



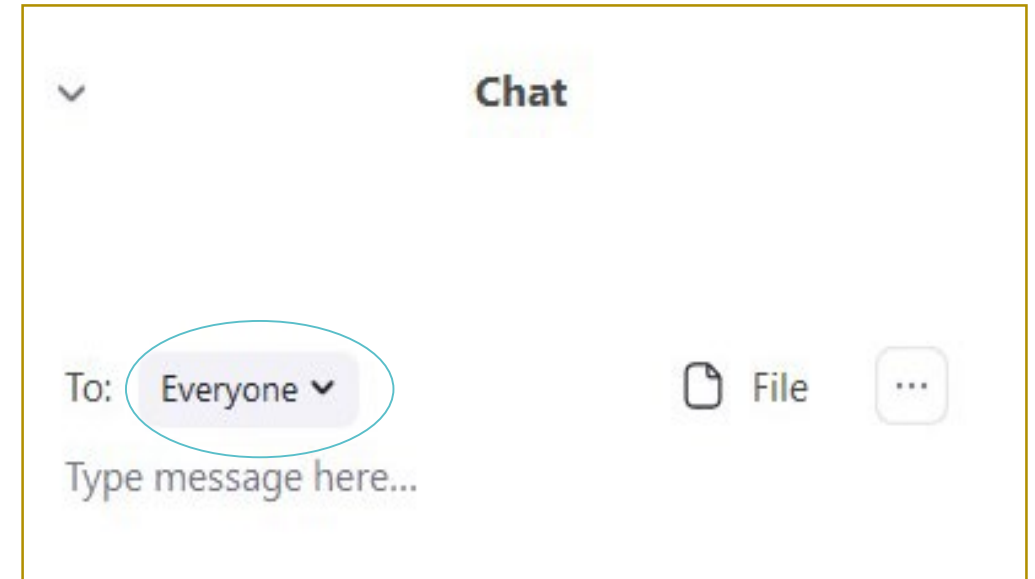
Pittsburgh Regional Transit

Herron Station: Station Area Plan Community Meetings – Round 3

Final Public Meeting – 2.15.24

➤ Thank you for joining us!

- Please stay muted during the presentation
- Submit a question/comment using the chat feature
- Joining by phone?
 - (*6) Mute/Unmute
 - (*9) Raise Hand
- Technical difficulties?
Chat Chad Williams



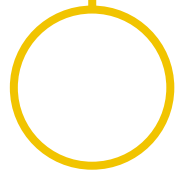
This meeting is being recorded and will be uploaded to www.engage.rideprt.org/herron.

› Today's Objectives

- Project background
- How did we get here?
 - What we heard
- Herron Avenue Station Area design
 - Hillside
 - Platform
 - Street level
 - Concurrent projects
 - Landscaping and sustainability
 - Wayfinding
- Next steps



Project Background



What is station area planning?

Why Herron Station?

➤ PRT's Approach to Herron Station

- **Station access** – making it easier and safer for people to get to the station, prioritizing upgrades that make the station accessible for all riders
- **Station design** – making PRT facilities more comfortable and easier to use
- **TOD feasibility** – coordinate with the City and URA to investigate how nearby developments can be better connected to high-quality service at Herron Station and identify community goals for future TOD offsite



➤ Herron Station

- Herron Station is isolated and underutilized
- The Herron Station area has become attractive for new development, creating new ridership potential
- PRT and community partners want to make transit a safe, comfortable, and easy choice for new residents, employees, and visitors.



➤ Existing Conditions

- Steep terrain makes it challenging for residents to access and utilize the station.
- Need to improve access to the station
 - Stairways
 - Sidewalks
 - Intersections

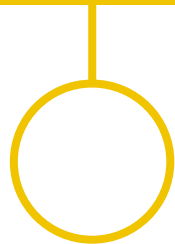


➤ Existing Conditions

- Opportunity to highlight Herron Station as an asset to growing residential neighborhoods nearby to increase ridership
- Opportunity for partnerships with other entities to connect Herron Station to nearby developments (residential and commercial)



How Did We Get Here?



Forms of engagement
What did we hear?

Community Engagement by the Numbers



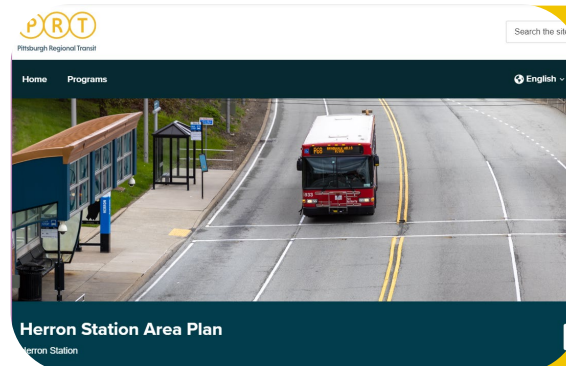
6 Steering Committee Meetings



12 Community Meetings and/or Pop-Up Events



4 TOC Committee Meetings



927 Unique Visitors to the Project Website



5 Online Public Meetings

➤ What did we hear?



Area development:

The development in the area may lead to increased ridership, and opportunities for collaboration.



Other projects in the area:

The active infrastructure projects would improve the experience at Herron Station.



Lessons from past projects:

Ranging from material choices to plaza layouts, Herron Ave will respond to lessons learned from other station areas.



Preservation of greenspace:

The greenspace at Herron Ave is well liked and adds interest to the site.



Public art:

Public art is an increasing focus for PRT and is supported by the community. Art around Herron Station can improve the pedestrian experience.



Maintenance and upkeep:

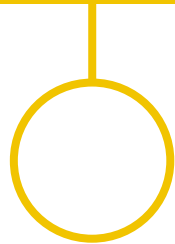
Choosing the right design, materials, and schedule is important to ensuring the upkeep of the station area.



Pedestrian and cycling experience:

People would be far more likely to use the station if the cycling infrastructure and pedestrian amenities were improved.

Herron Station Design



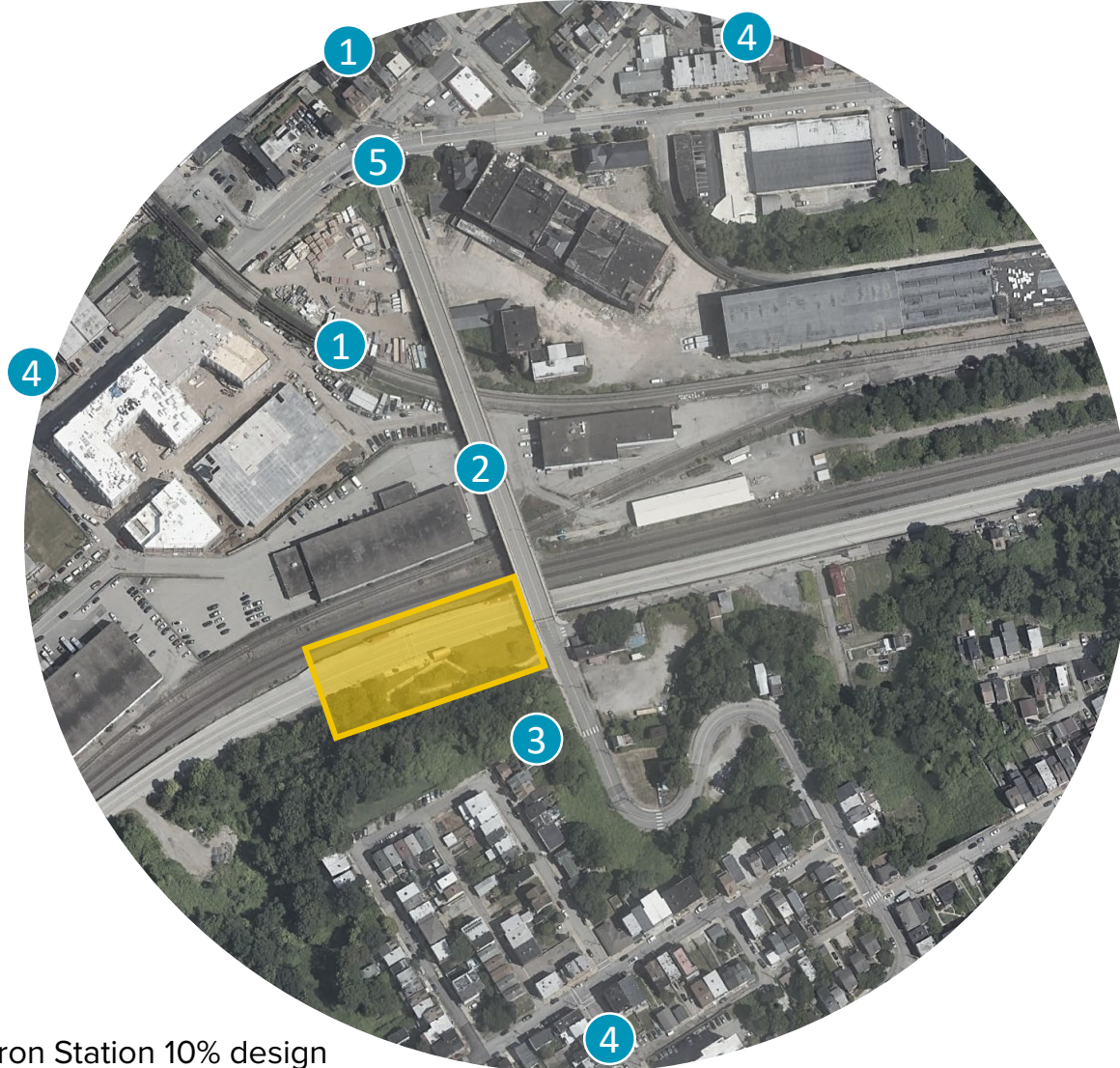
Station Area

Concurrent projects

Landscaping and sustainability


Wayfinding






Station Opportunity Areas



Legend:

 Herron Station 10% design

 Future area project

-  1 Station Area Gateways
-  2 Herron Ave bridge to Lawrenceville
-  3 Downing Street stairs
-  4 Neighborhood Wayfinding Signage
-  5 Intersection of Liberty & Herron

