



Public Meeting #1

June 21, 2021



City of Pittsburgh, Department of Mobility & Infrastructure (DOMI)
Homewood Active Mobility Improvement Plan

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& ASSOCIATES



Agenda

- Introductions
- Project Overview
- Existing Conditions
- Feedback Received
- Mobility Treatment Toolbox
- Potential Project Locations + Types
- Discussion + Next Steps

Meeting Purpose:

Share findings from Existing Conditions Analysis and get feedback on draft recommendations



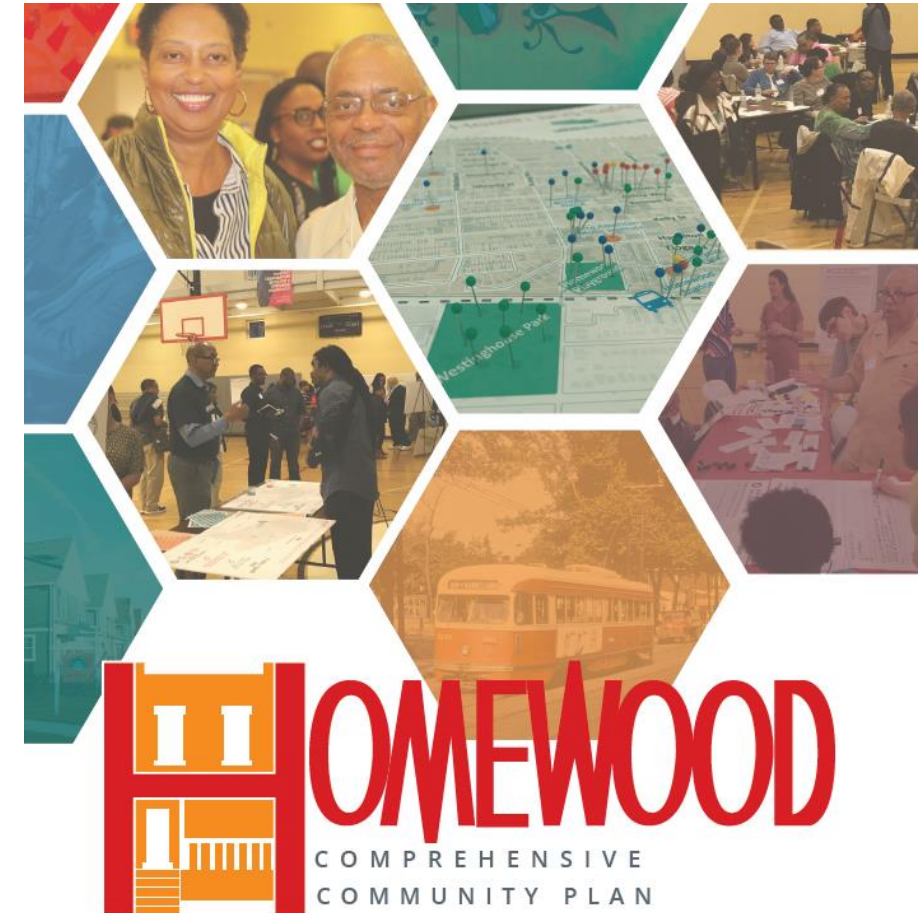
Project Overview

Overview of Homewood Active Mobility Plan

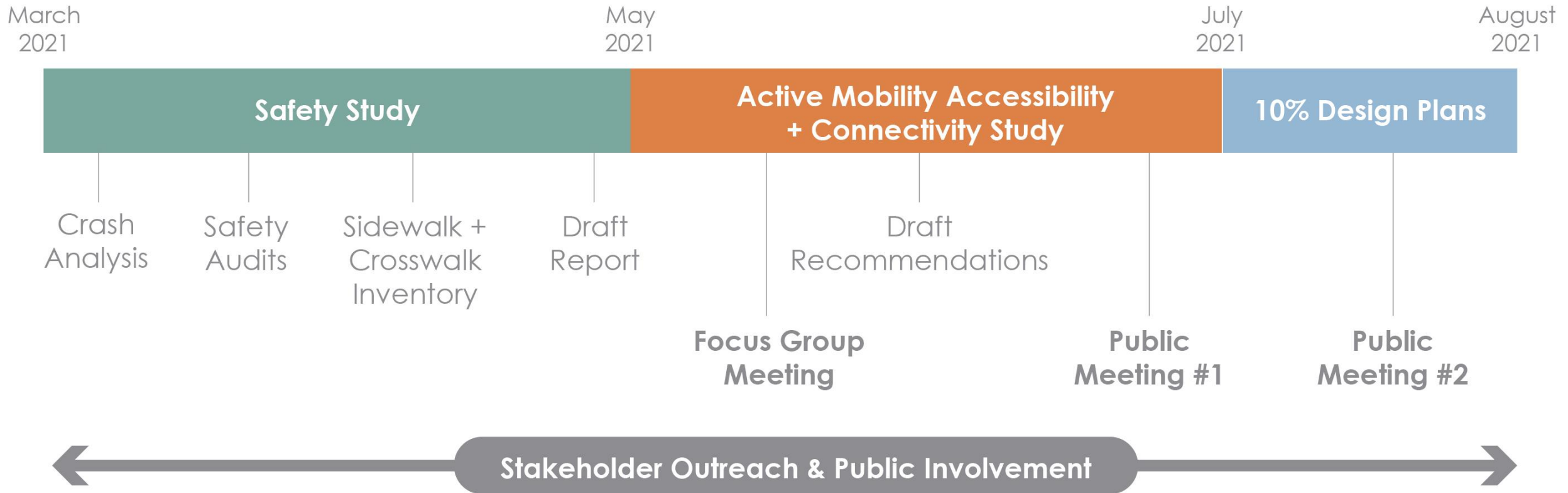


Project Purpose

- Build on recommendations from the recently completed **Homewood Comprehensive Community Plan**
