

June Business Meetup: Transportation & Affordable Development



SmartPGH

BikePGH Business Meetup: Transportation & Affordable Development
6/23/16





ONCE MORE.

INTO THE FUTURE

DEAR FRIENDS

SMART
PGH







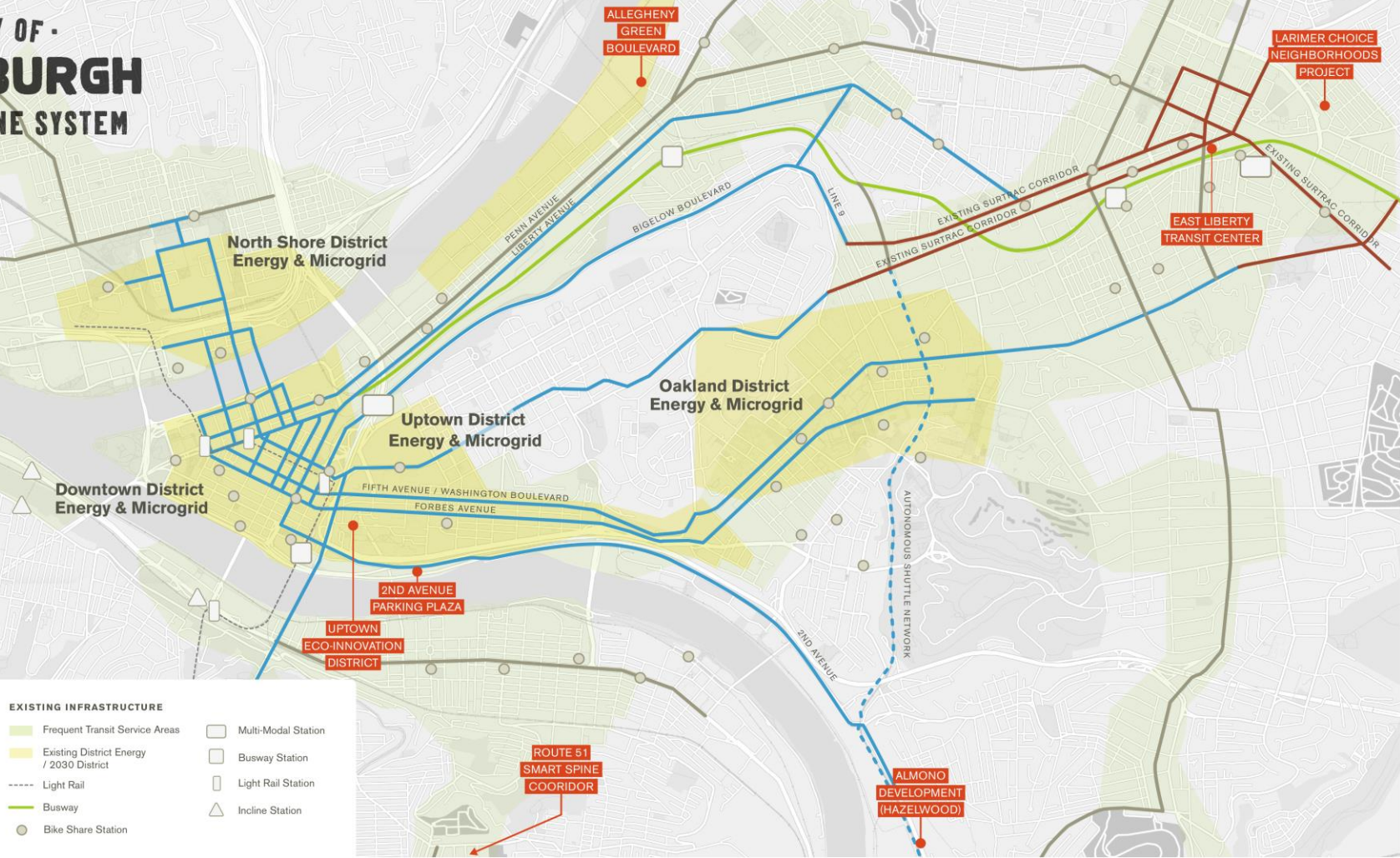


WE'VE GOT
SOMEWHERE
— TO BE —

The SmartPGH Consortium



CITY OF PITTSBURGH SMART SPINE SYSTEM



PROPOSED INFRASTRUCTURE

- Proposed Smart Spines
- Future Smart Spines
- Existing Smart Spines

EXISTING INFRASTRUCTURE

- Frequent Transit Service Areas
- Existing District Energy / 2030 District
- Light Rail
- Busway
- Bike Share Station

- Multi-Modal Station
- Busway Station
- Light Rail Station
- Incline Station

Mobility Optimization Along Smart Spines

Optimizing Transportation Along Our Major Corridors

50% of our region's employment