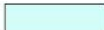






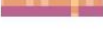

Station Design



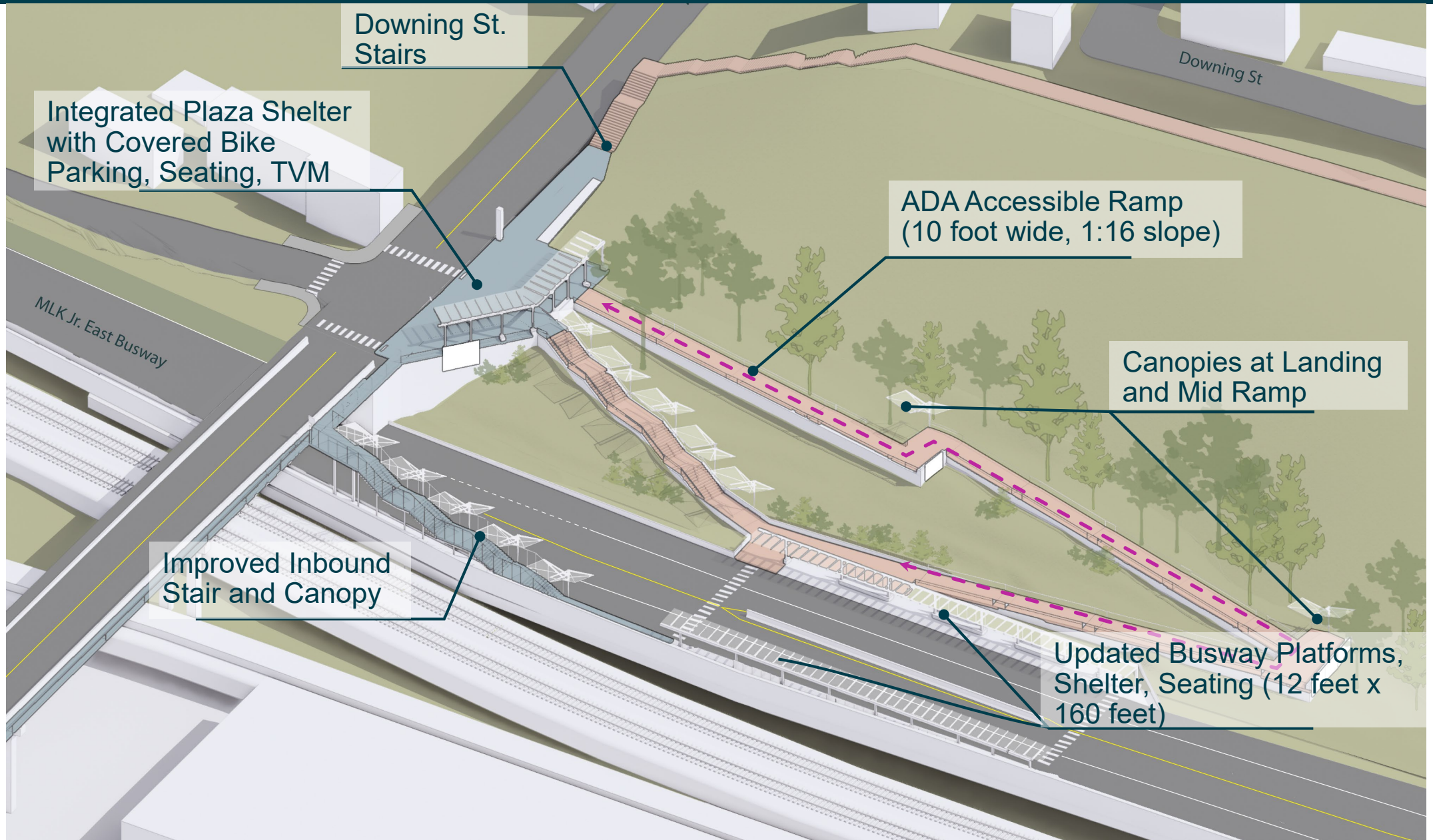
Key Design Elements:

- 1 Street-level plaza at Herron Avenue with longer street frontage to increase visibility. Plaza includes bike parking, a POGOH station, seating, and ticket vending machine (TVM).
- 2 ADA access is 10 ft wide with 1:16 slope with integrated landings.
- 3 Stairs and ramps are covered with canopies.
- 4 On-street bus stops are aligned at the intersection and integrated with the plaza treatment.
- 5 Proposed pedestrian safety improvements at the intersection of Herron Ave and Ruthven St.

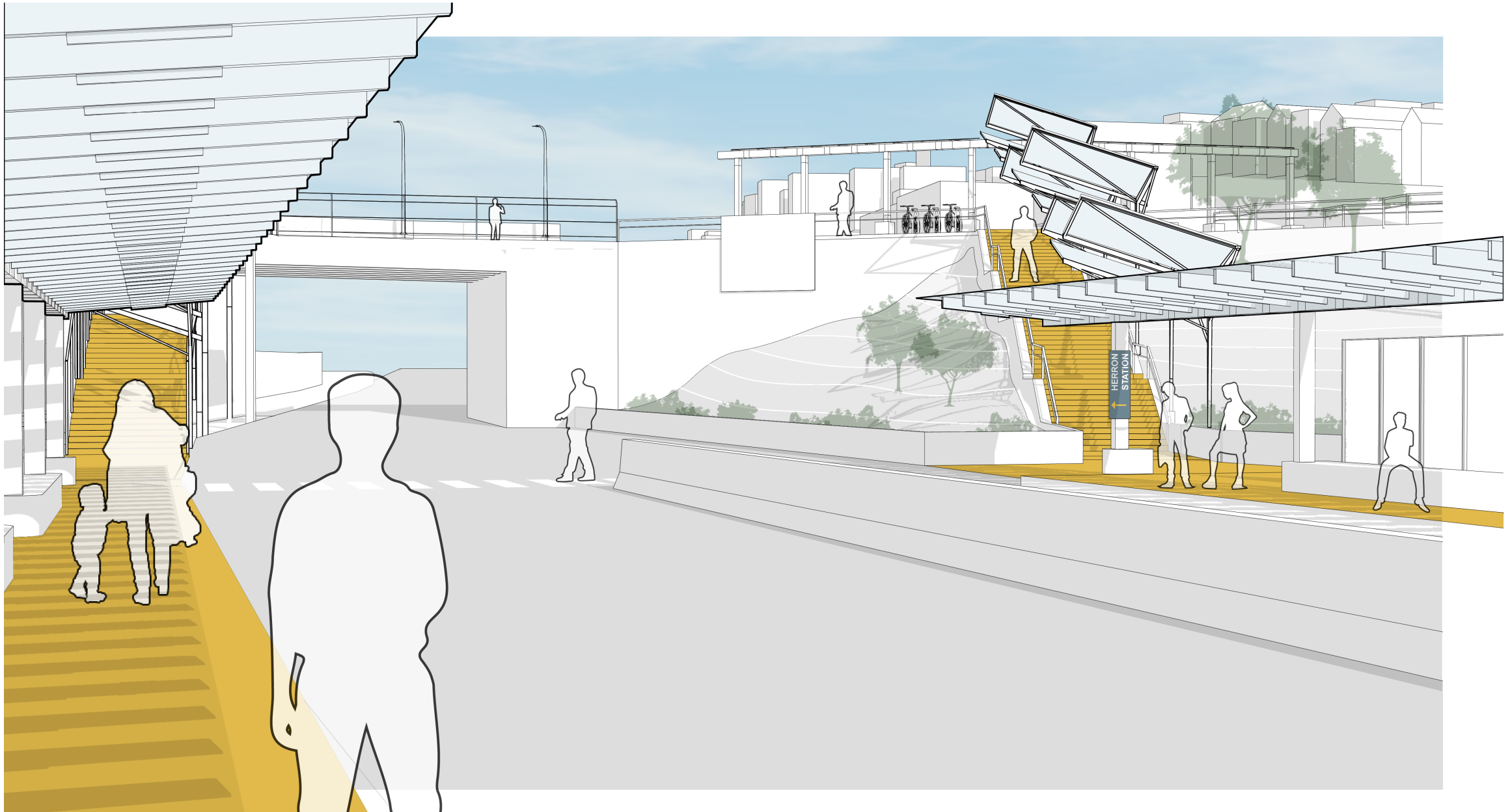
LEGEND:

	Platform & Canopies		Landscaping
	Canopy over Stairs		Hardscaping
	Pedestrian/Bike Access		Herron Ave Bridge Proposed Amenity Zone
	Accessible Path		Public Art Clusters (Lighting+Boulders)
	Bike Share Station		