- Identify priority projects to improve **mobility and safety**, encourage **physical activity**, and provide better **access to the public transportation**
- Focus on **short-term projects** that can be implemented quickly



Scope + Schedule



Public Outreach

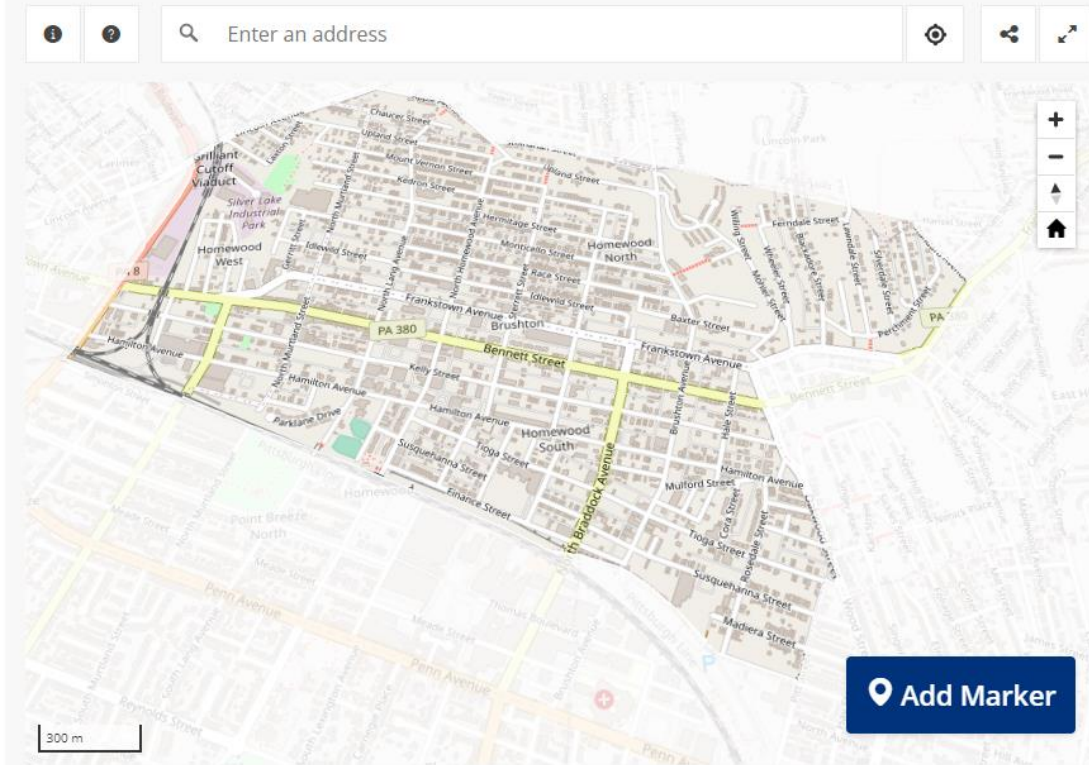
<https://engage.pittsburghpa.gov/move-pgh/homewood-active-mobility-improvement-plan>

- Online engagement through Engage PGH:
 - General Project Information
 - Mobility Survey
 - Community Mapping
- Two public meetings to discuss existing conditions, draft recommendations, and types of improvements

Guide us in your neighborhood !!!

Help us identify potential intersections or corridors for Bicycle, Pedestrian, and Transit accessibility & mobility improvement.

