SR 837 A42 — EAST CARSON STREET

SAFETY IMPROVEMENT PROJECT

JUNE 16, 2020

pennsylvania
DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

WRA

Project Overview

- Corridor Extends from Smithfield St. Bridge to 33rd St.

Context and Background

- Light Industrial/Manufacturing, Commercial, Residential, and Lifestyle-Mixed Use
- 2.5 Miles Long
- 2 to 3 lanes
- 12,000 to 15,000 Vehicles/Day
  - 7% Trucks
- Many Modes and Many Users

Stakeholder and Advisory Committee

- Advisory Committee
  - PennDOT
  - Southwest PA Commission (SPC)
  - Port Authority of Allegheny County (PAAC)
  - Bike Pittsburgh
  - The City of Pittsburgh
  - Allegheny County
- Stakeholders
  - South Side Chamber of Commerce
  - Oakland Transportation Management Association
  - South Side Slopes Neighborhood Association
  - South Side Community Council
  - South Side Bar and Restaurant Association
  - South Side Planning Forum
  - Western Pennsylvania Conservancy
  - Pittsburgh Water and Sewer Authority

Project Purpose and Need

1 IMPROVE SAFETY THROUGHOUT CORRIDOR

- SECOND HIGHEST PEDESTRIAN CRASH LOCATION IN THE REGION

2 IMPROVE MULTIMODAL MOBILITY

- IMPROVE PEDESTRIAN AND BICYCLE MOVEMENTS
- IMPROVE TRANSIT ACCOMMODATIONS
- REHABILITATE AND IMPROVE THE EXISTING PAVEMENT SURFACE CONDITIONS

3 REDUCE CONGESTION

- OPTIMIZE SIGNAL OPERATIONS ALONG THE CORRIDOR

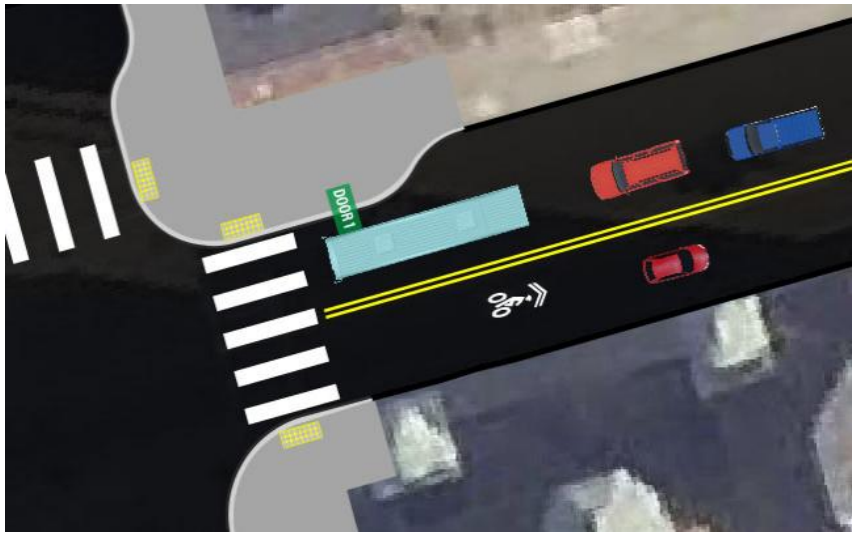
Typical Improvements

- Enhance Pedestrian Accommodations
  - Install Curb Extensions (Bump-Outs) and ADA Compliant Curb Ramps
  - Install High Visibility (Continental/Piano Key) Crosswalks
  - Utilize Pedestrian Countdown Signals and/or Advance Pedestrian Intervals
  - Provide Pedestrian Connectivity from Arlington Avenue to 7th Street
- Enhance Transit Accommodations
  - Install Super Stops
- Accommodate Cyclists
  - Maintain Existing Bike Infrastructure
  - Provide Enhanced Connections to and from the Birmingham Bridge
- Upgrade Traffic Signals
  - Replace Existing Signals from Smithfield Street to 24th Street
  - Update Existing Traffic Signals from 26th Street to 33rd Street
  - Install Street Lighting at the Signalized Intersections
  - Re-phase Signal Operations, where needed, to Provide for Advance Left Turn Movements
  - Re-time and Coordinate the Signals to Enhance Traffic Progression
- Update Signing
- Mill and Overlay Pavement

