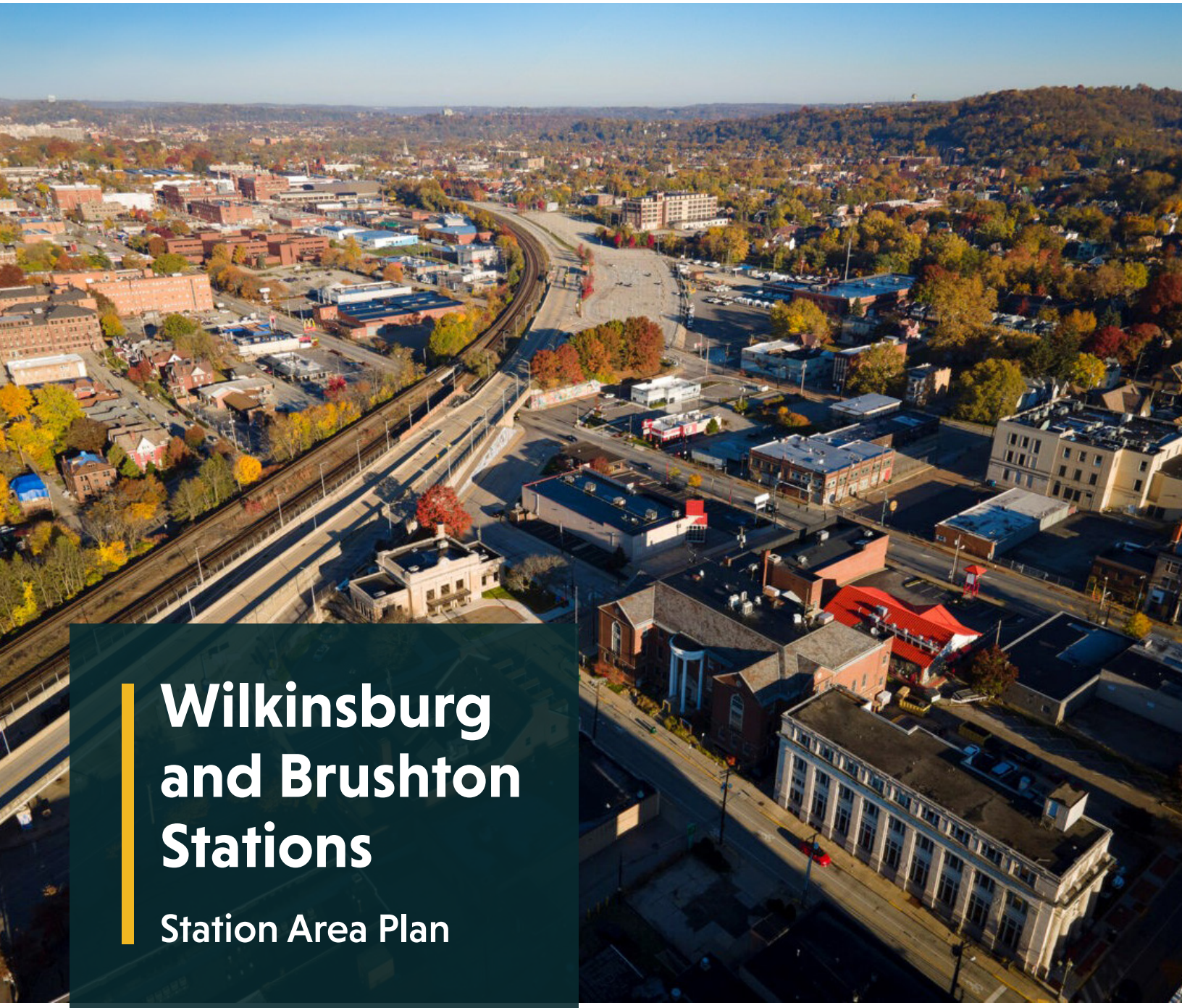
BOTEB
BUILDING ON THE EAST BUSWAY



Wilkinsburg and Brushton Stations

Station Area Plan

Appendix 1

Public Engagement Summary

October 2023

PRT
Pittsburgh Regional Transit

WILKINSBURG AND BRUSHTON STATIONS PUBLIC ENGAGEMENT SUMMARY

Pittsburgh Regional Transit (PRT) hosted three series of public engagement during the development of the Station Area Plans for Wilkinsburg and Brushton Stations. Each series was designed to understand the public's experience, inform and educate stakeholders and the public on the overall BOTEB project, the station area planning process, and solicit input on station plans, design concepts and transit-oriented development (TOD) opportunities. The first series focused on existing conditions and current rider experience, the second series focused on initial design and initial TOD concepts, and the final series focused on the final station area plans and implementation strategies. Public comments and inputs were solicited during stakeholder group meetings, public meetings, pop-up /mobile table events, and via the BOTEB website.

Public Series 1

The purpose of outreach and engagement efforts was to:

- Educate stakeholders and the public on station area planning, BOTEB project goals, objectives, timeline and boundaries.
- Outline the goals and purpose to redesign and relocate the Wilkinsburg Station while soliciting public input.
- Solicit input on a potential Brushton Station.

During the first series of engagement, PRT hosted one Stakeholder Advisory Committee (SAC) on August 11, 2022, one online meeting on September 13, 2022, and one in-person meeting on September 13, 2022 in Wilkinsburg at the Hosanna House. PRT also hosted five pop-up events. Three of the events were part of existing Wilkinsburg community events and two were hosted at high-volume bus stops in Homewood, in close proximity to the potential Brushton station.

Public Series 2

The purpose of outreach and engagement efforts was to:

- Review the goals and purpose to redesign and relocate the Wilkinsburg Station.
- Review and solicit input on the two conceptual designs for the Wilkinsburg Station and two conceptual designs for potential Brushton Station Area.
- Provide an opportunity for the public to ask questions and generally provide comments on the design concepts.

During the second series of engagement, PRT hosted one SAC on December 6, 2022. The second public meeting series included one online meeting on February 8, 2023 and one in-person, open house format meeting on February 9, 2023 at the Wilkinsburg Train Station. PRT also hosted two pop-up events, received more than 200 public comments, and posted informational boards at the Wilkinsburg Borough building.

