



# MOBILITY

## Action Teams:



**Sustainability**



**Education**



**Mobility**



**Workforce Development**



**Public Health and Safety**

**MOBILITY PROVIDES CONNECTIONS TO OPPORTUNITY, BOTH WITHIN THE NEIGHBORHOOD AND TO THE REST OF THE REGION. ACCESS TO JOBS, FOOD, EDUCATION, AND HEALTH CARE ARE KEY TO THE THREE GOALS IN THIS SECTION. ALTHOUGH THERE HAS BEEN SOME INVESTMENT IN THE COMMUNITY'S TRANSPORTATION SYSTEM, ESPECIALLY NEAR SCHOOLS AND THE TRANSITWAY, THERE ARE STILL SIGNIFICANT OPPORTUNITIES TO IMPROVE MOBILITY IN HOMEWOOD.**

**VISION STATEMENT:**

**Homewood will be an African-American cultural destination where people choose to live, work, worship, and visit. It will be safe, green, healthy, and innovative. It will have quality schools. It will be a place that protects long-term and low-income residents and equips them to be engaged and informed.**

**MOBILITY GOALS:**

**GOAL 16: Create a consistent, ADA compliant network of sidewalks that facilitates economic development and serves the needs of community members**

**GOAL 17: Ensure Homewood residents have access to high quality busway that increases economic opportunity and supports everyday needs**

**GOAL 18: Create Safe Routes to School**

# GOAL 16: CREATE A CONSISTENT, ADA COMPLIANT NETWORK OF SIDEWALKS THAT FACILITATES ECONOMIC DEVELOPMENT AND SERVES THE NEEDS OF COMMUNITY MEMBERS

**STRATEGY 16.1: CONDUCT A PEDESTRIAN AUDIT TO A SHORT TERM GOAL OF PRIORITIZING PROBLEM AREAS AND A LONG TERM GOAL OF PROVIDING SAFE AND STABLE SIDEWALKS IN ALL OF HOMEWOOD**

**TYPE**      **Program**

**TIMELINE**   **Short**

**CONNECTION TO PREVIOUS PLANS**

Homewood Station Transit  
Oriented Development Study

**ACTION TEAM**

Mobility

Pedestrian audits have become an accepted tool for community groups seeking to improve the pedestrian environment. Guidelines can be downloaded from the Federal Highway Administration, the Center for Disease Control or

the AARP. These audits focus on safety, access, comfort, and convenience through the identification of problem areas and solutions. This should be done in coordination with the City of Pittsburgh.

## STRATEGY 16.2: TARGET SIDEWALK IMPROVEMENTS TO HIGH TRAFFIC AREAS, TRANSIT LOCATIONS, SCHOOLS, AND OTHER COMMUNITY ASSETS.

<b>TYPE</b>	<b>Project</b>		
<b>TIMELINE</b>	<b>Medium</b>		
<b>CONNECTION TO PREVIOUS PLANS</b>			
Homewood Station Transit Oriented Development Study			
<b>ACTION TEAM</b>			
Mobility			
		Utilizing the results of the pedestrian audit, target sidewalk improvements to the areas of highest traffic (for example, within the business district), near major transit locations, at schools, parks, senior housing and other community assets.	This improvements can include repairing existing sidewalks, widening sidewalks, adding new sidewalks, improving ADA accessibility at intersections or numerous other improvements.

## STRATEGY 16.3: UPDATE PEDESTRIAN STANDARDS, INCLUDING LIGHTING, BENCHES, AND TRASH CANS AND ENSURE NEW DEVELOPMENT SUPPORTS PEDESTRIAN ACTIVITY

<b>TYPE</b>	<b>Policy</b>		
<b>TIMELINE</b>	<b>Short</b>		
<b>CONNECTION TO PREVIOUS PLANS</b>			
Pittsburgh Comprehensive Plan			
<b>ACTION TEAM</b>			
Mobility			
		City standards provide uniformity of access over the course of many, many years. Updating the city standards to ensure that new development supports pedestrian activity can have a major impact over time, especially in communities that are experiencing major change.	In developing standards, it is important to remember that pedestrians do not move in the same way as cars (that is to say, they do not travel single file). Allowing residents to walk together, ensuring ADA compliance and allowing space for businesses to activate the public realm should be additional priorities

