



Pittsburgh Regional Transit

Herron Station: Station Area Plan

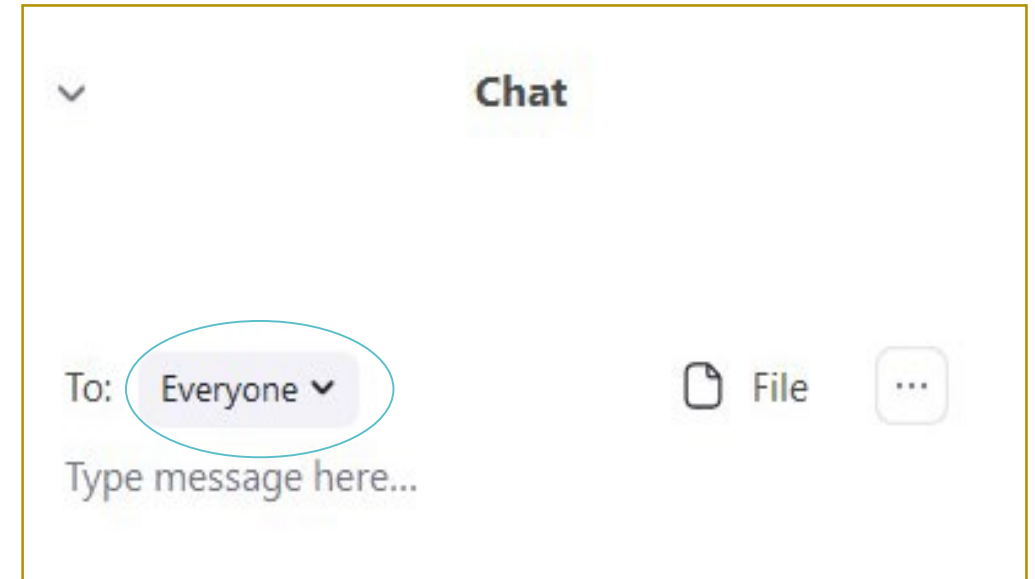
Public Meetings – Round 2

10 & 11 October 2023

➤ Thank you for joining us!

- Please stay muted
- Joining by phone?
 - (*6) Mute/Unmute
 - (*9) Raise Hand
- Technical difficulties?
Chat Chad Williams

Submit questions through the chat function



This meeting is being recorded and will be uploaded to www.engage.rideprt.org/herron.

› Today's Objectives

- Provide a brief project overview
- Share opportunity areas identified based on engagement
- **Gather your input, ideas, and comments on Herron Station Design including:**
 - Concepts A and B
 - Station Sustainability
 - Landscape Strategy
 - Station Wayfinding
 - Station Lighting
- Discuss additional Herron Station Gateways
- Share ETOD Implementation Ideas
- Station Improvements Sequencing
- Share next steps and answer questions



➤ Project Overview : Herron Station

Station Area Plan will include recommendations to improve the station itself and ways that people get to the station from the surrounding neighborhoods.

This is our second round of public engagement.

- Our first round was on June 22, 2023
- Our final round is planned for December 2023.

The project will conclude by December 2023.



Community Conversations

Round 1:

- Lawrenceville
 - LU Community Meeting 5/11
 - Lawrenceville Farmer's Market 5/30
- Polish Hill
 - Kaibur Coffee 6/3
 - West Penn Park 6/17
- Strip District
 - Salem's Market and Grille 6/13
- Lawrenceville and the Strip District
 - Open Streets PGH 6/25

Round 2:

- Lawrenceville
 - Lawrenceville Farmer's Market 10/3
- Polish Hill
 - Arts Fest 9/17
 - **Kaibur Coffee 10/15 9am-12pm**
- Strip District
 - Salem's Market and Grille 9/27
 - **Strip District Neighbors Meeting 10/17 5pm**

Total Community Pop-Ups: 11



Website Feedback

How you can get involved!



Upcoming Events

Give input at one of our in-person pop-up events or online meetings in June 2023!

[Learn More](#)



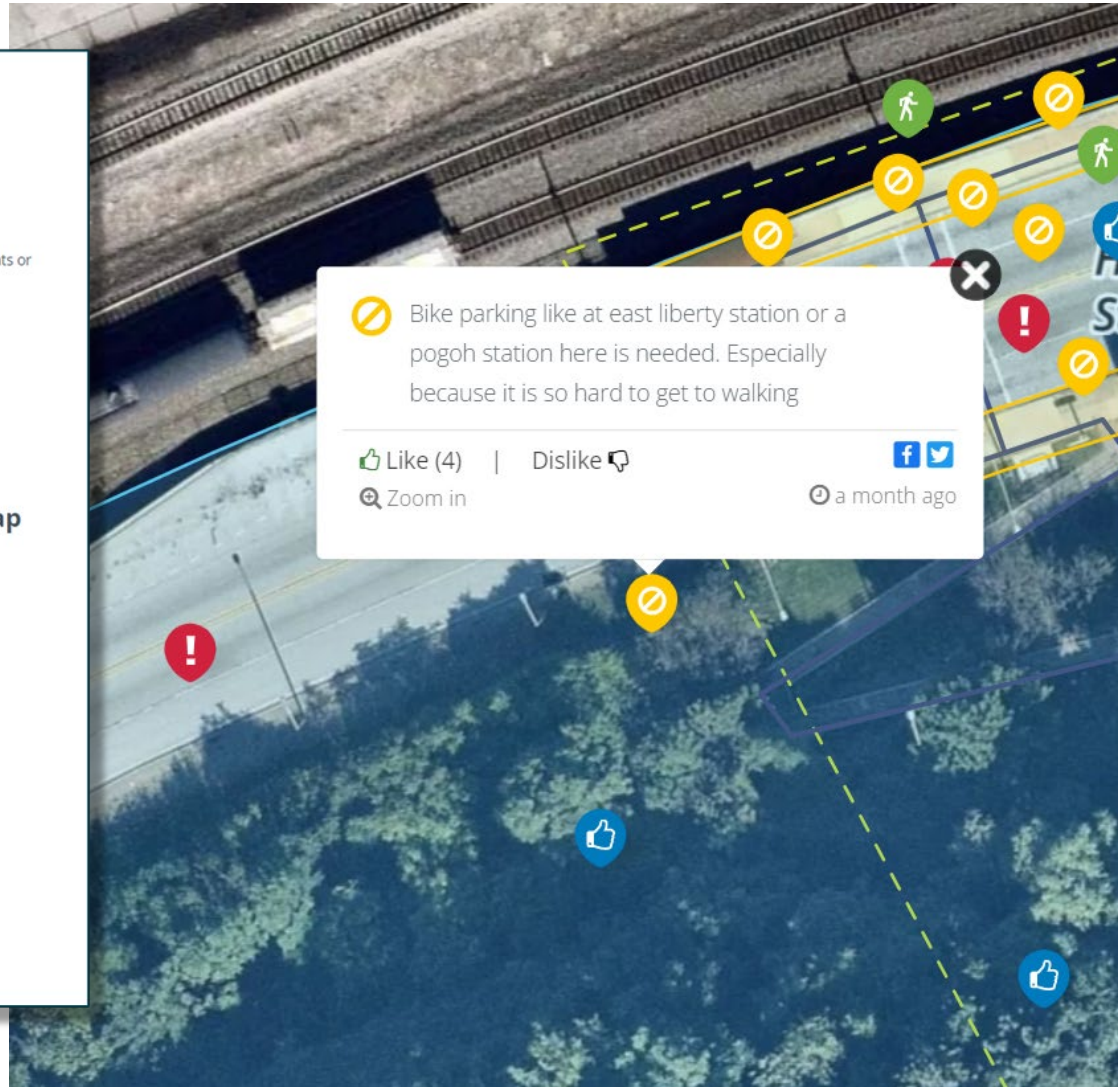
Add your input to the map

[View the map](#)



Take the Survey

[Take The Survey](#)



🚫 Bike parking like at east liberty station or a pogoh station here is needed. Especially because it is so hard to get to walking

👍 Like (4) | Dislike 🗨️

🔍 Zoom in



🕒 a month ago

I use this station to go inbound for work. It would be great to somehow connect the East Busway to the BRT to cycle around the city

👍 Something I Like | 2 months ago | Like 👍+3 | Dislike 🗨️

There are no good drop off/pick up spots when meeting someone at the stop

🚫 Amenity Gap | 2 months ago | Like 👍+4 | Dislike 🗨️


The station should have at grade access

🦿 Accessibility Gap | a month ago | Like 👍+3 | Dislike 🗨️

Clearly, repairing the staircase that runs from the end of Hancock down to Herron Ave. by the entrance to the Busway should be a top priority. Not only is this staircase more convenient to many of those who live and work in Polish Hill, it is safer to use (well, would be safer if it were fully repaired) than the other staircase that connects Polish Hill to the Busway, as that other staircase, running from Herron to Dobson, requires that bus riders/pedestrians cross Herron at a blind curve.

⚠️ Safety Concern | 24 days ago | Like 👍+2 | Dislike 🗨️

➤ Online Map: 166 total comments

 Something I Like
29






 Accessibility Gap
53

 Amenity Gap
54

 Safety Concern
31

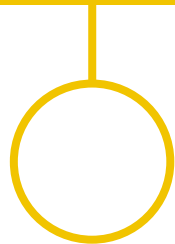


Legend

-  Herron Station
-  1/4 Mile Radius
-  PRT Owned Property
-  Sidewalks
-  Station Access Focus Area

As of July 13, 2023

Herron Station Design



Concepts A and B
Station Sustainability
Landscape Strategy
Station Wayfinding
Station Lighting

Station Opportunity Areas



- 1 Herron Ave bridge to Lawrenceville
- 2 Inbound staircase gateway on Herron Ave bridge
- 3 Street level station entrance
- 4 Herron Ave to Polish Hill
- 5 Herron Station platform & amenities
- 6 Herron Station access
- 7 a – Dowling St stairs
b – Polish Hill access
- 8 Green space @ Downing St
- 9 Wayfinding to Station in Neighborhoods

Legend:

-  PRT Property
-  PRT as Advocate
-  PRT as Partner
-  PRT as Sponsor/Leader

Station Design Concept A and Concept B

Revitalize Herron Station

- Update station platforms for 4 stops (PRT standard)
- Update station access to meet ADA standards
- Expand on the Herron Ave entrance as a station gateway/ added plaza
- Partner with DOMI to incorporate renovated Downing St stairs into added plaza
- Partner with DOMI to improve pedestrian experience along Herron Ave bridge

Concept A - Connect

- Street level plaza on busway outbound side only with smaller street frontage and deeper configuration
- ADA access is 10 ft wide with 1:12 slope (minimum standard)
- Inbound and outbound busway stairs have a canopy
- Bus 54 shelters on Herron Ave are aligned with each other east of the plaza

Concept B - Integrate

- Street level plaza with longer street frontage and a pedestrian safety zone
- ADA Access is 10 ft wide with 1:16 - 1:20 slope (comfortable)
- Inbound stairs canopy extends till the Busway canopy
- On-street bus shelter is larger, integrated into plaza canopy, and not aligned with inbound shelter.