Public Series 3

The purpose of outreach and engagement efforts was to:

- Review the Final Wilkinsburg 10 percent Station Design, Implementation Strategies, and TOD next steps.
- Review Final Brushton 10 percent Station Concept Design
- Establish a shared vision for development goals.
- Share the next steps in the process.

During the final public engagement series, PRT hosted one SAC meeting on April 12, 2023. One online public meeting was held on May 23, 2023 and the final in-person, open house format meeting was held on May 24, 2023 at the Wilkinsburg Train Station.

In addition to the stakeholder and public meetings, a project website was developed to educate the public and gather input through the use of interactive maps and several surveys.

BOTEB Website (https://pghtransit.mysocialpinpoint.com/botebwilkinsburg/home)

PRT launched a project website with the capability to both inform and gather input from the public. For Wilkinsburg and Brushton Stations, the website was regularly updated with project information, and had several feedback opportunities. The feedback opportunities included surveys and an interactive map, described in more detail below.

Brushton Station Survey

To gauge public support and interest in adding a station at Brushton Avenue, PRT launched an online survey via the project website. The survey was publicized through social media, yard signs throughout the community, signage at 40 bus stops, every-door-direct USPS mailers to residential properties in 1/4-mile radius of the potential station location, PRT staff surveyed people in-person at key bus stops, and through stakeholder newsletters, social media and websites. There were 317 total responses. The results of the survey are provided below.

Q1: Should PRT add at Station at Brushton?

Yes: 255 No:62

Q2: If not, why?

Top responses: cost and proximity to Homewood station

Q3: How frequently do you ride transit?

Daily:159 4-6 Days: 114 3 Days – Never: 44

Interactive Map

The interactive map created an opportunity for those not able to attend public meetings or contribute to other conversations to provide feedback which was incorporated into the project. The map allowed people to place comments based on what they like, safety concerns, accessibility gaps, and missing amenities. The map was active for comment throughout the duration of the project.

The Wilkinsburg and Brushton Stations map received 66 comments, with the top comments provided below.