is along Smart Spine corridors.

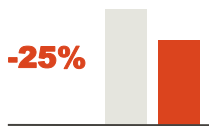
Deployments along our Smart Spines

- Expansion of Transit Optimization (Surtrac)
- Smart LED Streetlights
- Creating a SmartPGH Data Utility

Mobility Optimization Along Smart Spines

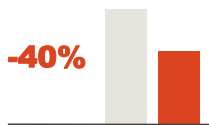
What is Surtrac?

Intelligent Traffic Signal Control



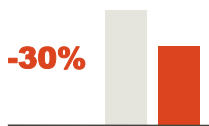
Travel Time

Reduced 25% by eliminating stops and reducing wait time, not by increasing travel speeds.



Delay

Over 40% less time waiting at intersections leads to less delay.



Stops

30–40% fewer stops — means less wear and tear on roads and tires.



Emissions

By reducing stops and idling, vehicles produce fewer harmful emissions and improve air quality.

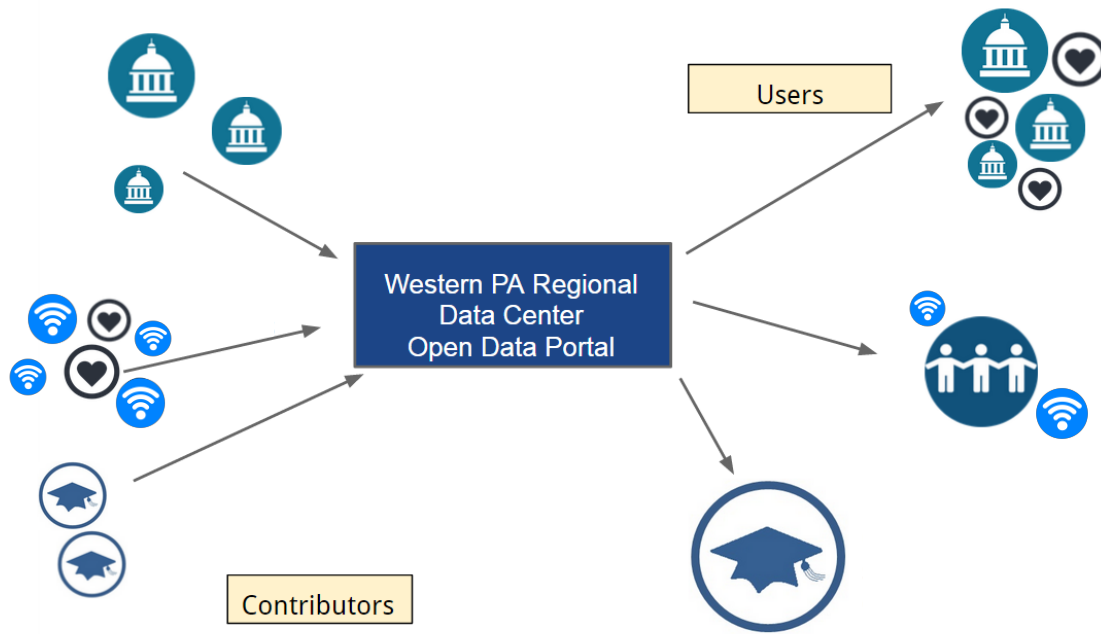
Why streetlights?

