

**TCG**

THOMAS  
CONSULTING  
GROUP



# City of Pittsburgh Department of Mobility & Infrastructure

*Transition Briefing*



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## Executive Summary

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The Department of Mobility and Infrastructure (DOMI) was established by Ordinances 15, 16 and 17 of 2017, and is the newest department of the City of Pittsburgh.

The department began as a means of directing attention to, and meeting the needs of, responsible transportation of people and goods throughout Pittsburgh, and for managing the operation of and access to the public right-of-way (sidewalks, curbs, streets and bridges that make up our network).

DOMI maintains:

- 1,060 linear miles of streets (890 asphalt, 90 concrete, 80 brick/block stone)
- 2,423 lane miles of streets
- Tens of thousands of crosswalks and pavement markings
- 675 sets of steps covering 23.3 linear miles
- ~44,000 street lighting fixtures
- 613 signalized intersections + ~10,000 traffic control fixtures
- 850,000 street signs
- ~33 miles of guiderail

The Department of Mobility and Infrastructure lists as its three-year action agenda:

- the adaptation to the lasting changes resulting from the COVID-19 pandemic
- acknowledgement of racial inequities and how those disparities impact transportation as they work toward mobility justice
- dramatically reducing climate-related transportation impacts
- reimagining structures and approaches in order to better achieve funding for transportation and infrastructure
- supporting population and job growth
- cultivating a world-class department



## Partners

### Internal

The Department of Mobility and Infrastructure works closely with DPS, DCP, OMB, Law, Parking Authority and Port Authority to ensure the best possible working order.

### External

The Department of Mobility and Infrastructure works in direct consort with utility companies who assist with permitting and collaboration/coordinate on paving), community groups, and advocacy organizations to develop close relationships for further insight into community needs and consulting firms, Pittsburgh Public School, and Cohen Law Group on a number of community and business-related matters.



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## Findings

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## Staffing/Workforce

- Influx of American Rescue Plan Act (ARPA)-funded projects, requires increase staffing levels to handle the workload.
- Morale is low due to burnout and high demand plus lack of competitive pay. (ex. lateral moves with a \$20K+ increase outside of city government)
- Risk of loss of institutional knowledge next year as many are retirement eligible, and many division heads have already left.

## Landslide Remediation

- The department doesn't have enough funding to do landslide remediation in some affected communities (build retaining walls).

## Contracts

- Bus rapid transit (BRT) Cooperative Endeavour Agreements in progress with the Port Authority on what will be about a \$300 million project;
- Pittsburgh is negotiating with CSX Railroad to purchase a line that goes through the City. Budgeted \$1 million but may exceed it.
  - (expected completion in first year of term)
- In mediation with Norfolk Southern Railroad over the running of double decker trains in Pittsburgh.
  - Result will be substantial quality of life (Northside community) and financial impacts to the City.

## Allegheny Circle Conversion

High-profile project converting a one-way circle to two-way.



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## About the Agency

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## Contact Information

Department Mobility and Infrastructure

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## Enabling Legislation

§ 118.01—DIRECTOR AS HEAD.

The Department of Mobility and Infrastructure shall be under the charge of a Director, who shall be the head thereof.

(Ord. No. 16-2017, § 1, eff. 3-20-17)

§ 118.02—POWERS AND DUTIES OF DIRECTOR.

The Director of Mobility and Infrastructure shall have the following powers and duties:

Oversee development of transportation plans, maps, drawings, surveys, specifications, estimates and reports; supervision of transportation projects within the City and on city-owned or administered property; and enforcement of city rules, contracts, agreements and ordinances that relate to the Department of Mobility and Infrastructure; and coordination of work activities with external divisions/bureaus/departments, vendors, contractors and consultants. Direction of city transportation planning and participation in regional transportation planning; managing, coordinating and staffing major transportation-related projects; oversees operating and capital budget preparation by developing and prioritizing improvement project requests; and any other duties assigned by the mayor.