- Crossing the street just past the bridge is unsafe and difficult.
- Walking through this parking lot felt really confusing the first few times. I didn't know where to go and felt like I was in a place where, as a pedestrian, I shouldn't have been. It's also a long walk to get back to the sidewalk/main road.
- There are a lot of curb cuts and walking this stretch feels like there is no protection / buffer from the busy road.
- Restoring the pedestrian tunnel here between E and W Hutchinson would greatly increase the walkshed of Hamnett station.
- The trail running parallel to the Busway between Wilkinsburg and Hamnett stations is not being maintained. Streetlights are shattered, the path is overgrown, and the path generally feels unsafe and uninviting.
- Accessibility via both sides of Penn Ave will help connect the community.
- Can we better connect this station to the busway? How would the connection point at Hay Street ramp be improved?
- Need to consider those arriving at the station via ACCESS. Improved waiting areas. Need to widen sidewalks as well for easier travel for those in wheelchairs.

Public Series #1

Meeting Format

For the first public meeting series for the BOTEB Wilkinsburg and Brushton Station Area Plans, a presentation was conducted followed by small-group discussions on each of the station concepts. The goal of the meeting was to inform, educate, and solicit input from the public on the overall BOTEB project and the station area planning process as well as understand the public's experience.

Summary of Public Input and Comments

The project team gathered feedback from the community through a series of public meetings and pop-up events. From this input the project team heard that the new designs should address safety and accessibility concerns. Participants described the need for improved ADA ramps, lighting, seating, and protection from inclement weather. There is a desire for the site to be designed for all people, connect communities on either side of the busway, and bring more pedestrian connectivity to the Central Business District (CBD) of Wilkinsburg.

In total, PRT received 133 comments from the public with ideas, concerns, and concepts for the future Wilkinsburg and potential Brushton station.

Public Series #2

Meeting Format

A presentation was conducted during the online meeting to provide the public with a general background and review of the design concepts (Concepts A and B). The presentation summarized the project's purpose, goals and timeline for the BOTEB program. The project goals are to collaboratively work with the community to conceptually design stations that better serve riders, support or enhance PRT operations, and bring value to the surrounding communities. The current planning and design efforts are an opportunity to explore station design, TOD, multi-modal improvements, and connections to Homewood, Wilkinsburg, and the other surrounding neighborhoods.

Summary of Public Input and Comments

During the online and in-person public meetings, the consultant team received approximately 150 questions and/or comments on the four design concepts. There were 79 people in attendance at this series of public meetings. Comments were received in the following categories:

- **Coordination with Wilkinsburg representatives**. Several participants expressed concern about the level of coordination and information provided to the Wilkinsburg representatives, council members and government officials throughout the planning process.

In response, PRT shared the following:

PRT established a SAC at the beginning of the planning effort. PRT convened the committee before each series of public engagement to solicit input, comments and ideas about the developed concepts. PRT also collaborated and partnered with the committee to inform the public of the planning process and encourage input and attendance. In addition to the committee, PRT also provided two briefings to the Wilkinsburg Council during a regularly scheduled board meeting. PRT welcomes any and all input, ideas and connections to the public that will help inform and encourage participation.

- **The Future of Parking.** Several participants expressed both support and concern about the future of parking both at the park-and-ride and on-street in close proximity to the busway. Those comments included:

- Significant concerns about losing parking spaces. Various community members stated that the parking lot is fill up again, and many Wilkinsburg residents like to park there when riding the bus. Several residents also expressed concerns that reduced parking may cause commuters to start parking on neighborhood streets/outside of their homes.
- Some supported reducing parking by expressing concerns that prioritizing the parking lot disadvantages people who do not have cars. The current infrastructure is very biased towards drivers. It is dangerous walking through the parking lot to get to the bus stop. Many people choose to live near the busway so that we do not have to rely on cars to get around. It was further discussed that the reduction or elimination of the parking spaces could be an opportunity to develop affordable housing.

In response, PRT shared the following:

Both Concept A and Concept B create the possibility that some or all of the park and ride could be redeveloped. Concept B allows for more developable area by moving the station to the Wallace Layover. Concept B also shows potential collaboration between PRT and Peoples Gas that could include new streets and sidewalks to enhance neighborhood connectivity and could also include a larger area for redevelopment.

- **Impact on Bus Routes.** Several participants expressed concerns or had concept specific questions about how or if bus routes would be affected by moving the bus station.

