

**PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
DISTRICT 11-0**

**SR 0376, SECTION A60
SR 0885, SECTION A42
HAZELWOOD GREEN PHASE I MITIGATION**

**PUBLIC OFFICIALS MEETING
AND PUBLIC MEETING SUMMARY**

SEPTEMBER 26, 2018

A public officials meeting and public meeting was held for the Hazelwood Green Phase I Mitigation Project on September 26, 2018. The meeting was held at the Firefighter's Union Hall in Hazelwood, PA. A presentation was given to both the public officials and the general public with a question and answer session following each presentation. An open-house format was provided before, between, and after the presentations to provide everyone the opportunity to review project information and ask questions.

A meeting advertisement ran in the Monday, September 10, 2018, and Sunday, September 15, 2018, editions of *The Pittsburgh Post Gazette*.

Meeting Overview

The meeting was held in auditorium style format. Attendees were asked to provide sign in information and were offered a comment response form. The form could either be deposited in a box at the meeting or sent through the mail. A full size board was displayed showing the historic resources in the project area and their relation to the project.

Several members of the design team were available during and after the presentation for comment including:

PennDOT District 11-0:
Cheryl Moon-Sirianni, Doug Seeley, John Zelesnak, Tyler Mercer

Hazelwood Green:
Mike Barnard and Carly Davis, Oxford Development
Rebecca Flora and Katrina Flora, ReMake Group

City of Pittsburgh, DOMI:
Angela Martinez, Michael Panzitta

SAI Consulting Engineers:
Jason DeFlitch, Rich Kauffman, Kevin Ferry

A PowerPoint presentation was given by Mr. John Zelesnak, PE; Ms. Rebecca Flora and Mr. Jason DeFlitch, PE to the public officials and the general public.

Hazelwood Green's 2013 Transportation Impact Study and Southwest Planning Commission's SR 0885 Multi-Modal Transportation Study

A Transportation Impact Study (TIS) is a transportation analysis used to understand the impact of a land development proposal on the transportation network. The TIS identifies roadway improvements needed to support vehicle trips generated by a development site. The 2013 TIS for the Hazelwood Green Development studied the initial one million SF of development proposed on the Hazelwood Green site and identified mitigation at 6 intersections to support trips to the site. The scope of the Phase 1 improvements only address mitigation identified in the 2013 TIS. An update to the transportation study is underway for the next phase of development and will be coordinated with SPC's SR 0885 Multi-Modal Transportation Study. This corridor study will identify near and long-term multi-modal improvements for travel along Second Avenue/Irvine. More information on the corridor study will be available when the plan gets underway in 2019.

Public Officials Meeting

The Public Officials Meeting was scheduled for 3:30 pm. Invitation letters were mailed to local, state, and federal officials, and agencies. Seven (7) attendees signed the attendance list from the public officials meeting. At 3:45 pm., a 25-minute presentation was conducted.

Following the presentation, several issues and questions were raised:

1. During the presentation and during the response to questions, it was noted to the officials that the project was limited in scope to what was required to handle the additional anticipated traffic as determined by the 2013 Transportation Impact Study (TIS). There is a study being conducted by Southwest Planning Commission that is investigating the entire SR 885 corridor from Glenwood Bridge to the downtown area. From this study, there may be future projects to handle global improvements.
2. On Bates Street, traffic issues were noted with yield signs and left turn conditions. The design team will review the signage especially for southbound SR 885 traffic making a left onto SR 0376.
3. It was noted that police could be utilized during detours similar to the Swinburne Bridge detour. Detours would be of a short duration.
4. One official commented on the existing gridlock created by Hot Metal Street left turn traffic onto Second Ave. It was noted that this project was to handle the additional traffic generated by Hazelwood Green development. Additional concerns with drivers not following traffic signals was not considered in the model.
5. General comments were made regarding the traffic signal timing. Signals will be retimed to handle adjustments made in relation to the TIS.

An open-house format discussion was held after the "question and answer" session; the meeting concluded at 4:30 pm.

Public Plans Display

The Public Plans Display was scheduled for 5:00 pm to 7:00 pm; members of the public began to arrive at 4:50 pm. Forty-two (42) attendees signed the attendance list.

A meeting advertisement ran in the Monday, September 10, 2018, and Sunday, September 15, 2018, editions of *The Pittsburgh Post Gazette*.

An invitation letter was mailed to property owners that received NOI letters as well as property owners along the SR 885 corridor. In addition, District personnel handed out meeting flyers to business in the area. SAI sent the flyer to several local entities.