## Mission

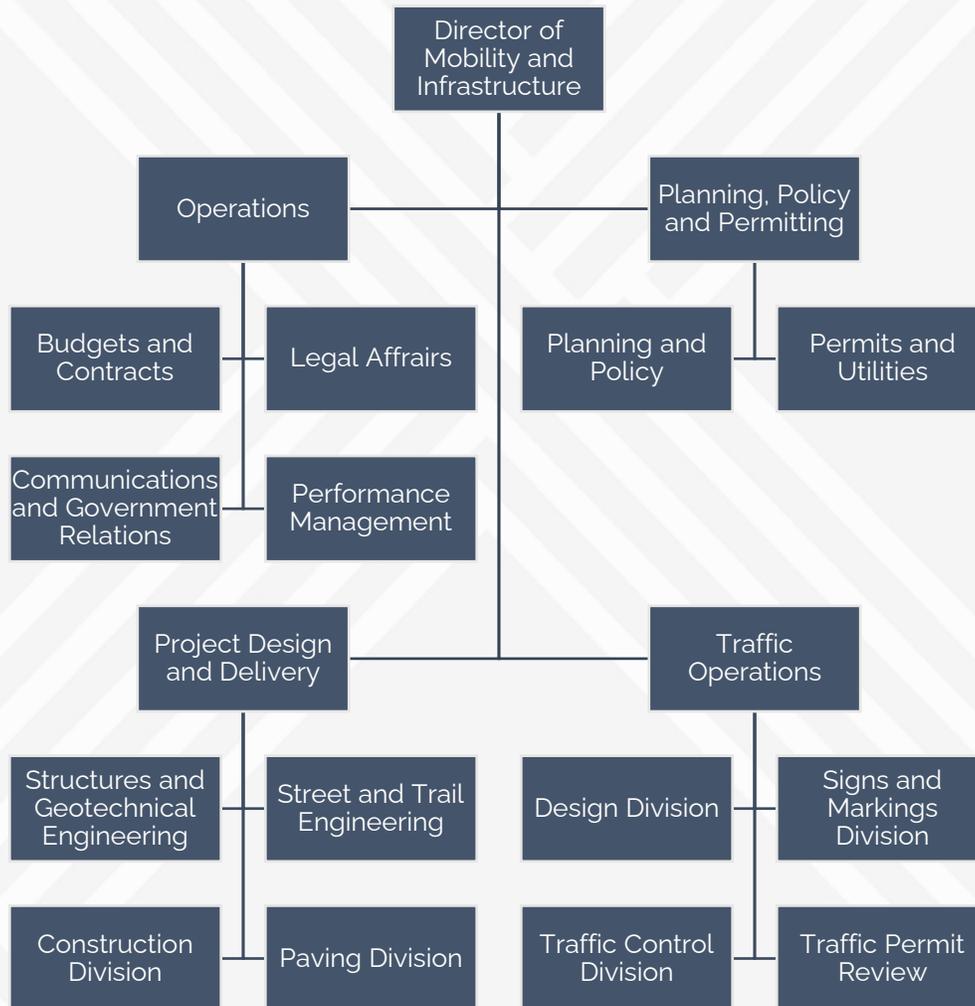
The mission of the Department of Mobility and Infrastructure is to provide the physical mobility necessary to enable the social and economic mobility of the people of Pittsburgh through the management, design, improvement and operation of the public rights of way.

City's mobility principles:

- No one dies or is seriously injured traveling on city streets.
- Every household in Pittsburgh can access fresh fruits and vegetables within 20 minutes travel of home, without the requirement of a private vehicle.
- All trips less than one mile are easily and enjoyably achieved by non-vehicle travel.
- No household must spend more than 45% of household income to satisfy basic housing, transportation and energy needs.
- The design, maintenance and operation of city streets reflects the values of our community.



## Organizational Chart



## Descriptions of Services

The Department of Mobility and Infrastructure is responsible for all aspects of transportation and city-provided mobility services, including:

- Planning transportation and mobility systems, corridors and network operations
- Managing the flow of infrastructure funding
- Developing policies to guide the use of public rights-of-way and management of transportation systems
- Managing the public right-of-way to ensure continued safe, efficient, and productive use that respects and implements city policies and public priorities



- Designing, operating, and maintaining the transportation system for safe and efficient mobility of all modes to sustain and grow a vital, thriving and equitable Pittsburgh
- Designing and implementing street and other infrastructure improvements in collaboration with community and public stakeholders
- Measuring and monitoring mobility performance with the goal of continuous learning and improvement

The Department of Mobility and Infrastructure (DOMI) is comprised of three bureaus: planning, policy and permitting. The Planning, Policy and Permitting Bureau is led by the Assistant Director and establishes the comprehensive vision, guiding policies and permitted uses of the urban mobility network and public rights of way. It is comprised of three divisions:

### Planning

This group oversees development of system plans and multimodal networks; collaborates on implementation; develops conceptual design of transportation facilities; gathers and analyzes data on the condition and use of the mobility system; coordinates with county and regional organizations and entities to plan transportation infrastructure improvements and mobility systems; and serves as the initial point of contact for public stakeholders and partners for general mobility concerns or initiatives. Additionally, the Planning Division tracks the development of the regional Transportation Improvement Program (TIP), monitors development of the department's submission to the City's Capital Improvement Plan, and pursues grants and other resources to support implementation of the transportation program.

### Policy

This group develops, communicates and maintains policies for the use, management, design and oversight of public mobility services, transportation facilities and public rights of way; manages demand on the mobility system; and develops and maintains guidelines, standards, and processes for the use of public rights-of-way and the operation of the system and mobility services.



### Permitting, Inspections and ROW Coordination

This group issues permits for use of, or activities in, the public rights-of-way in compliance with regulations and established policies; coordinates current and future activities with public and private utilities occupying the public rights-of-way; and enforces right-of-way use to ensure all activities in the public right-of-way are in compliance with established rules and regulations and the Pittsburgh Code via the inspection process. The Permit Division coordinates the activities of utilities in the public right-of-way to minimize disruption and optimize opportunities for cooperative improvements.

### Traffic Operations

The Traffic Operations Bureau is led by the Municipal Traffic Engineer, and oversees the operation of the overall transportation and mobility network. The Bureau includes four divisions.

#### Traffic Design Division

The Design Division develops design standards and guidelines for transportation facilities, including travel way dimensions, assemblage, operation, markings, signage and other components. The Division is central in the determining design of facilities for vehicles, bicycles and pedestrians. It provides programmatic guidance for complete street, safe routes to school and traffic-calming improvements.

#### Signal Design Division

The Signal Division is responsible for designing the programming and operational plans for more than 600 signalized intersections throughout the City and designing plans for other devices such as school zone signs, rapid flash beacons, variable signs and other elements. The Design Division assists the Planning Bureau in reviewing land development projects, and specifically evaluating transportation impacts and necessary mitigations.