3 contributions so far



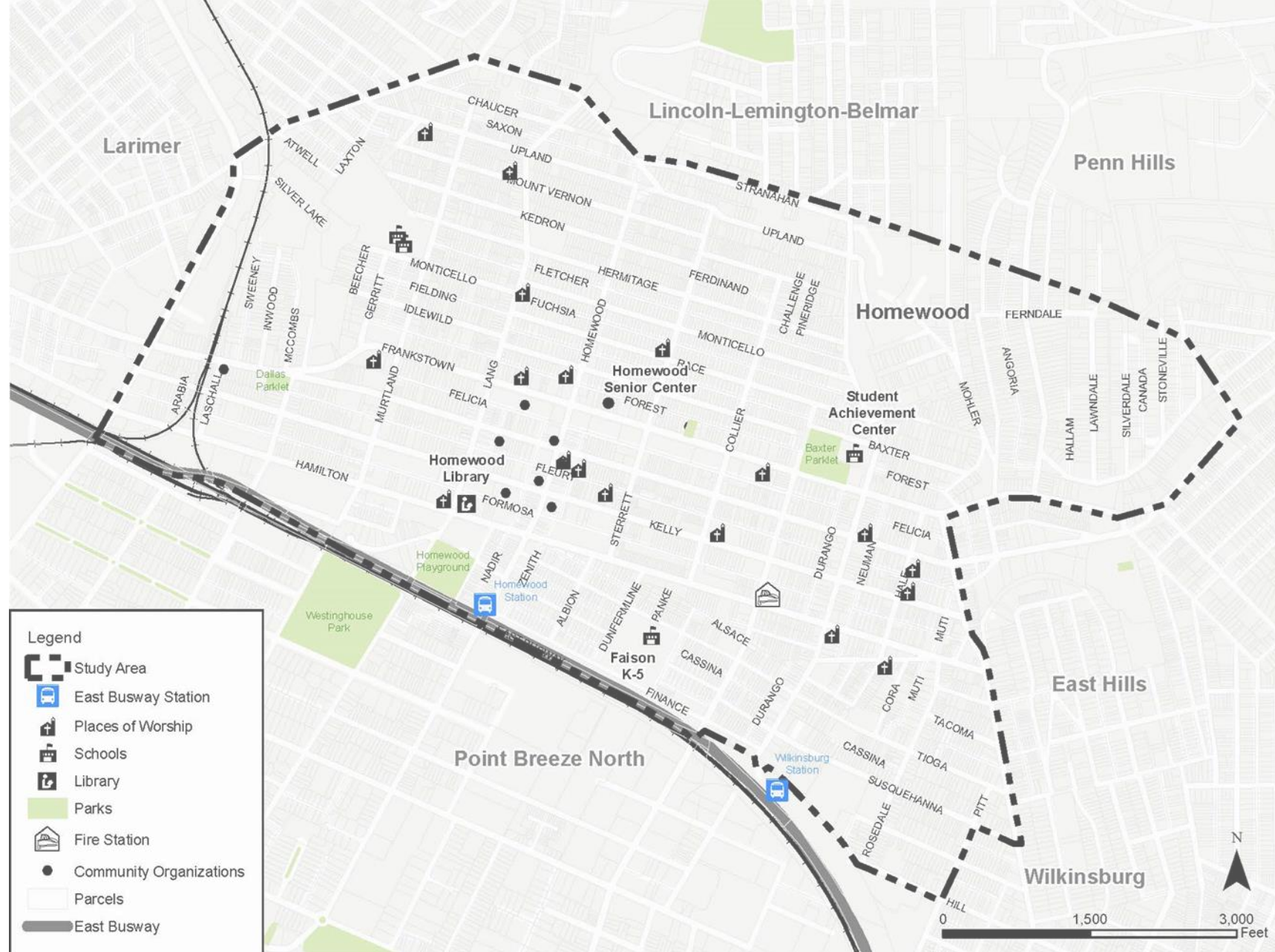
Existing Conditions

Overview of Findings



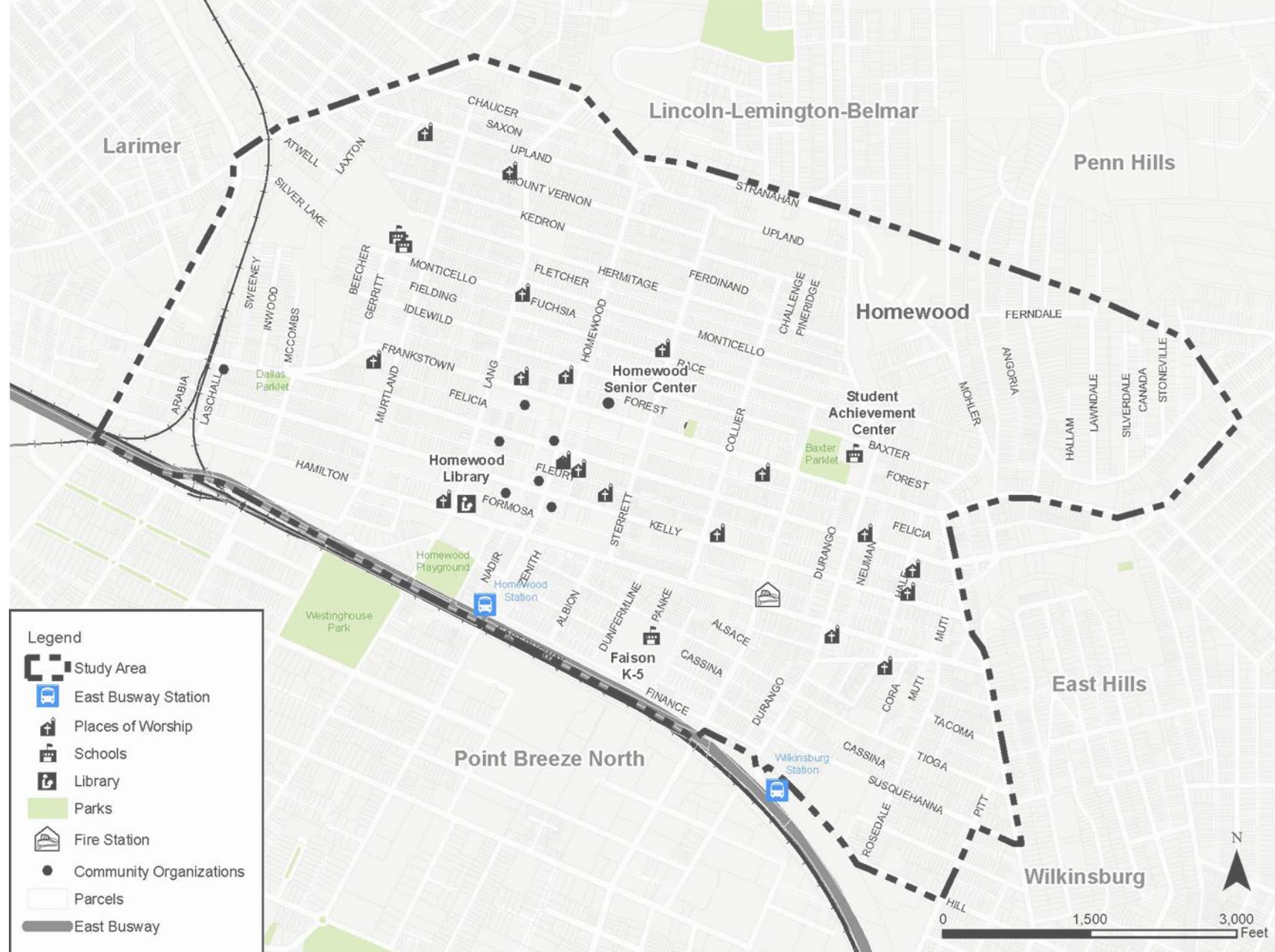
Study Area

- Residential Neighborhood
- Population : 6,500
(from Homewood Comprehensive Community Plan)
- Two-way streets with Low Volumes
- Surface Bus Lines
- Two East Busway Stations

