if required.
Bus Operator Comfort Station Elevations and Renderings

Bus Operator Comfort Station Front View
Bus Operator Comfort Station Elevations and Renderings

Bus Operator Comfort Station Right View
Bus Operator Comfort Station Elevations and Renderings

Bus Operator Comfort Station Left View
Bus Operator Comfort Station Elevations and Renderings

Bus Operator Comfort Station Rear View
Bus Operator Comfort Station Elevations and Renderings

Comfort Station – Mellon Terrace
Comfort Station – Mellon Terrace
Bus Rapid Transit – Corridor Photos

Liberty Ave - Wood St.

Forbes Ave – Uptown
Bus Rapid Transit – Corridor Photos

Forbes Ave – Oakland

Fifth Ave. – Oakland
Bus Rapid Transit – Corridor Photos

Fifth Ave. and Pride St. – Uptown

Forbes Ave – Margaret Morrison St – Squirrel Hill Branch
Bus Rapid Transit – Corridor Photos

Forbes Ave – Murray Ave. – Squirrel Hill Branch

S. Highland Av – Walnut St. – Highland Park Branch
Bus Rapid Transit – Corridor Photos

Mellon Terrace Comfort Station

West Oakland Comfort Station
August 14, 2019

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Urban Redevelopment Authority of Pittsburgh Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) Project - Small Starts Funding

Dear Secretary Chao:

On behalf of Port Authority of Allegheny County, I am writing to urge your strongest consideration of Port Authority’s request for the Pittsburgh-Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) project to be included in the Federal Transit Administration’s Small Starts Program funding for FY 2020.

To confirm Port Authority’s commitment to the project, a total of $22.8 million will be included in the Authority’s FY 2020 Capital Budget. This commitment is contingent upon approval by Port Authority’s Board of Directors, scheduled for September 27, 2019, and approval by the Pennsylvania Department of Transportation (PennDOT) which would be the original source of the funding.

The BRT project will connect the second and third largest economic centers in Pennsylvania and allow for the reinvestment and development throughout the corridor. It will provide critical access and connectivity to major employment, health care, education, retail and housing developments, and is critical to expanding economic opportunities in the region. The project should be considered a priority for Small Starts funding.

There are currently several Port Authority bus routes operating throughout the corridor, carrying more than 44,000 riders a day. Mixed traffic on Fifth and Forbes Avenues, a major spine that operates through densely populated areas of the city, creates considerable variation in running times, increasing twofold the time it takes some trips to navigate the 3.2 mile span. The dedicated travel lane for BRT vehicles along the most congested areas of the route, along with transit signal priority and consolidated bus stops, will significantly improve the reliability of transit operations throughout the entire corridor, including local connecting routes. Upgraded pedestrian and bicycle amenities at and around stations will enhance safety and connectivity while supporting a high quality, multi-modal environment for our riders. Additionally, reliable and rapid BRT service will enable dense, walkable development in which people can live, work and shop while relying on transit.

For these reasons, we are pleased to support this project, which will improve the quality of life for individuals by providing mode choice, improving the viability of public transit and will provide significant economic and environmental benefits throughout the region.

Sincerely,

Katharine E. Kelleman
Chief Executive Officer
August 12, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) Project – Port Authority of Allegheny County – FY2021 FTA Small Starts Capital Improvement Grant Funding

Dear Secretary Chao:

On behalf of the residents, workers, and visitors of the City of Pittsburgh, I am writing to urge your strongest support of the Pittsburgh Bus Rapid Transit Small Starts project. The City is committing significant resources to support the delivery of this critical project. The BRT and associated improvements will dramatically improve travel reliability, safety and efficiency for people traveling one of the most important corridors in our City — whether they ride transit, bicycles, walk, deliver freight or travel in a private vehicle. The project provides benefits to all modes, improving access to and between two of the three most important economic centers in the Commonwealth of Pennsylvania. We could not be more supportive and urge your support to bring this project, and its innumerable benefits, to reality.