### Signs and Markings Division

The Signs and Markings Division fabricates, installs, repairs, and/or replaces pavement markings and signage. It is responsible for striping more than 2,000 miles of long markings; 10,000 marked crosswalks; and 850 traffic control and curbside regulatory signs. The Signs and Markings Division is typically responsible for the implementation of designs generated by the Design Division.

### Traffic Control Division

The Traffic Control Division performs necessary and routine maintenance on more than 10,000 traffic signal heads and other electronic traffic control devices across the City to keep them in operation.

### Project Design and Delivery

The Project Design and Delivery Bureau is led by the Chief Engineer. The Bureau is responsible for all major capital improvement projects for transportation or mobility infrastructure. This includes not only street and bridge work, but also providing engineering services to address major slope failure and flood control needs in the City. The Bureau is comprised of three divisions.

### Engineering Design Division

The Engineering Design Division completes preliminary and final engineering for complex public infrastructure projects and oversees the construction services provided by city contractors. The Division supports the Permit Division through review of restoration or alteration of the public right of way carried out by private developments. Project managers develop and maintain standards and specifications for construction in the public right of way, and inspect the condition of structures in the public right of way to ensure the safety of the traveling public.



### Paving Division

The Paving Division oversees city resurfacing projects on public streets, trail facilities, and other public paved surfaces and the improvement of sidewalk ramps affected by this work. The Division is responsible for resurfacing more than 60 miles of streets every year in the City.

### Construction Division

The Construction Division of the Department of Mobility and Infrastructure addresses immediate needs for typically smaller scale improvements of infrastructure in the public rights of way. The Division oversees work to repair, replace or rehabilitate curbs, sidewalks, curb ramps, steps, walls, slopes and other similar projects. Division managers respond to emergency events that disrupt the safe operation of the mobility system such as landslides, sink holes and bridge strikes.



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## Agency Goals

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## Improve project management and project delivery

Strategies to achieve goal:

- Document and publish a two-year strategic plan for the department.
- Develop a project management and reporting tool including deliverables, schedule and budget.
- Create a public facing dashboard on the City website to report on project progress.
- Set performance specifications around schedule, budget and scope changes; track changes between estimated and actual measures.
- Create quarterly reports summarizing overall performance in advancing project delivery.

How success will be measured:

- Total change orders to not exceed 10% on average.
- 80% of capital budget is encumbered by the end of the year.
- No more than 15% change (in weeks) between estimated and actual schedule.

## Increase public engagement in and awareness of the activities of the department

Strategies to achieve goal:

- Develop standards and protocols for public notification of projects and meetings.
- Complete project overviews/fact sheets for all projects and maintain these on the department website.
- Increase postings and responses via social media outlets.
- Set engagement targets for each planning and design project, and track number of individuals engaged.
- Develop a toolkit of engagement strategies, and train project managers and other staff conducting outreach to ensure: (1) that appropriate tools and techniques are used to identify and to engage all affected stakeholders, including traditionally underserved populations, and (2) that meetings and other events are productive, informative and meaningful.



- Ensure department website is current and updated as necessary and appropriate.

How success will be measured:

- Percent of major projects with project information available on the web page
- Number of people engaged in infrastructure and mobility projects
- Diversity of people engaged in infrastructure and mobility projects
- Twitter followers
- Visits to interactive maps and data sharing portals

### Improve customer service experience when interacting with the department

Strategies to achieve goal:

- Standardize policies and operating procedures, and post to the website so that customers know what to expect in terms of reviews and the clearest route to project approval and success.
- Set standard anticipated response and review times, and publish to website so customers can plan around anticipated timeline.
- Provide a response to all email inquiries within one week of receipt; return all calls within one business day.

How success will be measured:

- Percent of permit or project reviews meeting response time targets
- Percent of email or phone inquiries meeting response time targets
- Number of processes with posted Standard Operating Procedures (SOPs)



## Enhance and expand mobility choices for Pittsburgh

Strategies to achieve goal:

- Completed neighborhood transportation studies each year.
- Complete a transportation vision plan and two-year mobility action plan for the City.
- Address a number of critical sidewalk gaps, and expand accessible crossings to improve walkability and accessibility.
- Work with partners to improve reliable transit operations on city streets; improve passenger waiting facilities at more than 25 bus stops across the City.
- Implement projects in the adopted Bike+ Plan.
- Develop guidelines for the use of micro-mobility devices in the City.
- Support the expansion of shared mobility options, including bike share, scooter share and car share.
- Develop a transportation demand management program to encourage options to private vehicle commuting in the City.
- Design the “smart spines” network to improve multimodal traffic operations on key corridors.

How success will be measured:

- Miles of bike(+) facilities installed
- Number of bus shelters improved
- Linear feet of sidewalk gaps filled
- Number of pedestrian crossings improved



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## Performance Metrics

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DOMI is the newest city department and has performed nearly \$250 million in projects over five years. Specific metrics are decentralized to each bureau where each tracks permitting, miles of streets paved, streetlights, etc. The department is working with Innovation and Performance to determine the appropriate data sets for inclusion in the public-facing DashBurgh site. To date, there exists an opportunity for enhanced tracking of key performance indicators and data with additional staffing.

Maximizing the benefit of the latest Infrastructure Investment and Jobs Act (IIJA) funding, and how that will relate to city projects, is likely to require significant navigation of the bureaucracy. This may require skilled political intervention, and active management by a director and key staff with an understanding of those structures.