At 5:10 pm, a 25-minute presentation was conducted. (This is the same presentation given to the Public Officials)

After the presentation, several issues and questions were raised:

1. During the presentation and during the response to questions, it was noted to the officials that the project was limited in scope to what was required to handle the additional anticipated traffic as determined by the 2013 Transportation Impact Study (TIS). There is a study being conducted by Southwest Planning Commission that is investigating the entire SR 885 corridor from Glenwood Bridge to the downtown area. From this study, there may be future projects to handle global improvements.
2. Mr. Zelesnak noted that the presentation would be available on the PennDOT website. The public commented that slides with word explanations of the plan mitigation would be helpful in understanding the presentation. Subsequent to the meeting, SAI added explanation slides to the presentation and the District uploaded the presentation with explanation slides on 9-28-18.
3. There were several comments by several folks regarding the need improvement for cyclists and pedestrians along the SR 885 corridor. The comments noted the speeding of cars, no dedicated bike lanes, no sidewalks, no connectivity with downtown, etc. *Response: It was noted to the public that comprehensive improvements to SR 0885 will be considered in the Southwest Planning Commission (SPC) Second Ave. study but no projects are planned at this time. Those types of mitigation were not specified in the TIS.*
4. The public noted that Greenfield Ave was currently being used as two lanes. Cars speed both uphill and downhill on the facility. It was noted that there are parked cars that utilized the sidewalk for parking. Other local residents noted that there is a parking lane along Greenfield Ave and cars have been hit while parking on the road. The public requested more speed enforcement.
5. The public asked what the duration of the Bates detour will be. *Response: The duration is a few weeks.*
6. The public asked if sidewalks will remain open. *Response: Sidewalks will remain open during construction.*
7. The public inquired on the width of the sidewalk at Hazelwood/Irvine. *Response: The sidewalk will be 10' to 12' wide.*

8. The public stated that the Hot Metal Street Bridge intersection is a major issue, taking, at times, 25 minutes to get through the intersection.
Response: Ms. Flora stated that there is limited width; however, improving traffic signal timing will help.
9. It was noted that the Hazelwood Avenue intersection is not wide enough, and there are concerns with buses traveling through that intersection.
Response: Four 10' lanes will be provided, and PennDOT/City are working the Port Authority of Allegheny County to improve bus safety.
10. A property owner at Hazelwood Avenue asked if there will be any impacts to his property.
Response: There are no proposed impacts to the property in question.
11. The public commented that the Second Avenue outbound traffic issues have not been addressed.
Response: The Second Ave. Corridor Study along this route will investigate the entire corridor as a whole.
12. It was asked how many cars will be added from the site onto Second Avenue.
Response: The 2013 TIS, which recommended these mitigation measures, estimated 7,000 additional trips per day.
13. Irvine Street is not currently planned to be used for contractor access. However, it may in the future.
14. A participant stated that project funds are being spent on I-376 and not on the intersections/driveways. Other intersections need to be addressed.
Response: Intersections addressed in this project are the ones contained in the 2013 TIS. Additional intersections may be investigated through the Second Ave. Corridor Study. Hazelwood Green can share the information and will include the 2013 Transportation Impact Study (TIS) on their website.
15. The public asked how many lanes there will be on Hot Metal/Second Avenue
Response: Changes to the number of lanes along Second Avenue/Irvine will be looked at in the Corridor Study. The study will identify near term and long-term improvements. Director Ricks acknowledged the community's safety concerns about walking, biking, and driving through the corridor. In addition to working with SPC on the corridor study, DOMI has identified funding to sidewalk gap improvements, some of which may be appropriate for the corridor.
16. The public asked if Second Avenue/Irvine will widen out over railroad right-of-way.
Response: It was stated that this area is not within the scope of the TIS.
17. The residents stated that from 2013 through 2018, usage has changed because senior citizens have moved away from the area. There is a concern for bike safety.
Response: The current Hazelwood Green TIS being developed and the Second Ave. Corridor Study will further investigate these issues.

18. Residents asked for a definition of multi-modal.
Response: The representatives explained that multi-modal looks at other forms of transportation such as bicycles, people movers, walking, public transportation, etc.
19. It was asked if LEED-certified hinders people from investing in the development.
Response: The Hazelwood Green representatives answered that it does not and referenced the Mon/Fayette Expressway and recession as reasons that the Almono development was delayed.
20. A resident asked if the sidewalk at Second Avenue/Hot Metal will be widened.
Response: It is not anticipated that this sidewalk will be widened.
21. This project encourages more traffic.
Response: Based on the 2013 TIS, it is anticipated that traffic will increase due to the development. This project is being done to provide mitigation at intersections affected by this increase.
22. A resident stated that Bates Street to the Boulevard of Allies is a bottleneck.
Response: It was explained that this project does not include mitigation for this existing condition.
23. A resident asked when the bike lane within the development is set to open.
Response: Construction is set to be completed this year or early next year.
24. Residents are expressing concern about cars speeding on Second Avenue.
Response: It was noted that the posted speed limit is 25 mph. The City of Pittsburgh Police are responsible for enforcing the speed limit.
25. Second Avenue at Irvine is an arterial and will be part of the Second Ave. Corridor Study.

A questionnaire was made available. Sixteen individuals (16) completed the questionnaire. Below are the results.