Station Design

➤ Important Take-away from DOMI coordination



Existing Conditions: Sidewalks are narrow, and travel lanes are excessively wide.

DOMI Project: Concrete barriers integrated with the bridge deck make allocating more pedestrian space on the bridge challenging in the near term, moving them is not part of current project.

Proposed Approach to Future Bridge Improvements:

Short Term: Propose narrower lanes and incorporate a 4- to 6-foot-wide amenity zone (lighting, trees,...) on the West side.

Long Term: Both Concept A and B can be improved with a full rebuilding of the deck of the Herron Ave Bridge (which allows adjustment of the concrete barriers) to be realized. **Likely 15 to 20 years away.**

➤ Concept A - Connect



Key Design Elements:

- 1 Street level plaza on outbound side only with smaller street frontage and deeper configuration
- 2 ADA access is 10 ft wide with 1:12 slope (minimum standard)
- 3 Different areas of the access paths are covered with canopies.
- 4 Bus Stop shelters are aligned East of the plaza

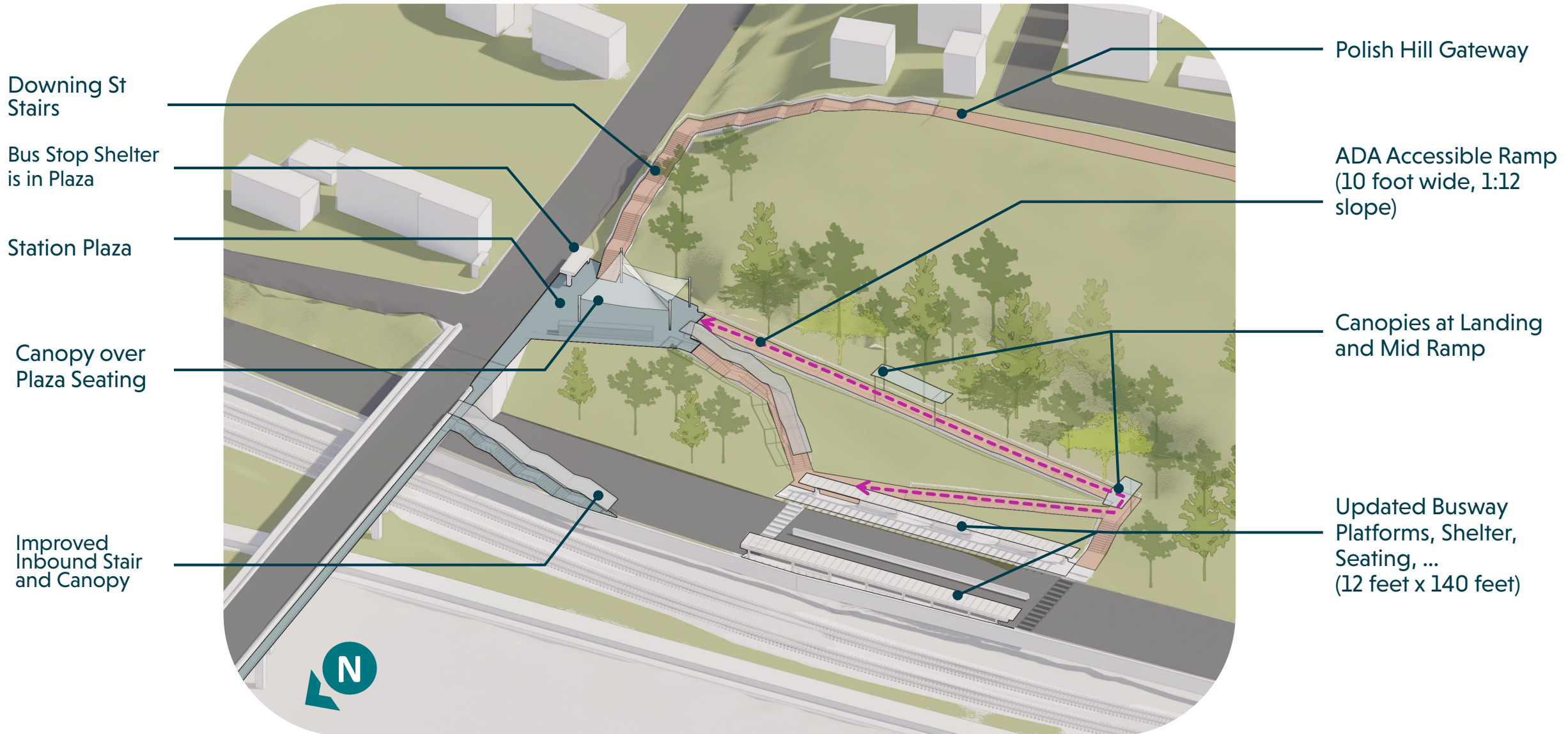
LEGEND:

- Bus Station Platform
- Bus Stop Shelter
- Canopy over Stairs
- Pedestrian/Bike Access
- Accessible Path
- Bike Share Station
- Landscaping
- Hardscaping
- Herron Ave Bridge Proposed Amenity Zone
- Bike Lane/Shoulder
- Pedestrian Crossing Zone