Integration of air quality and DSRC sensors will further optimize transit and reduce emissions.



The SmartPGH Data Utility

Collecting, Sharing, and Analyzing Sensored Data





WE CAN.

EXPAND OPPORTUNITY

— FOR ALL —



Workforce Development Pipeline

**Brookings
Institution
Research**

50%

of jobs in advanced industries
do not require a 4-year degree.

Community Census

- Iterative door-to-door community engagement process
- Tracking quality-of-life measures
- Ability to be proactive and make changes based on community needs

A black and white historical photograph of a city street. A group of pedestrians, mostly women in long coats and hats, are walking across a crosswalk. A tram is visible in the background. The scene is set in an urban environment with tall buildings and overhead power lines.

TOGETHER WE CAN.

PROMOTE SAFETY

A color photograph of a group of cyclists riding across a bridge. The cyclists are wearing various colored jerseys and helmets. The bridge has a yellow metal structure. In the background, there are city buildings and a banner hanging from the bridge.

FOR EVERYONE

Performance Measures & Outcomes

Enhanced Mobility

- Increase in available matching funds for transportation-related improvements
- Increase in number of transportation-related data sets
- Travel delay reduction
- Travel time reduction
- Number of stops reduction
- Wait time reduction
- Decrease in unlit or poorly lit roadways
- Reduction in queuing time at target intersections

Performance Measures & Outcomes

Improved Safety

- Increase in available matching funds for transportation-related improvements
- Reduction in crashes involving all modes
- Reduction in stormwater volume entering combined sewer system within the M29 sewer-shed

Performance Measures & Outcomes

Addressing Climate Change

- Reduction in CO, CO₂, NO₂, SO₂, O₃, and PM_{2.5}
- Reduction of CO₂ equivalent
- Number of installed EV charging stations
- Number of public fleet vehicles converted to EV
- Number of private fleet vehicles converted to EV
- Fuel cost savings as a result of EV conversion
- EV miles traveled
- Amount of fossil-free power produced and gasoline equivalents replaced

Performance Measures & Outcomes

Enhancing Ladders of Opportunity

- Increase in MWDBE contracts
- Travel time reduction to job centers
- Total participants enrolled in certificate programs
- Total certificates issued
- Reduction in regional unemployment rate
- Increase in Area Median Income
- Increase in Wellbeing Valuation in neighborhoods in or adjacent to project area
- Decrease in no-shows to preventative and follow-up healthcare appointments



IF IT'S NOT.

FOR ALL

IT'S NOT FOR US

Thank you.