## STRATEGY 16.4: IMPROVE ACCESS TO GRANT PROGRAMS FOR SIDEWALK REPAIRS.

<b>TYPE</b>	<b>Program</b>		
<b>TIMELINE</b>	<b>Short &amp; Medium</b>		
<b>CONNECTION TO PREVIOUS PLANS</b>			
N/A			
<b>ACTION TEAM</b>			
Mobility			
		Many property owners, business owners and residents would like to improve the sidewalks adjacent to their properties but lack the resources to do so.  The City of Pittsburgh currently runs a program to reimburse property owners for damage done by tree roots. This program could be the basis for a broader program for sidewalk repair, however, reimbursement	rather than outright grants will limit the number of community members who can participate.  A potential grant program must also include significant education to the community to ensure community members can access the program. Potentially, owners could be individually contacted if the pedestrian audit identifies their property as a good candidate for improvements.

## STRATEGY 16.5: IMPLEMENT A NEIGHBORHOOD WAYFINDING SYSTEM IN COORDINATION WITH COMMUNITY BRANDING

**TYPE** Project

**TIMELINE** Medium

**CONNECTION TO PREVIOUS PLANS**

N/A

**ACTION TEAM**

Mobility

Wayfinding within a community can be used to establish a community brand, improve the business climate, and encourage pedestrian activity.

Wayfinding should typically include the "three Ds:" destination, distance, and direction. The destinations can include major transit, libraries, parks, businesses and other community assets. Distance has typically been interpreted literally, for example, 0.5 miles to the library. Best practices today have expanded, and in

many places signs will note a "10 minute walk" rather than the distance, as this can be easier for an average person to understand. In areas where exercise wearables have become very common, some signs will use that terminology, i.e. "1000 steps." This can encourage physical activity. Direction should be clearly indicated.

Historic elements, community history and stories or other public art can be easily incorporated as well.

## STRATEGY 16.6: IDENTIFY, ADVOCATE FOR AND AGGRESSIVELY PURSUE FEDERAL, STATE, AND REGIONAL FUNDING SOURCES TO IMPROVE ACCESS TO TRANSIT AND PARKS.

**TYPE** Policy & Project

**TIMELINE** Short, Medium, & Long

**CONNECTION TO PREVIOUS PLANS**

N/A

**ACTION TEAM**

Mobility

Federal, state, and regional funding sources are often available for local projects with a local match. In many cases, this may involve leveraging local funding in order to receive double, triple or even four times the amount of funding available locally. Although federal funding has been changing under the new administration, it is likely that additional funding will be

made available through the US Department of Transportation and the regional MPO for projects that will increase access to transit and parks, especially in communities where access has traditionally been limited. These sources should be considered whenever possible in order to ensure that community assets are leveraged for as much benefit as possible.

# GOAL 17: ENSURE HOMEWOOD RESIDENTS HAVE ACCESS TO HIGH QUALITY TRANSIT THAT INCREASES ECONOMIC OPPORTUNITY AND SUPPORTS EVERYDAY NEEDS

## STRATEGY 17.1: UPDATE EXISTING BUS SHELTERS AND PROVIDE ADDITIONAL SHELTERS WITHIN THE NEIGHBORHOOD

**TYPE** Project

**TIMELINE** Short & Medium

**CONNECTION TO PREVIOUS PLANS**

N/A

**ACTION TEAM**

Mobility

Bus shelters can significantly improve the quality of the transit experience and encourage community members to use transit more often, especially during inclement weather. Wherever feasible, given the availability of space within the public realm, bus shelters should be provided.

Initial shelters should be targeted at the highest use stops within the community and near senior facilities, schools and as a part of any new development.

Additionally, where available public right-of-way exists, lighting, benches, and trash cans should be provided and maintained. Opportunities to incorporate community branding, public art, or historic elements should be coordinated with the HBBA and the Homewood Collaborative.