Typical Improvements

2 Styles of Curb Extensions

Standard Curb Extension



Super Stop Curb Extension

- Reduce Pedestrian Crossing Distance
- Improve Visibility for Pedestrians
- Improve Visibility for Motor Vehicles

Corridor Improvements

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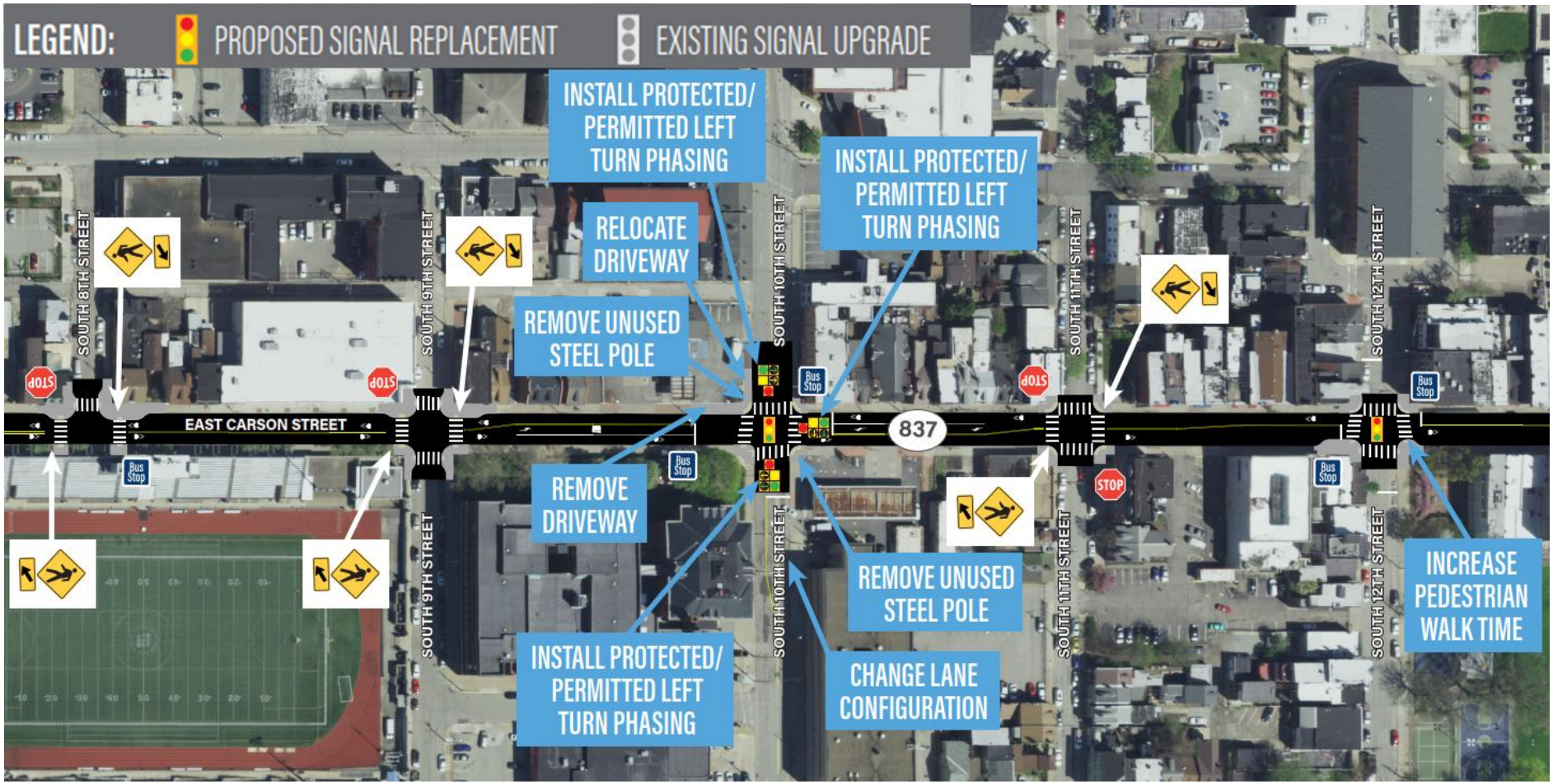