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## Budget

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## Staffing and Salaries

City of Pittsburgh Operating Budget  
Fiscal Year 2022

Department of Mobility & Infrastructure  
600000

### Position Summary

Title	2021 FTE	Rate/ Grade	Hours/ Months	2021 Budget	2022 FTE	Rate/ Grade	Hours/ Months	2022 Budget
Director of Mobility & Infrastructure	1	35G	12	\$ 114,720	1	35G	12	\$ 118,162
Deputy Director	1	34F	12	104,232	1	34F	12	107,359
Assistant Director-Policy & Planning	1	34E	12	98,369	1	34E	12	101,320
Chief Engineer	1	34F	12	104,232	1	34F	12	107,359
Senior Manager Right of Way	1	32E	12	91,002	1	32E	12	93,732
Senior Project Manager	2	31E	12	175,153	2	31E	12	180,408
Utility & Right of Way Supervisor	1	26G	12	77,589	1	29E	12	83,302
Municipal Traffic Engineer	1	34E	12	98,369	1	34E	12	101,320
Project Manager	5	29E	12	404,379	5	29E	12	416,511
Data Solutions Architect	1	29E	4	26,959	1	29E	12	83,302
Paving Supervisor	1	26G	12	77,589	1	29E	12	83,302
Right of Way Manager	1	26E	12	71,364	1	26E	12	73,505
Traffic Supervisor	2	26F	12	148,388	2	29E	12	166,604
Operations Manager	1	26G	12	77,589	1	29E	12	83,302
Operations Manager	1	26E	12	71,364	1	26E	12	73,505
Project Engineer	3	25E	12	205,374	4	25E	12	282,046
Project Engineer	1	25E	4	22,819	—	25E	—	—
Senior Planner	2	U09-H	12	126,573	1	U09-H	12	65,185
Principal Planner	2	24E	12	131,607	2	24E	12	135,555
Planner	1	U07-L	4	18,793	1	U07-L	12	58,070
Policy Analyst	1	20G	12	60,563	1	20G	12	62,380
Staff Engineer	4	24D	12	245,813	5	24D	12	316,484
Staff Engineer	1	24D	4	20,484	—	24D	—	—
Survey Party Chief	—	17E	—	—	1	17E	12	50,315
Assistant, Land Survey Rod Specialist	—	U01-N	—	—	1	U01-N	12	38,712
Inspector 3	2	22E	12	121,126	2	22E	12	124,760
Engineering Technician 3	6	22E	12	363,378	6	22E	12	374,279
Materials Testing Supervisor	1	21E	12	58,054	1	21E	12	59,796
Administrator 2	1	19E	12	53,400	1	19E	12	55,002
Inspector 2	4	U08-B	12	203,806	4	U08-B	12	209,920
Fiscal & Contracting Supervisor	1	26F	12	74,194	1	26F	12	76,420
Fiscal & Contracting Coordinator	2	18E	12	102,291	2	18E	12	105,359
Safe Routes to School Coordinator	—	22G	—	—	1	22G	7	45,185
Inspector, Telecommunications	3	U05-J	12	137,123	3	U05-J	12	141,236
Senior Systems Analyst 3	1	25E	12	68,458	2	25E	12	141,023
Senior Systems Analyst 3	1	25E	4	22,819	—	25E	—	—
Lead Technician, Mobility	1	U08-C	12	51,915	1	U08-C	12	53,473
Technician, Mobility	3	U03-O	12	131,710	3	U03-O	12	135,661
Specialist, Mobility	1	U02-O	12	40,976	1	U02-O	12	42,205
Inspector 1	3	U05-F	12	127,219	3	U05-F	12	131,036
Executive Assistant	1	20E	12	55,674	1	20E	12	57,345



City of Pittsburgh Operating Budget  
Fiscal Year 2022

Department of Mobility & Infrastructure  
600000

### Position Summary

Title	2021	Rate/	Hours/	2021	2022	Rate/	Hours/	2022
	FTE	Grade	Months	Budget	FTE	Grade	Months	Budget
Assistant 1, Administrative Technician, Payroll	2	U02-G	12	70,542	2	U02-G	12	72,659
Traffic Control Foreman, Second In Command	1	63,452	12	63,452	1	65,294	12	65,294
Painter Foreman, Second In Command	1	63,452	12	63,452	1	65,294	12	65,294
Painter Foreman	1	61,372	2,080	61,372	1	63,214	2,080	63,214
Paving Foreman	1	61,372	2,080	61,372	1	63,214	2,080	63,214
Traffic Control Electrician 2	10	25.32	20,800	526,656	10	26.08	20,800	542,464
Sign Painter	2	24.13	4,160	100,397	2	24.86	4,160	103,410
Truck Driver - Special Operator	1	23.86	2,080	49,629	1	24.58	2,080	51,118
Sign & Paint Maintenance Specialist	6	22.96	12,480	286,532	6	23.648	12,480	295,128
Laborer	3	21.33	6,240	133,112	4	21.97	8,320	182,807
Laborer	1	21.33	693	14,790	—	—	—	—
<b>Total Full-Time Permanent Positions</b>	<b>98</b>			<b>\$5,692,807</b>	<b>100</b>			<b>\$6,217,356</b>
<b>Temporary, Part-Time, and Seasonal Allowances</b>								
Part-Time Senior Planner	—	—	—	\$ —	—	\$ 31.34	1,500	\$ 47,009
Seasonal Laborers	—	21.33	—	88,753	—	21.97	—	91,415
Seasonal Truck Driver - Special Operator	—	23.86	—	24,814	—	24.58	—	25,559
Intern	—	12.00-15.00	—	20,000	—	12.00-15.00	—	20,000
	—			\$ 133,567	—			\$ 183,983
<b>Total Full-Time Permanent Positions</b>	<b>98</b>			<b>\$5,692,807</b>	<b>100</b>			<b>\$6,217,356</b>
Temporary, Part-Time, and Seasonal Allowances	—			133,567	—			183,983
Vacancy Allowance	—			(188,764)	—			(247,737)
<b>Total Full-Time Positions and Net Salaries</b>	<b>98</b>			<b>\$5,637,610</b>	<b>100</b>			<b>\$6,153,602</b>



