

# **PENN AVENUE RECONSTRUCTION COMMITTEE**

**Thursday, November 5, 2020 @ 11:00 a.m.**

## **Virtual On-Line Meeting**

### **MEETING MINS**

Attendees: Nina Gibbs, Terence Olesniewicz, Eric Setzler, Kyle Potter, Bruce Chan, Amber Epps, Anna Tang, Eric Williams, Benjamin Weaver, Mora Mclaughlin, and Alondra (iPhone).

Nina Gibbs called to order at 11:08 A.M. The meeting was recorded.

#### ***I. Welcome/Introductions***

#### ***II. Previous Meeting Minutes***

Benjamin Weaver approves the meeting minutes and \_\_\_\_\_ seconds to approve. Terence Olesniewicz from Trans Associates compiled the meeting minutes from previous PARC meeting.

#### ***III. Preliminary Engineering Update/Review Prelim. Engineering Schedule***

##### ***a. Preliminary Engineering***

Terence gave a brief update on the project status. The Design Field View submission is anticipated for the end of December. This is the last submission as part of the Preliminary Design phase of the project which will then move to Final Design. Geotechnical testing will take approximately a month to complete and will commence once PennDOT approves the testing program. The environmental testing is being completed and the testing report will be completed soon. A lighting design kick-off meeting has been held with PennDOT and the City and pedestrian scale lighting is being incorporated into preliminary design.

Eric S. indicated that there have not been any significant design decisions made and geotechnical and environmental testing is commencing. He also indicated that PWSA lead line replacement within Phase 1 of Penn Avenue is completed which has cut up the existing concrete. Restoration is to begin next week replacing concrete and exposed aggregate sidewalks/crosswalks. He also confirmed that pedestrian scale lighting is being investigated and incorporated in Preliminary Design. PennDOT has warned that pedestrian scale lighting can add to glare for motorists but it is used by many other Cities and Municipalities. Lighting calculations are on-going and even lighting in the corridor will be a priority.

Eric S. also related that the City is currently working on including the 1% art requirement with the project as required by the City Art Council which should allow for more public involvement and art inclusion. This will be included as part of Final Design for the project.

#### ***IV. Other Issues / Items – Questions submitted by attendees.***

**1. *Nina asked for an update of the schedule.***

Design Field View will be submitted at the end of the year and that Final Design will start early next year. Construction would be anticipated to start in the 2022 construction season. The next public meeting is anticipated in early 2021. Eric S. further explained that the Covid pandemic has definitely slowed the project down and that this also results in challenges with reviews by both the City and PennDOT.

**2. *Mora provided an update regarding restoration for the lead line replacement work.***

Mora with PWSA indicated she was glad to be working with the design team during the lead line replacement project and confirmed that next week restoration work would commence.

**3. *Nina asked if the Art requirement would be discussed at the next Public Meeting?***

Eric S. confirmed that he hopes that Art process would be kicked-off at this meeting. Nina also indicated that in Phase 1 there were stakeholders' meetings and meetings with the Art office and also regarding traffic calming. She also indicated that artistic crosswalks are being considered for Phase 1 and that there is the hope that this will also be considered for Phase 2.

**4. *Bruce asked if when the existing traffic signals would be replaced would they be more like Phase 1 or would a span-wire design be used.***

Eric S. indicated that the City prefers mast arm designs as opposed to the use of span-wire. The mast arms will be on black signal poles similar to Phase 1 and will include pedestrian signal heads and audible detectable buttons. The poles for the mast arms will still be large, however, as part of the East Carson Street project special designs have been prepared to allow for smaller poles which could also be used elsewhere in the City, potentially for this project. It is anticipated that these signals with smaller poles would be installed in the summer.

**5. *Anna wanted to make sure that issues would be avoided such as in Bakery Square where the pole for overhead signage blocks the bike lane in the sidewalk.***

It was confirmed that this would be avoided with the design. Terence indicated that Trans Associates is assisting Bakery Square with this issue and that the pole and mast arm will be removed and that those signs would be moved to a post mounted installation which would not interfere with the bike lane.

**6. *Nina asked if there is a good location for a scooter hub as part of the project?***

Eric S. indicated that this would most likely be installed independently and would not impact the design. They are currently looking at locations for these hubs throughout the City.

- 7. It was indicated that there is still a bus stop sign at the intersection of Atlantic Avenue and Penn Avenue, but the stop has been eliminated as part of the latest Port Authority's bus stop consolidation.***

Eric S. indicated that he would follow-up with the Port Authority of Allegheny County regarding this issue.

- 8. Bruce asked if for high-traffic driveways whether or not enhanced pedestrian treatments would be considered.***

Eric S. explained that this could be considered, however, these type of treatments in the City are typically installed and maintained by the property owner who uses the driveway.

- 9. Nina indicated that the BGC really likes the on-line process with City Planning that is being used for the Fort Pitt Park project. They particularly like the potential for providing options on-line which can be voted or commented on prior to a public meeting. Can this be incorporated into the project?***

Eric S. acknowledged that DOMI is not fully integrated into that system yet. He further indicated that he would like to have a way for those who can't attend a public meeting the opportunity to offer their comments. Nina acknowledged that there still probably will not be in-person meetings by the time of the next public meeting.

- 10. The question was asked who was doing the environmental and geotechnical work on the project.***

Terence confirmed that as sub-consultants to Trans Associates, AGES is completing the geotechnical testing and analysis and Collective Efforts is completing the environmental testing and analysis. AllProbe Environmental Inc. was the driller who performed the geo-probe coring and sampling in the field.

- 11. Nina asked if a list of Community wants would be useful?***

Eric S. agreed that such a list would be helpful for the City.

- 12. It was asked to further clarify the anticipated schedule.***

Eric S. indicated that the duration of Final Design would be approximately 12 months and that approximately 4 months will be needed to solicit bids from contractors. This would put construction potentially starting in mid-2022. Construction would take 2 years, i.e. 2 construction seasons. A construction season typically extends from Spring to Fall. The anticipated traffic control for the project will be investigated in more detail at the start of Final Design. The design team will develop a realistic schedule with anticipated phasing but the constraints on the project will impact the time needed to build the project. A reasonable time period must be included in the construction contract. A pre-bid schedule will be prepared at the

end of the design process which will identify anticipated dates. The selected contractor may want to phase the project differently, however, this must be presented to the City and would require review and approval before acceptance. Nina summarized that there would probably be about a 5-month notice before construction.

***13. Bruce asked if Engage PGH could be used.***

Eric S. indicated that this may not be able to be used for this project. The Design Team will be running the Public Meeting and must follow PennDOT requirements, however, there is still some flexibility in the process. Philip Wu and Eric Williams could potentially both help with potential integration of the project with the system and requested to be kept in the loop.

***14. Bruce asked if signage to direct to the Neighborway will be provided such as the Bike PGH maps on electrical boxes?***

Eric S. explained that this should be coordinated with Paige at DOMI as potentially the signage could be done now. As a worst case, such signage could be included as part of the Penn Avenue Phase 2 project.

***15. Nina closed the meeting at 11:57 A.M. and indicated that any questions should be e-mailed to her at [nina@bloomfield.garfield.org](mailto:nina@bloomfield.garfield.org).***

Terence Olesniewicz compiled the above meeting minutes.

Date for next meeting: To Be Determined.
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