To that end, the City of Pittsburgh is committed to providing direct investments to deliver the project. The City’s commitment includes:

- $12.8 million in local capital intended to draw an additional $51.2 million in MPO regional apportionments for the purposes of reconstruction the streets comprising the Uptown segment of the BRT route.

- $12 million of the City’s $29 million “Smart Spine” project comprised of $6 million of local capital and $6 million of an awarded $10.8 million Advanced Transportation and Congestion Management Technologies Deployment grant (ATCMTD)

- $1.5 million in local capital to support upgrade the transit shelters the City owns, operates and maintains along the corridor.

In total the City of Pittsburgh commits $19.7 million in local capital resources as match to this critically important project.
The City looks forward to continuing to support and collaborate with the Port Authority of Allegheny County and other project partners to bring this project to reality for our City and region. Should you have any questions, please do not hesitate to reach out to me directly.

Sincerely,

[Signature]

William Peduto
Mayor of Pittsburgh
The Honorable Elaine Chao, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Secretary Chao:

I write today to convey my strong support for the request of the Urban Redevelopment Authority of Pittsburgh to be included in the Fiscal Year 2019 Small Starts program funding. This is for its Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) project which will connect the second and third-largest economic centers in Pennsylvania, as well as encouraging reinvestment and development through the transportation corridor.

Downtown Pittsburgh and its Oakland neighborhood are the second and third largest job centers, respectively, and are also home to significant industries in our region including health care, education, finance, technology, and more. Currently, these sectors are served by the Port Authority of Allegheny County with 19 separate bus routes, carrying more than 44,000 riders a day. Mixed traffic on the major spine, Fifth and Forbes Avenues, creates considerable variation in running times, increasing twofold the time it takes some to navigate the 3.2 mile span, regardless of their mode of transportation.

The proposed BRT project will provide critical access and connectivity and is critical to expanding economic opportunities in the region. Additionally, it creates a dedicated travel lane for BRT vehicles along sections of the route, along with consolidated bus stops, which will improve the reliability of transit operations throughout this corridor. That reliability extends to local connecting routes as well. Improved crosswalks and refuge areas at station platforms will improve pedestrian safety and enhance the customer experience.

The BRT will improve the quality of life for individuals by increasing travel options and the overall viability of public transit, while also providing benefits for travelers using other modes of transportation in the corridor. I fully expect that it will provide significant economic and social benefits throughout our region. I strongly encourage your support and designation of this project as a priority for Small Starts funding, and the eventual funding of the BRT project.

Sincerely,

Rich Fitzgerald

Rich Fitzgerald
August 10th, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: Urban Redevelopment Authority of Pittsburgh Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) Project — FY19 FTA Small Starts Funding

Dear Secretary Chao:

The Highland Park Community Council (HPCC) is pleased to express our strong support for the Urban Redevelopment Authority of Pittsburgh’s request for the Pittsburgh Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) Project to be included in the FTA’s Small Starts program funding for fiscal year 2019.

The BRT project will connect the second- and third-largest economic centers in Pennsylvania to each other and to nearby high demand neighborhoods, including Highland Park, allowing for reinvestment and development throughout the corridor. It will provide critical access and connectivity to major employment, health care, education, retail, and housing developments, and is critical to expanding economic opportunities in the region. It should be considered a priority for Small Starts funding.

There currently are nineteen Port Authority bus routes that operate along some portion of the route, carrying more than 44,000 riders a day. Mixed traffic on Fifth and Forbes avenues — a major spine that operates through densely populated areas of the city — creates considerable variation in running times, increasing twofold the time it takes some trips to navigate the 3.2-mile span. The proposed BRT alignment will improve the speed, reliability, and attractiveness of mass transit for Highland Park residents, improving the experience of existing transit riders from our neighborhood, and inducing others to shift from single occupancy vehicles to utilizing transit.

I strongly encourage you to fund this project, as it will improve the quality of life for individuals by increasing travel options and the overall viability of public transit, and will provide significant economic and social benefits throughout the region.

