

# EAST LIBERTY

## CIRCULATION & MOBILITY VISION

DECEMBER 2012





*Photo: John Columbo*

## East Liberty DEVELOPMENT, INC.

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East Liberty Development, Inc. is a 501(c)3 community-based organization in Pittsburgh's East Liberty neighborhood. ELDI works alongside many partners and stakeholders to revitalize East Liberty through planning, advocacy, facilitation, and investment activities.

Funding provided by:



A special thanks to the Technical Committee and the community stakeholders who provided guidance and expertise throughout this visioning process.

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Use these areas throughout the document to note your own ideas to improve circulation and mobility in the neighborhood!

Submit your ideas to:  
[eastliberty.org/circulation\\_mobility](http://eastliberty.org/circulation_mobility)



## INTRODUCTION

The *East Liberty Circulation and Mobility Vision* comprehensively defines our community's needs as they pertain to circulation and mobility. Its purpose is to guide place-based, comprehensive transportation planning in our neighborhood that will allow all types of people to travel to and move around the neighborhood, safely and smoothly, by any mode they choose. The *East Liberty Circulation and Mobility Vision* exists to ensure that future transportation planning improves our community's quality of life.

Readers of this document are encouraged to make connections between the Values, Users, Assets, Issues, and Goals listed. A great example of the type of positive outcomes that can come from making these connections is as follows:

During the *East Liberty Circulation and Mobility Vision* public brainstorming session on August 2nd, 2012, the stakeholders at the meeting confirmed that *entertainment, creativity, excitement, fun, and play* are all valued within the community. After acknowledging that *youth* are both users and assets within East Liberty, one group announced that an issue in the community is a *lack of options and incentives for youth play*. The room then had an "aha moment" together: high-standard, place-based transportation planning can lead to public space that encourages youth play. For instance, one action step could be to integrate checker boards into bus stop benches, which could result in higher youth transit ridership as well. Additional community values such as *the arts* and *culture* could also be integrated into these benches by designing them as public art pieces that reflect East Liberty's unique culture. There are an endless number of connections that can be made throughout the lists within this *Vision* that can enhance our community's Values and Assets; provide for all Users; solve our Issues; and reach our Goals. This way of place-based planning can lead to transportation efforts that can benefit our East Liberty community beyond just moving people around more efficiently.



Public creative brainstorming session, August 2, 2012



Penn Avenue looking west, East Liberty, Pittsburgh

## PURPOSE & PROCESS OF THIS VISION

### Purpose

**To comprehensively define our community's needs as they pertain to circulation and mobility, which will:**

- + Positively influence the City of Pittsburgh's 2012/2013 planning process for the MovePGH 2035 Plan
- + Guide new development projects and planning processes within East Liberty

### Process

#### 1. Technical Committee creative brainstorming session, July 10th, 2012

- + Twenty-one regional, professional agencies and organizations shared their expertise on East Liberty circulation and mobility.
- + The Technical Committee meeting resulted in lists of potential neighborhood users, assets, and issues.
- + The meeting included representatives from:

- |   |   |
|---|---|
| + 10,000 Friends of Pennsylvania  | + Pittsburgh City Council District 9                  |
| + ACCESS Transportation Systems, Inc.                                   | + Pittsburgh Parking Authority                        |
| + AECOM   | + Pittsburgh Parks Conservancy                        |
| + Airport Corridor Transportation Association                           | + Pittsburgh Partnership for Neighborhood Development |
| + Allegheny County Economic Development                                 | + Port Authority of Allegheny County                  |
| + Allegheny County Transit Council                                      | + Southwest Pennsylvania Commission                   |
| + Carnegie Mellon University: U.S. DOT University Transportation Center | + Studio for Spatial Practice                         |
| + City of Pittsburgh—Department of City Planning                        | + Three Rivers Center for Independent Living          |
| + Duane Morris Government Strategies                                    | + Urban Redevelopment Authority of Pittsburgh         |
| + Perkins Eastman   |   |

- + The following nine agencies and organizations also shared their expertise outside of the creative brainstorming session:

- |   |   |
|---|---|
| + Allegheny Conference on Community Development         | + PennDOT District 11                     |
| + Bike Pittsburgh                                       | + Pennsylvania Environmental Council      |
| + Carnegie Mellon University: Remaking Cities Institute | + Pittsburgh Community Reinvestment Group |
| + Oakland Task Force                                    | + The Mosites Company                     |
| + Oakland Transportation Management Association         |   |