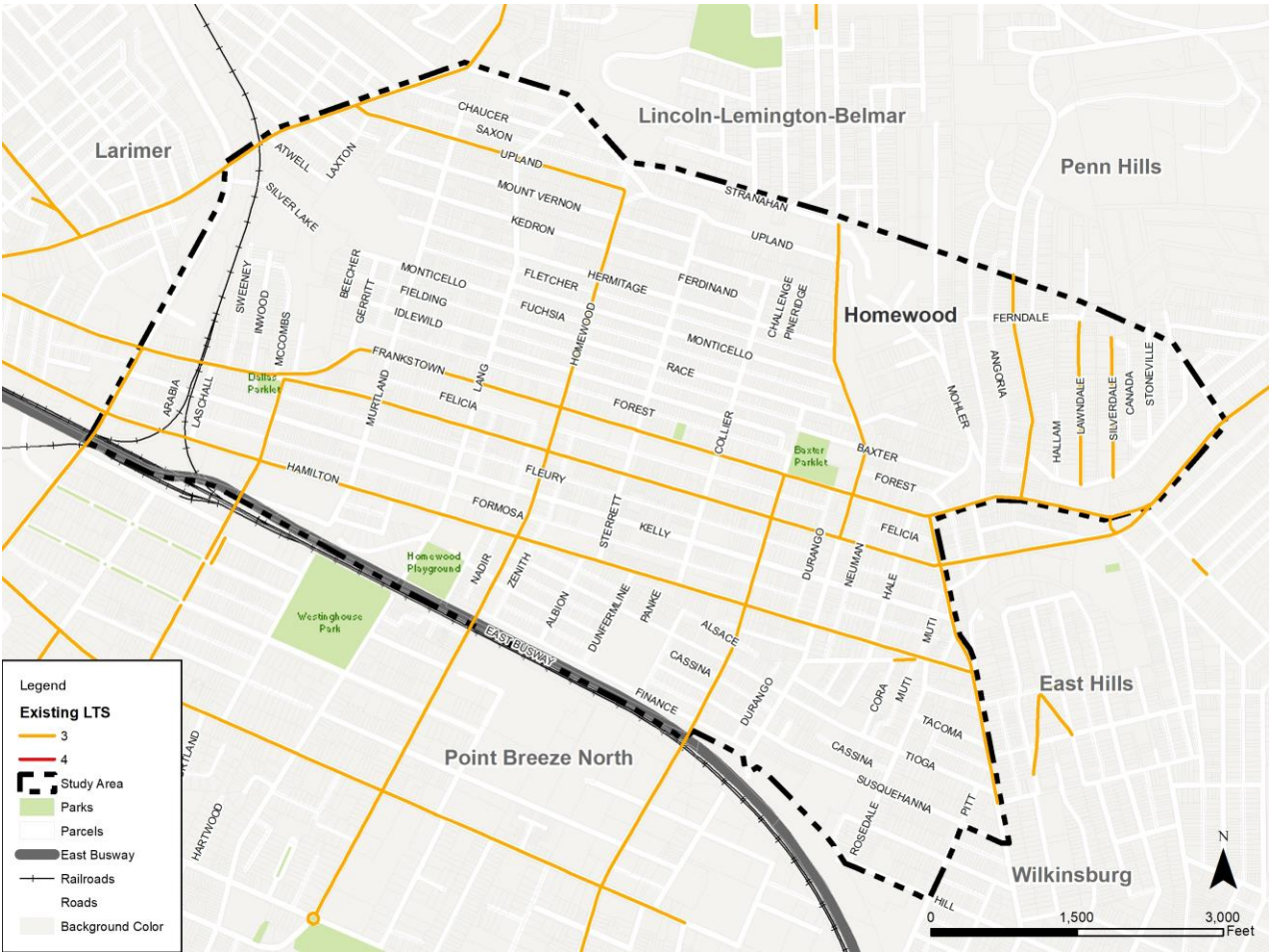
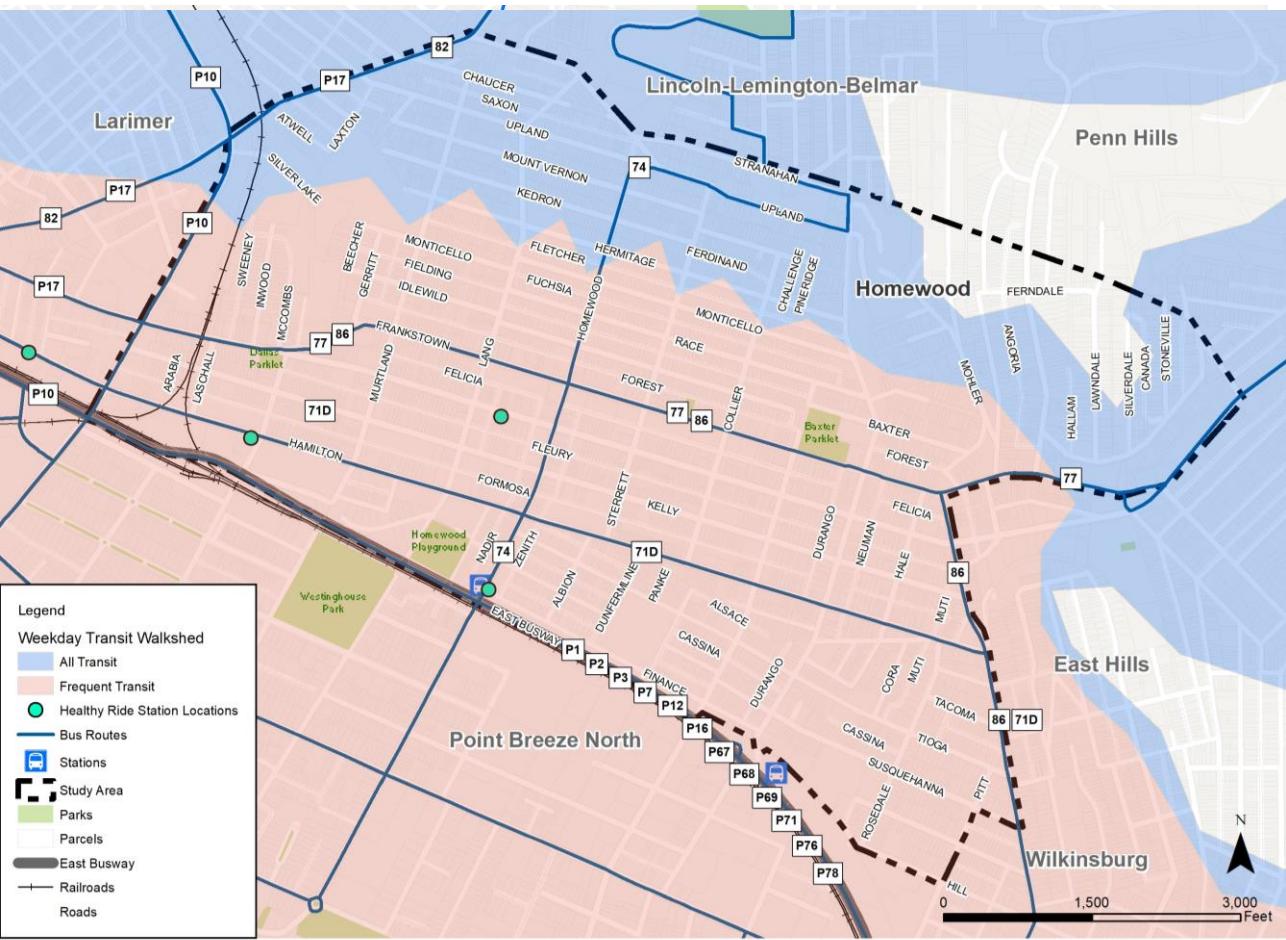