## STRATEGY 17.2: ADVOCATE FOR AND IMPROVE ACCESS TO INFORMATION ABOUT TRANSIT ORGANIZATION PRIORITIES AND PLANS

**TYPE** Project  
**TIMELINE** Short & Medium  
**CONNECTION TO PREVIOUS PLANS**  
 N/A  
**ACTION TEAM**  
 Mobility

Transit has a major impact on the quality of life of Homewood residents. The community can successfully advocate for new or improved service that better reflects the community through the Port Authority's service change request process. The proposals are evaluated by the Port Authority using the following metrics:

- Efficiency of a proposal based on assumed costs or savings measured against projected ridership growth/reductions.
- How the proposal will effect coordination between other routes, walkable service area, span of service, frequency of service, travel time, or on time performance of a route.

- Equity of a service proposal based on the demographics of the population which the service serves, including income, race, senior citizens, and riders with disabilities.

These three elements are scored and the requests with the highest scores are prioritized for implementation.

Utilizing this matrix, proposals to the Port Authority could be coordinated centrally and evaluated for likelihood of success by community organizations, especially those who provide services to communities, such as senior citizens, who are likely to benefit most from service improvements.

### STRATEGY 17.3: CALM TRAFFIC ON MAJOR STREETS AND STRIPE CROSSINGS AT INTERSECTIONS WITH BUS SHELTERS

<b>TYPE</b>	<b>Project</b>	Stripped crosswalks serve multiple goals. They create safer crossings for community members and create a visual queue for drivers to drive slower and more carefully in areas of high pedestrian activity. Targeting crossings at intersections with bus shelters provides an additional asset to transit users, but, since shelters are most often placed at the busiest intersections, also serve many other users. Crossings could be painted proactively, or based on community requests through 311 or another method.
<b>TIMELINE</b>	<b>Short &amp; Long</b>	
<b>CONNECTION TO PREVIOUS PLANS</b>		
	Homewood Station Transit Oriented Development Study	
<b>ACTION TEAM</b>		
	Mobility	

### STRATEGY 17.4: CREATE SUSTAINABLE PARTNERSHIPS THAT ALLOW FOR PRE-LOADED OR DISCOUNTED CONNECTCARDS OR ENSURE OTHER METHODS OF TRANSIT ARE PROVIDED IN WORKFORCE PIPELINE PROGRAMS

<b>TYPE</b>	<b>Project</b>	The cost of transportation can be a barrier for residents in workforce development programs, and can prevent them from accessing training or traveling to job sites. Creating partnerships that provide ConnectCards to these trainees for free, or at a discounted cost, will help reduce these barriers and ensure that low-income residents can take full advantage of workforce development programs. Collaborations between Homewood and citywide service provider organizations including the YMCA, Travelers Aid Society, Community Empowerment Association, and PA Ways to Work can help close gaps and ensure that all Homewood residents in workforce development programs can access transit assistance if they need it.
<b>TIMELINE</b>	<b>Short</b>	
<b>CONNECTION TO PREVIOUS PLANS</b>		
	Homewood Station Transit Oriented Development Study, Pittsburgh Roadmap for Inclusive Innovation, Equitable Development: The Path to an All-In Pittsburgh	
<b>ACTION TEAM</b>		
	Workforce Development	



# GOAL 18: CREATE SAFE ROUTES TO SCHOOL

## STRATEGY 18.1: ENCOURAGE PARENTS, COMMUNITY MEMBERS, ELDERS, POLICE AND FIRE TO VOLUNTEER AS CROSSING GUARDS

**TYPE** Program

**TIMELINE** Short

**CONNECTION TO PREVIOUS PLANS**

N/A

**ACTION TEAM**

Mobility

Community members can personally participate in creating safe routes to school for local kids. This can be an activity that happens throughout the year, or as "special events" which are often known as "walking school busses."

This type of program could be developed in partnership with local parent teacher

organizations or through the schools. In many cases, community elders will also be matched with older students to provide safe crossings to younger students. Where possible, safety equipment (flags, vests) should be provided. If not feasible on a regular basis, intersections should be prioritized.

