

**HPCC
Monthly Community Meeting
November 16, 2017
St. Andrew's Church**

Meeting Called to order at 7:03pm by Jake Pawlak

Police Zone 5 Update- Officer Jeff Crawford

Officer Crawford reviewed recent crimes and fielded questions from residents, as well as input on criminal activity in the neighborhood. Neighbors were urged to lock vehicles and remove all valuables to prevent theft from vehicles. Package theft is on the rise throughout the country. Residents should arrange for packages to be delivered to neighbors if they are not home.

BRT Update- Amy Silbermann, Port Authority of Allegheny County

Port Authority representatives presented an update to BRT (Bus Rapid Transit) as it relates to the proposed replacement of the 71B bus route. The update was scheduled to address the exact layout at the end of the route, specifically additional options for the bus turnaround. In a previous public meeting (June, 2017) with the Port Authority, residents requested alternatives to the current 71B end of route turnaround, which is to be used in the BRT.

An overview of the BRT system was provided, which came about primarily to address the inadequate transit service in Oakland-- overcrowded, slow, late, and unbalanced service. The solution to these problems includes dedicated lanes (Oakland), smart signals, battery electric buses, specially branded buses, upgraded stations, upgraded pedestrian amenities, and stations that are further apart than existing bus stops.

The Highland Park extension of the BRT will replace the 71B route and will be in dedicated lanes in Oakland until Neville Street, where it will enter mixed traffic. The BRT is expected to increase reliability and reduce travel time to and from downtown by 10 minutes over the current 71B. The BRT will run more frequently than the 71B currently does, and there will be some reduction in frequency for the 71A. The 71A will no longer travel all the way to downtown. It will end in Oakland where riders will transfer for downtown. Fare policy for transfers has not been decided. All BRT buses will be "articulated" buses with lengths of 60 feet.

Five options for the end of the route were developed and considered by the Port Authority in response to Highland Park's input. All five were reviewed, with associated strengths and weaknesses. Two of the options were eliminated by the Port Authority because of a lack of feasibility. The remaining three options were discussed in detail:

- A. Follow the current routes
- B. Buses continue to the top of Highland, follow a small loop in the neighborhood to return to Highland Avenue and continue to serve Bryant Street
- C. Buses end at the top of Highland Avenue, turn around on Mellon Terrace and return to the top of Highland.

All layover locations, including Highland Park, will have permanent comfort facilities for the bus drivers.

The timeline and next steps for the BRT system were reviewed:

2017 Design and Outreach

2018 Funding

2019 Begin Construction

2020 Construction

2021 Service Begins

Port Authority representatives fielded questions and comments from residents, who voiced concerns about buses on narrow side streets and safety for pedestrians.

Meeting attendees were invited to complete a survey and to vote on which of the three options they preferred and were given the opportunity to recommend four station locations on each option. Port Authority will review the feedback collected and advise the neighborhood of their final decision in December.

Meeting adjourned at 8:32 PM