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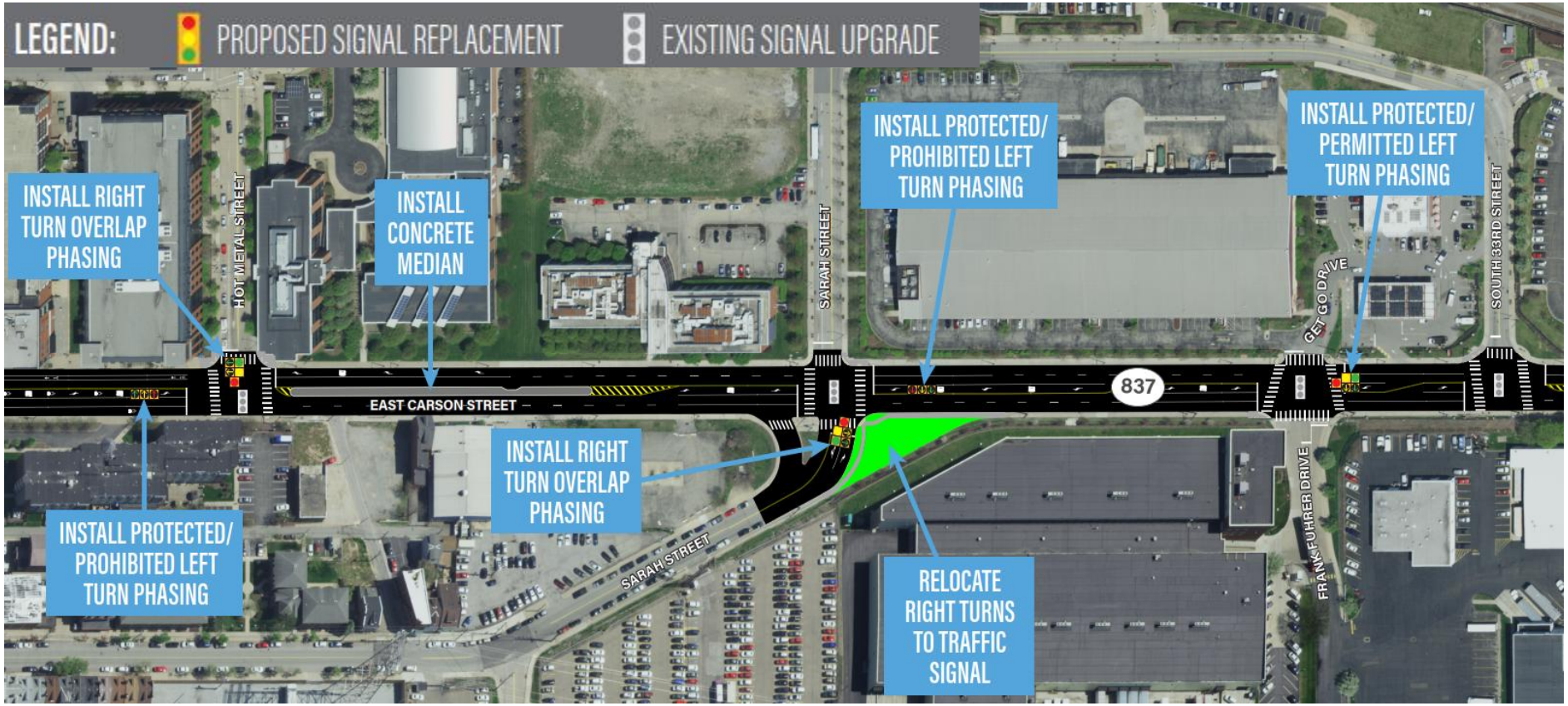

Project Tradeoffs

- Enhanced Pedestrian Infrastructure
  - Curb Extensions vs. Parking – Approximately 30 spaces
  - Sidewalk between Arlington Avenue and 7th Street vs. Conversion of the Bike Lane to Sharrows
  - Pedestrian Refuge Islands at 19th Street vs. Dedicated Left-Turn Lanes (Left Turns Still Allowed)
  - Pedestrian Refuge Islands at 22nd Street vs. Right-In/Right Out Only

- Traffic Flow Enhancements
  - Left Turn Lane for Arlington Avenue vs. Right-In/Right Out Only at 1st Street
  - Traffic safety and congestion vs. Right-In/Right Out Only at 23rd Street

- Improved Infrastructure and Multimodal Mobility
  - Project improvements vs. construction impacts and costs