In response, PRT shared that the travel times are equivalent in both Concept A and Concept B. Both Concept A and Concept B will add some travel time due to adding the new Brushton Station. This additional travel time will be typically 1-2 minutes for buses which stop there.

- **Change in Location / Distance from Current Wilkinsburg Station including Walkability.** The discussion on connectivity and accessibility included:
  - The preferred design should be the best centralized option for Wilkinsburg so that the station can act more as a transit center, which will help with rider and pedestrian safety.
  - Some emphasized that the new station should give clear direction for both buses and pedestrians and should allow for a short walk from the bus to the CBD.
  - There were concerns that moving the station closer to Penn Avenue seems like a far walk from the paratransit drop-off to the station platforms, especially if the proposed elevator is out of service.
  - There were concerns over accessibility to the station being harder via a longer walking paths/less parking.

In response, PRT explained that both Concepts A and B make it easier for people in Homewood and Wilkinsburg to get to the busway by putting stations closer to where people live and work. Both Concepts A and B create better connectivity between neighborhoods by adding sidewalks, bikeways, and streets through PRT's property. Concept B makes getting to the busway even easier for most of Wilkinsburg by moving the station even closer to the Penn Avenue corridor. Concept B creates stronger neighborhood connectivity by proposing connections under/over the busway and railroad.

- **Transit-Oriented Development Potential including Community / Public Space and Maintenance**
  - Several participants expressed concern over development potential.

- There were concerns that developing on this land will cause gentrification and will not be beneficial for Wilkinsburg residents.
- Some shared support for increased community and public space that is connected to both communities.
- When considering development and station redesign, several participants asked for PRT to improve maintenance and management of both current and future stations.

In response, PRT explained that both Concepts A and B include plans for landscaping and plaza space near both Brushton and Wilkinsburg Stations. Concept B has more public space centered around the Wilkinsburg Station Platforms because it fully eliminates the Wallace Layover facility. Concept A includes public spaces that are spread out due to the location of the platforms, the redesign of the Wallace Layover, and the bus U-turn lane. PRT will investigate opportunities to increase maintenance of the current station and immediately surrounding areas.

- **Should there be a Brushton Station?**
  - Several participants expressed concern about the efficiency and need for a new station at Brushton. It was noted that there is already a station at Homewood Avenue and that a new station may cause delay in transit or adversely impact neighboring property owners.

In response, PRT shared previous public support for the additional station at Brushton and committed to conducting a public survey to determine community support.

Based on the comments received and the discussion during the meetings, Concept B was the preferred alternative for both stations.

Public Series #3

Meeting Format

PRT hosted two public meetings to gather input and solicit comments on two design concepts for the Wilkinsburg and Brushton Stations. The online meeting via Zoom, was held on Wednesday, May 23, 2023. The in-person meeting was held in open house format on Wednesday, May 24, 2023 at the Wilkinsburg Train Station. A summary of the meeting, the station boards, and public comments and input received is provided below.

Stations were setup for the in-person meeting to provide general background and review of the design concepts. The current planning and design efforts are an opportunity to explore station design, TOD, multi-modal improvements, and connections to Homewood, Wilkinsburg, and the surrounding neighborhoods. The process concluded in the spring of 2023. The in-person public meeting was conducted open-house style. There was no formal presentation.

A presentation was conducted during the online meeting to provide general project background and review of the design concepts. The presentation provided a brief background on the purpose, goals and timeline for the BOTEB program.

Summary of Public Input and Comments

During the in-person public meetings, the project team received approximately 40 questions and/or comments on the four presented concepts. There were 25 people in attendance at this series of public meetings.

Questions and comments were received on the following boards:

- **Brushton Station**
  - Develop multi-modal/trail connection at linear park with busway station.

- **Site Development Parcels**
  - Commercial development along the multi-modal trail
  - Partner with Allegheny Housing Authority
  - Social housing development
  - Do not preserve or prioritize parking at the expense of housing units
  - Teen recreation center
  - Coffee & donut shop
  - Charging for electric cars
  - Housing in area under-developed and needs investments

- **Infrastructure Phasing**
  - Improved lighting

- New Brushton Station is good for riders!
- Relocated station is good for Wilkinsburg!
- Hay Street ramp should be built like a busway station
- Hay Street: Can the 71C stop be closer to Hay Street?