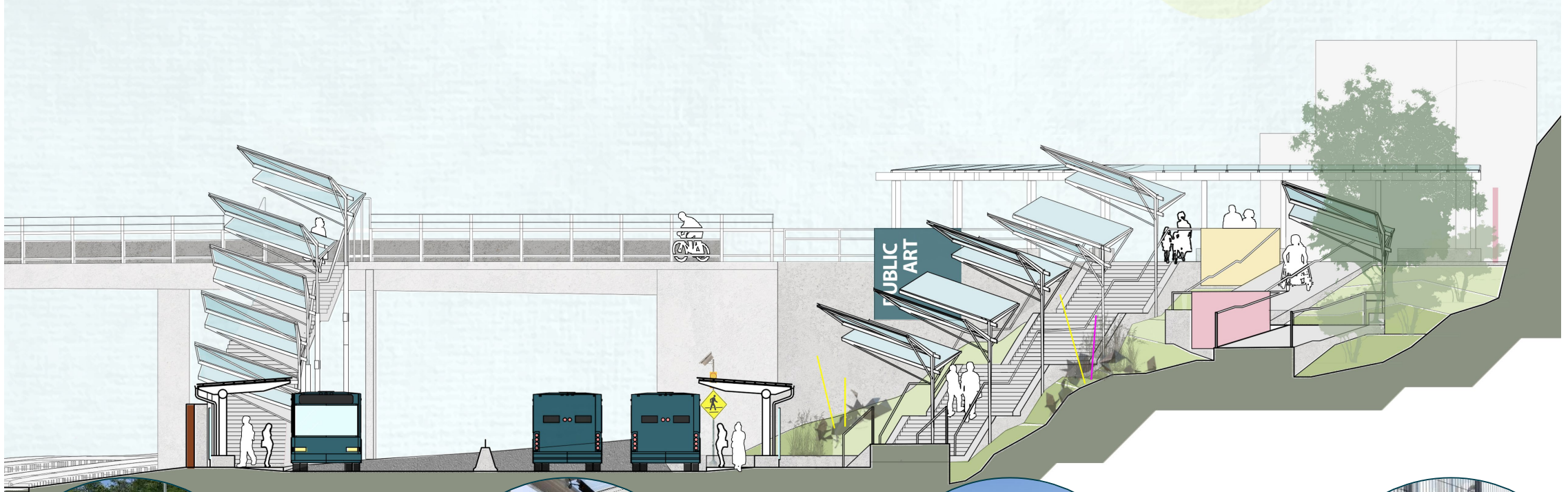
Station Design – Aerial view



➤ Station Design – View from Inbound Plaza



Station Design – Cross Section



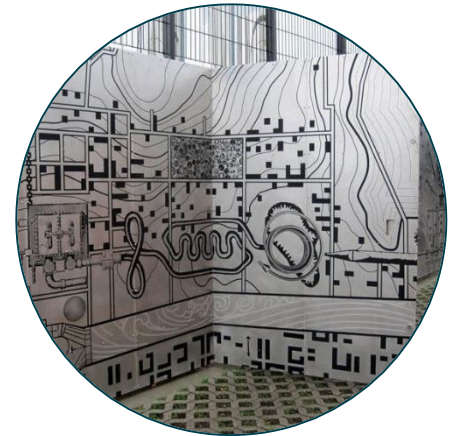
Concrete Ramp
and Planting



Platform Structure
and Seating

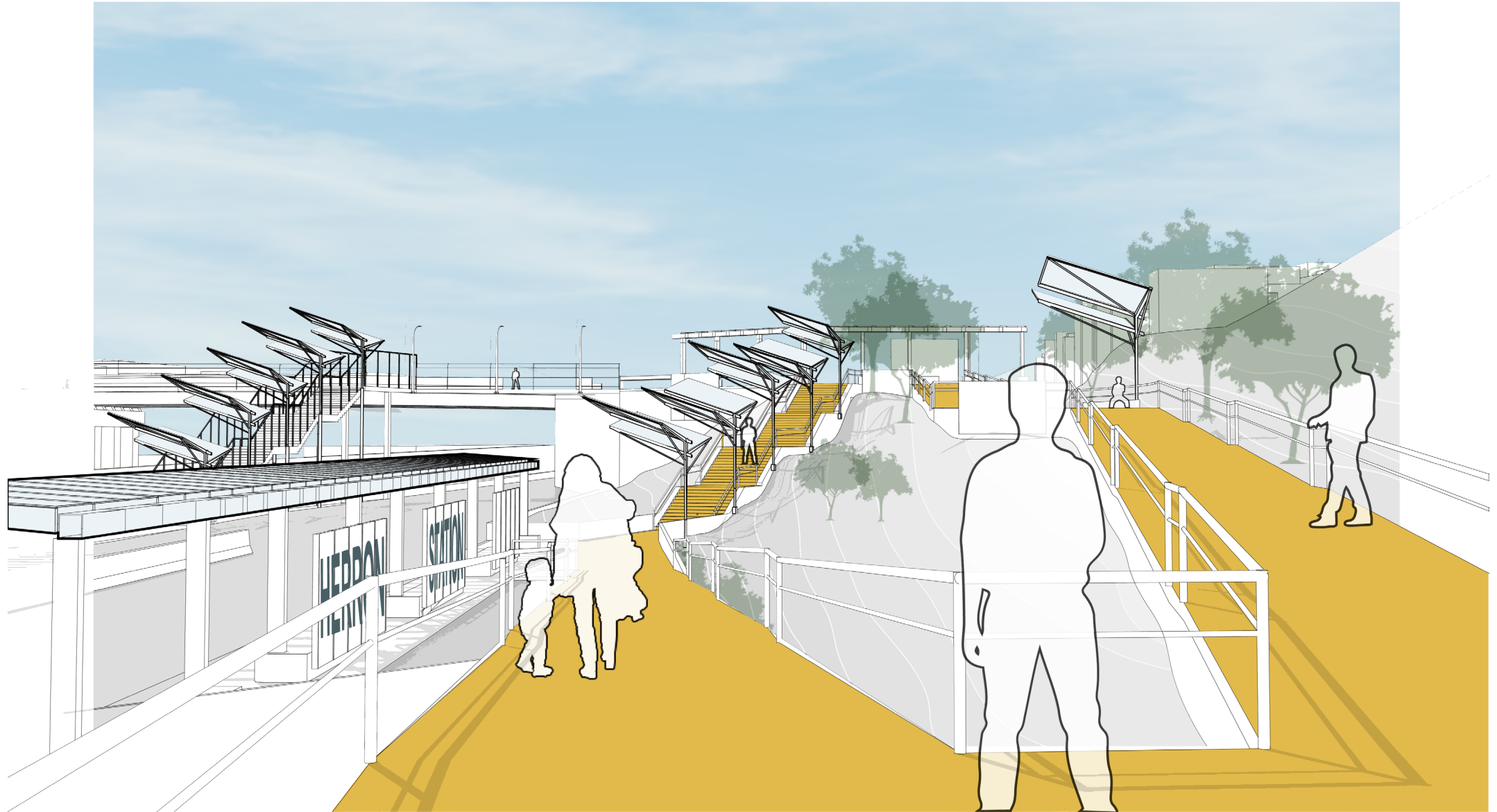


Plaza
Canopy

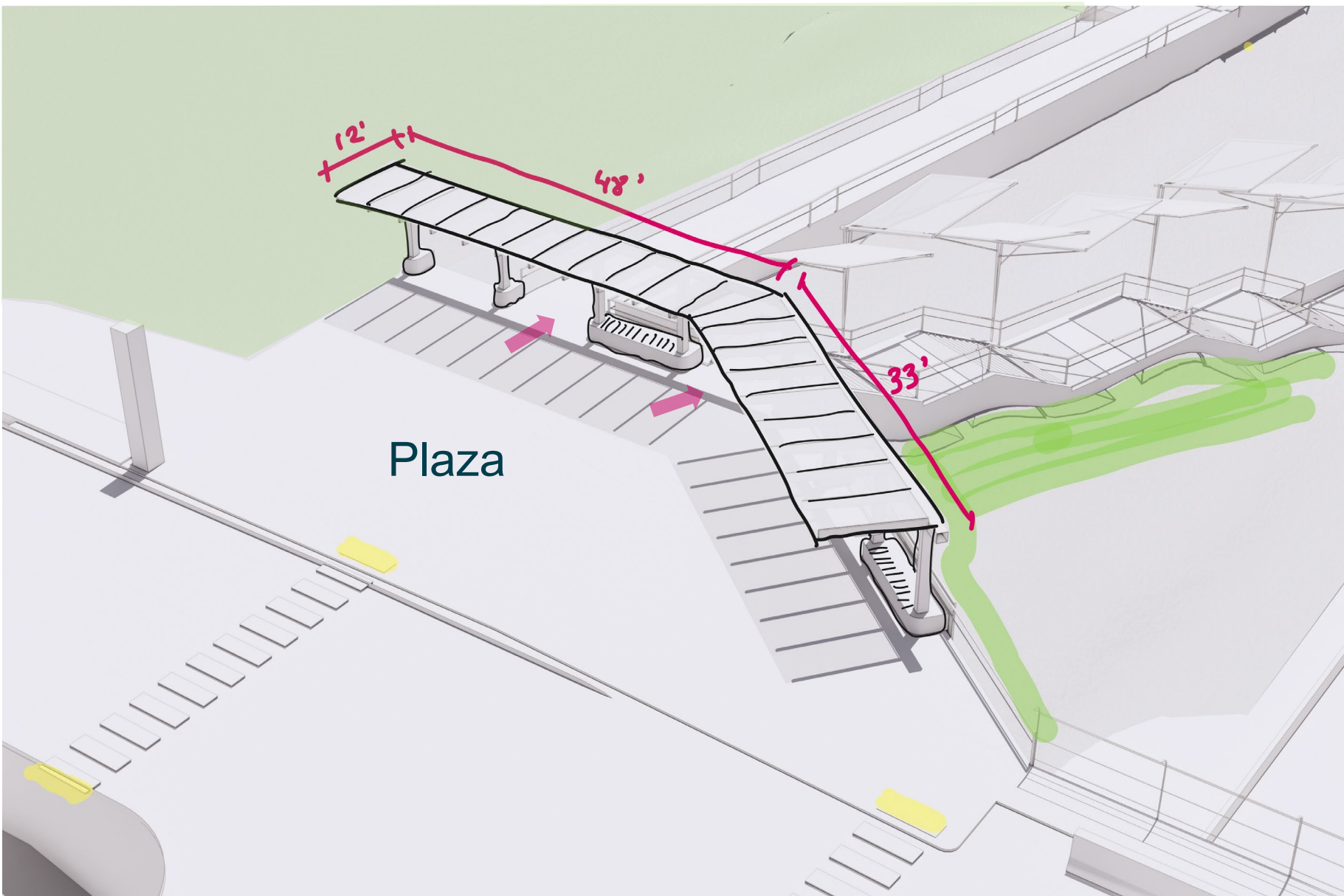


Public Art (Example from
Seattle by Haddad/Drugan)

