

A RESOLUTION

A Resolution of the County of Allegheny, Commonwealth of Pennsylvania, adopting the Transportation Element of Allegheny Places, Allegheny County's Comprehensive Plan.

Whereas, the Pennsylvania Municipalities Planning Code, 53 P.S. §10101 et seq. (hereafter the MPC), requires that counties shall prepare and adopt a comprehensive plan for future land use and growth management; and

Whereas, Allegheny County adopted Allegheny Places, the County's first comprehensive plan in 2008; and

Whereas, the MPC allows counties to adopt and amend the comprehensive plan as a whole or in part; and

Whereas, certain information in the transportation element of Allegheny Places is in need of updating, including:

- a) Replacement of Southwestern Pennsylvania Commission's (SPC) Transportation Demand Model Cycle 7 data with Cycle 9 data;
- b) Replacement of information from SPC's 2030 Long Range Transportation and Development Plan with information from its current 2040 Long Range Transportation and Development Plan;
- c) Inclusion of information on recently completed transportation planning efforts such as Active Allegheny and the West Busway Transit-Oriented Development Assessment and Plan;
- d) Documentation of the opening of the North Shore Connector, recent transit ridership trends, and early planning activities for a bus rapid transit service between downtown Pittsburgh and Oakland; and
- e) Documentation of other overall transportation statistics, program adjustments, analysis, and recommended implementation actions; and

Whereas, Allegheny County Economic Development (ACED), as the designated planning agency for Allegheny County under the MPC, has prepared an update to Chapter 4I (transportation element), Chapter 5 (implementation chapter), and Map 4I.2 Proposed Transportation Projects of Allegheny Places; and

Whereas, ACED held a public meeting in order to provide information regarding the content of the proposed transportation element update; and

Whereas, County Council advertised its intention to hold a public hearing to inform and to obtain public comment on the proposed adoption of the updated transportation element by publication of notice once a week for two consecutive weeks in a newspaper of general circulation; and

Whereas, the County Council of Allegheny County is of the considered opinion that the transportation element of Allegheny Places should be adopted to reflect the most up-to-date information and data since the original adoption of Allegheny Places in 2008.

The Council of the County of Allegheny hereby resolves as follows:

SECTION 1. Incorporation of the Preamble.

The provisions set forth in the preamble to this Resolution are incorporated by reference in their entirety herein.

SECTION 2. Adoption of the Updated Transportation Element of Allegheny Places.

Pursuant to the applicable sections of the MPC and for the purposes set forth in the preamble, the County Council hereby adopts, publishes, and promulgates the updated transportation element of Allegheny Places, attached hereto as Exhibit "A" as the Transportation Element of Allegheny Places.

SECTION 3. Severability. If any provision of this Resolution shall be determined to be unlawful, invalid, void or unenforceable, then that provision shall be considered severable from the remaining provisions of this Resolution which shall be in full force and effect.

SECTION 4. Repealer. Any Resolution or Ordinance or part thereof conflicting with the provisions of this Resolution is hereby repealed so far as the same affects this Resolution.

SUMMARY OF LEGISLATION
ADOPTION OF THE TRANSPORTATION ELEMENT OF ALLEGHENY PLACES
SUBMITTED FOR COUNCIL MEETING JANUARY 14, 2014

In 2008, Allegheny County adopted its first comprehensive land use plan known as Allegheny Places. Allegheny Places contains 12 plan elements (e.g., housing, economic development, utilities, and land use among others) to serve as a guide for private and public sector actions related to future growth, development, and preservation. Since adoption, the information contained in the transportation element of the comprehensive plan has become outdated due to the availability of new transportation data, the adoption of other relevant transportation plans, the completion of several transportation projects, and the development of new transportation initiatives or funding laws, several of which are described below:

- The future traffic volumes presented in Allegheny Places were based on Cycle 7 of the Southwestern Pennsylvania Commission's (SPC) transportation demand model. Since adoption, SPC is now using Cycle 9 of its model which allows updated traffic forecasts to be incorporated into the plan.
- Information on long-range transportation projects was taken from SPC's 2030 Long-Range Transportation and Development Plan. Since Allegheny Places adoption, SPC has updated their long-range plan two times and the updated transportation element corresponds with SPC's 2040 Long-Range Transportation and Development Plan. Projects from the 2030 plan that have been completed are highlighted in the new element.
- A wide variety of statistics have been updated including those related to crashes, bridge condition, transit ridership, and Port of Pittsburgh traffic among others.
- Important planning studies have been completed in the past five years including Active Allegheny, the County's active transportation plan, and the West Busway Transit-Oriented Development Assessment and Plan. In addition, a planning initiative to develop a Downtown-to-Oakland Bus Rapid Transit system began in 2011.
- The updated transportation element reflects some known changes from the passage of the new federal transportation bill known as Moving Ahead for Progress in the 21st Century (MAP-21) and Act 89, Pennsylvania's new transportation funding law.

Over the past year-and-a-half, ACED staff worked with numerous agencies and stakeholders to update the information contained in the transportation element. Updated portions of Allegheny Places include Chapter 4: Recommendations for Tomorrow's Places (section 4I – Transportation only), Chapter 5: Putting it in Places (implementation), Map 4I.2 – Proposed Transportation Projects, and the Table of Contents.