- **Wilkinsburg Brushton Station Site Plan**
  - Favors residential and retail development at park-and-ride
  - Reservations about losing park-and-ride

- **Wilkinsburg Station**
  - Public play space at Penn Avenue (view A Green space) could cause maintenance issues.

- **Multi-modal Pathway & Green Infrastructure**
  - Can we add a linear park from Homewood to Brushton Station?
  - Is there an opportunity to move the baseball field to the greenspace across from the pedestrian connections?
  - Allow operators to make courtesy stop at the top and/or bottom or Pennwood Avenue & Hay Street.

- **Accessibility**
  - Add a bike repair shop at the existing bus depot.
  - Create a street level island at the Penn Avenue crossing

- **Public Art in Transit**
  - Please keep as many of the old growth trees on Pitt Street as possible.
  - Include a chalk art space (horizontal & vertical) that broadcasts pictures via webcam.
  - Don't know who printed it or what it means, but I am glad to see art on new walls.
  - Mural is painted in panels of brick, deconstruct panels and find new location
  - Can you take part of the mural and move it? People like it and want to see it in other locations.
  - You could recreate the mural on the new wall if people want to keep it.
  - I like the mural at Pitt Street/Wallace Avenue (by Chase Bank)

Listed below are the comments and questions received during the on-line presentation:

Q: Housing plans aren't included on this implementation list? Or is it just not considered "infrastructure" and will it be listed on another slide?

A: Housing is a consideration for future TOD. Yes, engaging with Allegheny County Housing Authority (ACHA) at this comparatively early stage would be critical.

Q: PRT speaks about "barrier free" as if it equals "accessible". It doesn't. What efforts were made to have Wilkinsburg Station be at street level? Why shouldn't diesel machines built for that purpose travel the distance down to street level, rather than expect riders with every disability and condition to climb to 30 feet up/down to the busway?

A: PRT explained that there are a few pieces. One is the station design program. This is taking a station that already exists and making it as great as possible (improving accessibility, improving design, public art, sustainability, etc.) And in this case, PRT has identified shifting the station as a result of previous processes, including the TRID study, where the community said they wanted the station to be closer to downtown Wilkinsburg and where PRT does have a significant amount of property.

The shift is about 700-foot shift in that station being closer to downtown Wilkinsburg; this is the design being presented at today's on-line meeting. PRT explained the current effort is not a fixed guideway project. PRT has considered the feasibility of bringing the entire busway down to street level as it is outside of the scope of this project. If this is something of significant concern to the community, PRT would like to discuss it and provide the community with a more formal response as to why the busway cannot be lowered in this particular area.

Finally, PRT acknowledges the Wilkinsburg station has 17 fixed bus routes that it serves and it is a very well served station, that currently provide a variety of services. A few services such as the P1 and P3 stay on the busway and continue outbound towards Swissvale via Penn Avenue. Several of them travel a little further and head down what is now called the Hay Street ramps, and some enter and off at Wallace Street. This project proposes to take all of the PRT services that are not continuing at the East Busway and group them all together on the secondary set of platforms - from there, they would all continue into the community on the same pathway to street level. Depending on if it is an express route, that would be an add on project from a service perspective. PRT would like to take this on in the next couple of years, while this project moves through design and engineering and towards construction and determine how to align this service in Wilkinsburg.

PRT reiterated that the P1 and P3 will remain on the busway and if this is still a concern to the community that PRT would be happy to discuss internally what PRT can do to be able to say if this could be a future project. PRT did acknowledge that it would be an intense infrastructure change and will not be easy, which will lead to significant discussions with the community, PennDOT and others.

Q: How many parking spots will remain at the Wilkinsburg Station?