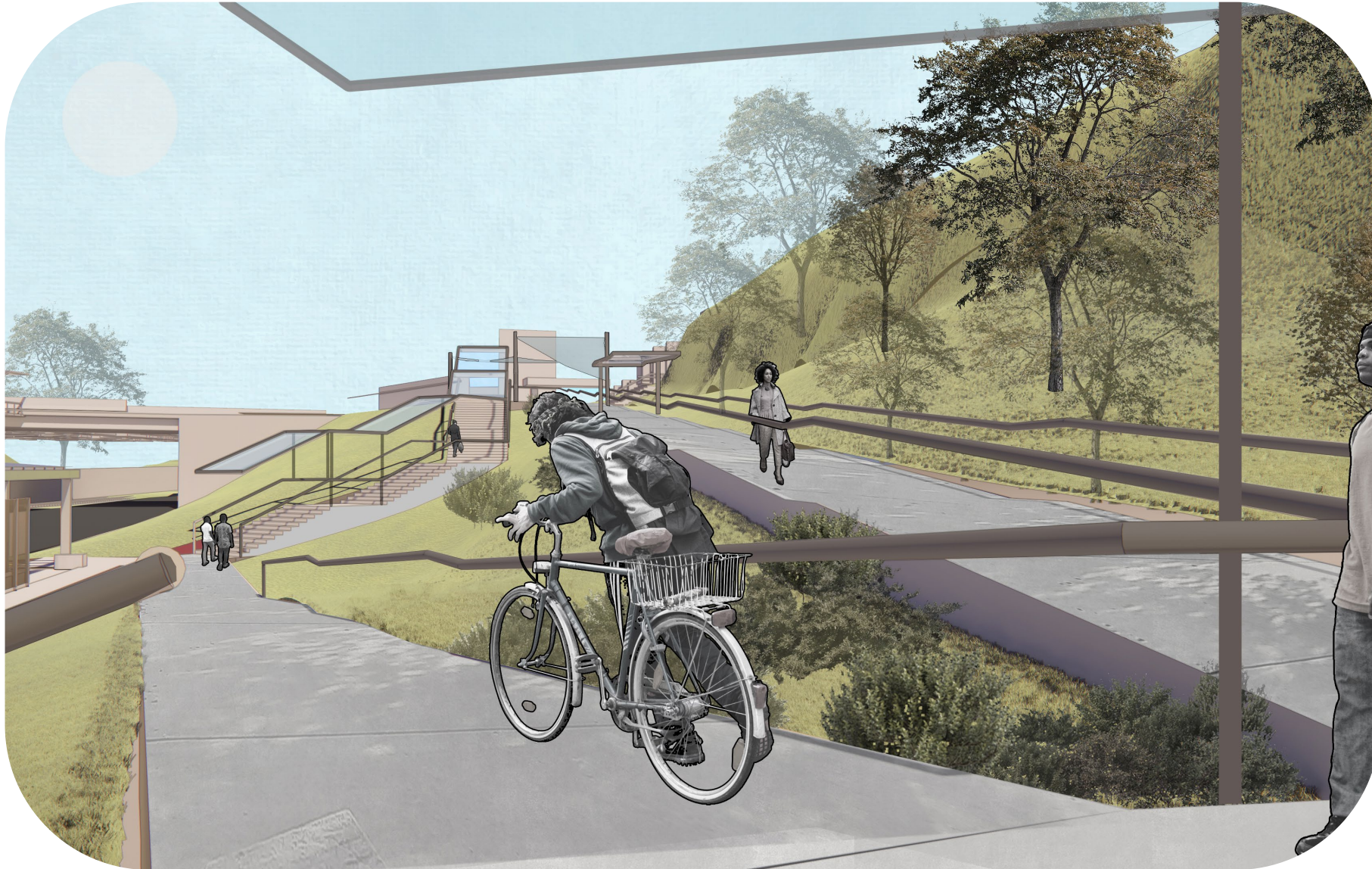
Herron Ave Station Entrance



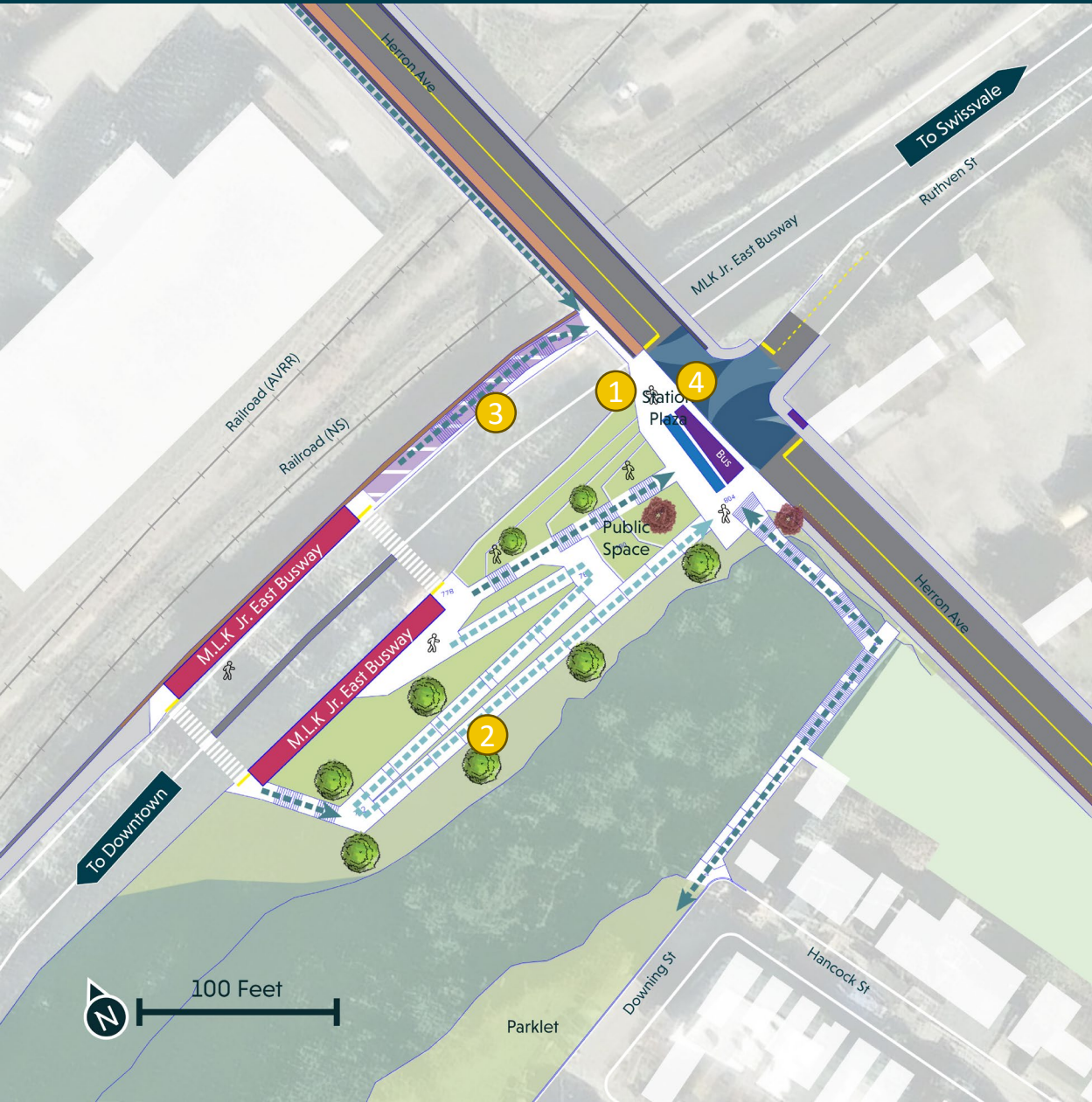
Concept A - Diagrams



➤ Concept A - View



➤ Concept B - Integrate



Key Design Elements:

- 1 Street level plaza with wider street frontage and closer to inbound stairs
- 2 ADA access is 10 ft wide with 1:16 and 1:20 slope (more comfortable)
- 3 Inbound stairs has a canopy that extends to the Platform canopy
- 4 On-Street Outbound Bus is integrated into large shelter on the Plaza. Station Plaza is proposed to be party shaded to shelter riders from the elements.

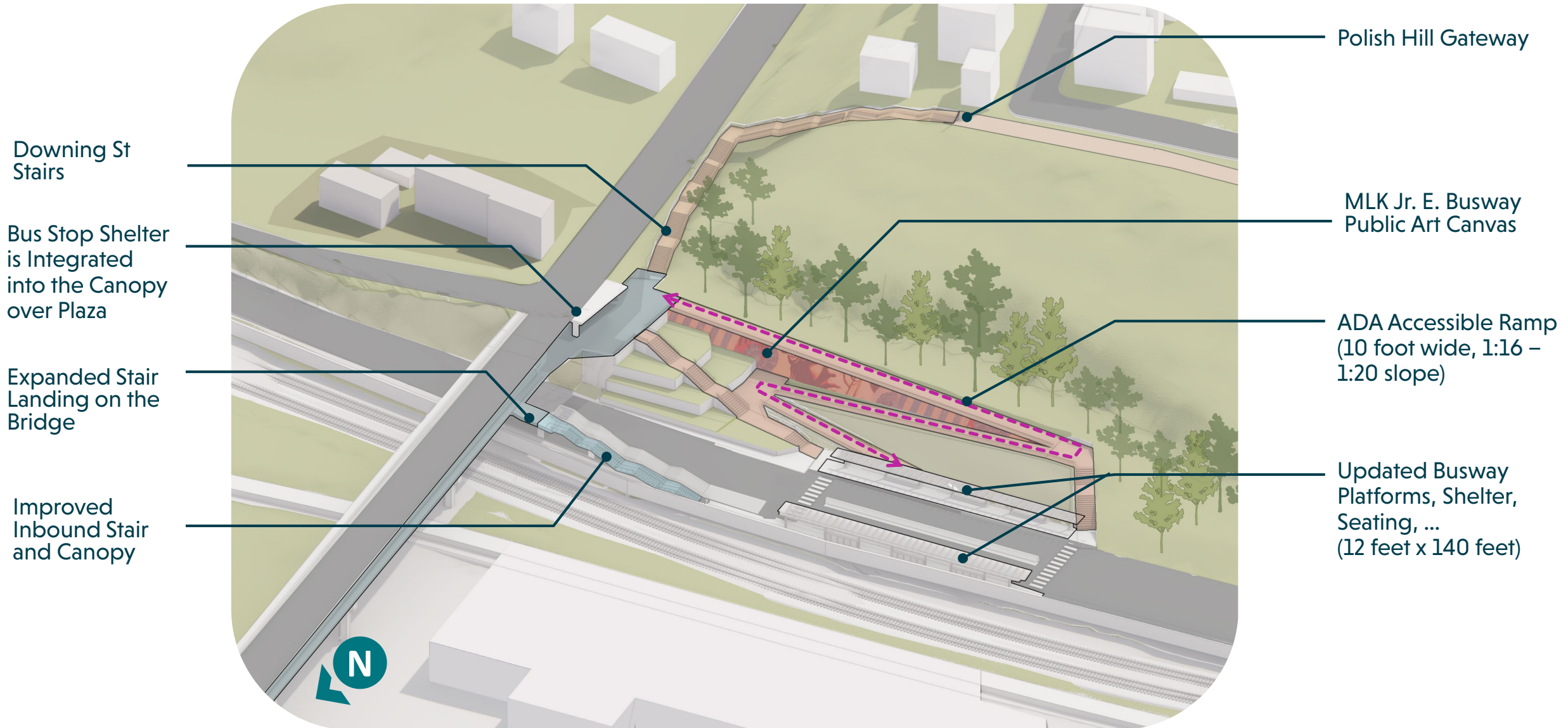
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Herron Ave Bridge