Hazelwood Green Phase I Project Transportation Improvements

PUBLIC MEETING

Comment Form Results (16 Forms Received)

Question 1: *In what municipality do you live?*

Pittsburgh: 9	Strip District: 1	Hazelwood: 3
Squirrel Hill: 1	Greenfield: 2	Penn Hills: 1

Question 2: *In what municipality do you work?*

Pittsburgh: 9	South Side: 3	Hazelwood: 4
No Response: 1		

Question 3: *What interest do you represent? (Check all that apply)*

Resident: 12	Property Owner: 8	Business Owner: 1
Public Official: 1	Landlord: 1	Community Organization: 3

Question 4: *What concerns to you have about the project?*

- Too many car lanes. Stop social engineering us to drive. We want to walk and bike.
- Address all modes of transportation (pedestrian and bicyclists). Intersection of Irvine and Hazelwood Avenue needs to have pedestrian-friendly environment in front of buildings/businesses and not feel like a speedway.
- Most people in this meeting care more about pedestrian and bike safety instead of making cars travel faster.
- Traffic through Greenfield from SR 376/Squirrel Hill – Are there any studies on increased traffic?
- There has been construction for years on both avenues with delays and obstructions. These delays will continue affecting my business.
Response: Construction at most intersections should be limited to a few weeks.
- There are too many primary access points to the Parkway (Bates and Greenfield). The study and improvements are focused on Bates; there does not appear to have any focus on Greenfield.
- The study does nothing to address the major traffic issues at the Second Avenue/Greenfield/Saline Street intersection or pedestrian access to Hazelwood (including Hazelwood Green).
- This project has “Hazelwood Green” labeled all over it, but it heavily fails to represent those who currently live in Hazelwood Green.
Response: Public Involvement is ongoing. This meeting concerns the TIS mitigation. Hazelwood Green has met with community leaders and will continue to do so regarding the development.
- Traffic patterns on Second Avenue – Especially during rush hour.
- My main concern is that the improvements will not alleviate the worst problems at the intersections, specifically Hot Metal Bridge and Greenfield Avenue.
- Too many bike lanes.
- Does not address cyclist/pedestrian safety issues.

- Immediate mitigation of traffic speed on Irvine between Hazelwood Avenue and Greenfield Avenue is critical. An arterial road posted at 25 mph and traveled at 40+ mph by the vast majority of users is unacceptable and highly unsafe.
Response: The City of Pittsburgh Police are responsible for enforcing the speed limit.
- Does not address outgoing traffic (toward Glenwood Bridge). In fact, may exacerbate already horrible traffic.
Response: The TIS did not identify any mitigation regarding outbound traffic toward Glenwood Bridge.
- Hoping that the Developers do not shut out the existing community; hope that it will blend existing with new growth; we will benefit from bicycle/pedestrian access in and around Hazelwood Green.
Response: Public Involvement is ongoing. This meeting concerns the TIS mitigation. Hazelwood Green has met with community leaders and will continue to do so regarding the development.

General Responses:

- The current project addresses the mitigation required by the 2013 TIS. A new TIS is being developed and will consider multi-modal transportation.
- The current project addresses the mitigation required by the 2013 TIS which considered the Greenfield Ave connection. The TIS indicated the left turn from Greenfield Ave onto Irvine St as the only mitigation.
- The current project addresses the mitigation required by the 2013 TIS which considered Second Ave traffic.

Question 5: *What would you like the project team to consider as part of this project?*

- Please fix the connection between the Junction Hollow Trail and the Eliza Furnace Trail along Second Avenue. Response: The comment is noted. No mitigation was indicated in the TIS regarding the noted trail connections.
- Sidewalk improvement and bike lanes.
- Gridlock issues.
- The mitigation on Greenfield Avenue is not much of a mitigation; cars already use it as two lanes.
- Efficient, timely work being done, do not “drag it out.”
- How does the Hot Metal Bridge improvements help Hazelwood Green? Response: Increased efficiency of any movements of adjacent intersections can impact the flow of traffic.
- Pedestrian and cycling issues.
- Please consider safety of residents. I do not believe that this project has our community’s best interest at the forefront. Response: Public Involvement is ongoing. This meeting concerns the TIS mitigation. Hazelwood Green has met with community leaders and will continue to do so regarding the development.
- Keep the speed of cars on Second Avenue at a minimum.
- Turning right off Second Avenue – this lane tends to back up for the highway. If client is CMU, this will become a growing issue.
- Please make an official bike trail to path!!!
- Please consider posting “speed boxes” to show electronically people’s speed and/or adding thermoplastic “SLOW” markings on the roadways.
- Access to trail (near river if possible) similar to trail in South Side.

General Responses:

- The current project addresses the mitigation required by the 2013 TIS. A new TIS is being developed and will consider multi-modal transportation.

Question 6: *How did you learn about this Public Meeting? (Check all that apply)*

Website/Facebook	2	Mailed Invitation	3
Email from Hazelwood Initiative	6	Friend/Acquaintance	2
Bike Pittsburgh Newsletter	2	Notice Posted in Community	1
Twitter	1		

Question 7: *What is the best way for you to be informed about other PennDOT projects in your community?*

Email:	5	Letter:	7
Internet:	6	Social Media:	7
Newspaper Advertisement:	4		

Additional Comments:

- Reach out to the community earlier in the project development.
- Thank you for an open meeting, offering information, and listening to everyone's comments/questions.