## STRATEGY 18.2: CREATE SIGNAGE ALONG SCHOOL ROUTES WITH EMPOWERING MESSAGES AND IMPROVE LIGHTING ALONG ROUTE

**TYPE** Program & Project

**TIMELINE** Medium

**CONNECTION TO PREVIOUS PLANS**

N/A

**ACTION TEAM**

Mobility

In coordination with Strategy 16.5, which recommends community wayfinding, routes to school can be specifically developed to provide messages of empowerment to school age children.

These routes should also be targeted for improved lighting.

## STRATEGY 18.3: INSTALL 15 MPH SIGNS AND OTHER APPROPRIATE SIGNS IN SCHOOL SAFE ZONES

**TYPE** Project

**TIMELINE** Short

**CONNECTION TO PREVIOUS PLANS**

N/A

**ACTION TEAM**

Mobility

Ensure that school zones have appropriate signage to encourage safe driving and ensure student safety. The URA will be installing flashing signage in front of Faison next spring.

Also, specifically around Faison install Wrong Way and Do Not Enter on appropriate parts of Tioga. Add No Parking signs where buses load/unload.

## STRATEGY 18.4: WORK WITH ZONE 5 TO REQUEST OFFICERS TO PATROL SCHOOL ROUTES DURING MORNING AND AFTERNOON TIMES

**TYPE** Program

**TIMELINE** Short

**CONNECTION TO PREVIOUS PLANS**

N/A

**ACTION TEAM**

Mobility

Coordinate with the Pittsburgh Police to encourage officers to patrol school routes during morning or afternoon times,

and potentially seek to fund additional off duty officers to participate in keeping routes safe.

## STRATEGY 18.5: CREATE A PLAY STREET PROGRAM IN HOMEWOOD TO PROVIDE FREE OPPORTUNITIES FOR COMMUNITY EXERCISE

**TYPE** Program

**TIMELINE** Short

**CONNECTION TO PREVIOUS PLANS**

Anatomy of a Neighborhood: Homewood in the 21st Century, Homewood Urban Agenda Strategy: An Inner-City Model for Urban Revitalization, Homewood-Brushton Community Coalition Organization Strategic Plan: Charting a New Future for Homewood-Brushton

**ACTION TEAM**

Education

Play Street programs promote physical activity for all community members on temporarily closed streets; these programs are similar to block parties but are focused on exercise and health-driven community fun. Homewood residents will work with community organizations to identify streets with less traffic and nominate them for the Play Street program; these organizations will work with the City to temporarily close these roads for a weekday evening, or a weekend day, for exercise and recreation.

To program the Play Streets, community organizations will reach out to local teachers and community members interested in providing free exercise classes. Other health-focused community organizations, hospitals, food stores, and others may be approached for sponsorships of programming and refreshments, and may be invited to table with health-related information at these events.

## STRATEGY 18.6: INSTALL "NO IDLING" SIGNAGE THROUGHOUT THE NEIGHBORHOOD; ENFORCE "NO IDLING" AREAS

**TYPE** Program & Project

**TIMELINE** Short

**CONNECTION TO PREVIOUS PLANS**

Homewood-Brushton Community Coalition Organization Strategic Plan: Charting a New Future for Homewood-Brushton; Open Space PGH: Optimizing Pittsburgh's open space, parks, and recreation system; ONEPGH: Resilient Pittsburgh; Pittsburgh Climate Action Plan version 2.0; Homewood Station Transit Oriented Development Study; Homewood Urban Agenda Strategy: An Inner-City Model for Urban Revitalization; Pittsburgh Principles for Design & Planning; Pittsburgh Bike Plan [DRAFT]

**ACTION TEAM**

Sustainability

Many residents throughout Homewood are concerned that the number of cars allowed to idle, especially on routes to schools and near schools, is negatively impacting local air quality. The leading cause of school absenteeism is asthma which can be exacerbated by poor air quality. Both the installation of more no idling signs and better enforcement of no idling zones aims to improve local air quality by minimizing one potential cause of poor air quality.