Zoning & Planning Policy for an Affordable, Bikeable & Walkable City

Corey Layman, AICP
Zoning Administrator



ZONING

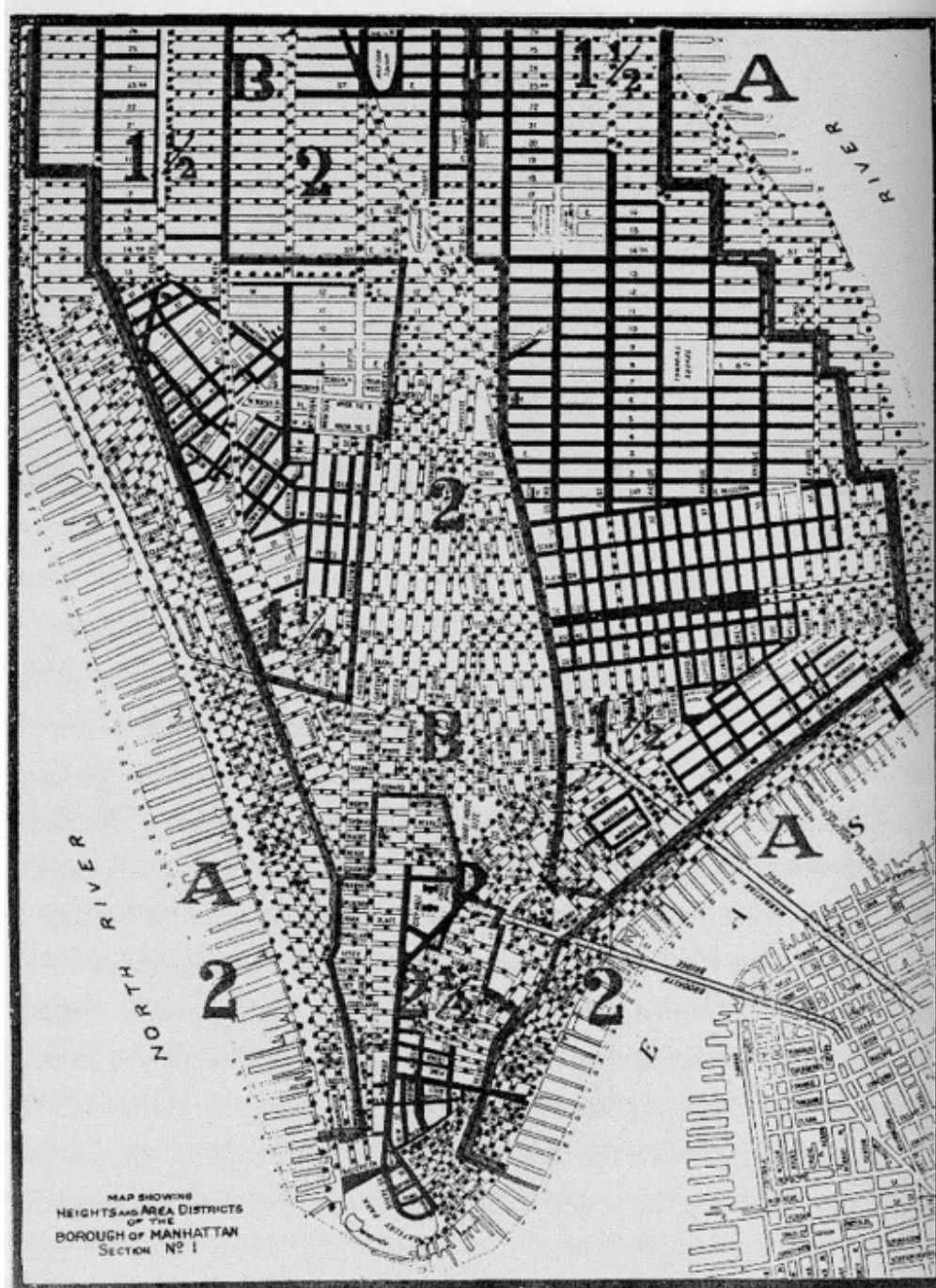


Fig. 74 1916 Zoning map, showing height (numbers) and use (letters) districts in lower Manhattan