➤ Station Design – View from the Ramp



➤ Station Design – Plaza Design



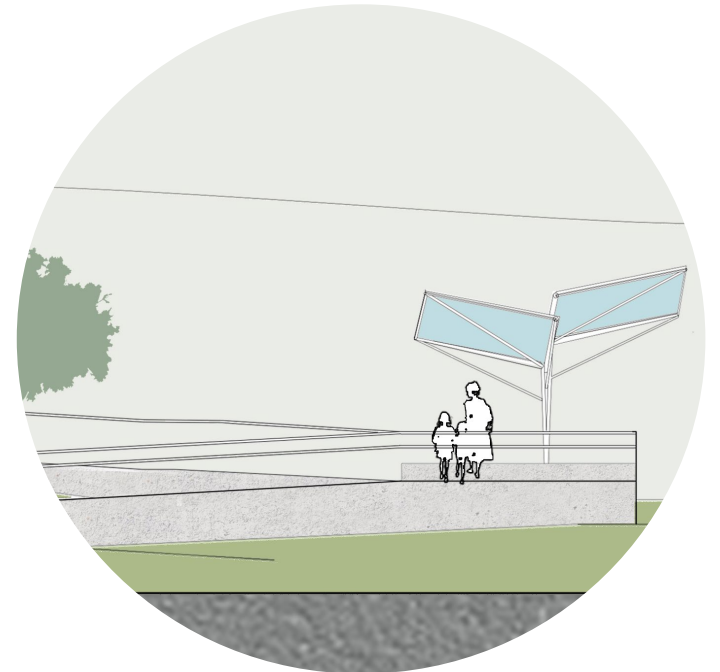
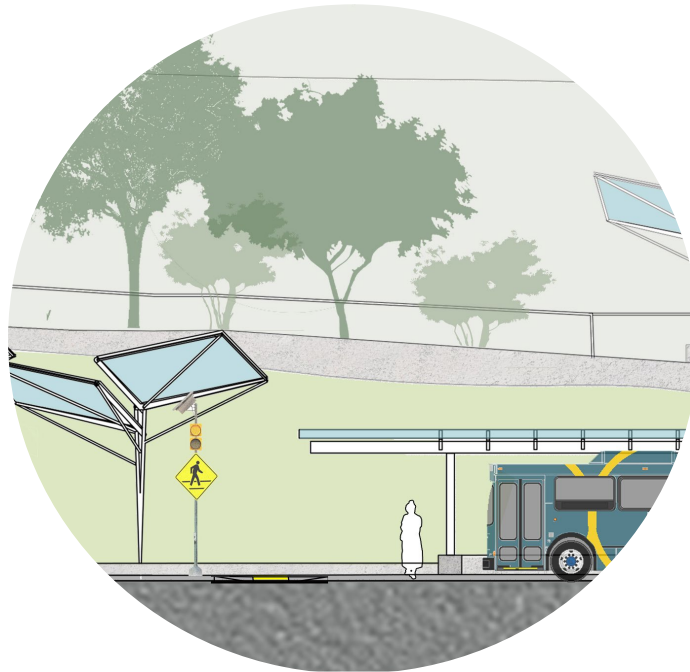
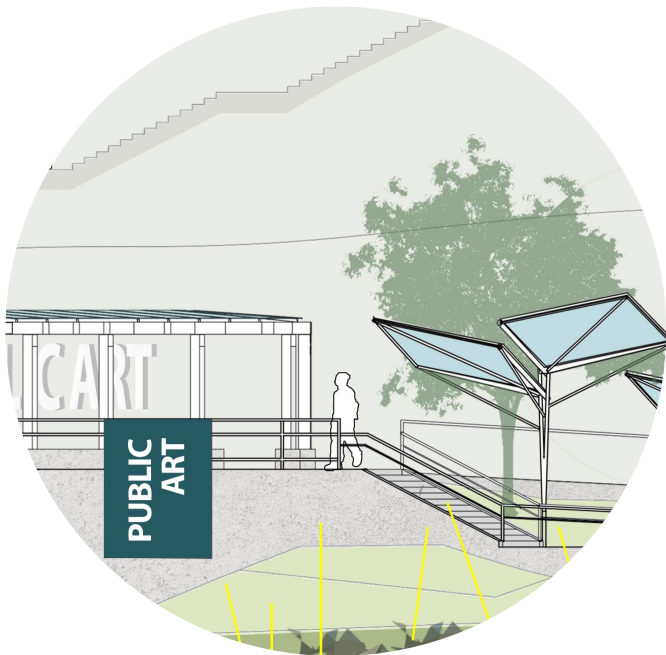
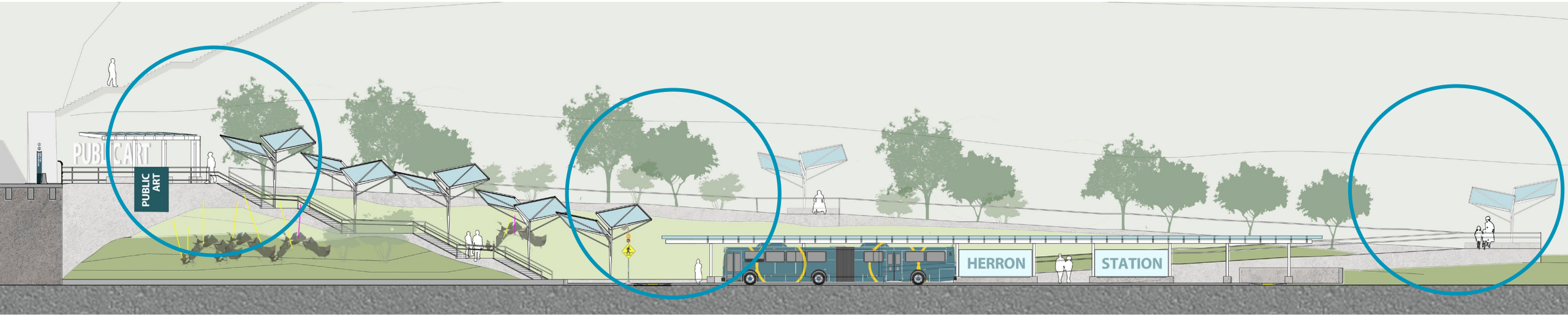
Proposed Plaza Canopy to match the Busway Canopy design, like the approach at Negley Station. Includes integrated seating, more inviting open access, and already developed design solutions.