#### 2. Public creative brainstorming session, August 2nd, 2012

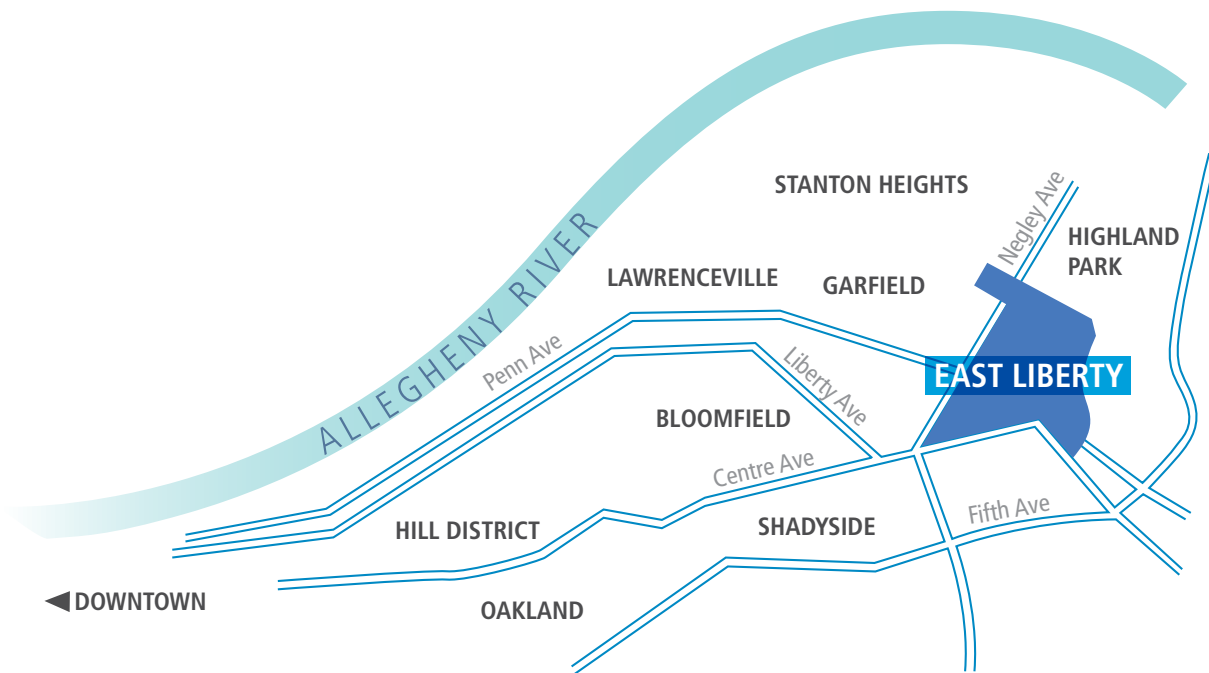
- + The August 2nd, 2012 meeting was attended by forty-five community stakeholders who live, work, play, and/or shop in East Liberty.
- + Community stakeholders reviewed the lists of users, assets, and issues generated by the Technical Committee and ranked them according to priority.
- + Participants also brainstormed additional East Liberty circulation and mobility users, assets, and issues.
- + Community stakeholders reviewed community values outlined in the 2010 East Liberty Community Plan and ranked them in priority. Participants brainstormed additional community values as well.
- + After reflecting on the values, users, assets, and issues, community stakeholders developed East Liberty circulation and mobility goals.

#### 3. Public review of the draft document, August 24th - September 10th, 2012

#### 4. What is Next

- + This document will guide place-based, comprehensive transportation planning in East Liberty.

## CONTEXT



*East Liberty within Pittsburgh's East End*

In the 1960s, a well-intentioned urban renewal program was conducted in the East Liberty neighborhood. This program resulted in a destroyed urban fabric and contributed to a downward spiral of disinvestment. Two million square feet of development were bulldozed to give way to a four lane, one-way road around the commercial core (Penn Circle) and vast parking lots. Many streets that had once connected the urban grid by all modes were removed or closed off from traffic. This program, which had aimed to attract more shoppers to the district, ultimately created a place that people avoided.

As our community moves forward with reversing the neighborhood's decline, there must be a community-driven, unified strategy for circulation and mobility before any more individual, project-based improvements are facilitated.



## HISTORY OF EAST LIBERTY CIRCULATION & MOBILITY



*East Liberty's tightly-knit urban fabric in the early 1900s*



*The 1960s urban renewal program led to the demolition of two million sq. ft. of existing development (highlighted)*



*By the 1970s, the new traffic patterns had effectively taken people around and away from the business district. Accessibility for all types of people and modes of transportation had become limited.*

### KEY

- Penn Circle (One-way)
- Parking lots
- Pedestrian malls
- Streets vacated

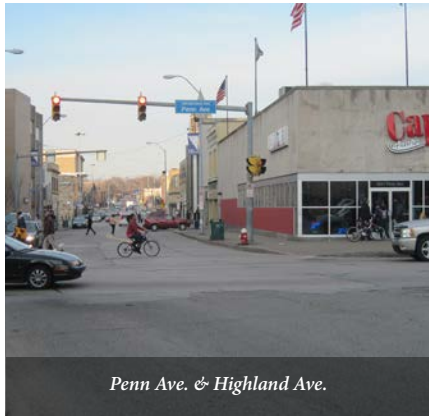
## EXISTING CONDITIONS & INFRASTRUCTURE

Before the 2010 East Liberty Community Plan, the neighborhood had seen at least two circulation and mobility improvements completed.