BAD

8W1-76544-C

NOT RECORDED—Y1942—MAY 12

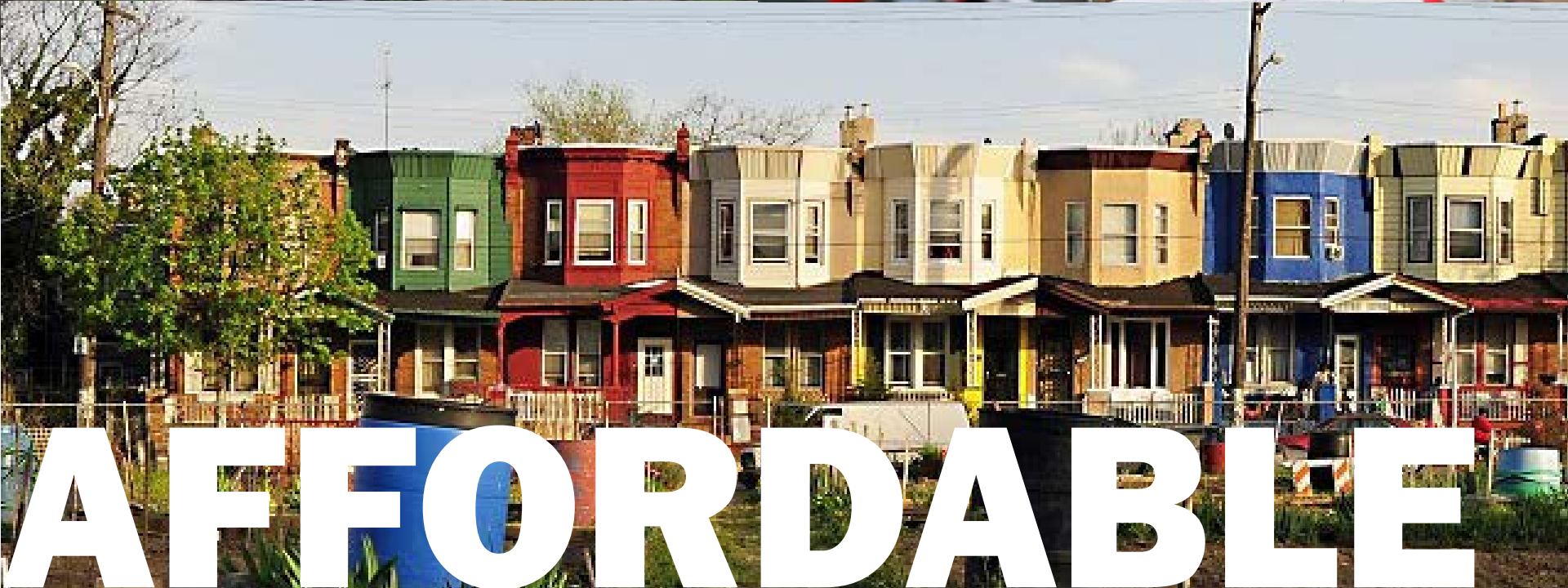
WE WANT WHITE
TENANTS IN OUR
WHITE COMMUNITY

WORSE



UNSUSTAINABLE
INEFFICIENT
UNWALKABLE
UNBIKEABLE





AFFORDABLE



**BIKEABLE &
WALKABLE**



**NOT
HERE**

**THEN
WHERE?**

CONSTRAINTS

Affordable Housing: Site Selection Guidelines

June 23, 2016

Linda Metropulos, ACTION-Housing

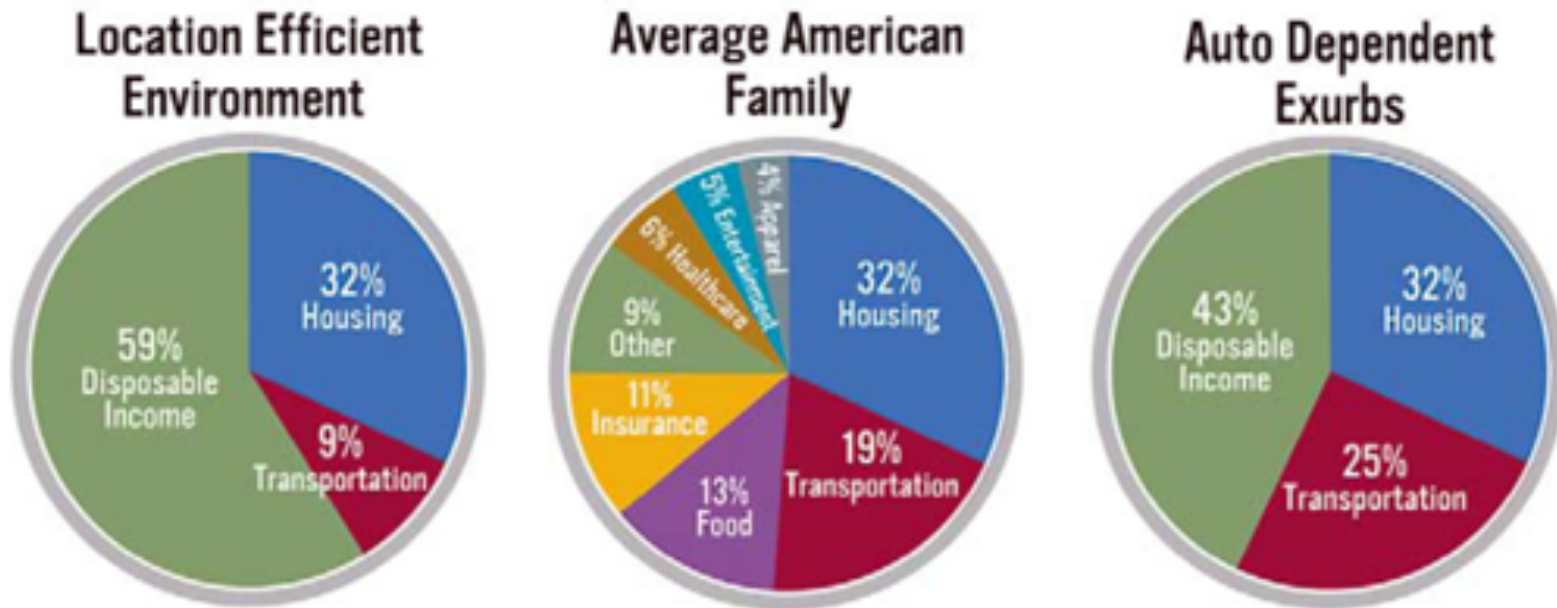


How to find locations and create housing that contributes to a better quality of life?

Transportation: can people live car-free? Is there good mass transit nearby? What bike infrastructure exists? Is there good pedestrian

- We know car ownership generally takes 15-20% of a low income household annual income (Source: H+T)
- Less time in transit equals more time for participating in more meaningful experiences
- Constructing parking is generally \$15,000 to \$25,000 a space
- City sites generally have limited off-site parking opportunities making it hard to meet existing City code, resulting in exorbitant costs and/or a less dense development

Affordable Housing Should Not Be Car-Oriented



How to find locations and create housing that contributes to a better quality of life?