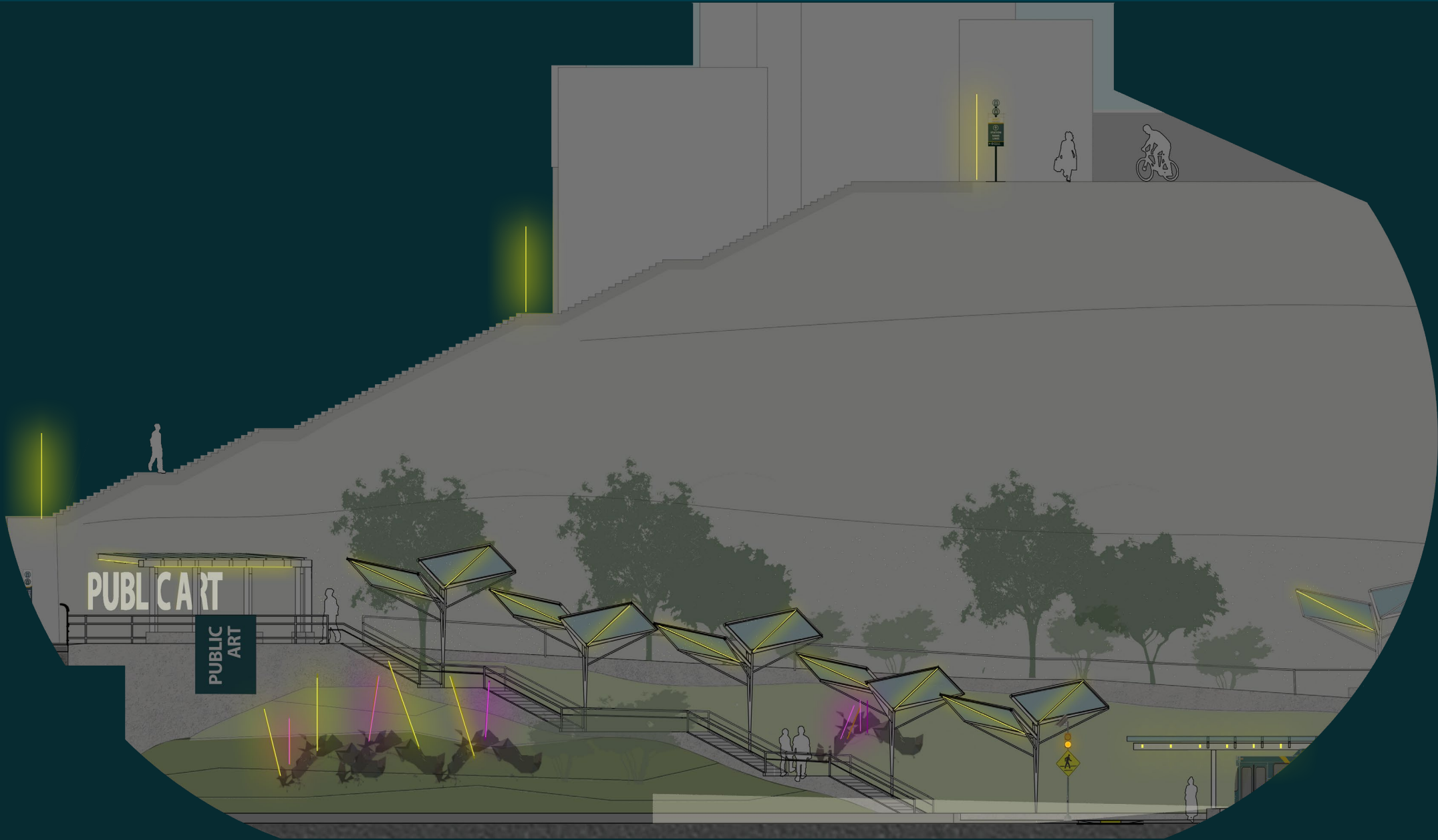
➤ Station Design – View of the Plaza



➤ Station Design – View of the Outbound Area



➤ Station Design – Nighttime View of Cliff Face

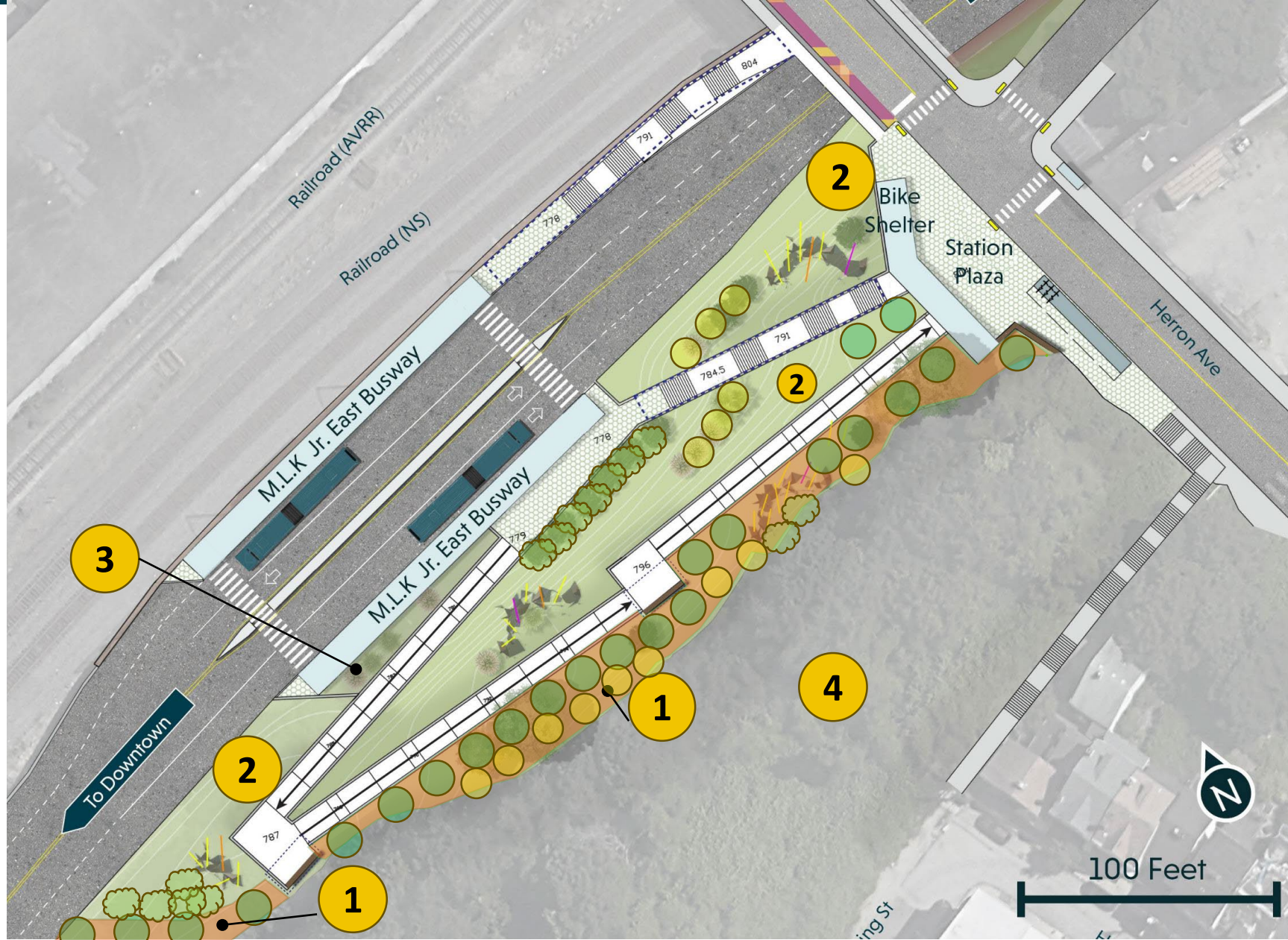


➤ Station Design – Landscape and Sustainability

- Replace invasive plants with a mix of native canopy and understory trees
- Plantings will vary based on if forest rehabilitation is pursued and invasive species are eliminated
- With forest rehabilitation
 - The ground would be treated the same as the forest areas
- Without forest rehabilitation
 - Plant "no-mow" grasses, which will suppress the encroachment of invasives



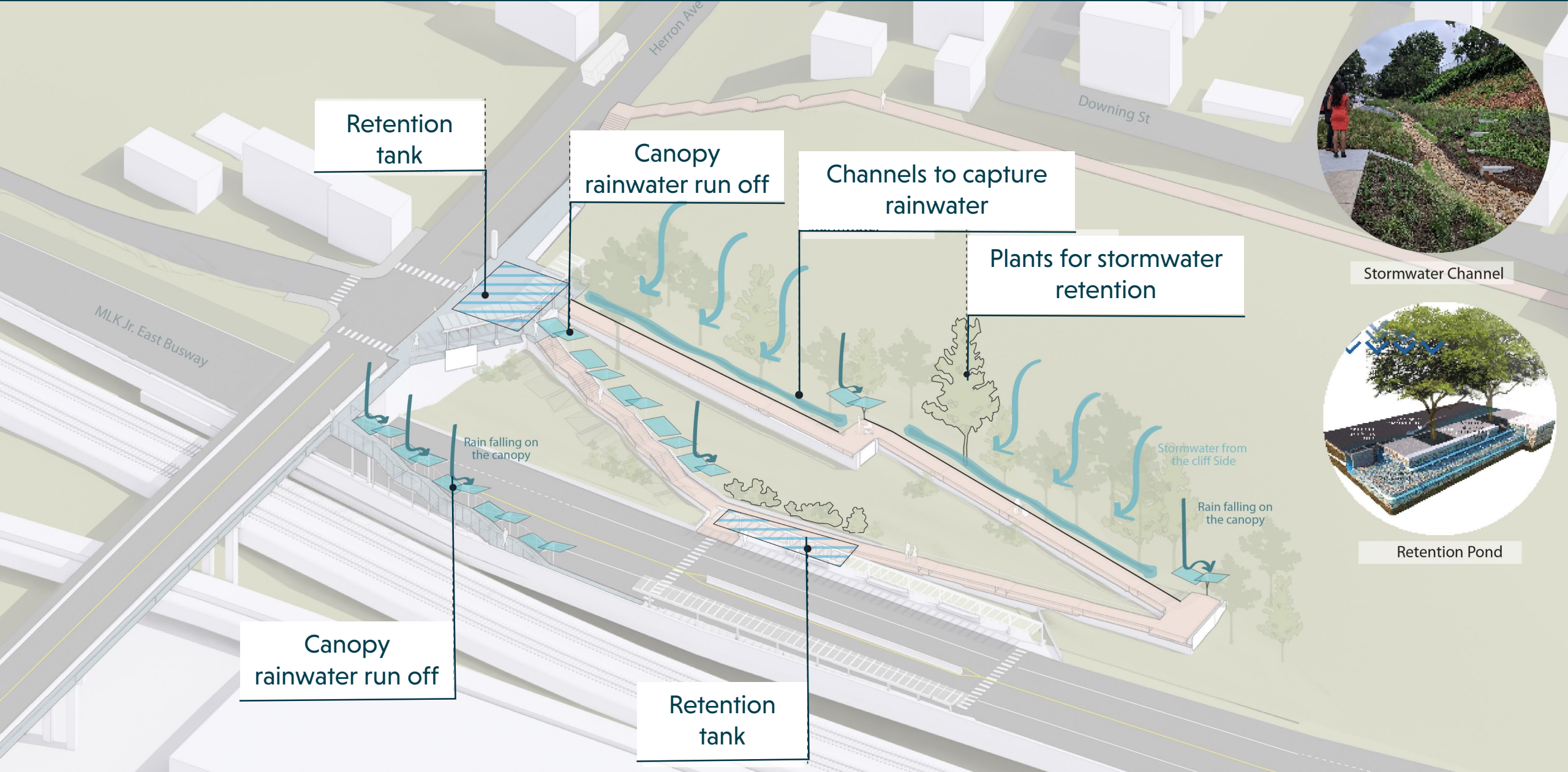
Station Design – Proposed Landscape Plan



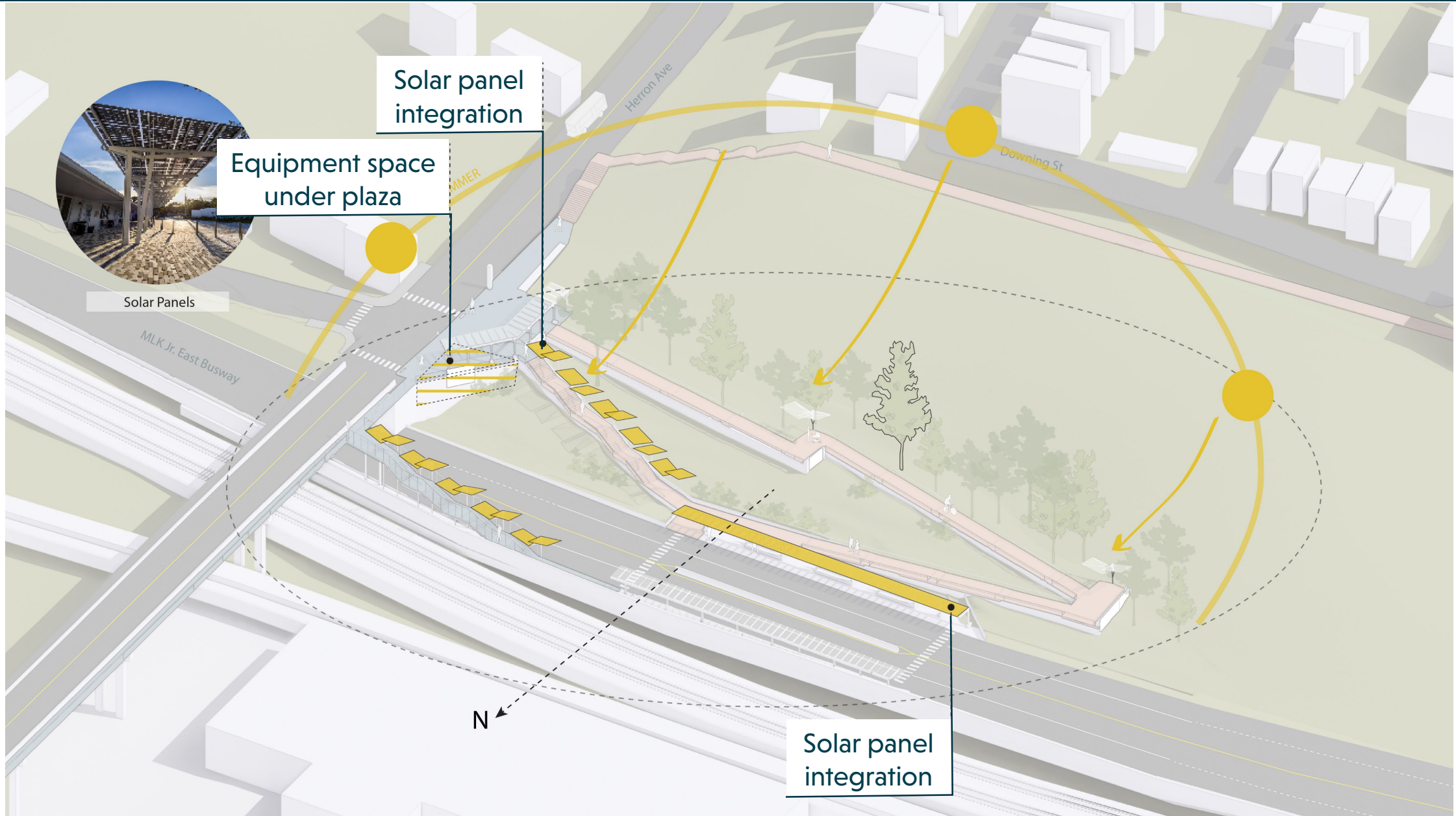
Landscape Zones:

- 1** Forest Edge
 - 2** Steep Slopes (low shrub plantings)
 - 3** Platform Edge (bouldered swale – coordinated with stormwater management plan)
 - 4** Forest Rehabilitation Areas
-  Canopy Tree
 -  Understory Tree
 -  Large Shrubs groupings

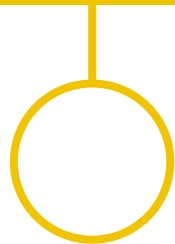
➤ Station Design – Proposed Stormwater Management



➤ Station Design – Proposed Solar Panels

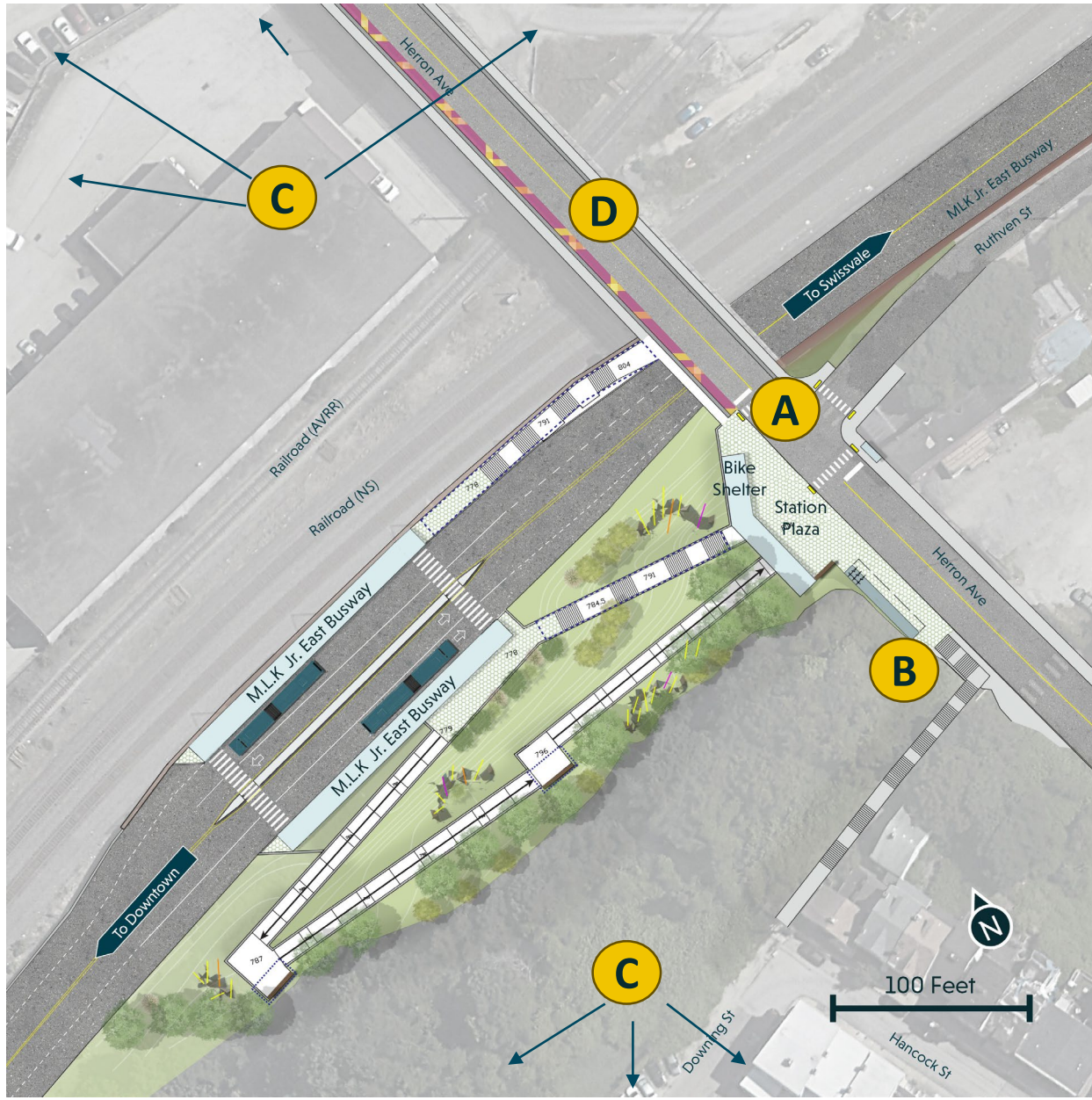


Station Opportunity Areas



DOMI Coordination
Area projects

➤ Station Design – DOMI Coordination Strategy



PRT & DOMI: Multiple Partnership Opportunities Over Time

Set a quarterly meeting for Herron Station Area with review of each Key Coordination Topic

A – Station Plaza, Ruthven/Herron intersection and Herron Ave traffic calming

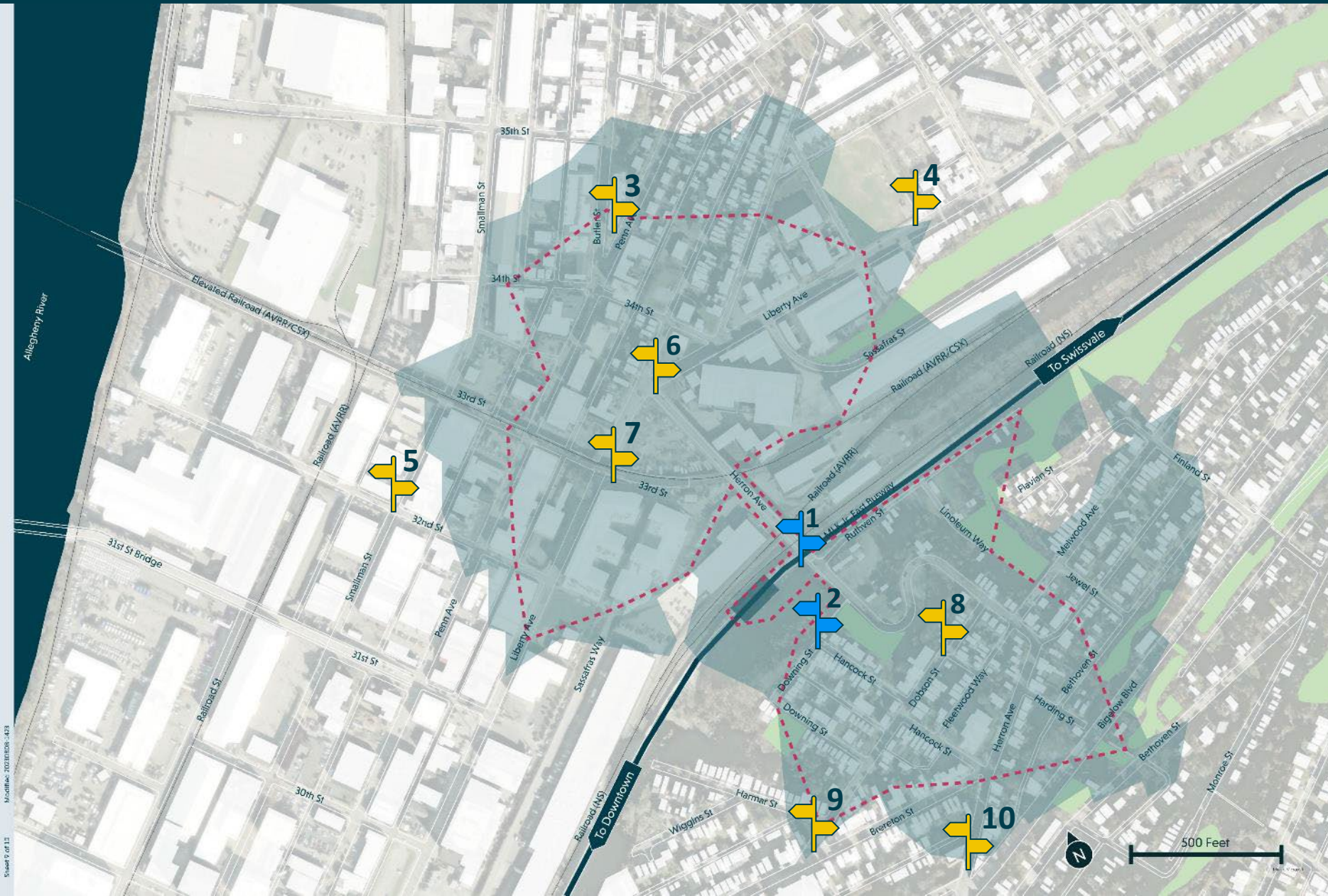
B – Downing Street Stairs Reconstruction

C – Station Area Wayfinding Strategy

D - Herron Ave Bridge near-term and long-term changes, including connection to 33rd Street

E – Improvements to the Herron Ave & Liberty Ave gateway

Station Area Wayfinding Strategy Map




1. Herron Station
2. Downing St stairs
3. Doughboy Square
4. Liberty Ave & 37th St
5. Smallman St & 32nd St
6. Herron Ave & Liberty Ave
7. Brewers Block
8. Harding Way stairs
9. Brereton St and Dobson St
10. Bigelow Blvd & Herron Ave

Legend:

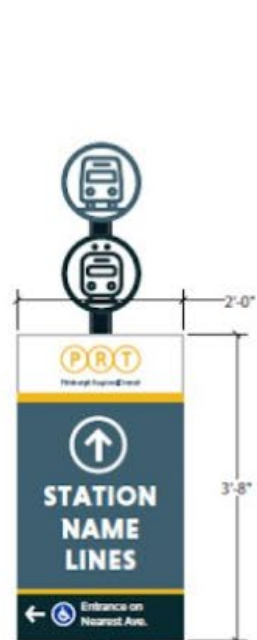
 1/2 Mile Catchment

 10 min Walkshed

 Station Signage

 Neighborhood Wayfinding Signage

➤ Station Area Wayfinding – PRT Signage Types



Pedestrian Directional
(Front View)



Primary Gateway
(Front View)



(Side View)



Secondary Gateway
(Front View)



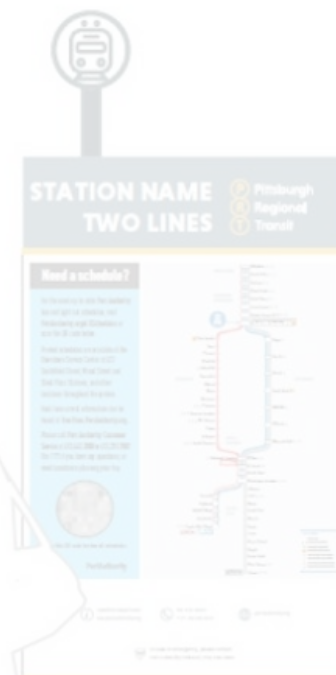
Pedestrian Directional
(Front View - Double Sided)