## EXISTING CONDITIONS & INFRASTRUCTURE



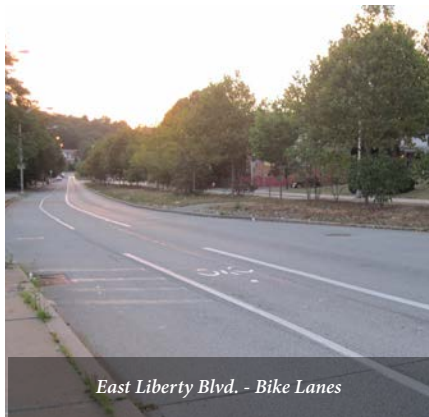
*Penn Ave. & Highland Ave.*



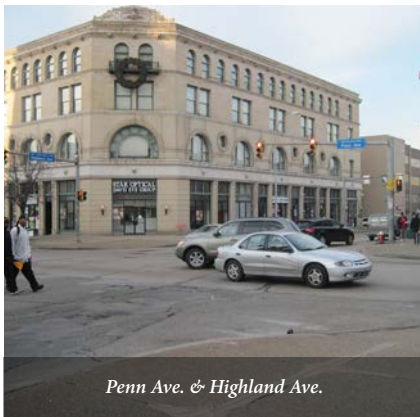
*Penn Circle North*



*Highland Ave. & Broad St.*



*East Liberty Blvd. - Bike Lanes*



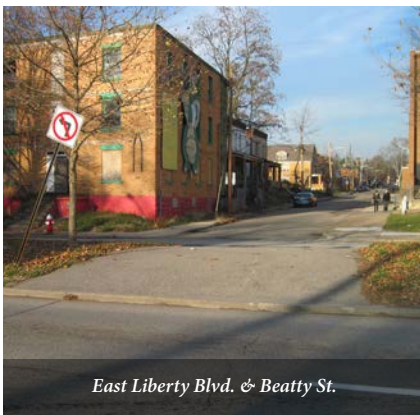
*Penn Ave. & Highland Ave.*



*Penn Ave. - Between Negley Ave. & Penn Circle West*



*Penn Ave. & Penn Circle East*



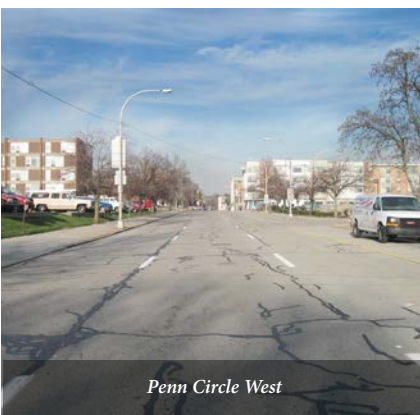
*East Liberty Blvd. & Beatty St.*



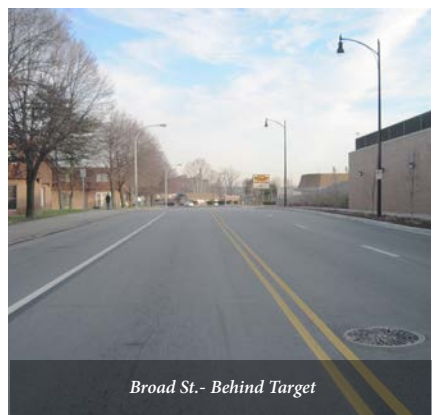
*Penn Circle South - Two-Way Conversion*