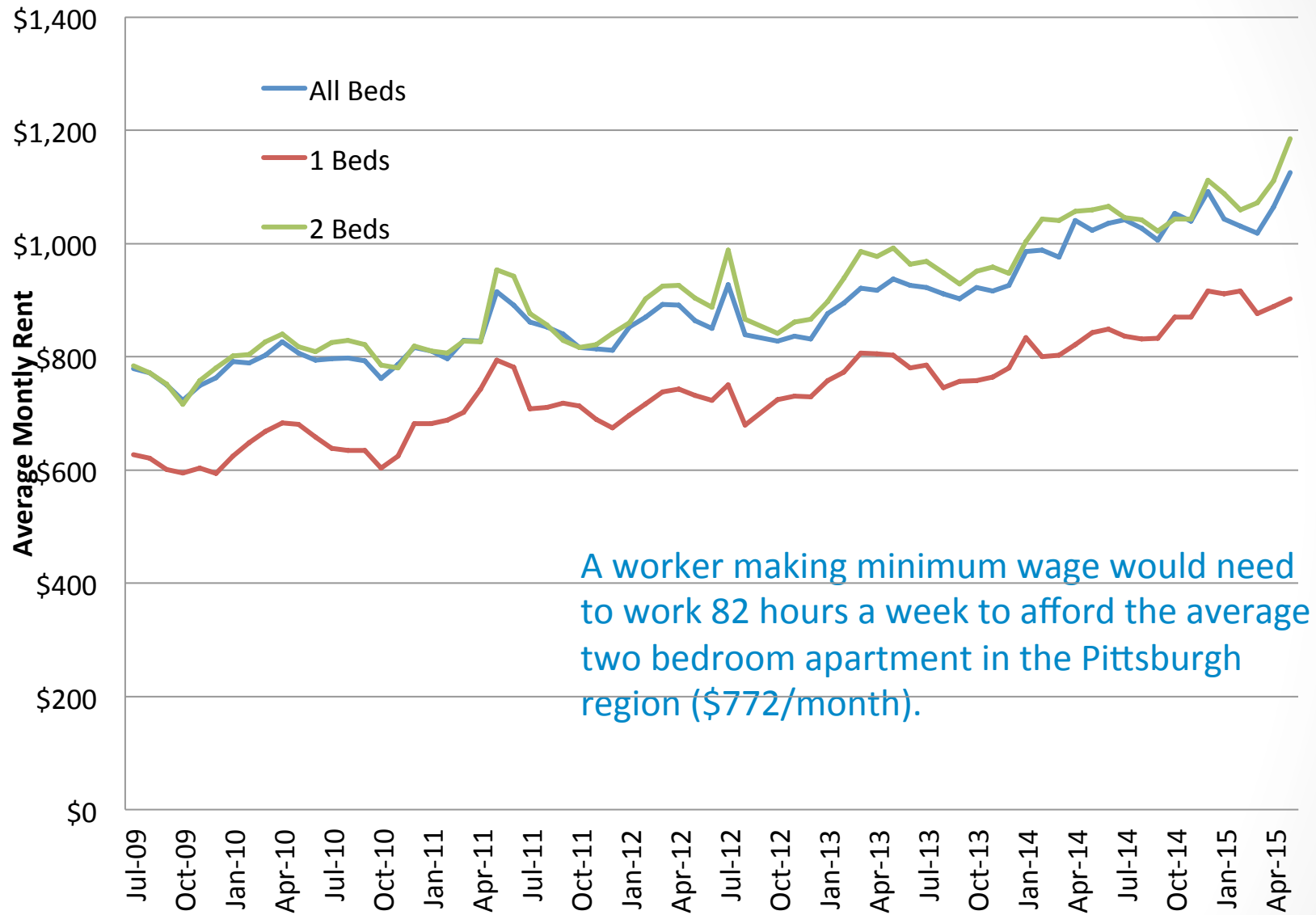
Amenities: How close are groceries, medical services, libraries, outdoor recreational or park space, schools, places to worship and other enhancements to daily life?

Job Centers: How close are employment opportunities? Is there a diversity of opportunities, especially for people with low to moderate incomes?

Building features: How does ACTION-Housing incorporate building components that contribute to a higher quality of life? What are these?