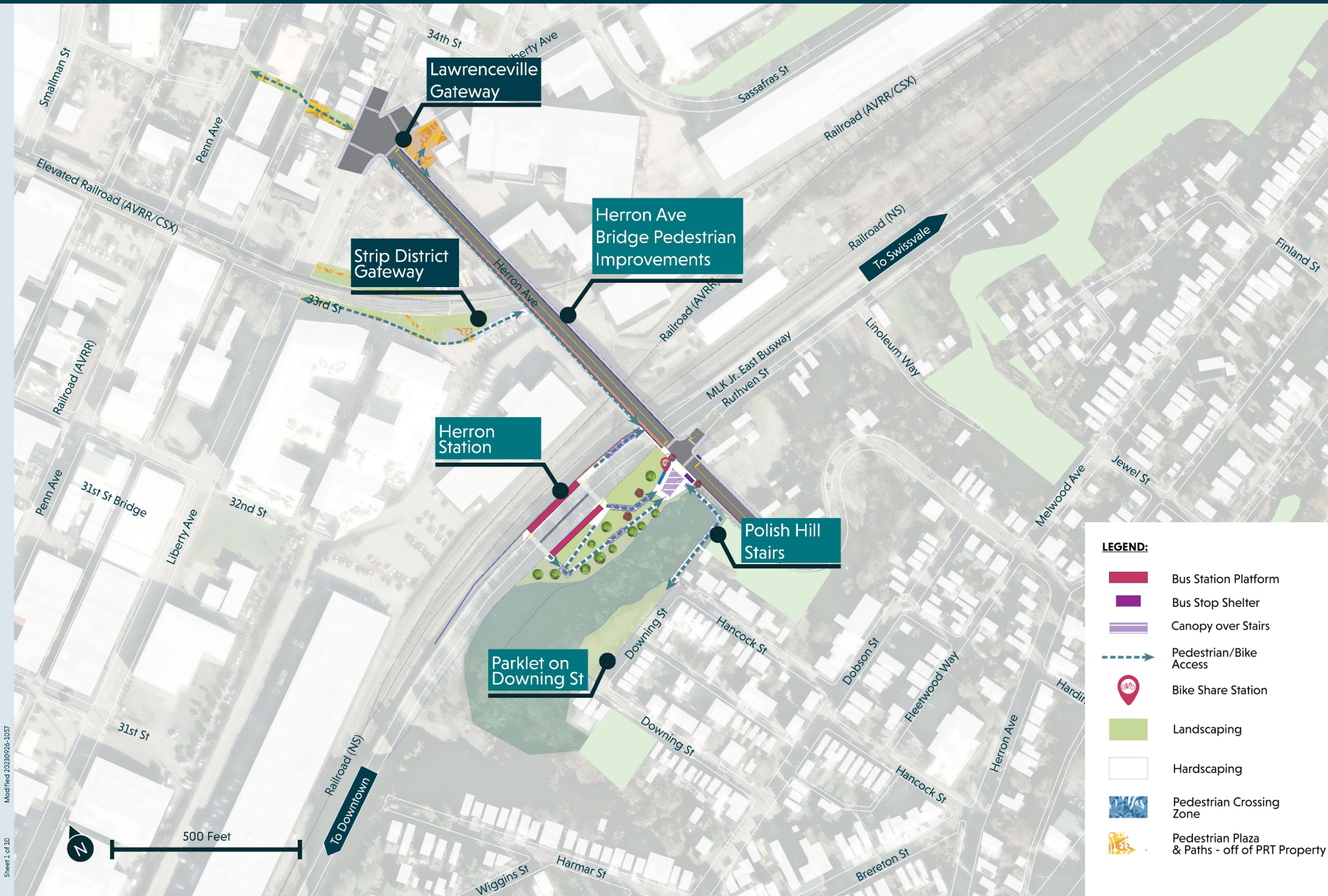
Concept B - Diagrams



➤ Concept A - Diagrams



Concept A – Zoom Out



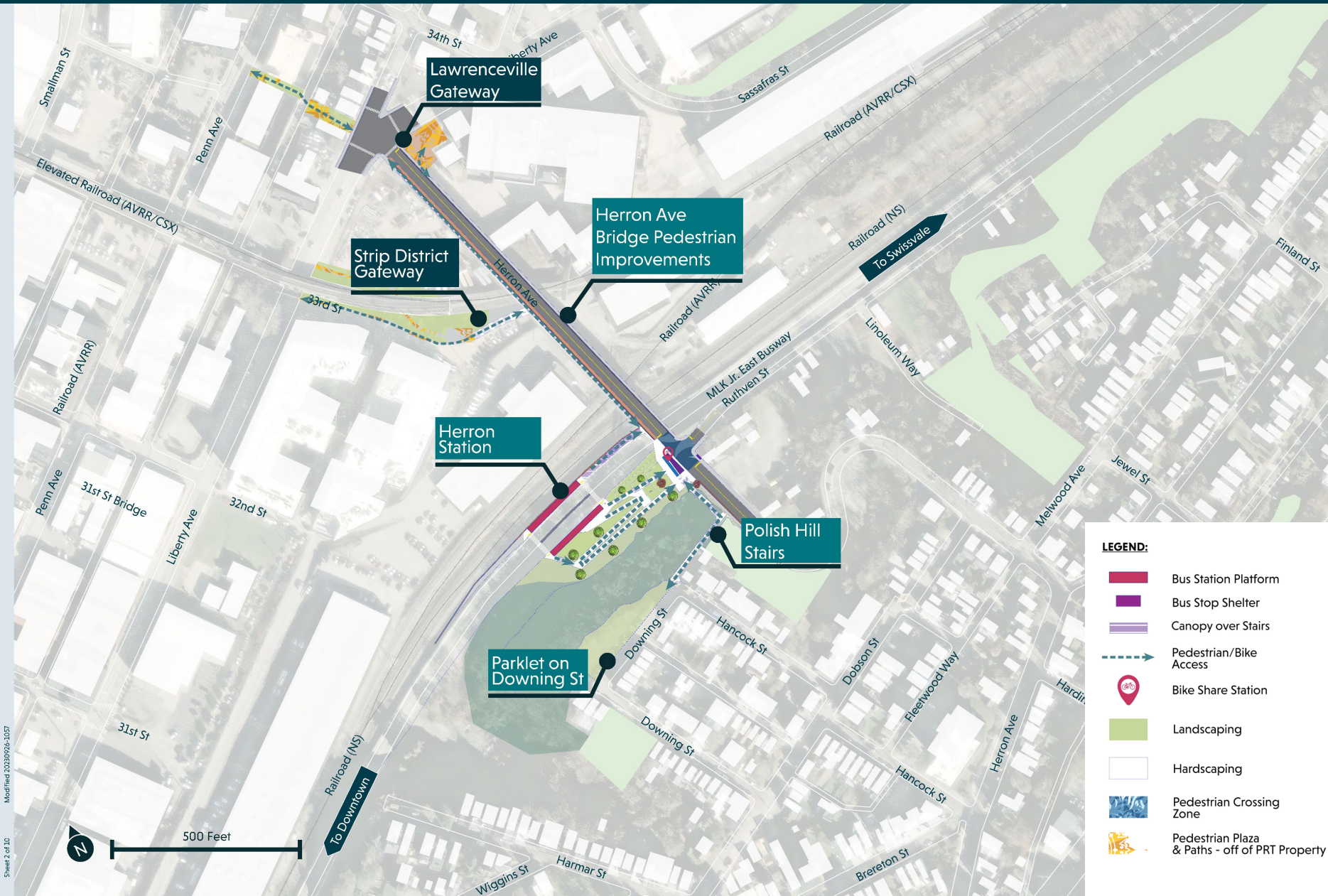
Herron Ave Bridge Improvements:

- Re-configure lanes to 12-foot wide and shift toward the East side
- Use the 6-foot space for an amenity zone (lighting, trees,...) to improve walkability on the West side
- Limited impact on DOMI preservation project as jersey barriers are not shifted

The Bridge could also:

- Integrate a **Strip District Gateway** proposed at 33rd street to connect the development in the area more directly to the station.

Concept B – Zoom Out



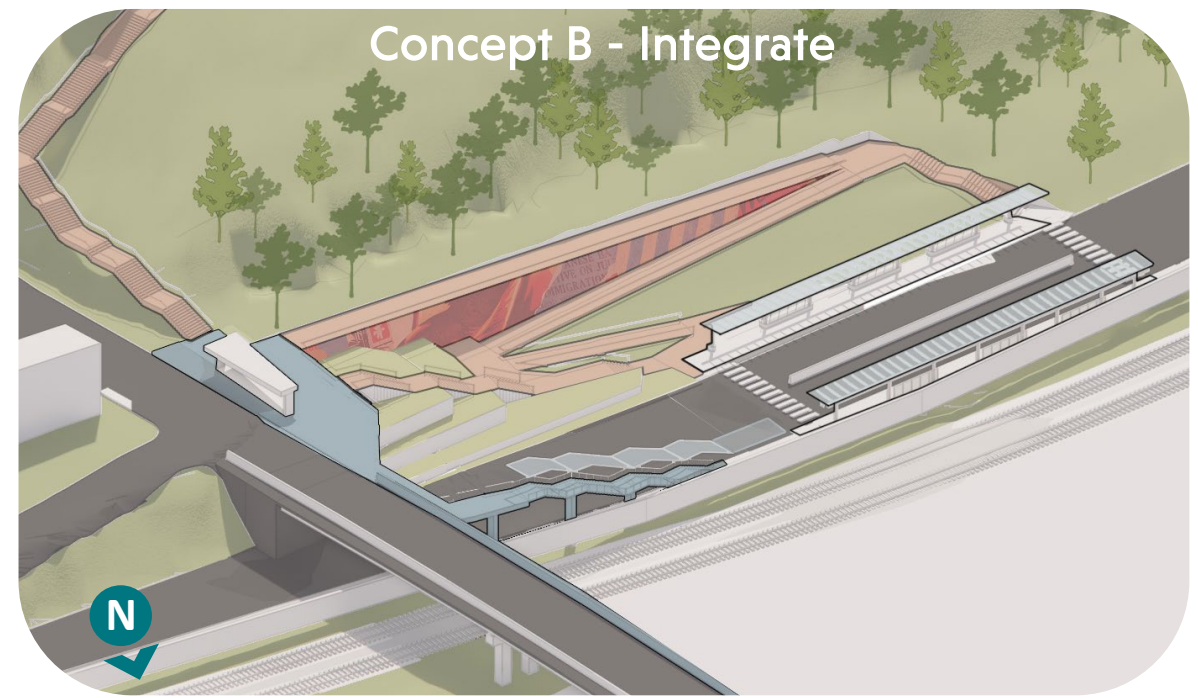
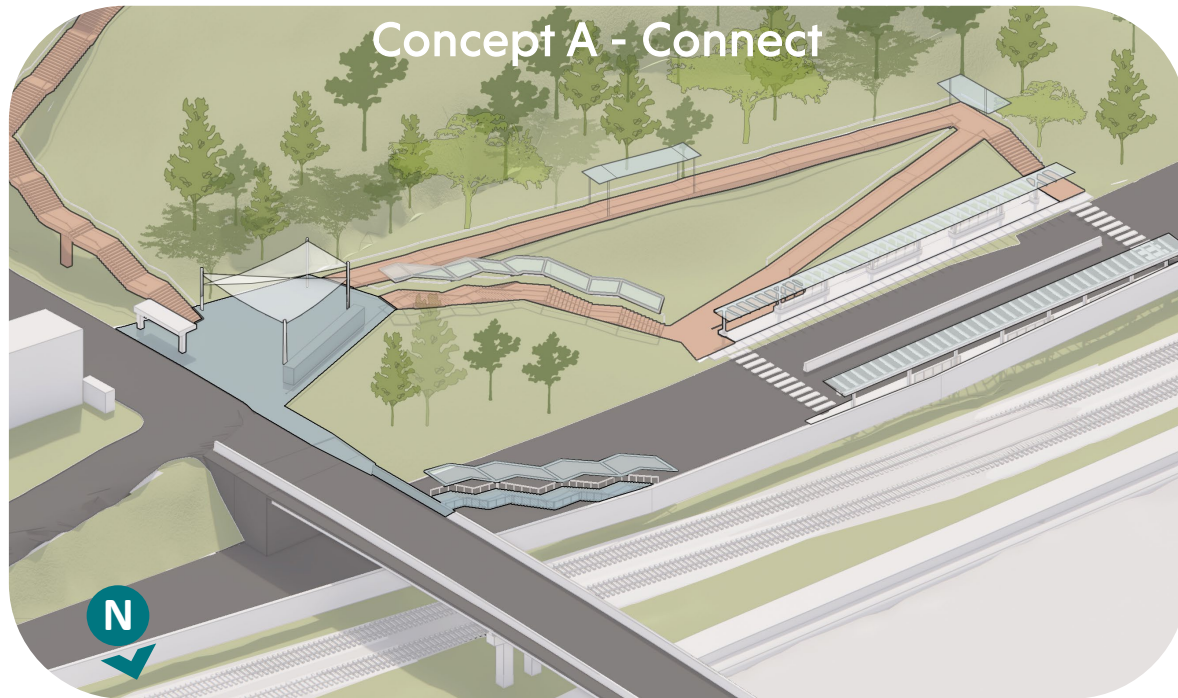
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The intersection at Liberty Ave and Herron Ave can serve as the gateway to Lawrenceville by:

- Adding a crosswalk on the West side.
- Investigation a connection from the intersection down to Penn Ave
- Expanding the corner with the Iron City Brewing for a more pedestrian focused plaza space.