Community Destinations

- Where community members are going
 - Schools
 - Churches
 - Homewood Station
 - Fire Station
 - Library
 - Community Organizations

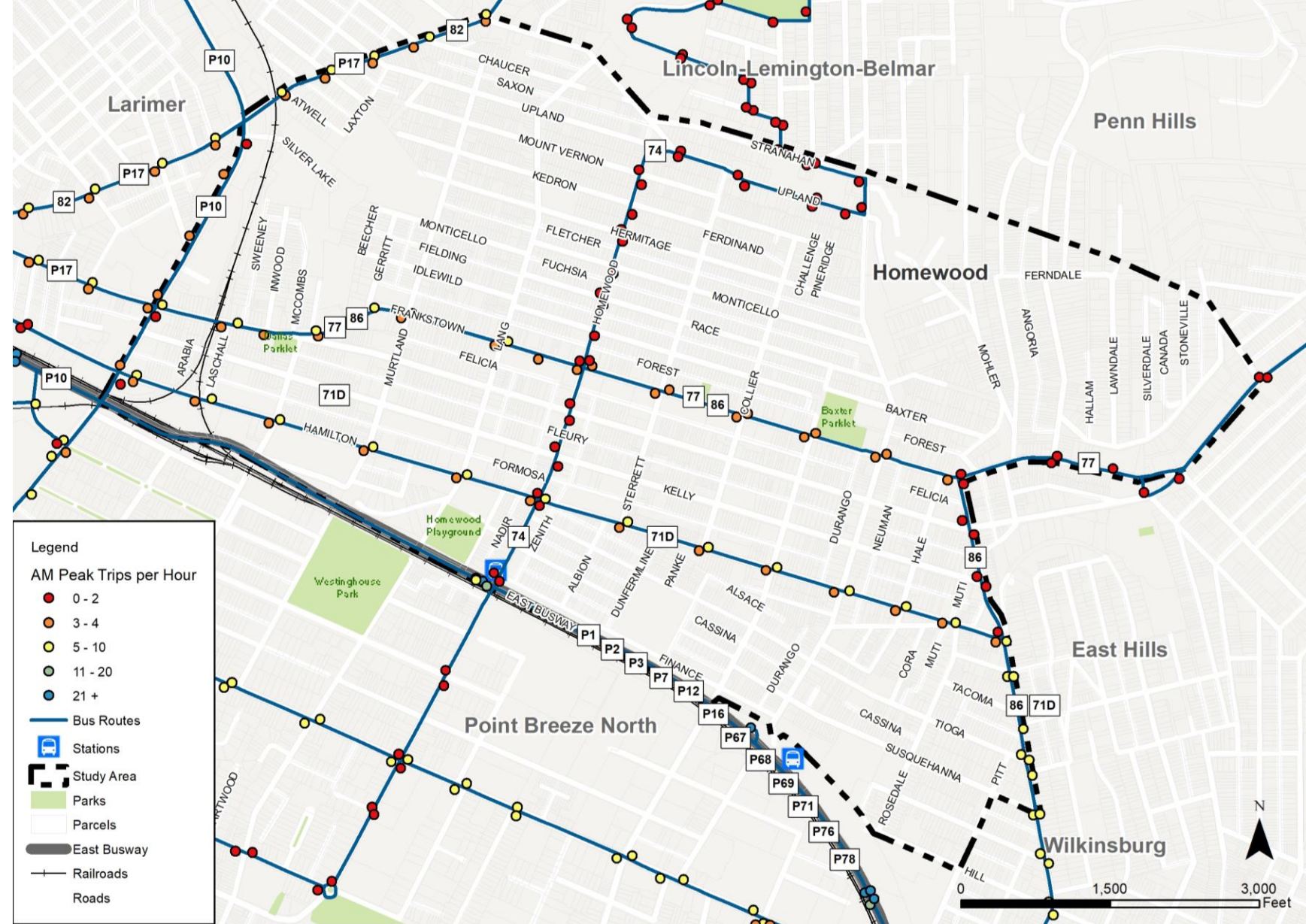


Bicycle Network



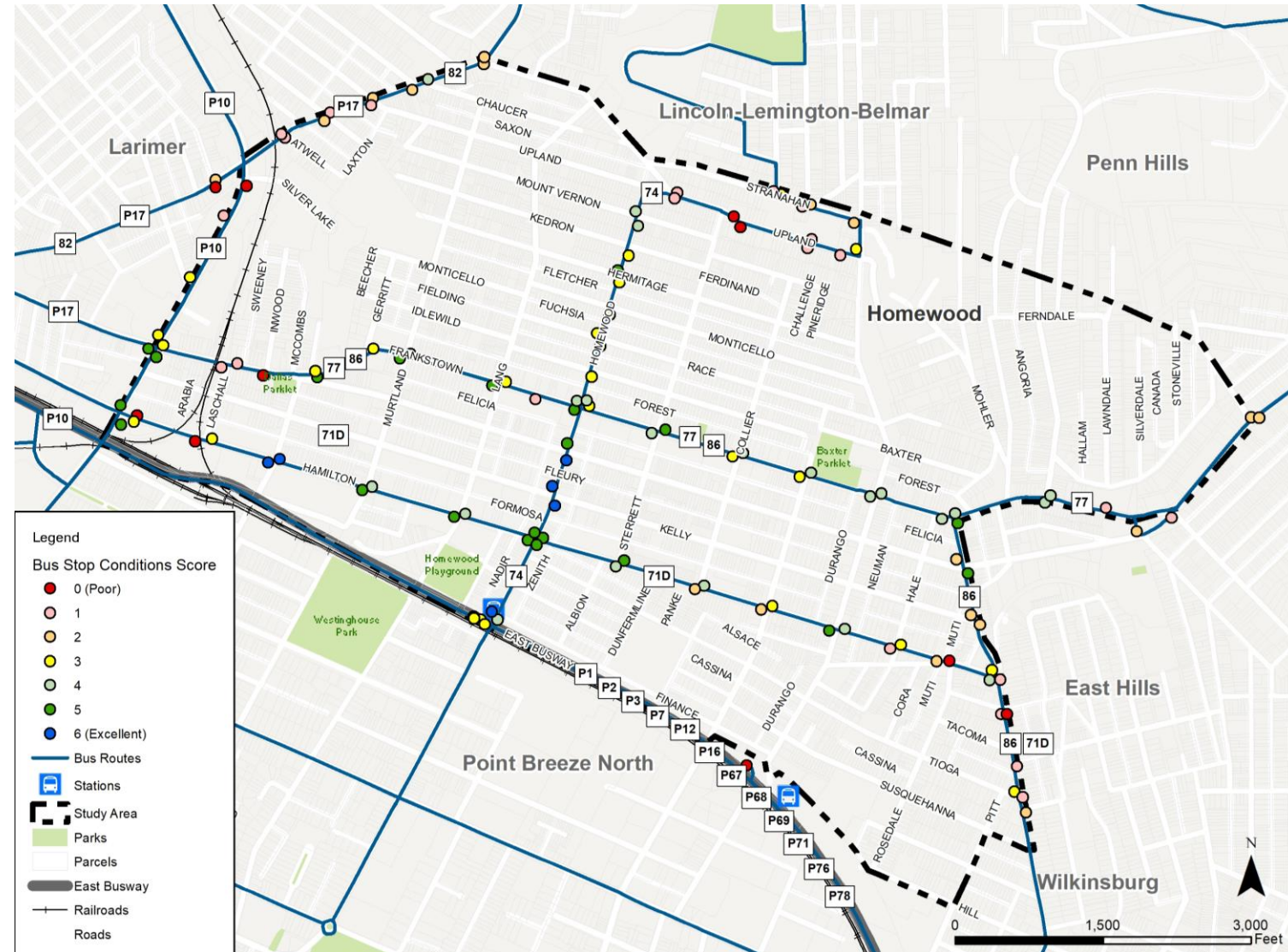
Transit Frequencies

- Highest frequency routes on the Busway
- Hamilton and Frankstown Avenues also have higher frequency service
- Highest ridership on Busway, Frankstown, then Hamilton
- Major transfer points:
 - 5th/Frankstown
 - Homewood/Frankstown
 - Homewood Station