Average Rents in Pittsburgh



Location, Location, Location

Recent examples of new affordable housing
developed by ACTION-Housing

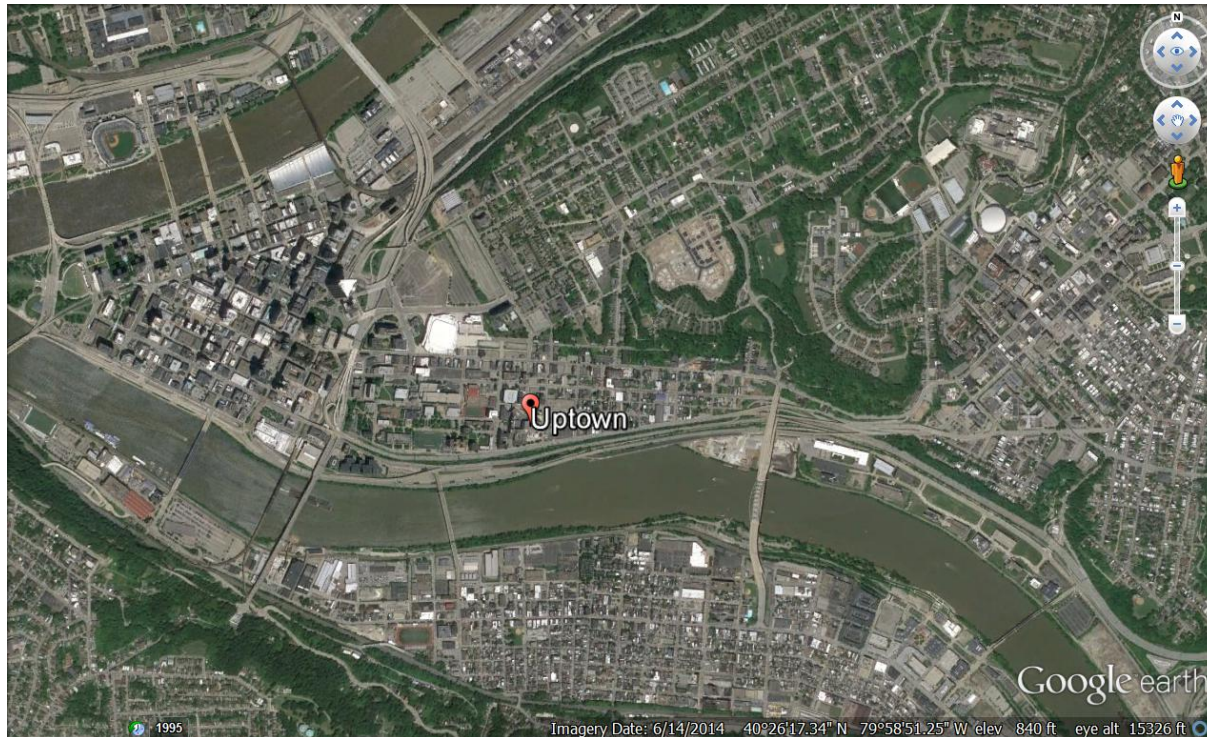
Mackey Lofts in Uptown

Uptown Lofts in Uptown

Penn Mathilda in Bloomfield/Garfield



Uptown is a Great Place to Live Car-Free



- Uptown has 1,379 working residents. 43% walk to work and 23% take public transportation. 4% work at home.
- There are 298 households in Uptown – 67 have no vehicle.

Case Study: Mackey Lofts



Case Study: Mackey Lofts

- \$12M renovation of historic bakery.
- 43 rental units of affordable housing, located in walkable transit-oriented environment adjacent to Oakland and Downtown.
- Decreased parking requirements by 12 (30% = 12.9) by providing secure bicycle parking.
- We still didn't have space for 31 parking spaces on site. We applied for a variance to provide 11 spaces and have had no problem with people not finding spaces.

Case Study: Uptown Lofts on Fifth



Case Study: Uptown Lofts on Fifth

- \$11M new construction of two buildings. 47 rental units of affordable housing, located in walkable transit-oriented environment adjacent to Oakland and Downtown.
- In the north building are 24 units are for youth who have aged out of foster care – in our program, almost no one owns a car.
- Decreased parking requirements by 7 (30%) by providing secure bicycle parking.
- We still didn't have space for 17 parking spaces on site. We applied for a variance to provide 7 spaces and most are usually empty.



Penn Mathilda – Preconstruction Site



Case Study: Penn Mathilda Apartments



Case Study: Penn Mathilda Apartments

- \$11M new construction in Bloomfield.
- 39 affordable units in gentrifying East End, half with preference for veterans.
- 6,000 SF of commercial space.
- Zoning required 39 residential spaces and 8 for the commercial space (1/500 SF over first 2,400 SF).
- Bicycle parking ordinance allowed us to replace 30% of 47 total with bicycle parking (14 spaces), reducing our total to 33 spaces.
- We can fit this on site!

Penn Mathilda – Interior Bike Parking



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