➤ Concept – Trade Offs



Station Entrance Plaza and Landscape

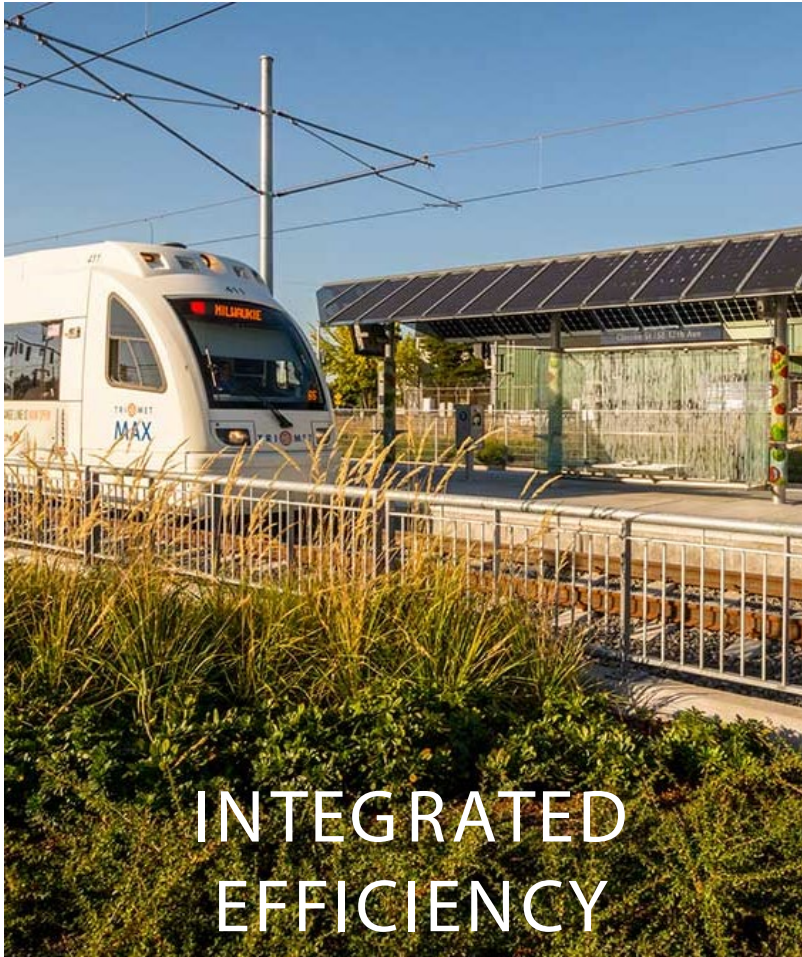
- Deep with narrow street frontage on Herron Ave (App. Area: 3,850 ft² with 75 feet frontage)
- Minimal Intervention of Herron Ave Bridge – jersey barrier before the bridge joint
 - Station Entrance is on the Outbound Side
 - Minimal Improvement to sense of arrival from Lawrenceville
- Greater green space with slopes (App. Area: 14,150 ft²)

Station Entrance Plaza and Landscape

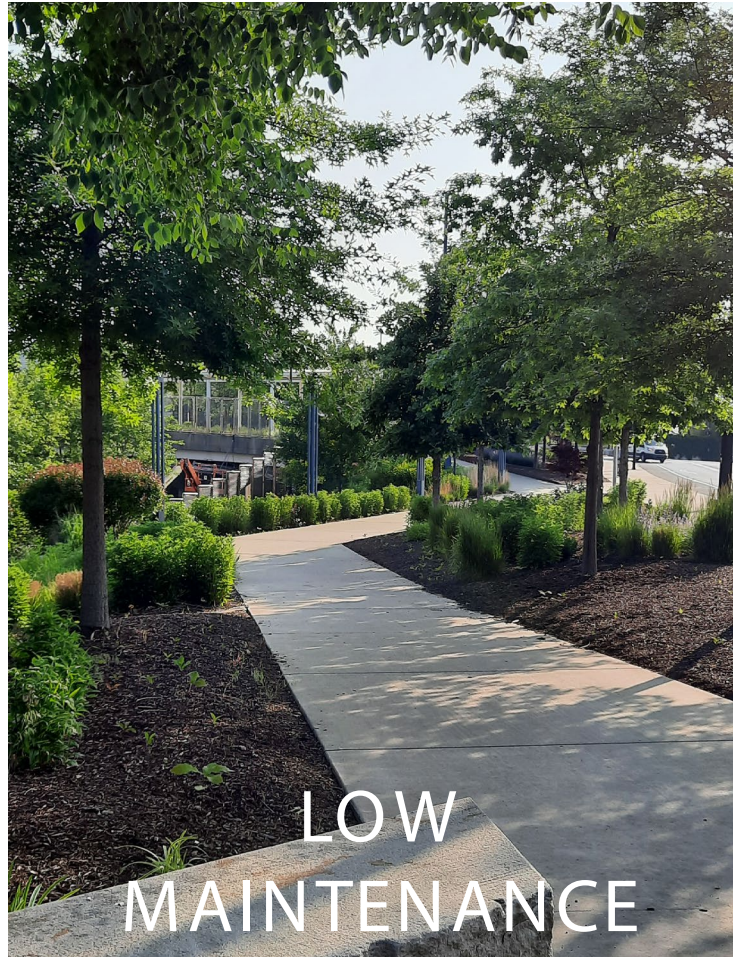
- Shallow with wider street frontage on Herron Ave (App. Area: 3,460 ft² with 110 feet frontage)
- Minor intervention to expand Inbound Stair landing area adjacent to the Herron Ave Bridge.
- Smaller green space as terraces (App. Area: 10,500 ft²)
- Future improvements to Herron Ave. Bridge could include wider sidewalks and more attractive security fencing.

➤ Station Design – Sustainability

Sustainability at Herron Station can be addressed through incorporating energy efficient station elements, using regional plants, and developing GSI solutions.



TriMet Station Canopy with Solar Panel – Portland, OR

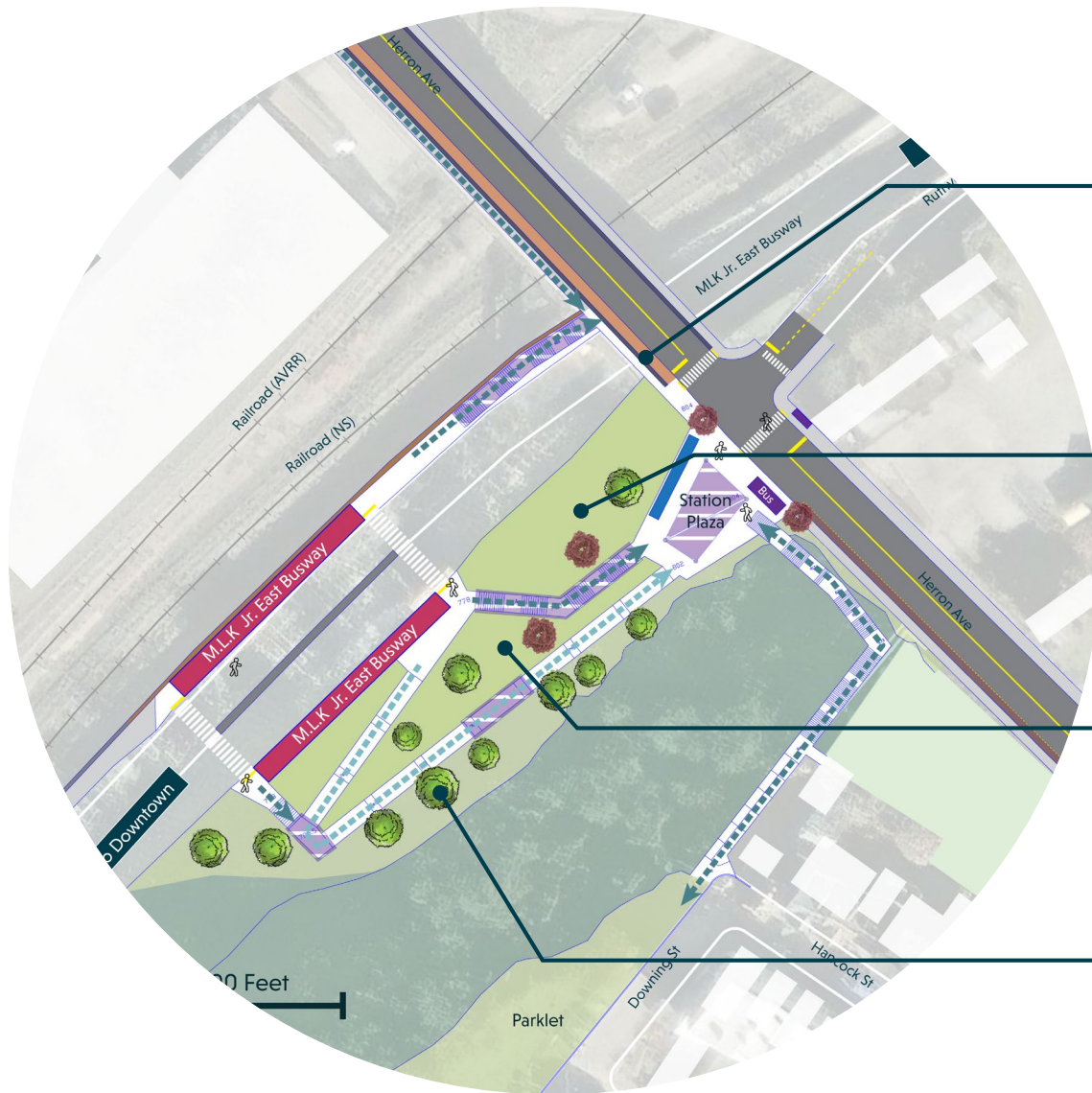


Station Landscape from E. Liberty



Herron Ave Flower Garden – Hill District

Station Design – Sustainability: Landscape Strategy



Herron Ave Bridge proposed amenity zone could incorporate local flowering trees (such as the Eastern redbud – 15-foot height or less) to create shading for pedestrians walking to and from Lawrenceville and ties into the Station plaza. (To be coordinated with DOMI)

Existing grass area could be maintained or re-designed as a low maintenance landscape zone with no mowing.

Low maintenance landscape zone with green infrastructure solutions integrated

Natural grass area with Trees

Green areas on map do not signify grass!

Station Design – Wayfinding Strategies

Wayfinding at Herron Station should help direct people to the station from the neighborhoods, clearly signify arrival at the station area, and infuse history.