## Other Operating Funds

City of Pittsburgh Operating Budget  
Fiscal Year 2022

Department of Mobility & Infrastructure  
600000

### Subclass Detail

	2020	2021	2022	Increase/	%
	Actual	Budget	Budget	(Decrease)	Change
<b>Expenditures</b>					
<b>51 - PERSONNEL-SALARIES &amp; WAGES</b>	<b>\$ 5,221,316</b>	<b>\$ 5,786,402</b>	<b>\$ 6,302,393</b>	<b>\$ 515,991</b>	<b>8.9%</b>
51101 - Regular	5,110,559	5,637,609	6,153,600	492,069	
51111 - In Grade	12	—	—	—	
51201 - Longevity	—	10,000	10,000	—	
51203 - Allowances	203	0.00	0.00	—	
51207 - Leave Buyback	22,887	0.00	0.00	—	
51401 - Premium Pay	87,655	138,793	138,793	—	
<b>52 - PERSONNEL-EMPLOYEE BENEFITS</b>	<b>1,701,954</b>	<b>1,757,619</b>	<b>1,956,816</b>	<b>199,197</b>	<b>11.3%</b>
52101 - Health Insurance	1,072,295	1,081,365	1,149,456	68,092	
52111 - Other Insurance/Benefits	122,242	123,928	135,568	11,230	
52201 - Social Security	393,515	450,310	510,035	57,896	
52301 - Medical W/C	2,016	2,017	3,645	1,628	
52305 - Indemnity - Workers Compensation	—	—	41,112	41,112	
52601 - Personal Leave Buyback	111,887	100,000	117,000	17,000	
<b>53 - PROFESSIONAL &amp; TECHNICAL SERVICES</b>	<b>61,750</b>	<b>141,000</b>	<b>355,702</b>	<b>214,702</b>	<b>152.3 %</b>
53101 - Administrative Fees	7,412	34,000	34,000	—	
53301 - Workforce Training	50,995	20,000	20,000	—	
53509 - Computer Maintenance	1,679	30,000	244,702	214,702	
53901 - Professional Services	1,664	57,000	57,000	—	
<b>54 - PROPERTY SERVICES</b>	<b>25,088</b>	<b>69,000</b>	<b>53,000</b>	<b>(16,000)</b>	<b>(23.2)%</b>
54205 - Engineering	25,028	65,000	50,000	(15,000)	
54305 - Building-Systems	—	1,000	—	(1,000)	
54513 - Machinery & Equipment	60	3,000	3,000	—	
<b>55 - SERVICES</b>	<b>7,016</b>	<b>10,500</b>	<b>15,500</b>	<b>5,000</b>	
55201 - Telephone	480	—	—	—	
55309 - Regulatory	951	500	500	—	
55701 - Transportation	5,585	10,000	15,000	5,000	
<b>56 - SUPPLIES</b>	<b>500,031</b>	<b>468,000</b>	<b>490,000</b>	<b>22,000</b>	<b>4.7 %</b>
56101 - Office Supplies	12,502	18,000	18,000	—	
56103 - Freight	323	—	—	—	
56151 - Operational Supplies	86,294	89,000	111,000	22,000	
56301 - Parts	1,586	—	—	—	
56351 - Tools	67,868	45,000	45,000	—	
56401 - Materials	331,458	316,000	316,000	—	
<b>Expenditures Total</b>	<b>\$ 7,517,155</b>	<b>\$ 8,232,521</b>	<b>\$ 9,173,411</b>	<b>\$ 940,890</b>	<b>11.4 %</b>