A: PRT indicated that to date, PRT has over 700 spots at the Wilkinsburg Station park and ride. PRT has done a lot of surveying over the last several months at the park and ride and have taken a close look at Wilkinsburg throughout this process and will continue to do so. Data has found, that even on the highest ridership days (Tuesday, Wednesday and Thursday), on average, the lot is still about 55 percent empty. PRT recognizes that there is a demand here, but also recognizes the need for parking to be right-sized to what the actual demand is now, post pandemic. PRT does not have a specific number of spots at this point that will remain dedicated to the park and ride, because the TOD portion of this project is very, very far out into the future and PRT will continue to evaluate the parking lot usage. As PRT

starts to build development on what is currently park and ride, there will be plenty of park and ride spots, very far into the future. As PRT continues to move through the process of building TOD sites, paired with continued evaluation, PRT will determine what the absolute number is that must remain. This information is unknown at this time but will continue to be evaluated over the next several years.

Comment: Thank you all for all your work on this.

Q: Can the muralist that developed the existing mural be commissioned to update it in case it is removed? It is an important and forward-facing mural with history in the community, but accessibility should be a priority even if it means taking it down.
A: Yes, PRT will consider.

Comment: I think the questions about the current mural and public art would be best asked as a survey to riders at the station.

Comment: I think people understand that sometimes you must lose things to make other things better, (e.g, the mural). People will really enjoy this new station and appreciate all the work that has been done to create it.

Q: And again, this is separate from any additional Shadyside/Bloomfield station or a Strip District Station, right?
A: Yes, this is a separate project. The infill process we created at the beginning of the project will help us determine especially when it comes time to evaluate for a Strip District station, figure out where along the alignment is the best location for that station. The Shadyside and Bloomfield station is really Baum/Centre; we have identified it as something that should move forward, but as a separate standalone station area plan, rather than as part of the BOTEB project.

Comment: I don't think we should value parking over housing, even if they are being utilized.
Each spot takes up space that could be used to develop housing that would allow potentially tens of people to live in a building that would otherwise just temporarily "house" a car for a few hours a day.

Comment: The project should prioritize housing over parking in every scenario.

Q: Has PRT had any friendly discussions with the Allegheny County Housing Authority (ACHA)? Whether about Wilkinsburg or elsewhere?
A: Yes, engaging with ACHA at this comparatively early stage would be critical.

Comment: I know this still a long way off, but parking if there is no other option is what it is, but I don't think under any circumstances, that it makes sense, (even if it's being utilized) that land is more valuable as housing; more people will be able to live there and use it, as opposed to just one car being there sometimes, that may only be convenient to someone who is out in Penn Hills. (Especially if it's subsidized, which is actually going to serve people who would otherwise not be

able to live in the city near transit, etc.). I know there is a lot of noise around parking for meetings and other things, because an individual sometimes uses it and they like parking or don't want people parking in front of their house on a road that isn't their property, but I think the opportunity to actually build probably the first and best public housing we've done in the county in 50 years is an opportune moment we should not miss.

Response: PRT responded with a thank you and acknowledged the comment is helpful feedback. PRT has, as part of its Transit Union Plan station improvements planning, which falls under one of their big improvements for housing which is to ensure that there is affordable housing on this site. This is a big priority for PRT, especially at this station.

WILKINSBURG AND BRUSHTON STATIONS STAKEHOLDER ADVISORY COMMITTEE (SAC) SUMMARY

As valued community voices, representatives from stakeholder organizations and groups were invited to participate in the project SAC. The participation and input of these key stakeholders was valuable to the planning process to create a better Wilkinsburg Station along the East Busway. Input and ideas from business owners, municipal representatives, advocates, and community representatives were fundamental to developing a station that better connects, serves, and benefits everyone.

The SAC met three times over the course of the Wilkinsburg and Brushton Station Area planning process. The first meeting was on August 11, 2022, the second on December 6, 2022, and the third on April 12, 2023.

Stakeholder Advisory Meeting #1

Summary of SAC Meeting #1

The BOTEB SAC met with the project team on August 11, 2022. This was the first SAC meeting for the BOTEB/Wilkinsburg Station and Brushton Station Area Plans. The goal of the meeting was to inform, educate and solicit input from the community stakeholders on the overall BOTEB project and the station area plan process as well as understand the public's experience from the stakeholders' perspective.

Summary of Comments from SAC Meeting #1

The following is a high-level summary of the input received at each small group discussion table.

Table 1: The discussion at Table 1 focused on station design and access opportunities at the Wallace layover space. As part of the discussion the group shared that the new design should address safety and the feeling of being safe; have amenities including lighting, benches, cellphone charging stations, places for families; design elements that allow the station to be easily maintained and kept clean; be accessible to all; reconnect to the community. It was also noted that the project team should expand the review of previous plans to include additional plans developed for the Homewood community.