Wayfinding Example from St. Paul

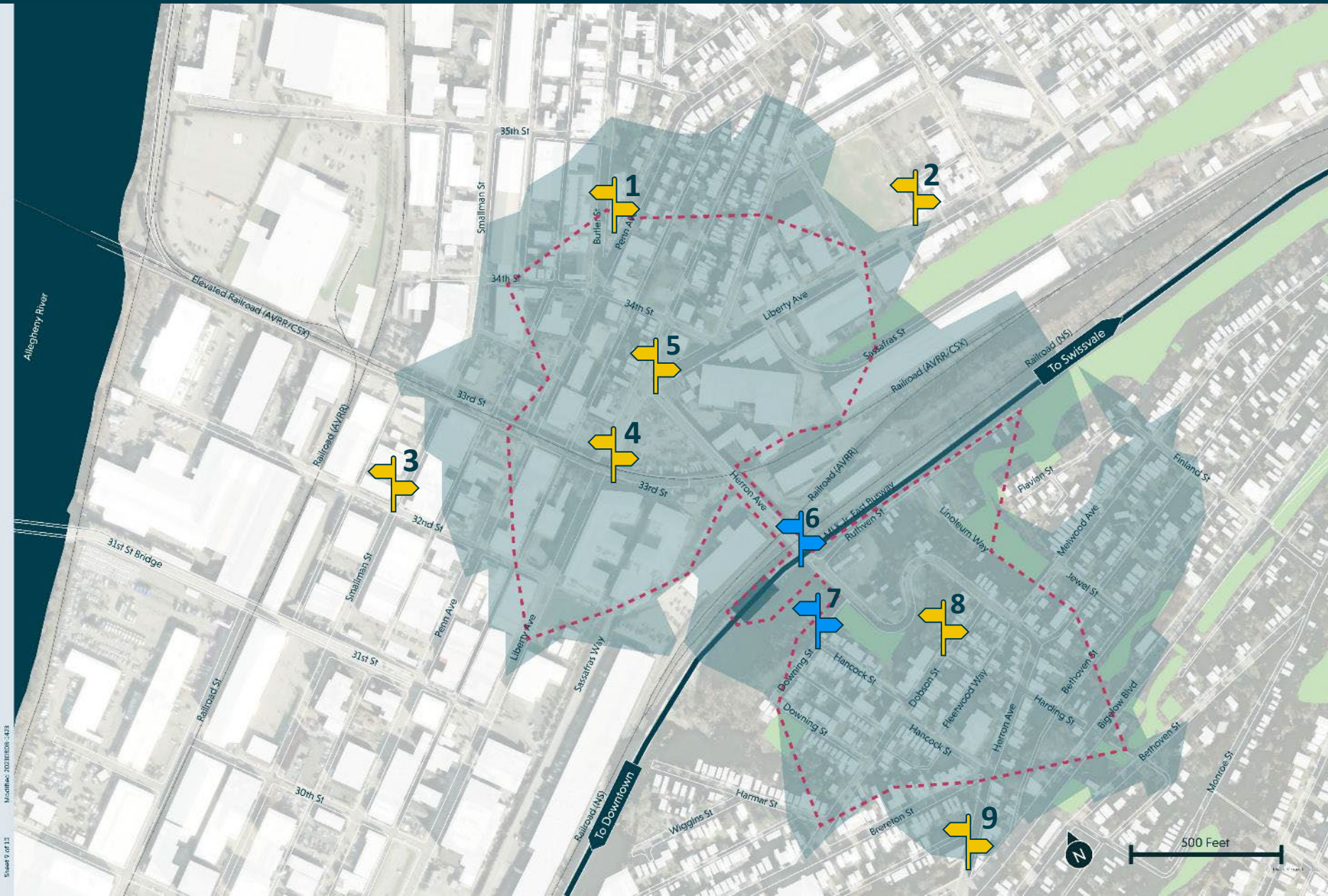


Station Signage from E. Liberty



Historic Landmark Sign

Station Design – Wayfinding Map



Neighborhood signage at the edges of ½ mile / 10 min walkshed helps direct people to the station:

- #1 Doughboy Square
- #2 Liberty Ave & 37th St
- #3 Smallman St & 32nd St
- #4 Brewers Block,
- #9 Bigelow Blvd & Herron Ave

Station signage should expand beyond the station:

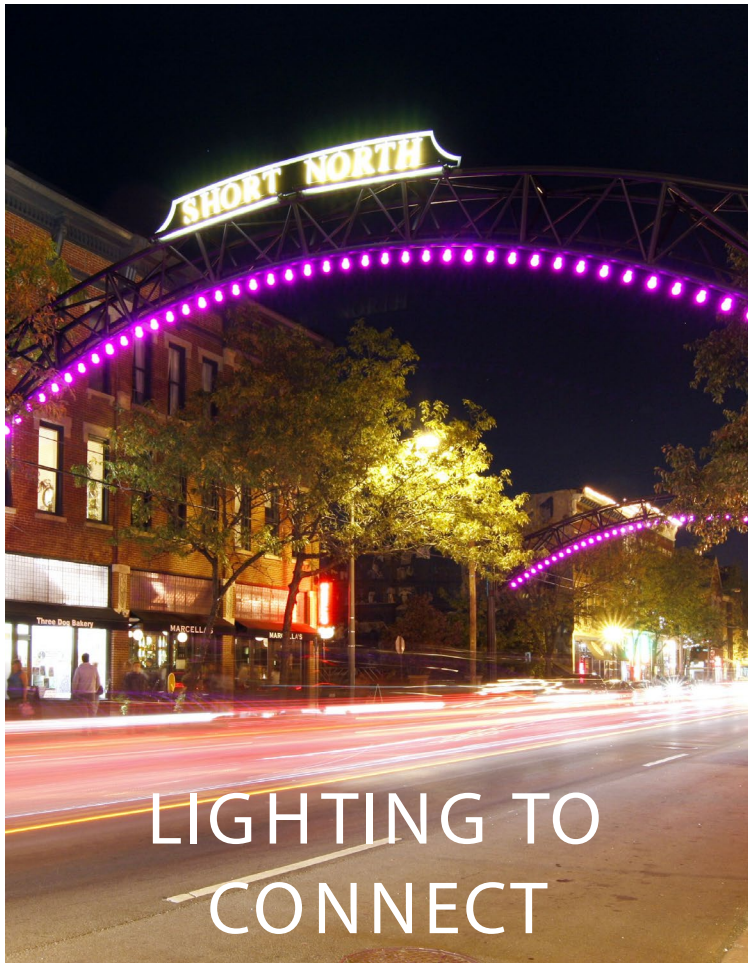
- #5 Herron Ave & Liberty Ave
- #6 Herron Station
- #7 Downing St stairs
- #8 Harding Way stairs

Legend:

- ½ Mile Catchment
- 10 min Walkshed
- Station Signage
- Neighborhood Wayfinding Signage

➤ Station Design – Lighting

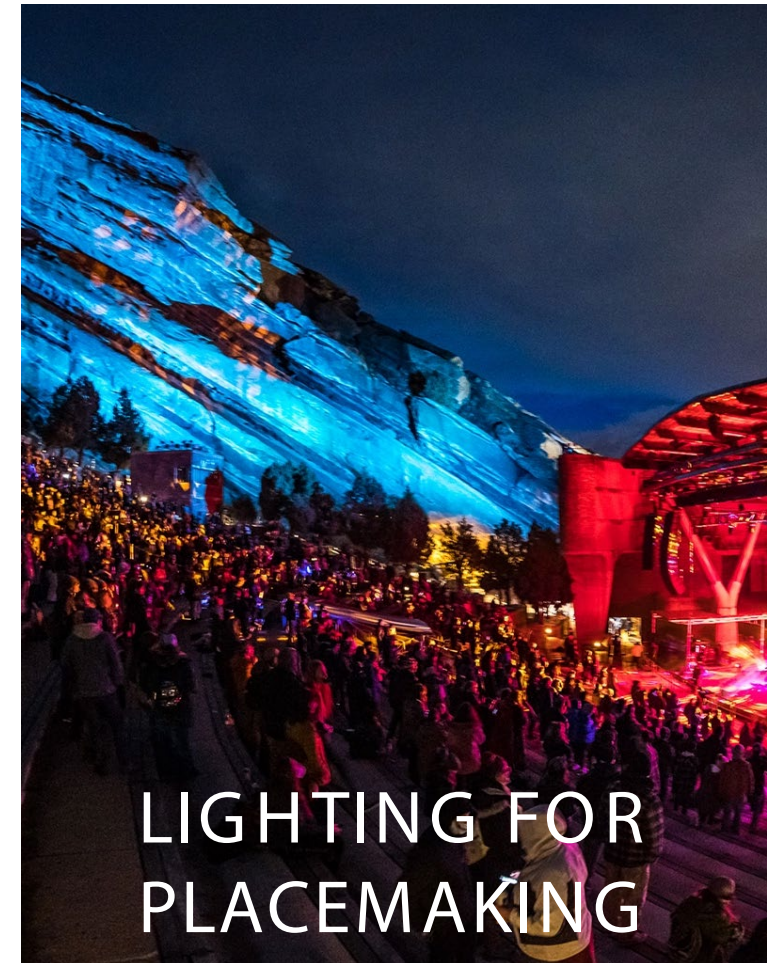
Lighting at Herron Station should could expand the station area across Herron Ave Bridge, make the station feel safer, and create placemaking opportunities by activating the natural cliff face.