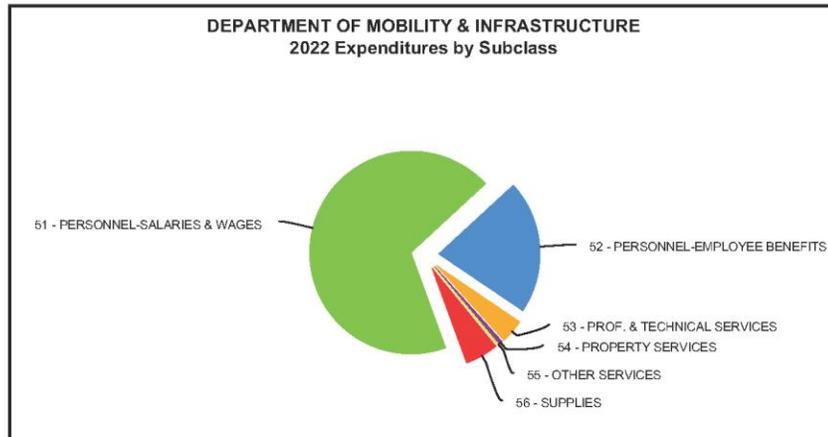
## Five-Year Forecast

City of Pittsburgh Operating Budget  
Fiscal Year 2022

Department of Mobility & Infrastructure  
600000

### Five Year Forecast

	2022	2023	2024	2025	2026
<b>Expenditures</b>					
51 - PERSONNEL-SALARIES & WAGES	\$ 6,302,392	\$ 6,477,363	\$ 6,625,738	\$ 6,775,068	\$ 6,913,231
52 - PERSONNEL-EMPLOYEE BENEFITS	1,956,817	2,045,700	2,133,366	2,225,497	2,321,288
53 - PROF. & TECHNICAL SERVICES	355,702	141,000	366,185	141,000	141,000
54 - PROPERTY SERVICES	53,000	53,000	53,000	53,000	53,000
55 - OTHER SERVICES	15,500	15,500	15,500	15,500	15,500
56 - SUPPLIES	490,000	484,000	484,000	474,000	468,000
<b>Total</b>	<b>\$ 9,173,411</b>	<b>\$ 9,216,563</b>	<b>\$ 9,677,789</b>	<b>\$ 9,684,065</b>	<b>\$ 9,912,019</b>
% Change from Prior Year	11.1%	0.5%	5.0%	0.1%	2.4%





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## Programs & Project

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## 2020 Accomplishments

- In response to the COVID-19 pandemic, a street response task force was rapidly assembled and issued a rapid response strategy to support healthy streets and local businesses.
- Worked with over 100 establishments and permitted 55 "streeteries" closing streets or curb lanes to enable outdoor dining by local restaurants.
- Established 28 neighborhood slow streets limited to local traffic only to enable use of street for safe outdoor physical exercise, play and non-motorized transportation.
- Temporarily closed Reservoir Drive to permit a more physically distanced place for active recreation activities.
- Resurfaced more than 46 miles of asphalt streets.
- Completed concrete, brick or block stone repairs on 23 streets across the City.
- Installed or repainted more than 300 miles of center lines and 3,600 crosswalks.
- Completed major signal upgrades at eight intersections, signal re-timing plans for 50 intersections, and repair and maintenance on hundreds of individual signals.
- Developed the Concept of Operations Plan for the \$25 million smart spines project (adaptive traffic signals).
- Launched OneStopPGH and issued more than 17,000 right of way permits; completed more than 24,000 right-of-way inspections
- Released the 2020 Bike+ Plan; the first 10-year bicycle plan issued in 20 years.
- Launched the MoveForwardPGH" initiative.
- Added more than 10 miles of new or upgraded bicycle facilities.
- Introduced "neighborways" (low speed, bicycle-friendly residential streets) to the City and implemented five (5) neighborway projects, including Southside Neighborhood Street and the new bike/pedestrian underpass under the Birmingham Bridge.
- Completed construction of the Cattail Trail along Washington Blvd and the Forward/Saline trail in Squirrel Hill South.
- Completed final engineering design for the first phase of the Mon-Oakland connector trail.
- Started Pittsburgh's first Safe Routes to School (SRTS) program and completed walkability audits at the four inaugural champion schools.



- Released the Pedestrian Safety Action Plan and completed critical sidewalk gap construction in three neighborhoods of need: Homewood, Hill District and Hazelwood.
- Reconstructed the Vista Street steps
- Completed several major safety improvements, including:
  - Chateau Avenue road diet
  - 40th and Penn intersection safety
  - Beechwood Blvd/Mellon Park pedestrian crossing
  - Pioneer and Brookline Boulevard intersection safety
  - Millerton and Route 65
- Installed traffic calming countermeasures, such as speed humps, in 10 areas; completed traffic speed and volume data collection from 22 locations.
- Installed rectangular rapid flash beacons (RRFBs) at three high-priority crosswalk locations.
- Initiated the launch of the Pittsburgh Mobility Collective (Move412) with the installation of the first fifteen (15) mobility hubs.
- Executed a new contract for transit shelter maintenance and expansion.
- Collaborated with the Port Authority of Allegheny County to complete final engineering design for the \$200 million East End-Oakland-Downtown bus rapid transit project.
- Implemented the first phase of Smallman Street streetscape improvements.
- Responded to 15 areas experiencing land slide activity.
- Initiated work to rebuild the West Ohio Street Bridge.
- Constructed significant portions of the I-579 CAP project.
- Completed construction of the McFarren Bridge in Duck Hollow.
- Completed significant maintenance on eight other bridges, and advanced engineering design for rehabilitation or replacement of five others.
- With multiple partners, restored 10th Street downtown after a major sinkhole event.
- In partnership with the University of Pittsburgh, completed major streetscape, safety and complete streets transformation of Bigelow Boulevard between Fifth and Forbes.
- Completed final engineering design and issued for construction bids two-way conversion of Allegheny Circle.
- Completed streetscape and safety improvements on Broadway Avenue in Beechview.



- Established a new Policies and Standards page for more predictable guidance on permitting and project reviews.
- Updated the City Right-of-Way Policy Manual to better manage and preserve public streets.
- Developed and posted numerous policies for right-of-way use to improve consistency and predictability.
- Developed new fees and guidelines for small cell antenna installations in the City; issued more than 50 permits for new and upgraded small cell facilities.
- Responded to more than 7,000 requests through the City's 311 system.

