Agenda

- Welcome and Introductions
- Project Overview
- Project Improvements
- Other Projects within the Corridor
  - City of Pittsburgh
  - Port Authority of Allegheny County
  - PWSA
- Project Benefits and Tradeoffs
- Schedule
- Q & A
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
Many Modes and Users

Many Modes & Users: Cars, Pedestrians, Bicycles, Transit (Bus, LRT & Incline) & Freight
Competition for Space
Competition for Space
Safety/Congestion

- 2012 High Crash Corridor Location
  - Based on 2007-2011 Crash Data
  - #6 Statewide
  - #1 District & Region

- 2012 pedestrian and bicycle crash cluster lists

- 474 Crashes
  - 3 Fatalities
  - 11 Major Injuries
  - 86 Pedestrian Crashes
  - 2 Bicycle Crashes

- Corridor #41 on the SPC's Congestion Management Plan
The Southwest Pennsylvania Commission (SPC) Conducted a Road Safety Audit in October 2012.

The RSA contained 30 Short Range, 11 Mid-Range and 5 Long Range suggested strategies to address the safety and congestion concerns along the corridor.

Based on those suggestions, we worked with the City to develop a Preliminary Scope-of-Work to address these issues by employing Smart Transportation principles that will complement the recent improvements made between 25th and 33rd Streets.
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
  - PA 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

- Improve Bridge Barrier Transition
- Relocate Bus Stop and Shelter
- Install Flashing Yellow Arrow Signal Phasing
- Right In/Right Out
- Remove Existing Parking
- Relocate Crosswalk
- Bus Pull-Off
- Install New Signalized Crosswalk
- Install Left Turn Lane
- Install Sidewalk

Legend:
- Red: Proposed Signal Replacement
- Orange: Existing Signal Upgrade
Corridor Improvements

- Install protected/permitted left turn phasing
- Relocate driveway
- Remove unused steel pole
- Remove driveway
- Install protected/permitted left turn phasing
- Remove unused steel pole
- Change lane configuration
- Increase pedestrian walk time

Legend:
- Proposed signal replacement
- Existing signal upgrade
Corridor Improvements

- Complete sidewalk connection from stairwell on Birmingham Bridge to Carson Street
- Complete bike lane connection from Birmingham Bridge to Carson Street
- Install right turn signal
- Install protected/prohibited left turn phasing
- Enlarge existing island to reduce pedestrian crossing distance
- Remove right turn slip lane to reduce pedestrian crossing distance
- Install right turn overlap phasing
Corridor Improvements

- Install Right Turn Overlap Phasing
- Install Protected/Prohibited Left Turn Phasing
- Install Concrete Median
- Install Protected/Prohibited Left Turn Phasing
- Install Protected/Permitted Left Turn Phasing
- Relocate Right Turns to Traffic Signal
Other Projects Within the Corridor

City of Pittsburgh Projects
South Side Neighborhood Streets Project

SOUTHSIDE NEIGHBORHOOD STREET – CONCEPT DIAGRAM

DRAFT: June 29, 2017
East Carson Streetscaping Project
18th Street Signals Project

- Upgrade Signal
- New Signal
Private Development Project Within the Corridor

- The Highline – Terminal Building
Private Development Project Within the Corridor

- Pittsburgh Flats – South 23\textsuperscript{rd} St. & Wharton St. View
Private Development Project Within the Corridor

- Station Square East – Smithfield Bridge View
Other Projects Within the Corridor

Port Authority of Allegheny County Projects
Station Square Area Plan

STATION IMPROVEMENT PROGRAM
TRANSIT-ORIENTED DEVELOPMENT

Port Authority
Planning & Evaluation Department

PennDOT Public Information Meeting
Monday, March 19, 2018
Port Authority Transit-Oriented Development (TOD)

PAAC Roles in TOD
- sponsor
- stakeholder
- advocate

Station Improvement Program Phases
1. Station Evaluation
2. Planning + Design
3. Construction
4. Repeat
Station Square Transit Center

SERVICE
- Bus (13 routes), light rail (3 routes), and incline
- Combined 5791 riders per day (#3 in system)

USER INPUT

What would you like to see that would make this station better?

<table>
<thead>
<tr>
<th>Feature</th>
<th>Count</th>
<th>%</th>
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<tr>
<td>Design (make it look nicer)</td>
<td>60</td>
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<td>Information (maps, signs, etc.)</td>
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<td>Safety</td>
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<td>Amenities (benches, shelter, etc.)</td>
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<td>16.1%</td>
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<td>Pathways and user access (getting to/from the station)</td>
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<td>12.5%</td>
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<td>Cleanliness</td>
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<td>4.8%</td>
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<td>Bike Amenities (racks, stair runners, etc.)</td>
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<td>3.6%</td>
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Station Area Planning

STATION ACCESS: Safe and Easy Connections

STATION DESIGN: Comfortable and Unified Stations
Station Area Planning

[Images of streetscapes and building designs]

- Shallow overhang
- Narrow sidewalk
- High-speed traffic near pedestrians

Despite this being the most visible facade, the parking area makes it look like the rear.
Transit Center Conceptual Design
Conceptual Design: Incline Station
Conceptual Design: LRT Station
Other Projects Within the Corridor

Pittsburgh Water & Sewer Authority/Western Pennsylvania Conservancy Project
21st Street Green Infrastructure Project

WHAT’S HAPPENING AT 21ST STREET?
21st Street Green Infrastructure Project
Final Concept Plan

Overall Corridor

E Carson St. to Sarah St.
### Project Benefits

#### Opening Year Benefits

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<th>PROJECT</th>
<th>SAFETY</th>
<th>OPERATIONS</th>
<th>STOPS</th>
<th>FUEL</th>
<th>EMISSIONS</th>
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<td>43,139,029</td>
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#### Opening Year Monetary Benefits

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**Project Tradeoffs**

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

- **Traffic Flow Enhancements**
  - Left Turn Lane for Arlington Avenue vs. Right-In/Right Out Only at 1\textsuperscript{st} 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
Significant Coordinated Investments Within the Corridor

- East Carson Street Safety Improvement Project - $17.5 Million
- West Carson Street Betterment Project - $6.5 Million
- 21st Street Green Complete Street - $5.5 Million
- City of Pittsburgh South Side Neighborhood Streets - $750 Thousand
- City of Pittsburgh East Carson Streetscaping - $3.2 Million
- City of Pittsburgh 18th Street Signals - $3 Million
- Allegheny County 10th Street Bridge - $20.2 Million

- Total Planned Investment Within the Corridor - $56.7 Million
## Construction Schedule for Projects

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Public Information Meeting | March 19, 2016

**Pennsylvania Department of Transportation**

**PGH2O**

**Allegheny County**
Questions