Sincerely,

Scott Dietrich
HPCC Vice President
August 16, 2017

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: Urban Redevelopment Authority of Pittsburgh Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) Project – FY19 FTA Small Starts Funding

Dear Secretary Chao:

Oakland Planning and Development Corporation urges your support for the Urban Redevelopment Authority of Pittsburgh’s request for the Pittsburgh Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) Project to be included in the FTA’s Small Starts program funding for fiscal year 2019.

Oakland is Pennsylvania’s third largest economic district, home to the University of Pittsburgh’s main campus and Carnegie Mellon University, as well as Carlow University and UPMC Presbyterian hospital, the main branch of Carnegie Library and the Carnegie Museums of Art and Natural History, among many other local attractions and employers. Our neighborhood welcomes tens of thousands of commuters every day, many of whom arrive by public transit and bicycle. The BRT project will enhance the connection between our neighborhood and downtown Pittsburgh, and will support reinvestment and development throughout the Uptown corridor between them. Consistent with the goals and priorities outlined in our Oakland 2025 Master Plan, the BRT will enhance transit service, improve bicycle access and safety, and will encourage a reduction in the use of single-occupancy vehicles for commuters. It should be considered a priority for Small Starts funding.

There currently are nineteen Port Authority bus routes that operate along some portion of the BRT route (the preferred alignment for which extends deeply into the densely residential neighborhoods of Pittsburgh’s East End), carrying more than 44,000 riders a day. Mixed traffic on Fifth and Forbes avenues – major spines that stretch through densely populated areas of the city – currently creates considerable variation in bus running times, at rush hours increasing twofold the time it takes some trips to navigate the 3.2-mile span. The proposed dedicated travel lane for BRT vehicles along sections of the route, along with consolidated bus stops, will improve the reliability of transit operations throughout the entire corridor, including the local connecting routes. In Oakland, dedicated bike lanes and improved crosswalks will improve pedestrian safety as well as enhance bus rider experience.

Sincerely,

[Signature]

Wanda E. Wilson
Executive Director
Mr. David Haines, PE  
AECOM Technical Services, Inc.  
707 Grant Street, 5th Floor  
Pittsburgh, PA 15219  

RE: Response to Letter Dated May 20, 2020  
Request for Project Concurrence  
Downtown-Uptown-Oakland- East End  
Bus Rapid Transit (BRT) Project  
Pittsburgh, Allegheny County

Dear Mr. Haines:

Your letter dated May 20, 2020 to Director Ross Chapman of the City of Pittsburgh Parks and Recreation Department regarding the Request for Project Concurrence for the Downtown-Uptown-Oakland-East End Bus Rapid Transit (BRT) Project has been forwarded to my attention.

The letter requests a Project Concurrence from the City relative to the design and construction of a comfort station, transit shelter and sidewalks for the BRT Project on land within Highland Park, both the park and neighborhood. The Concurrence requests a determination from the City that the areas of Highland Park where the comfort station, transit shelter and sidewalks currently do not serve as a public recreational resource and that the activities, features, or attributes that qualify the property for protection under the Department of Transportation Act of 1966, as amended (23 CFR 774- codified in 49 U.S.C. 303 and generally referred to as “Section 4(f)”) will not be impacted by the proposed project.

The City has reviewed your letter and concurs that the City of Pittsburgh-owned parcels and the area identified as multi-use within Highland Park and required for permanent Right of Way and temporary construction easement do not currently exist as Section 4(f) recreational resources. We additionally agree that the reconstruction of the sidewalk to meet ADA design criteria and construction of the Mellon Terrace station shelter occurring within existing public Right of Way does not constitute a Section 4(f) use to the property remaining in possession of the City as Right of Way.

On behalf of the City of Pittsburgh Department of Public Works, I, Michael Gable, support the construction proposed by the PAAC and AECOM at this Right of Way for use as a bus layover and comfort station.

Sincerely,

Michael Gable, CPRP  
Director

KP/MS/cb  
cc: Jeff Skalica/Eric Setzler/Kyle Potter/Beverly Ochs-Pobicki/File