## 2021 Accomplishments

- Released "Envision 2070," a 50-year vision plan to maintain past investments, address disparities in access to mobility, and meet future mobility needs
- Fully replaced the Vista Street stairs, an important vertical connection between the East Allegheny and Spring Hill neighborhoods; the project also included the re-installation of a mural
- Completed a full reconstruction of the West Ohio Street Bridge (Allegheny Center) in historic Allegheny Commons Park after being closed for approximately two years
- Installed several significant sidewalk gap projects and continued to update ADA ramps to modern standards
- Reworked and updated the City's Right-of-Way Procedures Manual

## Planned, Current and Ongoing Programs

Completed, under construction or in design phase:

- Beechwood Boulevard Traffic Calming
- Bigelow Boulevard Reconstruction
- Boundary Street Traffic Calming
- Lincoln and Frankstown Community Street Design
- List Street Landslide Remediation
- Mon-Oakland Mobility Project
- Mt Washington and Duquesne Heights Neighborhood Traffic Calming
- North Euclid Traffic Circle Pilot
- Smallman Street Improvements
- Smart Loading Zones Pilot



### Move PGH

Move PGH is a two year program—the first in the nation—to provide all Pittsburghers with access to more transportation choices. It's the result of a collaboration between many different groups called the "Pittsburgh Mobility Collective (PMC)." All the members of the PMC are working together (instead of competing) to bring Pittsburgh a greater variety of transportation options.

### MoveForwardPGH

MoveForwardPGH is an initiative of the City of Pittsburgh's Department of Mobility and Infrastructure to implement their new Bike(+) Plan. Working with its local nonprofit partners, BikePGH and Healthy Ride, the City will engage the community throughout the process of installing new bike-friendly connections throughout Pittsburgh.

### Neighborhood Traffic Calming

DOMI's Neighborhood Traffic Calming Program aims to increase the safety and comfort of people traveling by all modes through a neighborhood by reducing excessive motorist speeds on residential neighborhood streets. DOMI has recorded data at all their Traffic Calming Project locations.

### Safe Routes to School

The mission of Safe Routes to School is to increase the number of students biking and walking to school through education, encouragement and safety improvements. This program is intended to create healthy communities by providing safer walking, bicycling, and riding routes while educating and encouraging students. The goal of the Safe Routes to School program is to:

Engage with community members and working with existing community organizations how Safe Routes to School initiatives should begin educating school-aged children in safe walking



and biking practices, and encourage children to use an active mode of transportation. They also provide engineering improvements around the schools, such as crosswalks, signage and sidewalks, and evaluate the effectiveness of the program activities and engineering improvements.

### Additional Planned, Current and Ongoing Projects

- 16th Street Bridge Lane Diet
- 28th Street Bridge
- Aiken Ave Extension
- Allegheny Circle Two Way Conversion
- Angle Street Wall
- ATCMTD Smart Spines
- Baum Grove Intersection Re-design
- Bloomfield Friendship Neighborway
- Brighton Road Re-Striping
- Broadway Avenue
- Brule Street Landslide
- California Ave Bike Lanes
- California Avenue Ph 3 Traffic Calming
- Columbus Ave Neighborway
- Cowley Playground Landslide
- Davis Ave Bridge
- East Liberty Broad Frankstown Traffic Signal Replacement
- East Liberty Boulevard Bike Lane Upgrades
- Eula Street Block Stone Repair
- Fallowfield Avenue Landslide
- Forward Avenue Landslide
- Forward Monitor Trail
- Fulton St Neighborway
- GAP to The Point Downtown Bike Facilities
- Grandview Traffic Calming
- Hatfield Connector
- Henderson Street
- Irvine St Sidewalk
- Jacksonia Street Traffic Calming
- James Street Steps Repair
- Juniata St Neighborway
- Liberty Avenue Highway Safety Improvement Project (HSIP)
- List Street Landslide
- Manchester Neighborway Cluster
- Manhattan St Neighborway
- March Way
- McArdle Roadway Bridge
- McCandless Ave Stairs
- Melwood Connector
- Merrimac Street Traffic Calming
- Mon Oakland Connector



- Negley Run Boulevard Bike Lane Upgrades
- North Euclid Neighborway
- Orporto Street
- Parkwood Road Wall
- Peebles Street
- Penn Ave Phase 2
- Pennsylvania Ave Connector
- Perrysville Ave Connection
- Pioneer Avenue Traffic Calming
- Reynolds Street Neighborway
- Neighborway Program
- Riverview Avenue Landslide
- Saw Mill Run
- Schenley Meadow Trail
- Semicir Street Landslide
- Shady Avenue Road Safety Audit (RSA)
- Shadyside Connector
- Smallman Street
- South Side Signals
- South Side Neighborway
- Streets Run Channel Remediation
- Tropical Avenue Speed Humps
- Upper Greenleaf Landslide Remediation
- Vista Street Steps
- Walnut Street Lighting
- Walz Street Project
- Westhall Trail Connection
- Wightman St Bike Lane Upgrades

### Pilot Programs

#### *Guaranteed Basic Mobility*

- Will give 50-100 residents in Manchester practically free access to transportation in an effort at breaking barriers to transportation. The purpose is to make a compelling case for subsidizing transportation for most vulnerable residents.

#### *Delivery Robots (KiwiBot)*

- Personal delivery devices from restaurants and libraries. In the middle of a six-month pilot, grant funding is in place to pilot the robot program.