Table 2: The discussion at Table 2 focused on understanding land use, growth, and potential market opportunities in the Wilkinsburg area. With a map of the Wilkinsburg area, participants were asked to identify current and/or upcoming development initiatives in the area. From the conversation, it was revealed that many projects are rehabilitating existing buildings for residential use or to be used as store fronts. Some of the projects discussed include affordable housing, apartments, and office space.

A question was asked whether PRT intended to invest or sponsor large vacant land parcels in the area. The facilitators agreed that adjacent development to PRT property could aid in the development of the busway station. PRT is not necessarily looking to invest in new property but will encourage anti-displacement efforts in and around the stations.

Stakeholders identified needs and desires they would like to see in the area. Some of the ideas mentioned included grocery stores, pedestrian friendly streets, parks, places for youth, space for an open market, increased bike safety measures, and affordable housing.

Some projects that were discussed at Table 2 include:

1. Penn Lincoln Apartments (41-unit mixed-use multifamily development at the intersection of Penn Avenue and Center Street, ACTION Housing + Hosanna House)
2. Reuse of former High School - RFP Coming Fall 22'
3. Six New Storefronts (permit)
4. Hunter Building (offices/apartments)
5. Retail and apartments (new construction)
6. Center for Civic Arts
7. Mixed use building rehab
8. Ten storefronts and apartments
9. Single-family homes (five or six renovations)
10. Ten townhomes Action Housing (new construction)
11. Four to Six townhouses (Action Housing)
12. Whemco Property – Computer Reach? Nonprofit, makerspace, veterans
13. Bridgeway Capital Property
14. County is demolishing buildings

Other projects that were discussed include:

- Train Station will possibly have tenants moving in
- Tech Company will possibly move in above CDC offices
- Trails- Healthy Walks in CBD supporting public transit
- GetGO – Frankstown – Keller
- Sanctuary Project – across from Hosanna House on Wallace, age 14-21

Concerns and hopes for the area by stakeholders included:

- There was concern about the grade of the station area and also how industrial the area around the station is. There should be a stronger connection to the neighborhood, currently it feels impenetrable.
- The Homewood Community Development Collaborative is the Registered Community Organization (RCO) and would be a good community group to meet with, as they are an umbrella organization for other Homewood groups.

- For development opportunities, the project team should review the Operation Better Block Cluster Plan.
- A request for a space for youth to be without being questioned. There are not many unprogrammed spaces that youth can go. There are not a lot of programs for youth.
- There should be youth involved in this process.
- More store fronts on Wood Street.
- Desire to shut down the streets and allow people to walk around and have lights hung.
- Things for seniors would also be great to see.

Table 3: The key takeaways from the values, community success and ideas for public engagement include the following:

- The site needs to be accessible. Design with ALL people in mind.
- Connect communities on either side of the busway.
- Improve not only safety, but perception of safety as well.
- Bring more pedestrian connectivity to the central business district and promote economic growth.
- Need for connectivity to the stations from both sides of the busway and for all modes of transportation to get there.
- Discuss renaming the station.
- Get more community members from Homewood involved!

A summary of thoughts provided by the group on the following statement, “I will consider this project successful if…”

- There is more foot traffic, energy, synergy, activity, visibility and accessibility to the Wilkinsburg community.
- The future station generates equity or is planned equitably.
- The future station is a community asset that is safe and welcoming for all ages.
- There is accountability to respect and maintain the space.
- There is community identity associated with the station to include possible mural done by local artist.
- Community members are a part of the project. They will have a say in what it looks like, what businesses move in the TOD space, and preferably, are the ones who build it. They will also participate in construction and maintenance.
- Both sides of the busway are united and connected! In more places than just one.
- There is potential for gentrification with this project, ensuring that it doesn’t happen.
- Less parking space; distribute parking in a decentralized way to allow more people throughout the community.

Stakeholder Advisory Meeting #2

Summary of SAC Meeting #2

The BOTEB SAC met with the BOTEB project team on December 6, 2022. The goal of this meeting was to review and obtain feedback on two conceptual designs for each station.