*Penn Circle East*



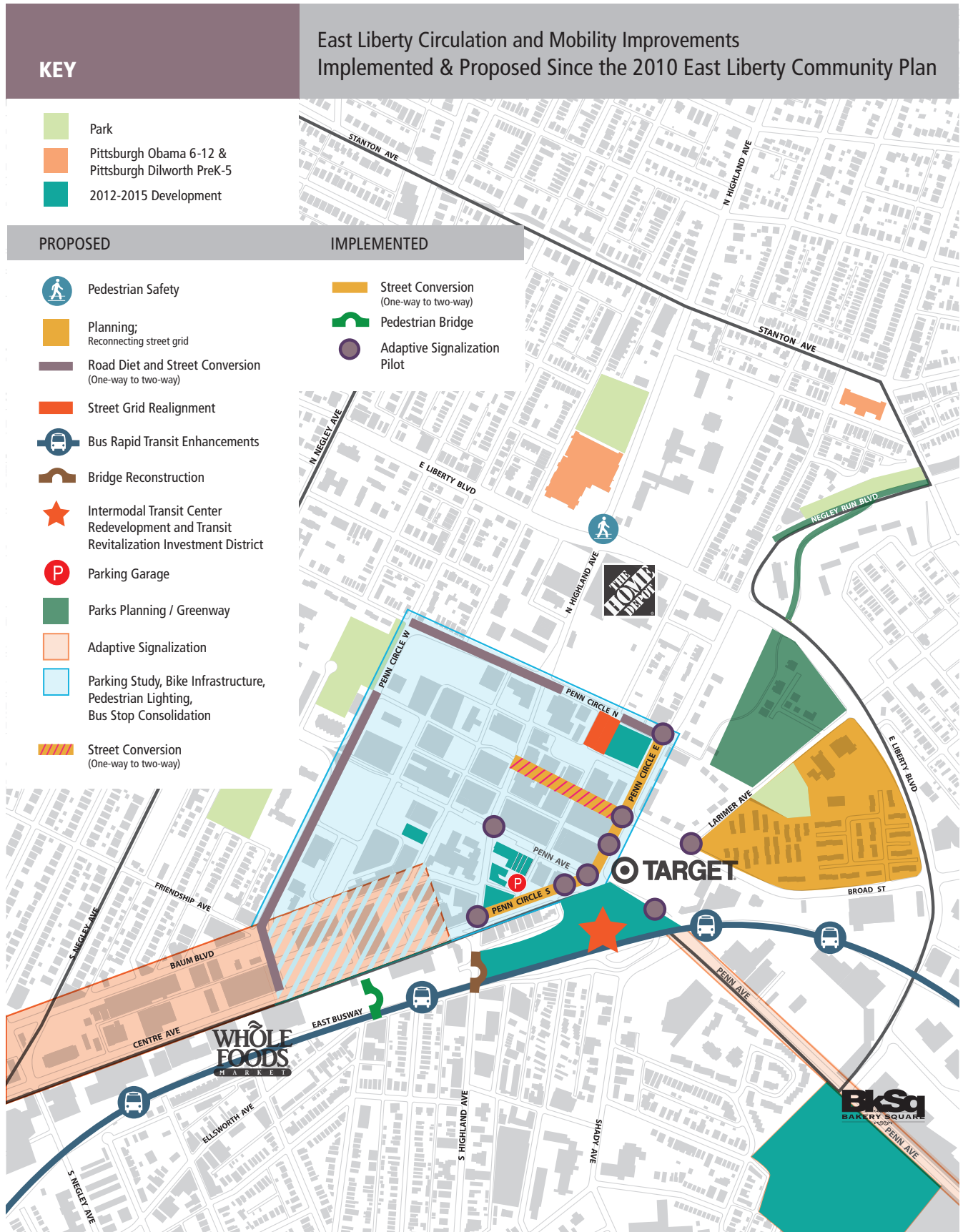
*Penn Circle West*



*Broad St. - Behind Target*

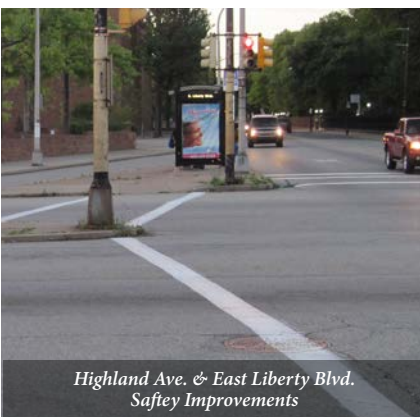
## EXISTING CONDITIONS & INFRASTRUCTURE

Within two years of the completion of the 2010 East Liberty Community Plan, the neighborhood had seen numerous circulation and mobility improvement projects implemented or proposed. With individual projects occurring at an accelerated rate, the need for a guiding Circulation and Mobility Vision for the neighborhood was clear.





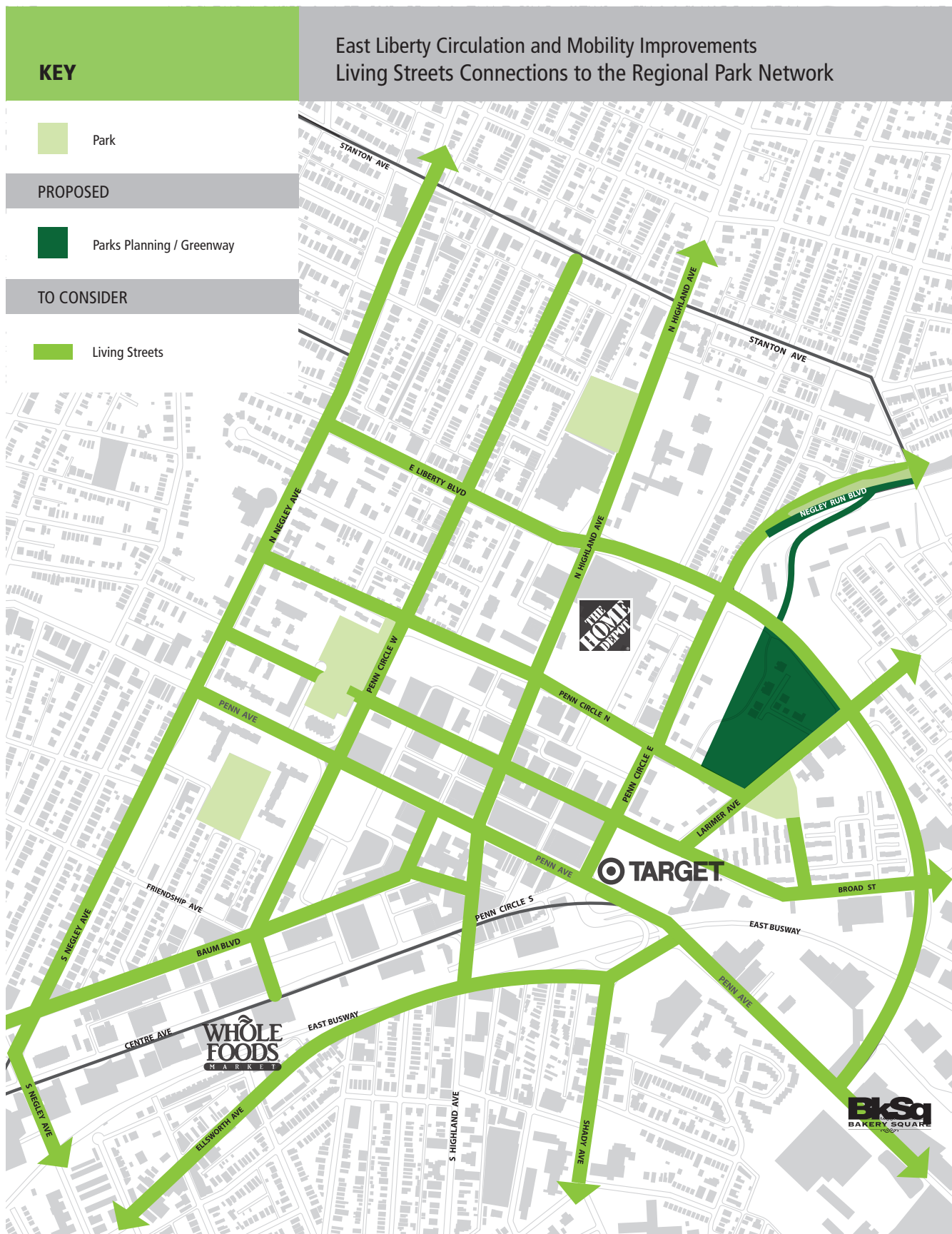
## EXISTING CONDITIONS & INFRASTRUCTURE





## EAST LIBERTY GREEN VISION

East Liberty Development, Inc. conducted a participatory process in 2009 to develop a neighborhood Green Vision. These highlighted streets are where Living Streets should be implemented to connect our regional and local parks.



## RETHINKING STREETS AS GREEN, PUBLIC SPACES

### The UCLA Luskin School's Complete Streets Initiative: A 21st Century framework for streets

#### Complete Streets have:

- + Facilities for all users
- + Balanced car space

#### Living Streets have:

- + Facilities for all users
- + Balanced car space
- + Scaled green infrastructure
- + Vibrant architecture

#### Potential Function of Streets:

- + Mobility
- + Access
- + Shopping
- + Vending
- + Social spaces
- + Goods movement
- + Political spaces
- + Stormwater Drainage
- + Parking
- + Sense of Place

### Project for Public Spaces: Creating a sense of place through the act of "placemaking"

"...[When] streets are no longer viewed as places, [it] is a huge loss given that streets can take up as much as one-third of a community's land."