Pedestrian Directional
(Front View - Double Sided)

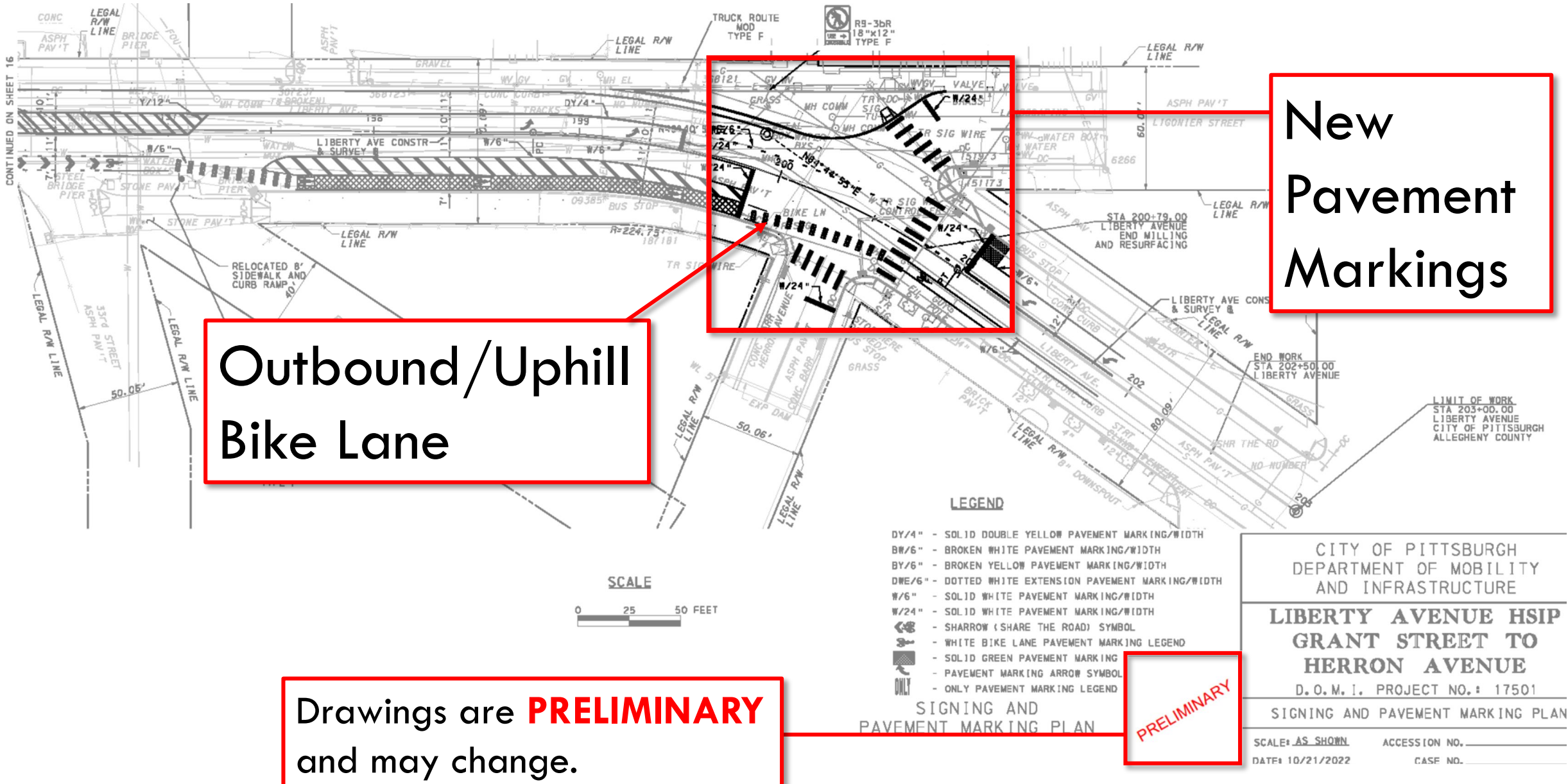


Rail Stop Line Diagram
(Front View - Double Sided)

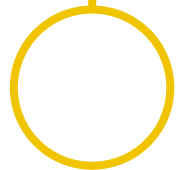


Line Diagram
(Front View)