### *Autonomous Vehicle Testing*

- Pittsburgh has outlined its objectives and expectations for the safe testing of autonomous vehicles in Pittsburgh through the issuance of an Executive Order on March 4, 2019. The order assigns responsibilities for the development of transparent and constructive reporting guidelines to the Department of Mobility and Infrastructure.



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## Opportunities & Risks

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## Significant Milestones between 11/3/21 and 4/30/22

Not applicable.

## Important Decisions Between 1/6/21 and 12/31/22

### Staffing

DOMI is anticipating receiving millions for projects due to American Rescue Plan Act Funding and will have a large amount of work added over the next five years, which will require an increase in staffing levels.

### Bus Rapid Transit (BRT)

This is currently one of the largest investments in western PA. Bus transit will connect Oakland to downtown, and an aspect of the project will connect neighborhoods to Oakland. With an approximated \$300 in costs, this is a huge undertaking. The City is currently working on a CEA with the Port Authority.

### Railroads

This is currently in negotiations with CSX to purchase a line that goes thru the City. There is \$1 million budgeted, but projections appear to indicate that cost may go over. This project will fall within the first year of the new administration.

This is currently in mediation with Norfolk Southern Railroad, as they wish to run double-decker trains in Pittsburgh. This would cause substantial impact to the City in terms of quality of life on northside community and financial impacts overall, so both sides are trying to come to an agreement on the project.

It's important to note that federal law has broad jurisdiction over rail service, and preempts state and local governments from interfering with that jurisdiction. The Interstate Commission Termination Act (ICCTA) of 1995 grants the Surface Transportation Board (STB) authority over



rail service. That authority includes the ability to regulate rates, classifications rules, practices, routes, services and facilities, as well as the construction, acquisition, operation, abandonment or discontinuance of spur, industrial, team, switching or side tracks—even if the tracks are located entirely within one state. Operation of the rail system is protected by prohibiting states and municipalities from any requirements that would inhibit that system. However, limited local or state regulation is allowed if the regulation is directly related to public health and safety, such as compliance with building and fire codes. Also, rail lines cannot be required to apply for environmental permits governed by local or state law.

### Allegheny Circle

This project will be used to convert the existing one-way circle to a two-way. This location is near a number of schools, which can be impactful due to sporting events. It's also a high-profile project due to its proximity to a high-volume employment area.

### Risks Ahead

#### Workforce

Morale is not great. The department has lost staff recently, and there are increasing high-caliber projects without enough staff to meet the demand. Root causes are burnout, high workload demand and a lack of competitive pay.

Per the acting director, DOMI touches every person who steps foot in the City, so they are showing the most impact on residents. Part of the department's job is to think strategy and big picture to deliver core functions, with the other being to be responsive. The latter is taking up much of their time, as a fair amount of it is spent with individual constituent concerns. A small pocket of constituents are active and being heard, but the vulnerable and underserved populations are not getting equitable opportunities to be heard. Recommendations of staff need to be considered in the bigger picture. Pouring passion into projects, and then being



told at the last minute that it can't happen, due to a few oppositions, is also a contributor to frustration and low morale.

Uncertainty around new leadership/stabilization of turnover in the department is another morale issue. A fair amount of external and executive intervention into DOMI decisions, including paving, prioritization of traffic safety improvements and other investments, has been allowed. Existing procurement policies are a critical issue to delivering projects without interference to avoid the delay of projects. Existing procurement policies are a critical issue to deliver projects without interference to avoid the delay of projects. The decision-making process is complicated by direct access to department principals by people outside of the City.

The retirement cliff is an impending reality as the department has lost many heads of divisions, and many more are eligible for retirement. The factors laid out show that DOMI could see a huge transition in the next year.

The LED Streetlight project is at major risk for successful implementation and needs dedicated staffing.



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## Reports

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## Reports

### Complete Streets Policy

In April 2015, Mayor Peduto signed an executive order calling for a citywide policy on Complete Streets and an eventual adoption of design guidelines. After an internal policy workshop and public meeting in December attended by more than 200 members of the community, the City worked to draft a policy that will help us redesign our streets to better meet the needs of all users. This policy is anticipated work in tandem with other ongoing comprehensive planning efforts of the Department of Mobility and Infrastructure, including the Mobility Plan.

### Bike(+) Master Plan

The plan lays out a vision for a safe and connected network of on-street and off-street facilities that will enable people of all ages and abilities to travel by bicycle and other small mobility modes to access the needs of daily life, including grocery stores, parks, schools and places of employment. The 10-year plan aims to increase safety and access, expand affordable travel choices, and provide attractive alternatives for short-distance vehicle travel to reduce traffic congestion and associated emissions.

### Pedestrian Safety Action Plan

Founded over 250 years ago, Pittsburgh was originally designed to be navigated on foot with sidewalks, pedestrian paths, and public steps connecting neighborhoods to schools and employment destinations. Many neighborhoods are within walking distance of main street business districts with varied and often historic buildings providing interest along the route. Pittsburgh's history as a walking city influences the way people get around today. Pittsburgh has one of the highest rates of commuting on foot in the country and is



one of the least dependent on cars for commuting (U.S. Census, 2008-2012 and BikePGH, 2016).

## PGH 2070 Mobility Vision Plan

The 2070 Mobility Vision Plan reaches both forward and back, integrating numerous separate community-led plans, existing assets, and past wisdom into one cohesive vision for infrastructure and mobility.

## Special Audit or Investigative Reports

Not Applicable