"Placemaking capitalizes on a local community's values, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being."

[www.pps.org](http://www.pps.org)

### Case study: Market Square, Downtown, Pittsburgh

As a public space, what makes Market Square so successful? How does it receive such a great deal of pedestrian traffic even though cars are allowed to drive through? Why do so many people linger here? We can integrate similar, place-based transportation planning techniques into East Liberty's streets to create places throughout our neighborhood where people will want to be.



Market Square, Downtown, Pittsburgh Photos: The Pittsburgh Downtown Partnership

## COMMUNITY VALUES

Transportation planning must address our community's values. While planning for transportation, we must simultaneously plan for streets and green networks where people will want to be. When our streets and green networks reflect our values, we create a sense of place that improves our community's quality of life.

Community stakeholders reviewed community values outlined in the 2010 East Liberty Community Plan and ranked them in priority. Participants brainstormed additional community values as well.



### TOP PRIORITY

(Participants were nearly unanimous)

- + Accessibility
- + Cleanliness
- + Community
- + Diversity
- + Walkability

### HIGH PRIORITY

(More than two thirds of participants agreed)

- + Aesthetics
- + Collaboration
- + Culture
- + Education
- + Entertainment
- + Fitness
- + Friendliness
- + "Green"
- + Health
- + History
- + Involvement
- + Livability
- + Pride
- + Responsibility
- + Revitalization
- + Safety
- + Sustainability
- + Work

### PRIORITY

(More than half of participants agreed)

- + Beauty
- + Connectivity
- + Convenience
- + Creativity
- + Economy
- + Efficiency
- + Empowerment
- + Engagement
- + Environment
- + Excitement
- + Fun
- + Growth
- + Identity
- + Image, positive
- + Improvement
- + Investment
- + Mobility
- + Navigability
- + Opportunity
- + Organization
- + Partnership
- + Positivity
- + Play
- + Quality
- + Relationships
- + Restoration
- + Sense of place
- + Uniqueness
- + Vibrancy
- + Youth

### LESS OF A PRIORITY

(Fewer than half of participants agreed)

- + Achievement
- + Activeness
- + Advancement
- + Awareness
- + Celebration
- + Change
- + Coordination
- + Comprehensiveness
- + Conservation
- + Effectiveness
- + Encouragement
- + Enhancement
- + Equity
- + Ethics
- + Holism
- + Information sharing
- + Intuitiveness
- + Preservation
- + Productiveness
- + Protection
- + Spirit
- + Stabilization
- + Strategy
- + Strength
- + Supportiveness
- + Thrivingness
- + Trust
- + Viability
- + Wellness
- + Worship

### ADDITIONAL VALUES

(Brainstormed by participants)

- + Affordability
- + Arts
- + Bikeability
- + Charity
- + Cohesiveness
- + Comfort
- + Common identity
- + Community involvement
- + Cooperation
- + Enforcement
- + Family
- + Food
- + Home
- + Hospitality
- + Leisure
- + Long-term planning
- + Love
- + Peacefulness
- + Perception, good
- + Pets
- + Practicality
- + Public space
- + Resiliency
- + Respect
- + Small business
- + Spontaneity
- + Technology



## COMMUNITY VALUES

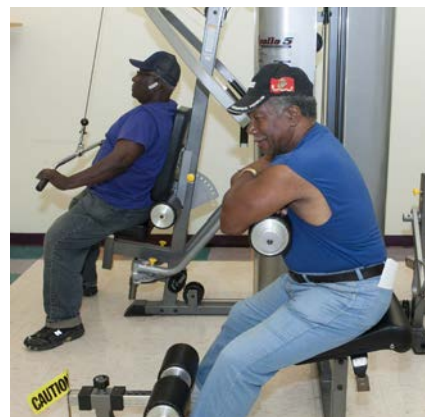


Photo: Leslie Chatfield on Flickr



Photo: Michael Ocampo on Flickr



Photo: ELDI



Photo: Dave Pape on Flickr

## CURRENT & FUTURE USERS

**East Liberty is a retail, entertainment, and transportation hub. Who is currently coming to and moving around the neighborhood today? Who will be coming to and moving around the neighborhood in the future? We must address the needs of all users when planning for transportation.**

Community stakeholders reviewed the lists of users generated by the Technical Committee and ranked them according to priority. Participants also brainstormed additional East Liberty circulation and mobility users.

### Broad User Categories

- + People passing through East Liberty
- + People coming to East Liberty
- + People going elsewhere from East Liberty
- + People circulating within East Liberty

### Types of User Subcategories

- + Commuters: traveling regularly from one place to another
- + Visitors: traveling from one place to another, but not on a regular basis
- + Recreational users: traveling strictly for outdoor leisure or fitness

**HIGH PRIORITY** (More than two thirds of participants agreed)

#### Bicyclists

- + Commuters (ex: to school)
- + Visitors (ex: to an evening concert)
- + Recreational users (ex: organized bike rides, biking between City parks, etc.)

#### Business Owners / Business Tenants

- + Commuters (ex: to work)
- + Visitors (ex: driving to a restaurant during their lunch break)
- + Recreational users (ex: lunch break promenade)

#### Construction Workers and Construction Vehicle Drivers

- + Commuters (ex: working on development project for extended period of time)

#### Delivery People – Incoming

- + Visitors (ex: delivering goods and materials by foot, bike, vehicle, etc.)