Liberty and Herron Preliminary Drawings

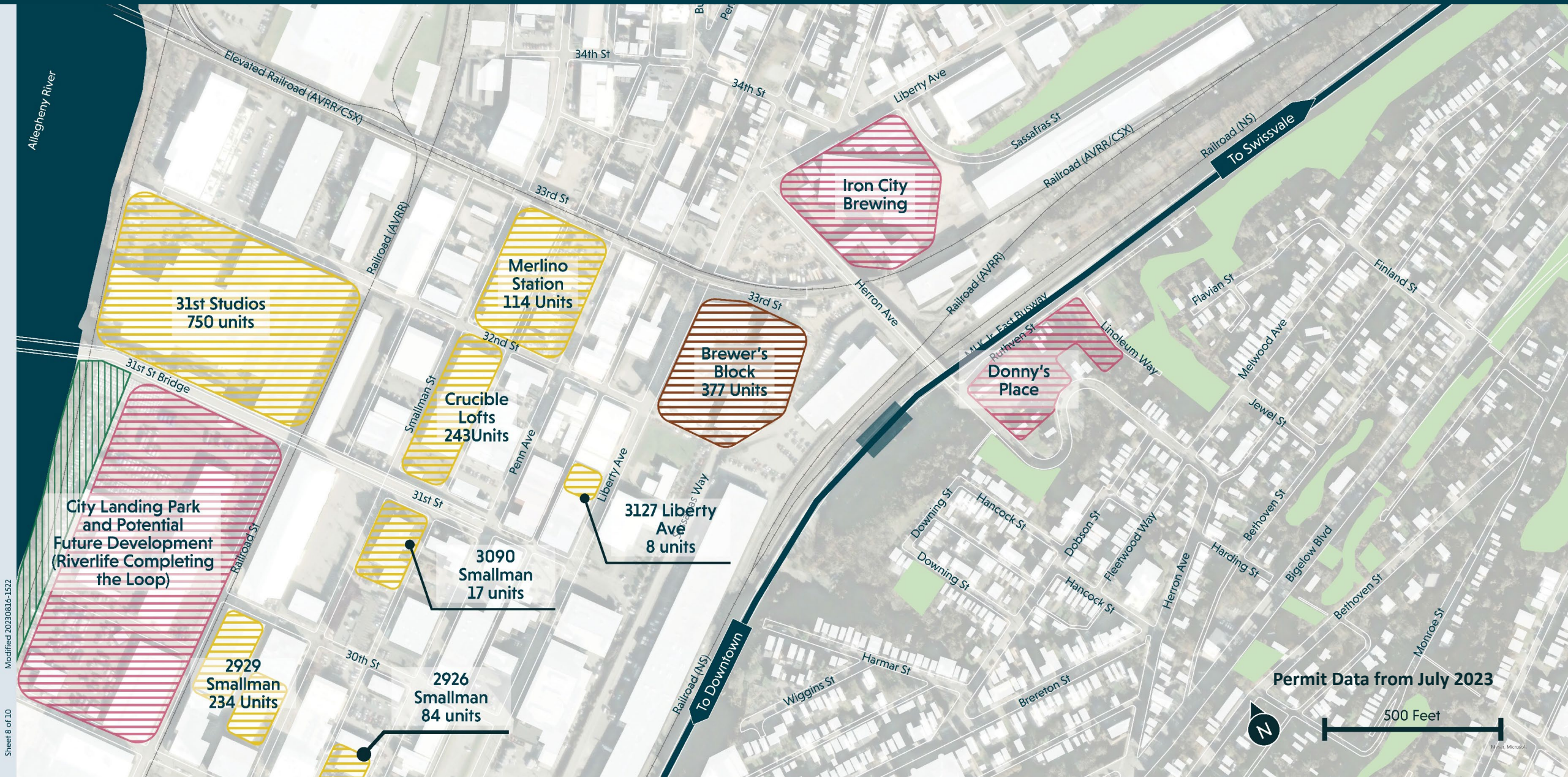


Next Steps

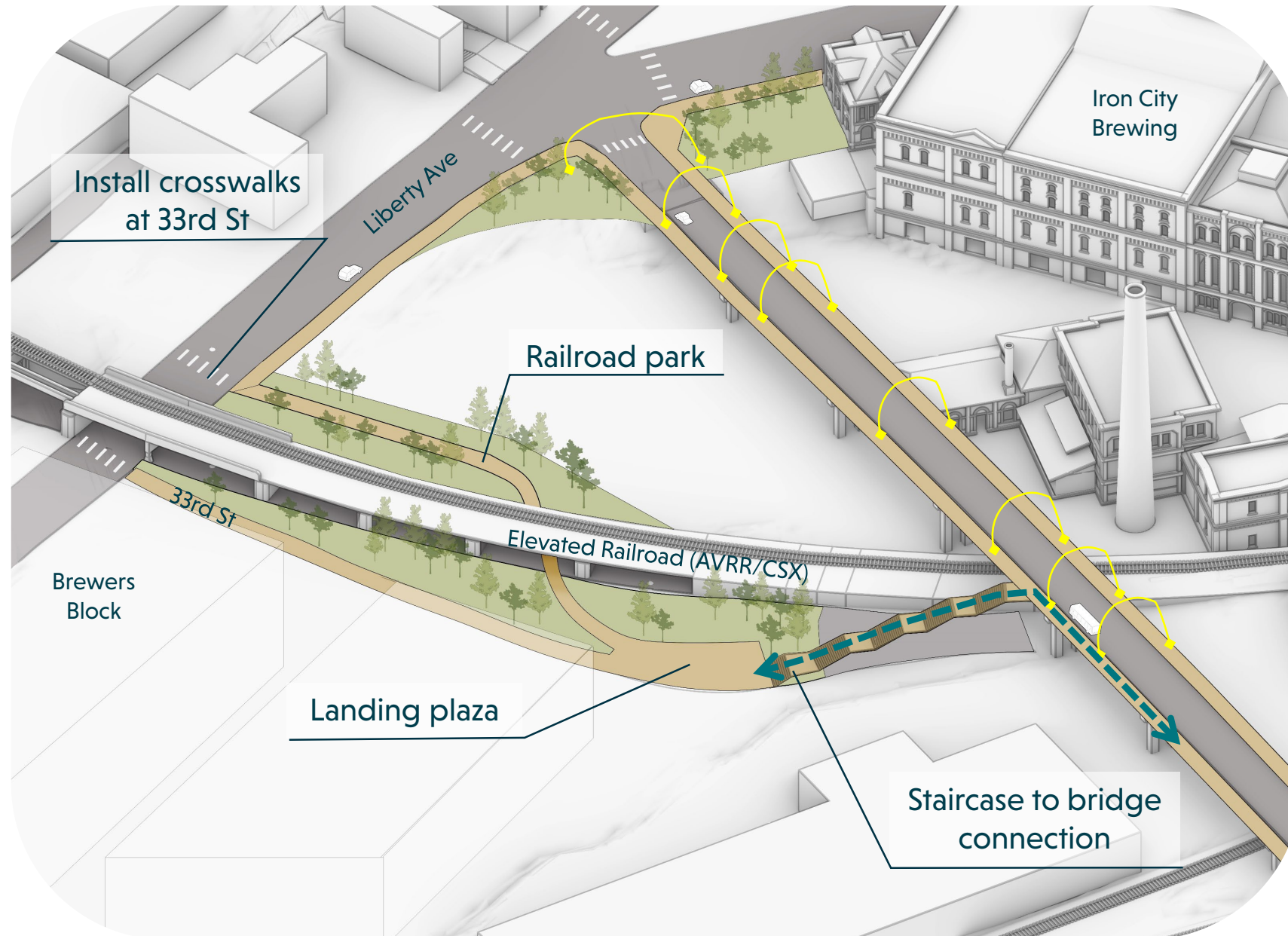


Future opportunities
Timeline and sequencing
Final plan

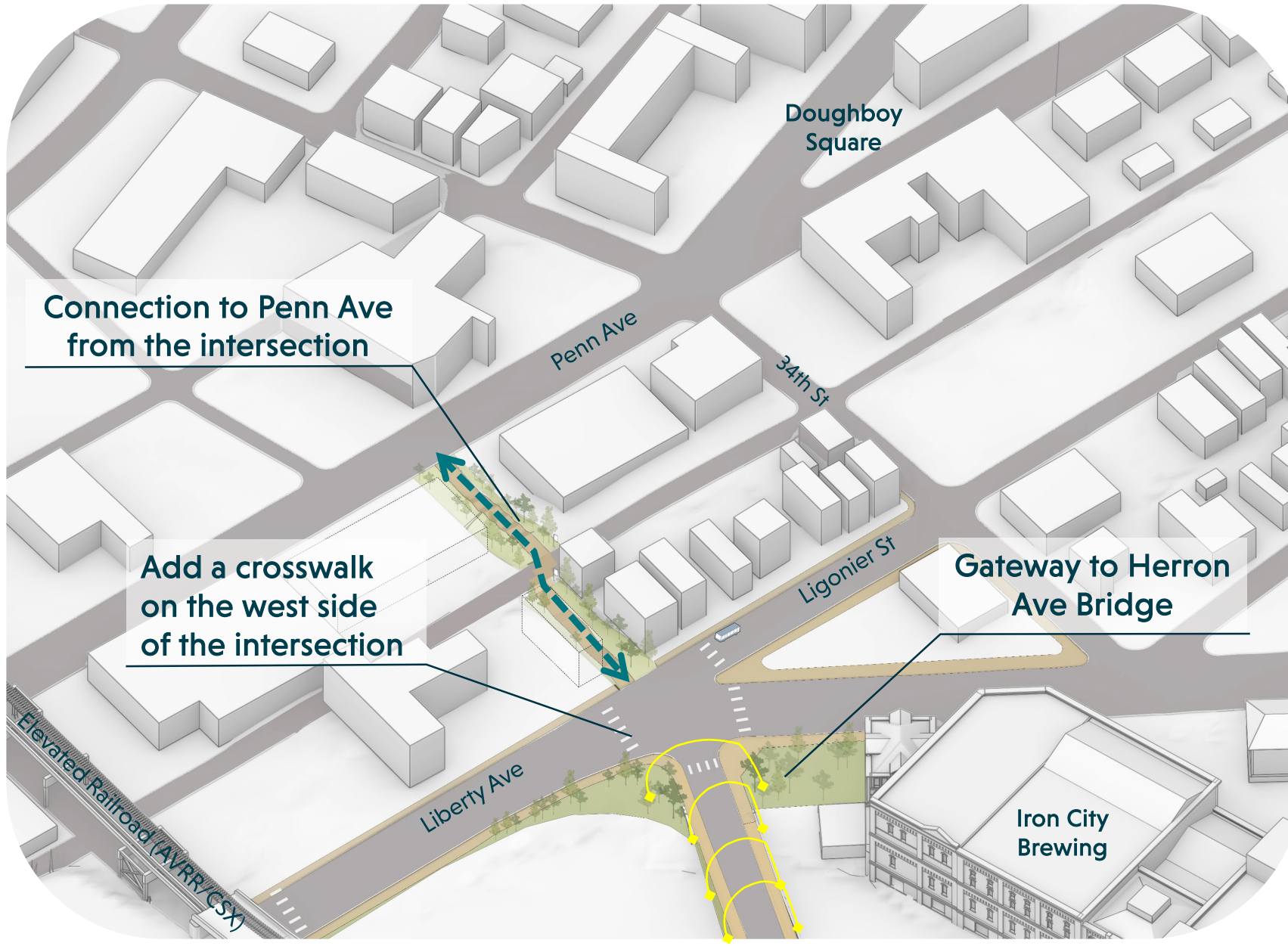
Planned Development Nearby



Strip District Gateway



Lawrenceville Gateway

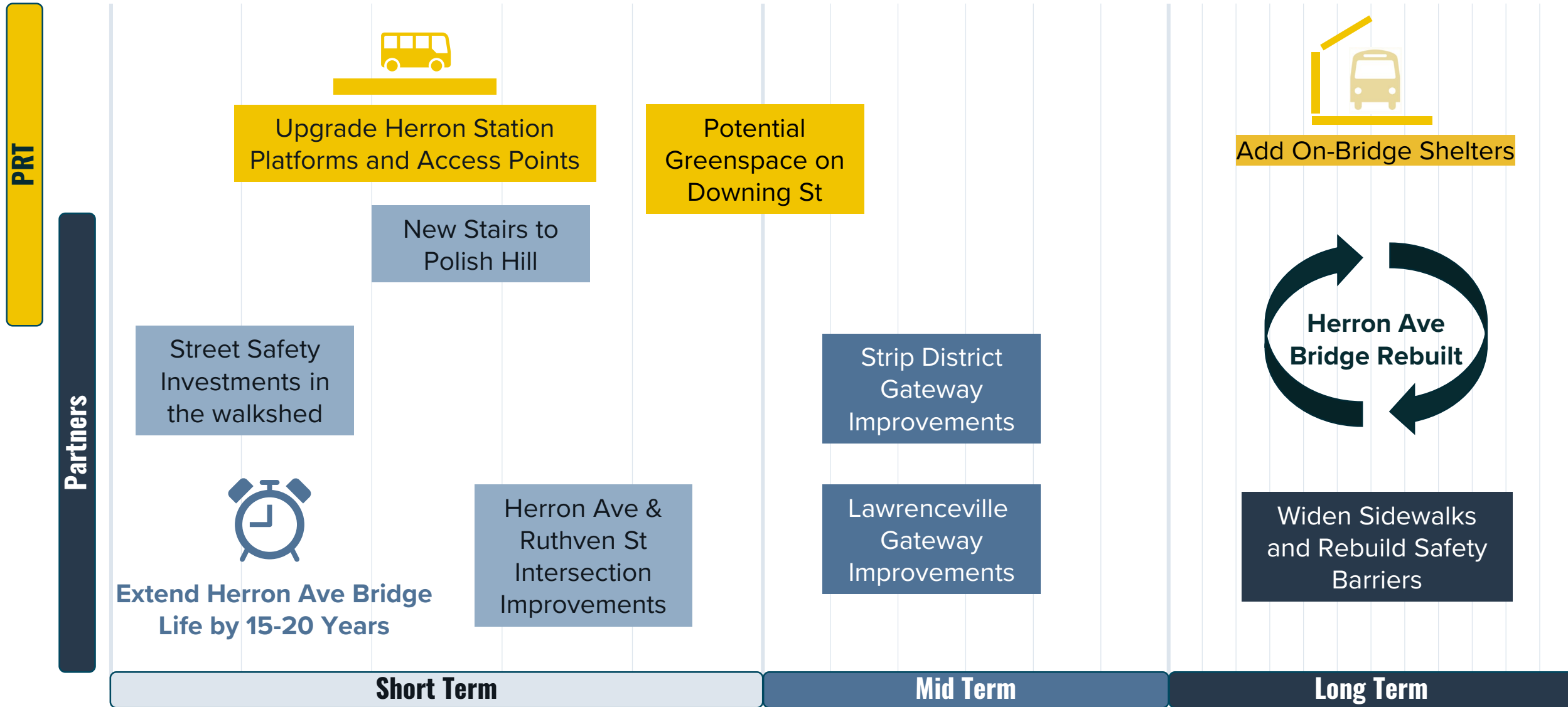


➤ Future Opportunities –ETOD Strategies

- Rezone to promote transit-oriented development and increase ridership
 - Leaders: City Leadership & DCP
 - Priorities: TOD principles, affordability, mobility, public space
- Establish affordable housing targets at corridor and station area levels, and match with funding
 - Leaders: City Leadership, DCP, URA
 - Priorities: Affordability
- Affordable ground floor space for local/MWBE businesses and community space
 - Leaders: Developers, City, URA
 - Priorities: Affordability, economic opportunity
- Pursue a transit revitalization investment district (TRID) if/when the right conditions arise
 - Leaders: City Leadership, DCP, URA
 - Priorities: All
- Coordinated community review of area development projects
 - Leaders: Community Groups
 - Priorities: Community ownership



➤ Potential Station Area Improvement Sequencing



➤ Next Steps for Herron Station

This process completes the 10% conceptual design for the design. What comes next?

- Publish final Station Area Plan
 - March 2024
- Funding
- Design
- Construction





Pittsburgh Regional Transit

Thank you!