Lighting Arches – Short North, Columbus, OH

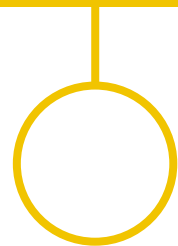


Station Lighting from E. Liberty



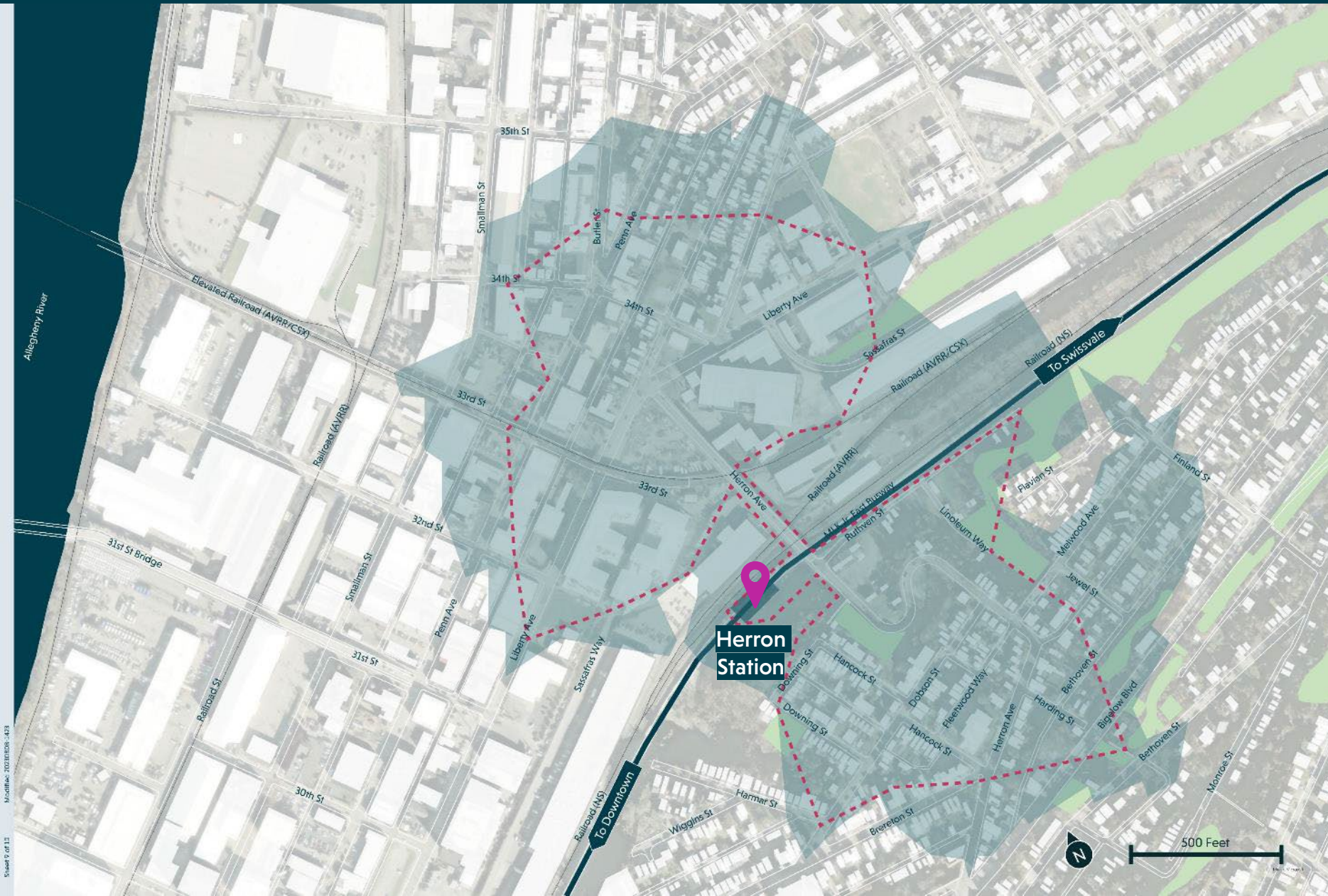
Red Rocks, Colorado

Station Gateways



Station Catchment – ½ Mile Walkshed
Station Gateways

Station Catchment – ½ Mile x 10mins



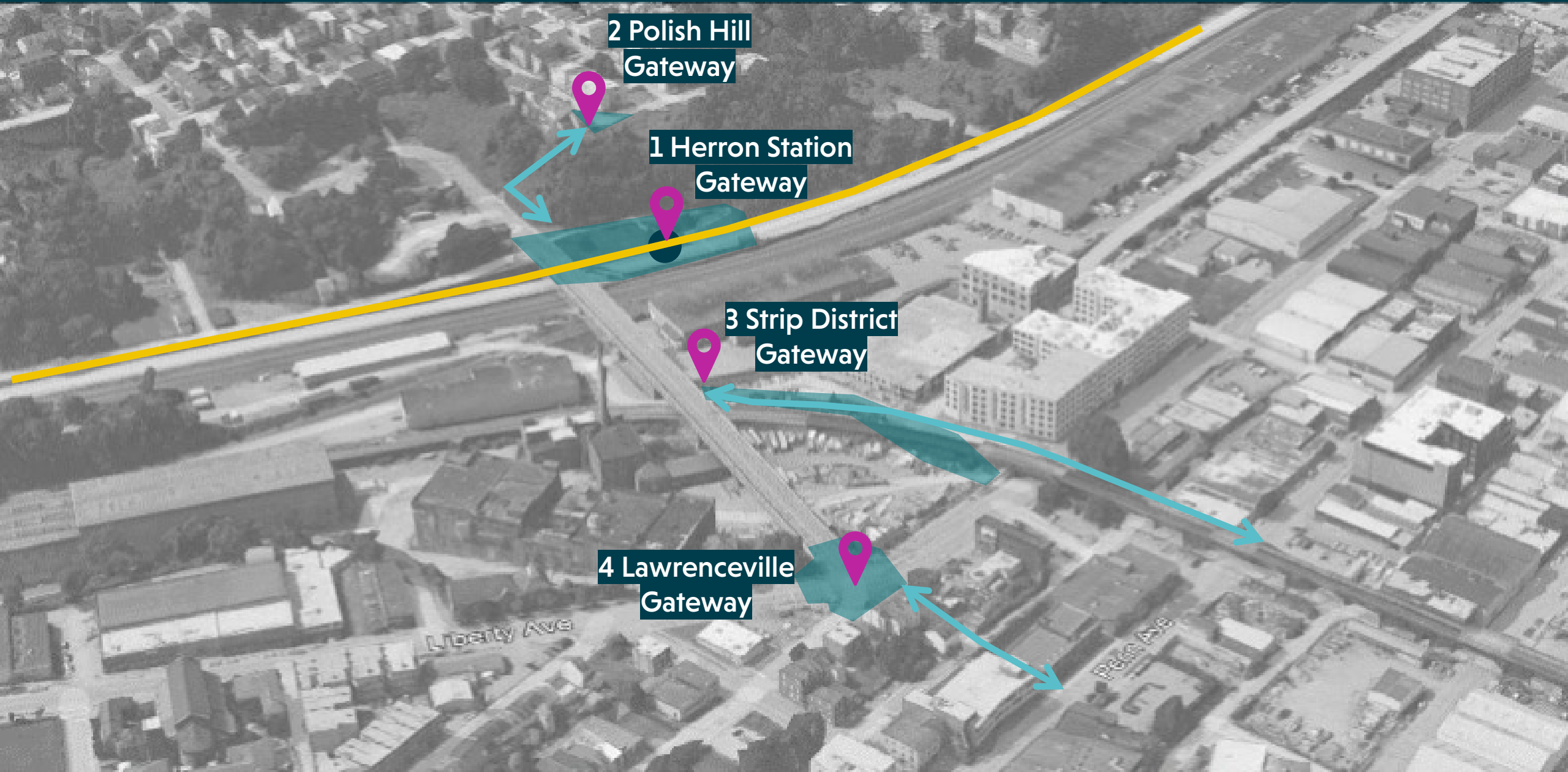
Several physical infrastructure and constraints impact walkability around Herron Station, including:

- Steep topography up to Polish Hill
- Herron Ave Bridge as the only connection to Lawrenceville and the Strip District
- Barriers such as the Railroad ROW and the East. Busway

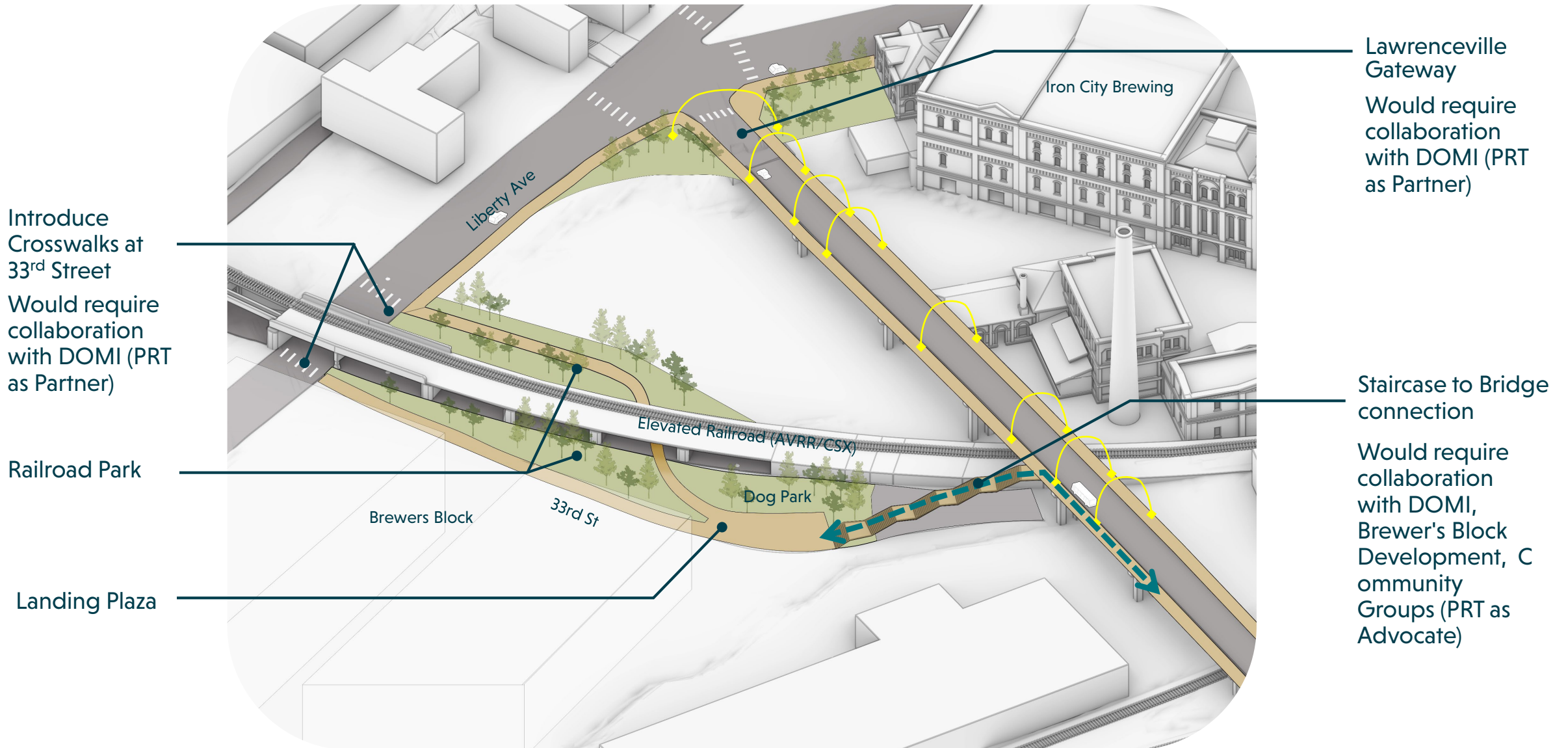
Legend:

- ½ Mile Catchment
- ⋯ 10 min Walkshed

Station to Community - Gateways



3 - Strip District Gateway

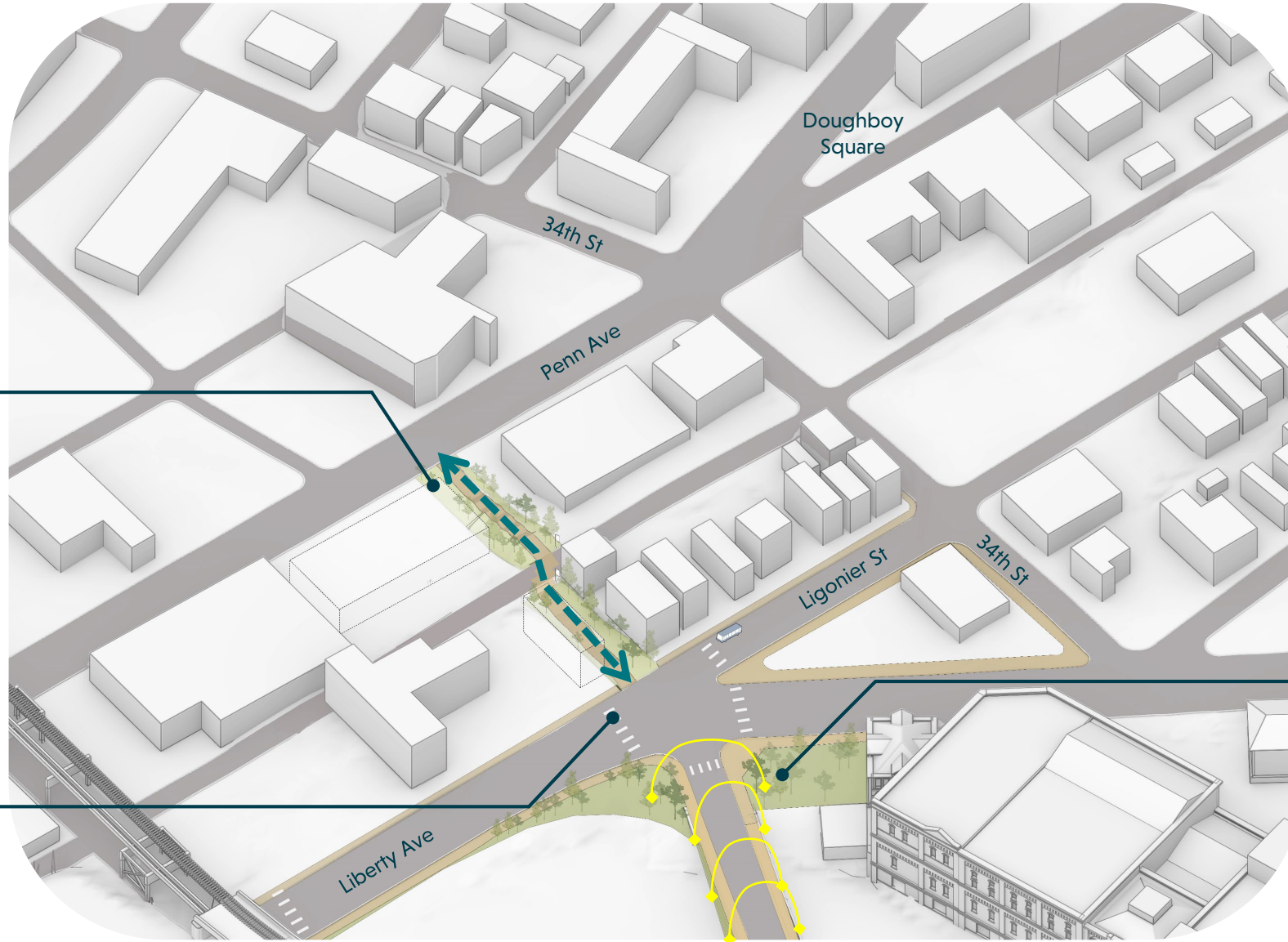


4 - Lawrenceville Gateway

Connection to Penn Ave from the Intersection

Would require collaboration with DOMI, Duquesne Light, Community Groups (PRT as Advocate)

Add a crosswalk on the West side of the Intersection



Gateway to Herron Ave Bridge

➤ Potential Station Area Improvement Sequencing

PRT

Partners



Upgrade Herron Station Platforms and Access Points

Potential Greenspace on Downing St



Consider Herron Bridge Improved Connection (Bus Shelters)

New Downing St Stairs to Polish Hill

Street Safety Investments in the walkshed

Strip District Gateway Improvements



Extend Herron Ave Bridge Life by 15-20 Years

Herron Ave & Ruthven St Intersection Improvements

Lawrenceville Gateway Improvements

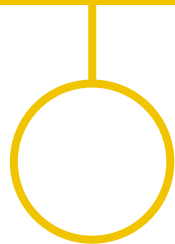
Widen Sidewalks and Rebuild Safety Barriers

Short Term

Mid Term

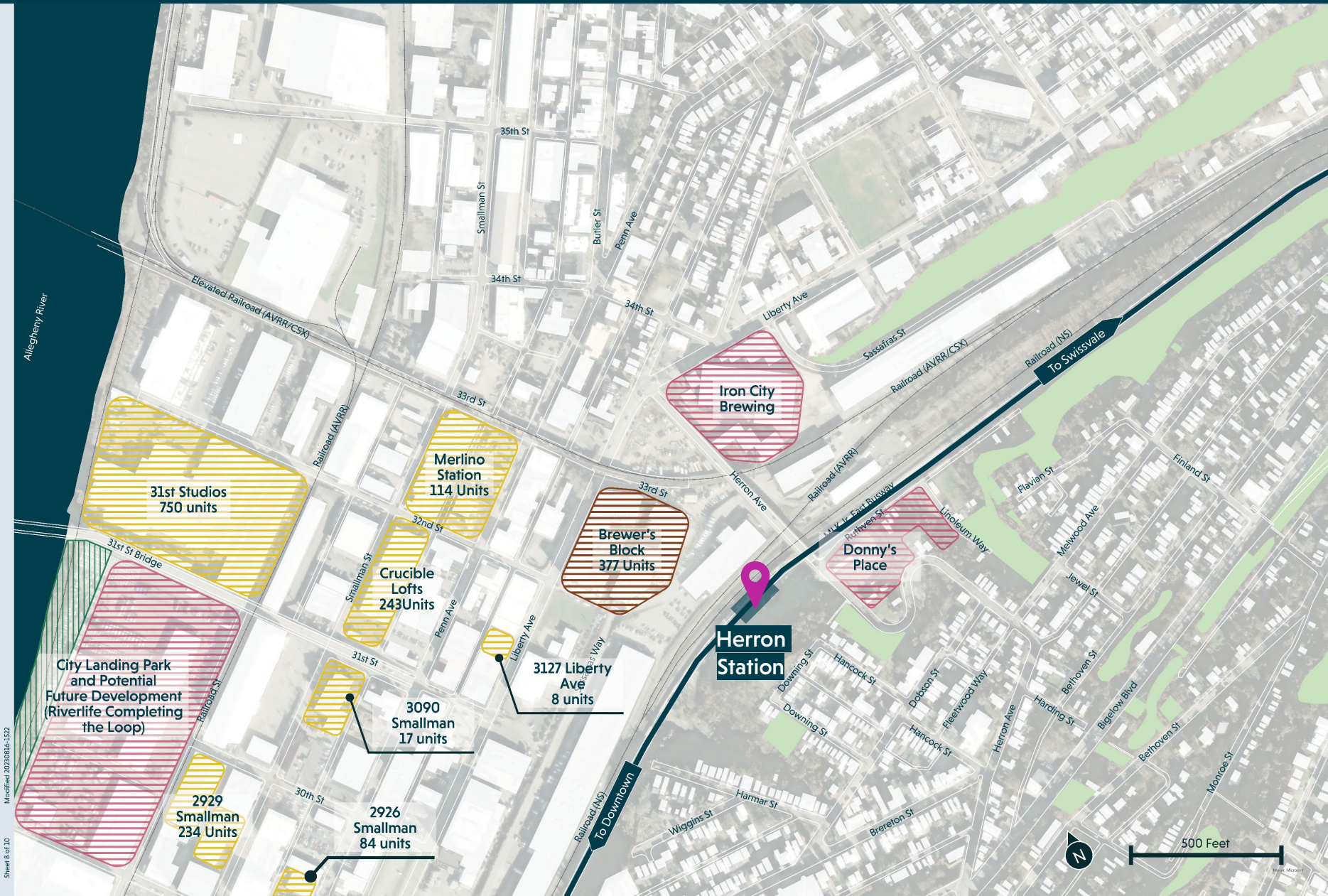
Long Term

Equitable TOD (ETOD) Implementation Strategies



A first look at community, PRT, and City roles

➤ Near Term Development Activity – ½ Mile



Several developments are either under construction or planning study in the Strip district.

Total # of Units: ~1,820 units

@2 ppl/household

#of Add Residents: ~3,640 ppl

@15 to 20% transit ridership

of Add Transit Riders:

~540 to 730 riders across the Strip District routes, Route 54, & Busway.

Potential future developments such as Iron City Brewing Co., City Landing Park (Completing the Loop), and Donny's Place development could attract visitors and more residents to the area.

Legend:

-  Current Developments (On Market)
-  Planned Developments
-  Future Developments
-  Proposed Riverfront Park

ETOD Strategy Ideas

At Herron Station, PRT does not own a buildable parcel that is suitable for TOD, thus strategies rely on:

- PRT partnering with the City, the URA, and Developers to advocate for Equitable TOD through zoning, affordable housing targets, community spaces, and affordable ground floor commercial
- PRT partnering with Community Organizations to advocate for community priorities such as community ownership, affordability, multi-generational housing, economic opportunity

Below are some ideas for strategies to support ETOD development within the Station Area:

Strategy	Description	Leaders	Development Priority
Rezone to promote TOD outcomes	Encourage an equitable mix of transit-supportive uses in station areas to service people from diverse income-groups. Design places that are not car-dependent.	City DCP	TOD Principles, Affordability, Mobility/Connectivity, Public Space
Establish Affordable Housing Targets at Corridor, Station Area Levels and Match with Funding	Set station area targets of units to be affordable, with a priority for a long term of affordability and for very-low and low income and/or transit-dependent populations.	PRT, HACP, URA	Affordability
Affordable Ground Floor Space for Local/MWBE Businesses + Community Space	Developers can support legacy and local/MWBE businesses by offering affordable and favorable lease terms to these businesses in ground-floor spaces of commercial and mixed-use development.	Developers, City, URA	Affordability, Economic Opportunity
Consider TRID Study	Taxes attributable to new improvements are set-aside in a fund to finance public improvements or community benefits within the boundaries of a defined zone.	City DCP, URA	All

› Questions for the Public

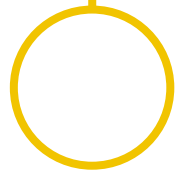
Which improvements from concepts A & B best contribute to your community goals for station experience?

- safety, ease of access, perception of transit quality

Do the concepts address concerns expressed by riders and community members?

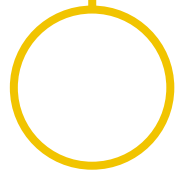
Which components present opportunities that tie into your community's plans and vision?

Breakout Groups



Break into smaller groups to dive into the details of Concept A and Concept B

Next Steps



Additional Community Engagement Opportunities
Finalize the Station Area Plan

➤ Next Steps

More Opportunities to Talk to Riders & Residents

- Kaibur Coffee in Polish Hill
 - Sunday 10/15, 9am-12pm
- Strip District Neighbors Town Hall
 - Tuesday 10/17, 5pm at the Heinz History Center

Early November 2023

- Review and confirm final station design and implementation strategies

Early December 2023

- Third round of community engagement to present the final station design concept.

Visit the project website!

- <https://engage.rideprt.org/herron>



Pittsburgh Regional Transit

Thank you!