#### Employees

- + Commuters (ex: to work)
- + Visitors (ex: driving to a restaurant for their lunch break)
- + Recreational users (ex: lunch break jog)

#### Entertainment Consumers

- + Visitors (ex: going to the theater, seeing live music, going to the pub, etc.)
- + Recreational users (ex: West African dance classes in the park)

#### Family and Friends of College Students – Staying in East Liberty

- + Visitors (ex: back and forth from the hotel to the university)
- + Recreational users (ex: takes green linkages connecting East Liberty and universities)

#### Family and Friends of Medical Patients – Staying in East Liberty

- + Visitors (ex: back and forth from the hotel to the hospital)
- + Recreational users (ex: takes green linkages connecting East Liberty and hospitals)

#### Income, every level of

#### Institution Members, Volunteers, and Family

- + Commuters (ex: the regular volunteer)
- + Visitors (ex: occasional use of the Library, churches, schools, etc.)

#### Joggers / Runners

- + Commuters (ex: to the gym daily)
- + Visitors (ex: running an errand)
- + Recreational users (ex: exploring the green linkage loop between East Liberty's parks)

#### Membership Clubs and Groups

- + Commuters (ex: attending the church's gym daily after work)
- + Visitors (ex: book clubs having monthly meetings in the neighborhood)
- + Recreational users (ex: walking/biking tours, intramural sports leagues, etc.)

#### Non-English Speaking / English as Second Language

- + Commuters (ex: to work)
- + Visitors (ex: a family from a foreign country is visiting their child in college)
- + Recreational users (ex: interpret local wayfinding to the park)

#### Park Goers

- + Commuters (ex: work within the park)
- + Visitors (ex: the zoo on a Saturday)
- + Recreational users (ex: hiking)

#### Pedestrians

- + Commuters (ex: to work)
- + Visitors (ex: walking to church)
- + Recreational users (ex: promenade around the commercial district)

#### People on Business

- + Visitors (ex: visiting a business partner's office for a meeting)

#### People Gathering and Participating in Positive Street Life

- + Visitors (ex: relaxing in public plazas, socializing at street benches/tables, etc.)

#### People with Strollers

- + Commuters (ex: father walks daughter to day care each morning before work)
- + Visitors (ex: aunt comes to East Liberty via the busway to shop with nephew)
- + Recreational users (ex: East Liberty resident goes for a walk with child)



**People with Disabilities**

- + Commuters (ex: to work)
- + Visitors (ex: grocery shopping)
- + Recreational users (ex: exploring the green linkage loop between East Liberty's parks)

**Police and Firefighters**

- + Commuters (ex: bike to and from Zone 5 station each day on police bikes)
- + Visitors (ex: firefighters respond to a 911 call)

**Property Owners and Managers  
of Commercial Buildings/Residential Developments**

- + Commuters (ex: coming to their properties on a daily basis)
- + Visitors (ex: business on a non-daily basis)

**Residents – Adjacent Neighborhoods**

- + Commuters (ex: to work)
- + Visitors (ex: biking to the commercial district for groceries)
- + Recreational users (ex: walking the dog, urban hiking, etc.)

**Residents – East Liberty Neighborhood**

- + Commuters (ex: to work)
- + Visitors (ex: biking to the commercial district for groceries)
- + Recreational users (ex: walking the dog, urban hiking, etc.)

**Residents' Friends and Family**

- + Commuters (ex: the summer babysitter)
- + Visitors (ex: a house party)
- + Recreational users (ex: reunion in the park)

**Retail Shoppers and Patrons of Local Services**

- + Visitors (ex: driving to the district, parking, and taking free transit within core)

**Restaurant Goers**

- + Visitors (ex: walks from house to a restaurant for dinner)

**Seniors**

- + Commuters (ex: senior center)
- + Visitors (ex: grandchild's choir concert at the church)
- + Recreational users (ex: playing a game of chess at the new Town Square plaza)

**Social Service Seekers**

- + Visitors

**Students – College, and Professors**

- + Commuters (ex: residents commuting specifically to the universities every day)
- + Visitors (ex: prospective students visiting universities and staying in East Liberty)
- + Recreational users (ex: green linkages connecting East Liberty and universities)

**Students – High School / Middle School / Elementary School**

- + Commuters (ex: to school; by school bus, transit, parent drop off, etc.)
- + Visitors (ex: walking to the commercial core for after-school entertainment)
- + Recreational users (ex: biking to the park for basketball after school)

**Tourists / Vacationers / Hotel Patrons – For Pleasure**

- + Visitors (ex: local, regional, national, and global)
- + Recreational users (ex: biking to & from tourist attractions, historical landmarks, etc.)

**Transit Riders**

- + Commuters (ex: to work)
- + Visitors (ex: to a job interview)
- + Recreational users (ex: uses bus bike racks to transport bike to trails or city parks)

**Vehicular Drivers**

- + Commuters (ex: going to work downtown via park and ride at busway)
- + Visitors (ex: buying home improvement items)

**Waste Management and Other Maintenance**

- + Visitors (ex: tree pruning and tree pit weeding/mulching)

**Young Children**

- + Commuters (ex: to school)
- + Visitors (ex: meeting friends)
- + Recreational users (ex: going to the parks)

**PRIORITY** (More than half of participants agreed)**Vehicular Drivers**

- + Recreational users (ex: going for a Sunday drive)

**LESS OF A PRIORITY**

(Fewer than half of participants agreed that these were priority users)

**Unfavorable Users**

- + Partakers in illicit activity
- + People under the influence of alcohol in public

**ADDITIONAL CURRENT & FUTURE USERS**

(Brainstormed by participants)

**Artists and Entertainers****Delivery People – Outgoing****Homeless People**
**Inconsiderate / Non-Law Abiding Pedestrians, Bicyclists,  
Bus Drivers and Vehicle Drivers**
**Educational Speakers****Parents****Pet Owners and People Seeking Animal Services****Technology Savvy & Non-Savvy People****Unemployed People****Window Shoppers**



## ASSETS

**What infrastructure or programming do we have that is functioning at a high standard? What could function at a high standard if properly retrofitted or programmed? Transportation planning efforts should build on and enhance our community's assets.**

Community stakeholders reviewed the lists of assets generated by the Technical Committee and ranked them according to priority. Participants also brainstormed additional East Liberty circulation and mobility assets.