The Pennsylvania Municipalities Planning Code (MPC) governs the conduct and administration of comprehensive plans. The MPC allows counties to adopt or amend their comprehensive plan in whole or in part. As a part of the amendment process required by the MPC, ACED advertised a 45-day public comment period and held a public meeting on September 25, 2013 to provide information and obtain input on the plan. The meeting was held at ACED's offices at One Chatham Center from 4:00 p.m. to 6:00 p.m. All municipalities and school districts within Allegheny County as well as adjacent municipalities and school districts were notified of the availability of the plan and process for submitting comment.

EXHIBIT A

Allegheny Places Chapter 4I – Transportation Element
Allegheny Places Chapter 5 – Putting it in Places (Implementation Strategy)

ATTACHED

MEMORANDUM

OFFICE OF THE COUNTY MANAGER

TO: Jared E. Barker
Allegheny County Council

FROM: William D. McKain CPA
County Manager

DATE: January 9, 2014

RE: Proposed Resolution

Attached is a Resolution adopting the Transportation Element of Allegheny Places, as part of the Allegheny County's Comprehensive Plan.

The Allegheny County Law Department has reviewed this legislation prior to submitting it to Council.

I am requesting that this item be placed on the agenda at the next Regular Meeting of Council.

ALLEGHENY COUNTY COUNCIL

19 JAN 9 PM 12:10

Summary of Public Comments Received on the Draft Update of the Transportation Element of Allegheny Places

The following is a summary of comments that were received during the 45-day public comment period that ran from August 28, 2013 through October 15, 2013.

Comment received from the Southwestern Pennsylvania Commission

Excellent document after rereading “several years” later. Few comments noted for your consideration:

- Consider adding some language regarding major Moving Ahead for Progress in the 21st Century (MAP-21) changes?
- No Transportation Enhancements – Transportation Alternatives Program change story
- Drop of separate Job Access Reverse Commute / New Freedom programs
- Increase in National Highway Performance Program (NHPP) funding and decrease in STP funding impact on local systems
- Note match of direction in Transportation Element to PA Transportation Funding Advisory Committee’s recommendations (like Modernization/Next Generation, etc.)?

Response: The draft document was updated to reflect known changes that resulted from the passage of MAP-21, the most recent federal transportation law and Act 89, the new Pennsylvania transportation law. Information about changes made by both laws is still trickling out. As information becomes available, the County and SPC are working to understand the ramifications of these changes.

Comment received from the Executive Director of the Ohio River Trail Council

Please add the work that the Ohio River Trail Council has accomplished in Allegheny County.

Response: Information regarding the Ohio River Trail Council’s efforts to create the Ohio River South Shore Trail in Allegheny County is described on page 41-41 of the document.

Comment received from the Port of Pittsburgh Commission

Although 2011 is the latest year for the Corps of Engineers figures, we are in fact only the third largest inland port (St. Louis passed us that year). The overall ranking is 21st, however, rather than 22nd.

The only change under the listing of terminals would be to change Glassport Terminal to Three Rivers Marine & Rail Terminals. They purchased and reopened the Glassport terminal which had been closed.

Response: Information was updated in the document.

Comment received from a resident of the North Hills

The plan does not include many improvements to roadways in the North Hills. The plan heavily favors Bus Rapid Transit to Light Rail Transit. The underutilized I-279 HOV facility should be converted to light rail transit to provide rapid transit to the North Hills. Such conversion would provide opportunities for transit-oriented development along the corridor, relieve transit congestion, and link two important economic generators – Downtown Pittsburgh and Cranberry.

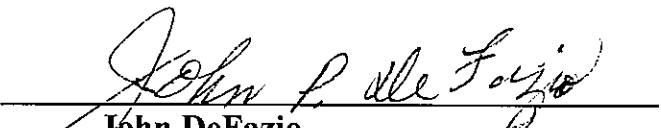
Response: The current program of planned roadway improvements does not include many projects in the northern part of the County; however, a significant amount of the region's transportation resources have been dedicated to fixing the deficiencies of the Route 28 corridor for the past decade. Currently, the County is pursuing a bus rapid transit project linking downtown Pittsburgh with Oakland. As future transit corridors are advanced, the costs and benefits of bus versus light rail will be thoroughly evaluated. The need for a rapid transit line to the north is now included in the transportation element.

Comments from Port Authority of Allegheny County

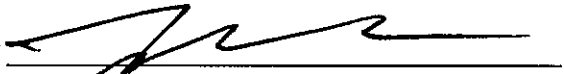
Staff from Port Authority submitted several corrections to the transit portion of the draft document. These corrections were incorporated into the final document. In addition, staff submitted several more editorial comments on a variety of topics which could not be addressed at this time due to the scope of the project. ACED will retain the comments and evaluate including them in the next update.

Enacted in Council, this 22nd day of April, 2014

Council Agenda No. 7962 - 14



John DeFazio
President of Council

Attest: 

Jared Barker
Chief Clerk of Council

Chief Executive Office April 30, 2014

Approved: 

Rich Fitzgerald
County Executive

Attest: 

Sonya Dietz
Executive's Secretary