



Ayers Saint Gross
1040 Hull Street, Suite 100
Baltimore, Maryland 21230
410 347 8500

60 E. Rio Salado Pkwy, Suite 701
Tempe, Arizona 85281
480 921 1515

1100 First Street NE, Suite 800
Washington, DC 20002
202 628 1033

www.asg-architects.com

Project Name: University of Pittsburgh Master Plan

ASG Project #: 21735

Subject: Mobility/Transit/Safety/Accessibility

Date: Wednesday, September 27, 2017

*Note: **Bold text** denotes a reoccurring comment*

Strengths

- Lots of people live here with no car
- Lots of work done improving bike access
- Comprehensive shuttle system/Port Authority buses
- Port Authority buses huge strength, transit rich, many lines
- People who work downtown reliant on public transit, parking impossible in many cases
- Population density makes opportunities more possible
- Pitt does a good job managing sidewalks
- Transit is subsidized for all Pitt people
- Frees up thousands of parking spaces
- Takes lead in encouraging transit
- Safety, police/call box presence
- "Arrival Survival" new students orientation
- Discourage vehicle use
- Other safety measures highlighted

Weaknesses/Disadvantages

- Some may not take full advantages of bus service
- Mass of vehicular and pedestrians
- Student Union/Cathedral connection is tough
- Bus lanes on 5th are difficult – contraflow
- Bigelow segment – handicapped spaces
- Getting up the hill – direct connection
- Certain areas outside Pitt still lack ADA ramps
- Speeding vehicles, especially on wider streets
- Narrow sidewalks, bicycle conflicts, especially on sidewalks, Fifth Ave
- Buses may be too wide for narrow streets
- Parking structure entry/exits use local community streets (ex. Robinson St)
- Oakland lacks parking information system, disjointed
- Transit system (buses) can be unreliable, bad timing, frequency
- Difficulty of directly reaching destination with one-way street
- Bicycle infrastructure may impact disabled access to curb
- Fifth/Bellefield intersection (study done by city; RSA)
- No safe connection from Panther Hollow/Greenway
- No comprehensive city loading zone plan
- Service vehicles take up ADA parking
- Trucks can't get to Cathedral / Posvar docks
- Shuttles may encourage bad student behavior

Opportunities

- Educate students and staff about transit opportunities
- Student Union/Cathedral: Acquire this segment of Bigalow? Or implement traffic calming measures
- Alternative bicycle infrastructure, on sidewalks?
- Encourage bikes to use alternative streets?
- Explore circulation patterns of students
- Readjust transit stops to new/existing campus modes
- Tie-in off-campus student housing to shuttle system, deter driving
- Engage bicycle community to help with access to the curb “curb management”
- Explain options for parking information system
- Connect to trail system
- Plan to replace steps (John Carroll steps)
- Incentives to live close
- Establish Transportation Demand Management (TDM) system

Threats/Challenges

- Some problems may be solved for Pitt, but may negatively impact others (e.g. rerouting of bus routes)
- Transient population, ambulances, patients mixing together
- Upper campus by Trees Hall (darkness)
- City closing Anderson Bridge (temporary)
- Bates Street corridor – too narrow, sidewalk issues
- UPMC traffic is the bulk of traffic, especially during shift change