### Existing Assets

**HIGH PRIORITY** (More than two thirds of participants agreed)

#### Access to Employment

#### Diversity of People

#### Diversity of Places

**Institutions** (Schools, churches, Carnegie Library, post office, etc.)

#### Location

- + Central to other key neighborhoods throughout the City
- + Proximity to numerous connecting corridors (Centre Ave./Baum Blvd., Washington Blvd., etc.)
- + Proximity to adjacent landmarks and parks (Highland Park Zoo, Frick Park, etc.)

#### Partners and Stakeholders

- + Many local nonprofit partners

#### Retail/Business District

#### Transit

- + Transit connectivity between East Liberty and Downtown for employment
- + East Liberty as "transit hub"
- + The potential Transit Revitalization Investment District

#### Walking and Biking

- + Pedestrian lighting on Penn Circle South
- + Pedestrian bridge
- + Large sidewalk space for pedestrians
- + Flat topography allows for a more accessible neighborhood for pedestrians and bicyclists

**PRIORITY** (More than half of participants agreed)

#### Adaptive Traffic Signal Pilot Project

#### Housing and History

- + Diversity of housing options (types, cost, location, etc.)
- + Historic/unique commercial, industrial, and residential buildings

#### Neighborhood-Wide Wireless Broadband

#### Partners and Stakeholders

- + Community participation in planning and development activities

#### Transit

- + Numerous transit lines running through the neighborhood
- + Federal grant to design and construct the new transit center at the existing busway station

**ADDITIONAL ASSETS** (Brainstormed by participants)

#### Diversity of Places (Especially restaurants)

#### Entertainment Options

#### Food Network (Restaurants, grocery stores, and community gardens)

#### Invested Community

#### Proximity to Parks

#### Youth

*My Additional Assets:*



Photo: John Columbo



Photo: John Columbo



## Existing Assets – Sufficient if retrofitted, re-programmed, or managed well

### HIGH PRIORITY

(More than two thirds of participants agreed)

#### Transit-Oriented Design and the Dense Commercial Core

*Density allows for short distances between amenities; better pedestrian/ bike/transit infrastructure will reduce the number of trips taken by car*

#### Large Sidewalk and Street Rights-of-Way

- + Ample sidewalk space for more pedestrian infrastructure
- + Ample sidewalk space for café/restaurant seating and gathering space

#### Traffic and Pedestrian Signals

#### Transit

- + Corridors are suitable for Bus Rapid Transit

### PRIORITY

(More than half of participants agreed)

#### Existing Recreational Facilities

#### Large Sidewalk and Street Rights-of-Way

- + Ample space for bike parking, transit shelters and green infrastructure
- + Ample space for improved infrastructure for bicycles, transit and vehicular parking

#### Parking

- + Off-street parking
- + On-street parking

#### Realigning the Street Grid

- + Streets that are only one-way are large enough to be converted to two-way
- + It is feasible to reconnect the street grid due to the historic alignment and underground utilities

#### Transit

- + Busway

#### Vacant Land Development

## ISSUES

**What infrastructure or programming are we lacking? Our community's issues must be addressed when planning for transportation.**

Community stakeholders reviewed the lists of issues generated by the Technical Committee and ranked them according to priority. Participants also brainstormed additional East Liberty circulation and mobility issues.

**HIGH PRIORITY** (More than two thirds of participants agreed)

### Accessibility

- + Crosswalk lights inaccessible to sight impaired
- + Lack of accessible crossings at many four-way intersections
- + Lack of accessibility for all types of people, including seniors and people with disabilities

### Airport

- + Lack of seamless transit access to airport

### Bike Infrastructure and Experience

- + Lack of protected bike lanes throughout neighborhood (a component of Complete Streets)
- + Lack of connectivity between existing bike lanes and sharrows
- + Lack of bike infrastructure connecting residential areas with commercial core/busway
- + Uneven, deteriorating street pavement with many large potholes

### Busway Stop and System

- + Poor access to the busway

### Image-building / Perception of Safety

- + Poor conditions of vacant storefronts
- + Trash contributes to a perception that the neighborhood is unsafe; lack of trash cans and trash maintenance
- + Neighborhood reputation is poor in the past few decades; still perception of unsafe community
- + Aesthetics in general; lack of a cohesive commercial district

### Lighting

- + Lack of street lighting
- + Lack of pedestrian lighting

### Natural Environment

- + Lack of integrated green infrastructure on streets to reduce combined sewer overflow
- + Lack of street trees on some corridors

### Pedestrian Infrastructure and Experience

- + Broken and uneven pavement
- + Broken and steep curb ramps

### Transit Infrastructure and Experience

- + Real time bus information not available at bus stops, on smart phones, or by computer
- + Paying on the bus slows down the transit system and causes traffic congestion

### Vehicular Infrastructure and Experience

- + Congestion from vehicles that are only passing through East Liberty and not coming to the neighborhood

**PRIORITY** (More than half of participants agreed)

### Accessibility

- + Lack of accessible housing and businesses

### Busway Stop and System

- + Busway and railroad act as an access barrier between neighborhoods

### Employment

- + Limited employment opportunities

### Image-building / Perception of Safety

- + The backs of buildings and alleyways feel unsafe and are unsightly

### Maintenance

- + Lack of infrastructure maintenance

### Parking

- + Lack of integrated parking management
- + Confusing
- + Large, empty parking lots on outskirts of commercial district

