Meeting Agenda & Goals

• Introductions
• Overview / Complete Streets context
• Project design
• Project Logistics
  • Funding
  • Construction process
  • Schedule
• What we heard last time - responses
• Final thoughts + Q&A
What is the Public Realm?

• The public realm is what defines and sets the character for a place.

• Great public realms are examples of a successful public/private partnerships.

• A successful public realm is mix of many elements:
  • Streets
  • Sidewalks, accessways and alleys
  • Landscaped areas and parks
  • Plazas and other open space areas between buildings
Urban Design: Fifth and Forbes Corridor

Create Porosity Wherever Possible
Complete Streets are streets designed with everyone in mind: pedestrians, bicyclists, motorists, and transit riders.
Bigelow Blvd: At the center of it all...
Bigelow Blvd Design Objectives

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

Project cost
• $4.4 million
• Funding sources: DCED Multi-modal Fund, University of Pittsburgh

Construction process
• Final determination on full closure vs. phased forthcoming

Schedule
• 60% design complete
• Art Commission: June 27
• Design completion: October 2018
• Bidding and award: November/December 2018
• Construction start: January 2019
• Completion: August 2019
## What We Heard Last Time

“What are Pitt’s enrollment numbers?”

<table>
<thead>
<tr>
<th>YEAR</th>
<th>UNDERGRAD.</th>
<th>GRADUATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>18,615</td>
<td>10,034</td>
<td>28,649</td>
</tr>
<tr>
<td>2015</td>
<td>18,757</td>
<td>9,860</td>
<td>28,617</td>
</tr>
<tr>
<td>2016</td>
<td>18,909</td>
<td>9,741</td>
<td>28,649</td>
</tr>
<tr>
<td>2017</td>
<td>19,123</td>
<td>9,541</td>
<td>28,664</td>
</tr>
<tr>
<td>2018</td>
<td>19,326</td>
<td>9,316</td>
<td>28,642</td>
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</table>

Source: University of Pittsburgh Fact Book
Office of Institutional Research
### What We Heard Last Time

**“How often does the University close Bigelow?”**

<table>
<thead>
<tr>
<th>EVENT</th>
<th># DAYS</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses Home Spring Break</td>
<td>1</td>
<td>Afternoon only</td>
</tr>
<tr>
<td>Bigelow Bash</td>
<td>3</td>
<td>Friday, Saturday, Sunday</td>
</tr>
<tr>
<td>Staff Picnic</td>
<td>1</td>
<td>All day</td>
</tr>
<tr>
<td>Student Arrival</td>
<td>4</td>
<td>Monday-Thursday</td>
</tr>
<tr>
<td>Welcome Back Carnival</td>
<td>2</td>
<td>Saturday</td>
</tr>
<tr>
<td>Fall Fest</td>
<td>3</td>
<td>Friday/Saturday/Sunday</td>
</tr>
<tr>
<td>Homecoming</td>
<td>3</td>
<td>Thursday/Friday</td>
</tr>
<tr>
<td>PMADD</td>
<td>1</td>
<td>Saturday</td>
</tr>
<tr>
<td>Buses Home Thanksgiving</td>
<td>1</td>
<td>Afternoon only</td>
</tr>
<tr>
<td>Buses Home for Holidays</td>
<td>2</td>
<td>Friday/Saturday afternoons</td>
</tr>
<tr>
<td>Football Games (x6)</td>
<td>6</td>
<td>4 Saturday games (one each on Thursday and Friday)</td>
</tr>
<tr>
<td>3 on 3 Tournament</td>
<td>2</td>
<td>Saturday/Sunday</td>
</tr>
</tbody>
</table>

**Summary:** 13 Weekend days, 12 Weekdays, 2 Weekday evenings
What We Heard Last Time

“Where’s your traffic study? How many people cross at Bigelow?”

• We’ve done two traffic studies for this area:

  • The big one: Bus Rapid Transit project
    • Analyzed volumes, queuing times, and overall traffic impacts of the proposed lane arrangements for Fifth and Forbes, which impacts Bigelow (as well as all other cross-streets in Oakland).

  • The smaller one: Bigelow Blvd-specific
    • Analyzed pedestrian & vehicle counts + queuing
BRT Traffic Study

Initial data collected 2013, re-evaluated 2018

Synchro analysis:
- Calculates traffic volumes, expected motorist delay, etc.
- Recommends signal cycle length based on factors such as pedestrian flow, turning volume, peak hour volumes, etc.
BRT Traffic Study

Initial data collected 2013, re-evaluated 2018

Synchro analysis:
• BRT build scenario shows additional delay for eastbound Forbes, westbound Fifth
• Not substantially different than no-build scenario
  • Except eastbound Forbes—delay increases by about 1 min for vehicles in original study
  • Currently re-evaluating based on adding left turn lane
• Bigelow thru and turns are similar in BRT build and no-build
Traffic data was collected between 7:00 a.m. and 7:00 p.m. on Monday, December 4, 2017 and Tuesday, December 5, 2017 along Bigelow Boulevard between 5th Avenue & Forbes Avenue.
Monday, December 4, 2017 – 5th Avenue & Bigelow Boulevard

Totals:
Vehicles = 16,653
Pedestrians = 21,029
Buses = 1,392
Bicycles = 168
Bigelow Traffic Study

Tuesday, December 5, 2017 – 5th Avenue & Bigelow Boulevard

Totals:
Vehicles = 17,769
Pedestrians = 17,100
Buses = 1,463
Bicycles = 91
Bigelow Traffic Study

Monday, December 4, 2017 – Bigelow Boulevard Midblock Crossing
Bigelow Traffic Study

Tuesday, December 5, 2017 – Bigelow Boulevard Midblock Crossing

2,776

8,350

3,619
Bigelow Traffic Study

Monday, December 4, 2017 – Forbes Avenue & Bigelow Boulevard

Totals:
- Vehicles = 16,774
- Pedestrians = 24,971
- Buses = 742
- Bicycles = 239
Bigelow Traffic Study

Tuesday, December 5, 2017 – Forbes Avenue & Bigelow Boulevard

Totals:
Vehicles = 17,003
Pedestrians = 23,982
Buses = 786
Bicycles = 110
What We Heard Last Time

“Why keep the mid-block crossing? Where else are they used? What about a signal / bridge/tunnel?”

- Midblock crossings are a common street feature worldwide, including many in Pittsburgh
- NACTO recommends implementation in areas where significant desire lines exist, and pedestrian volumes are significant
- Common locations are near schools, parks, business districts, and other regional destinations
- When coupled with other safety features such as lighting, medians, high-visibility markings, and raised pavement, midblock crossings can be safer than corner crosswalks
What We Heard Last Time

“Why keep the mid-block crossing? Where else are they used? What about a signal / bridge/ tunnel?”

Credit: NACTO
What We Heard Last Time

“Can Pitt provide a crossing guard at the mid-block location to keep traffic moving?”

- The University will provide a crossing guard to assist with pedestrian safety and traffic flow
- The timing and exact traffic management procedures are still to be determined
What We Heard Last Time

“What impact will future campus development have on Bigelow?”

- Pitt to discuss One Bigelow and overall campus master plan process
- Other development happening nearby (PAA, etc.)
“What’s being done about ADA parking?”

- City and University are working together to catalog not only locations of current ADA parking spots, but determining the best locations and quantities for these spaces as ongoing projects (such as BRT, Bigelow, etc.) are going to be impacting the current supply.
- This work is anticipated to be completed later this year, to dovetail with BRT final design and Bigelow construction coming in 2019.
Wrap-up + Q&A