Summary of Comments from SAC Meeting #2

During open discussion on the four design concepts, the SAC members provided the following comments, suggestions and input:

Ideas for Public Space

- There should be recognition that this is the M.L.K. busway with some recognition of civil rights movement, maybe tributes/art to civil rights activists. This project has the opportunity for art and symbols that tie back to civil rights with relatable images.
- Park space must be maintained and kept up. There may be an opportunity to create an "adopt a park" program or to involve youth in park maintenance.
- Pedestrian walkways should be created and maintained. Currently, there is no designated or identifiable pedestrian walkway(s) to the station. This is a safety concern. Additional walk path(s) options were requested.

Wilkinsburg Station Design

- The Hay Street bus lane is already too wide and presents safety concerns. The SAC requested the project team to review prior planning about greenway corridors connecting stations to Homewood.
- Wallace Street Layover does not feel safe at night and is often poorly maintained. There was support for a design that addressed these issues.
- There was a request for additional amenities such as bathrooms.
- There should be a linear park along the busway.
- The busway is very dangerous and pedestrian safety needs to be improved through the design.
- Concept A still feels very auto-centric and prioritizes vehicles over pedestrians. It feels less safe than option B.
- Concept B is the preferred option and feels like a closer pedestrian connection. The group stressed improved walkability.
    - Consider adding greenway connection to this option.
    - Preference between overpass or underpass? Overpasses seem safer.

Brushton Station Design

- Brushton Avenue was the historic connection across Penn Avenue, and should be the primary access point for pedestrians. This may encourage more people to access the station there, then from Braddock Ave.

- Consider shifting the center of the station to align better with Brushton Avenue.
- Could also create a youth center/destination, a resource center, or a transit center to anchor the station
- Strong desire for additional connections across Penn Avenue
    - Extending Brushton across is the primary desired connections, but would like to have as many connections as possible to improve pedestrian connectivity
    - Recognize those connections cost significant investment
    - Discussion about changing the market around the stations to finance these connections, and improves safety

Stakeholder Advisory Meeting #3

Summary of SAC Meeting #3

The BOTEB SAC met with the BOTEB project team on April 12, 2023. The goal of the third and final meeting was to present the preferred 10 percent design concept, and future development opportunities/priorities.

Summary of Comments from SAC Meeting #3

During open discussion on the final design concepts, implementation process and public art process, the SAC members provided the following comments, suggestions and input:

- The overarching goal should be connectivity. The station designs presented accomplishes this goal. The designs will help continue the connectivity from the station into all parts of the neighborhoods to connect everyone to the site, not just downtown.
- Visibility from the neighborhood is critical for the Wilkinsburg Station design. The pedestrian ramp that comes down behind the pharmacy could be a great connection point. Especially if we aren't relying on commuters to use the station. Affordable quality and workforce housing should be a priority.
- Designs that allow for sustainable and consistent maintenance are critical. The quality of maintenance of this station and development site is important to the community. This could be a potential partnership in the future, and PRT does not have the capacity.
- TOD opportunities for the future could consider subsidized ground leases with affordable housing providers and an ownership model for commercial space.
- Proactive and preventive air quality concerns related to the layover should be prioritized. It is interesting putting layover right of the middle of development sites. PRT should consider ensuring that the engine will be turned off when buses are there. This is not just a visibility problem, but a pollution problem.
- A safe trail is very important. Linear Park has come up a few times. It seems to be a wonderful asset to the community. The spaces around all our station areas within our region need a higher level of care. PRT can't necessarily provide alone, so perhaps there is some other entity to be discovered or partnership to take place to

create this. East Liberty created a TRID through the URA which uses tax funding to fund improvements and maintenance at East Liberty Station.

- Given the long timeline for building the development sites and the station construction, there is great support by the community, but the community forgets what they agree to, then are upset when changes are finally made years later. The SAC or another self-appointed group can help to keep the community engaged while the project is in design and engineering. A great model for that is the Negley Run Watershed task force. There are quarterly community meetings to provide updates on long-term projects and efforts. There is a lot of mobility work that needs to be done to connect the community to the station (sidewalks etc.) so keeping that going will help keep this project connected.



Pittsburgh Regional Transit