### Pedestrian Infrastructure and Experience

- + Lack of streetscape amenities (café/restaurant seating, public/civic gathering spaces, landscaping, street vendors, etc.)
- + Lack of high-standard crosswalks
- + Many streets are too wide, resulting in vehicular speeding and large pedestrian crossing distances
- + Long travel time due to long traffic signal change periods and careless vehicular drivers

### Placemaking and Destinations

- + Need for placemaking
- + East Liberty as "destination" needs to be enhanced

### Project Planning

- + Lack of simultaneously planning for transportation and land use

### Public Art

- + Lack of public art



**Recreation / Parks**

- + Lack of bike and pedestrian connectivity between and within park systems
- + Lack of green infrastructure street/trail connections between park systems

**Signage and Wayfinding**

- + Difficult to navigate the neighborhood

**Utilities**

- + Combined sewer overflow in our streets and rivers

**Vehicular Infrastructure and Experience**

- + Traffic congestion in general
- + Speeding
- + Lack of traffic signal synchronization, creating “stop and go” traffic
- + Uneven, deteriorating street pavement with many large potholes
- + Lack of intuitive, connected street grid: many unaligned and one-way streets
- + Poor access to existing highways from neighborhood

**LESS OF A PRIORITY** (Fewer than half of participants agreed)**Bike Infrastructure and Experience**

- + Lack of bike parking
- + Many streets are too wide, resulting in vehicular speeding
- + Lack of a bike share program
- + Long travel time due to traffic congestion and long traffic signals

**Natural Environment**

- + Emissions from cars and buses lead to poor air quality

**Parking**

- + Barriers to shared parking for new development
- + Inconsistently priced
- + Current pay system creates anxiety

**Preservation**

- + Historic, unique buildings being demolished due to new development pressure

**Project Planning**

- + Disconnection between modes of mobility
- + Lack of project prioritization
- + Lack of coordination with adjacent neighborhoods

**Signage and Wayfinding**

- + Signage does not use international symbols

**Transit Infrastructure and Experience**

- + Short bus trips discouraged by flat rate pricing

**Vehicular Infrastructure and Experience**

- + Long traffic signal change periods
- + Lack of clearly defined service ways

**ADDITIONAL ISSUES** (Brainstormed by participants)**Employment Practices of Businesses****Enforcement**

- + Lack of enforcement for all modes of transportation

**Image-building / Perception of Safety**

- + No regional marketing of our neighborhood assets
- + Vandalism, including graffiti

**Lack of Beautification Programs****Lack of Options and Incentives for Youth Play**

- + Existing streets and parks do not encourage active or passive play
- + No recreation center

**Lack of Transit Funding**

- + Reduced transportation options
- + Reduced transportation options will increase congestion and unhealthy lifestyles

**Schools**

- + No public by-right schools in the neighborhood for East Liberty children, only magnet and charter schools

**Natural Environment**

- + Lack of seamless, creative, green network of parks, tracks, green streets, plazas, etc.

**Noise from Transportation****Parking**

- + Minimal long-term metered parking near small businesses
- + Expensive rates

**Placemaking and Destinations**

- + Lack of community festivals and events

**Transit Infrastructure and Experience**

- + Light rail does not extend to East Liberty

**Vehicular Infrastructure and Experience**

- + Wide streets appear to have more lanes than they actually do

My Additional Issues:

## GOALS

After reflecting on the values, users, assets, and issues, community stakeholders developed East Liberty circulation and mobility goals.

**Place-based, comprehensive transportation planning will be done in such a way as to:**

- + Enhance our community's values
- + Provide for the needs of all users equally\*
- + Enhance our existing assets
- + Solve our existing circulation and mobility issues

*\*The prioritization of users' needs will follow this hierarchy: local first, then regional, national, and global.*

**Through place-based, comprehensive transportation planning, East Liberty will:**

- + Strengthen our economy
- + Protect our natural environment
- + Create accessible educational systems and places of learning
- + Become a more equitable community



Photo: Joey Kennedy



Photos: John Columbo





## PRECEDENT PROJECTS



### Streetfilms.org Highlights New York City's "Complete Streets"

**"Over the last four years, New York City has seen a transportation renaissance on its streets, striking a better balance by providing more space for walking, biking, and transit."**

As with any departure from the status quo, it can take a while for everyone to grow accustomed to the changes. So Streetfilms decided to look at three of NYC's most recent re-designs — Columbus Avenue, First and Second Avenues, and Prospect Park West — and show how pedestrians, cyclists, [transit riders], and drivers benefit from safer, calmer streets. We talked to transportation engineers with decades of experience, elected leaders, community board members, people on the street, and business owners to get their take on the new configurations.

These new street safety projects have broad community support... [And the] benefits of the redesigns go far beyond cycling. A street with a protected bike lane also has less speeding, shorter pedestrian crossings... and the opportunity to add more trees and plantings. Injuries to pedestrians, cyclists, drivers, and car passengers [have dropped] wherever the new designs [have been implemented]. And on the East Side [of NYC], these improvements have been paired with dedicated bus-only lanes with camera enforcement, making service more convenient and attractive for thousands of bus riders."

**To watch the video, go to:**

[streetfilms.org/complete-streets-its-about-more-than-just-bike-lanes](http://streetfilms.org/complete-streets-its-about-more-than-just-bike-lanes)

Thank you for noting your own ideas to improve circulation and mobility in the neighborhood!

Submit your ideas to:  
[eastliberty.org/circulation\\_mobility](http://eastliberty.org/circulation_mobility)

# EAST LIBERTY

## CIRCULATION & MOBILITY VISION

DECEMBER 2012

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