Bus Stop Physical Conditions Summary

- Scored by Presence of:
 - ADA Loading Area
 - Curb Ramps
 - Crosswalks
 - Sidewalk Condition



Sidewalk Condition

- Data collected by pathVu using pathMet
- Conditions collected
 - Tripping hazards
 - Roughness
 - Running slope
 - Cross slope
 - Width
 - Imagery
- 45 miles of sidewalk



Sidewalk Conditions: 10' segments

- Good: 58%
- Fair: 30%
- Poor: 12%



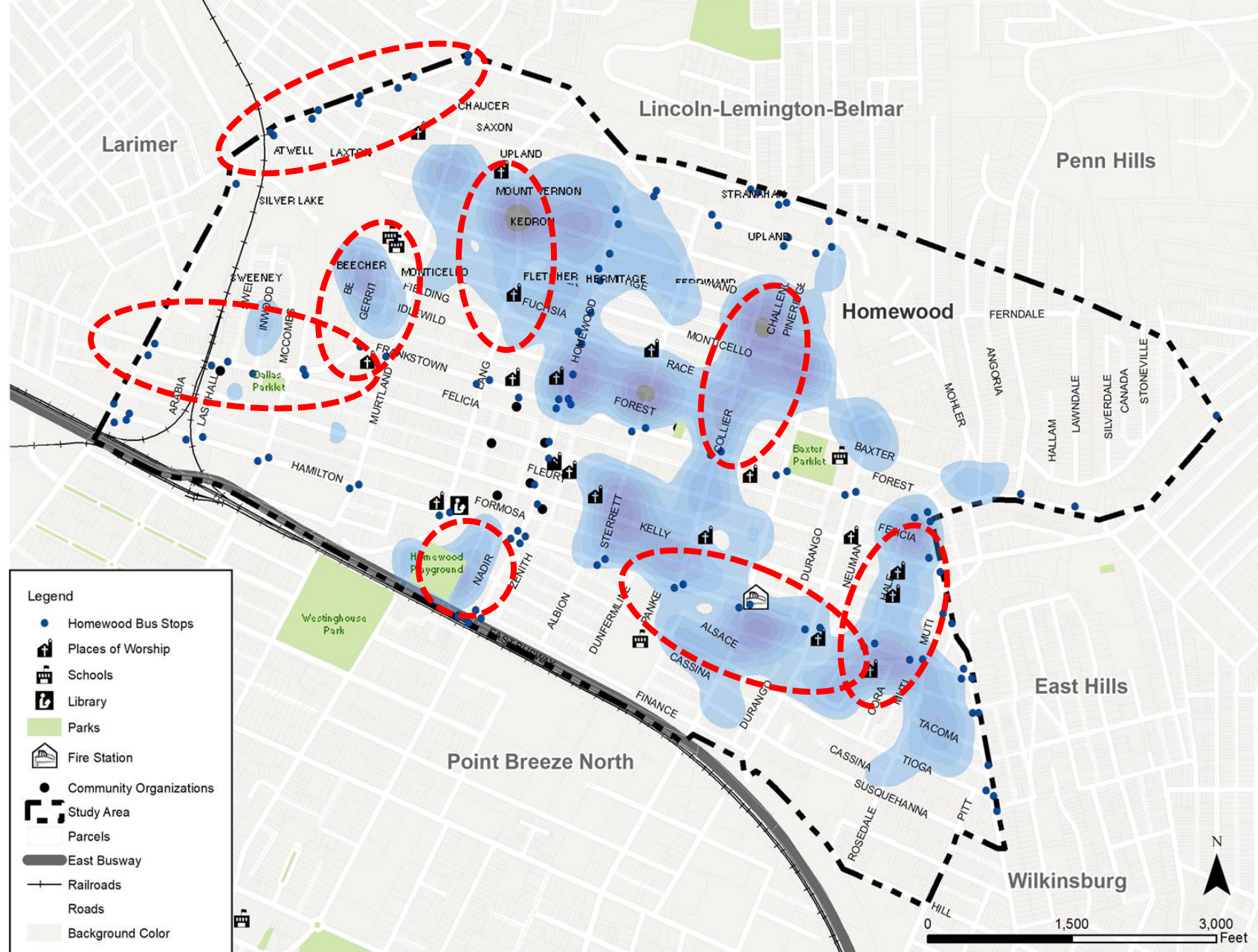
Sidewalk Conditions: Poor and Very Poor

- 13,062 Feet of Poor Sidewalks
- 13,537 Feet of Very Poor Sidewalks
- Poor and Very Poor crossing conditions clustered on Lang and Collier



Priority Areas

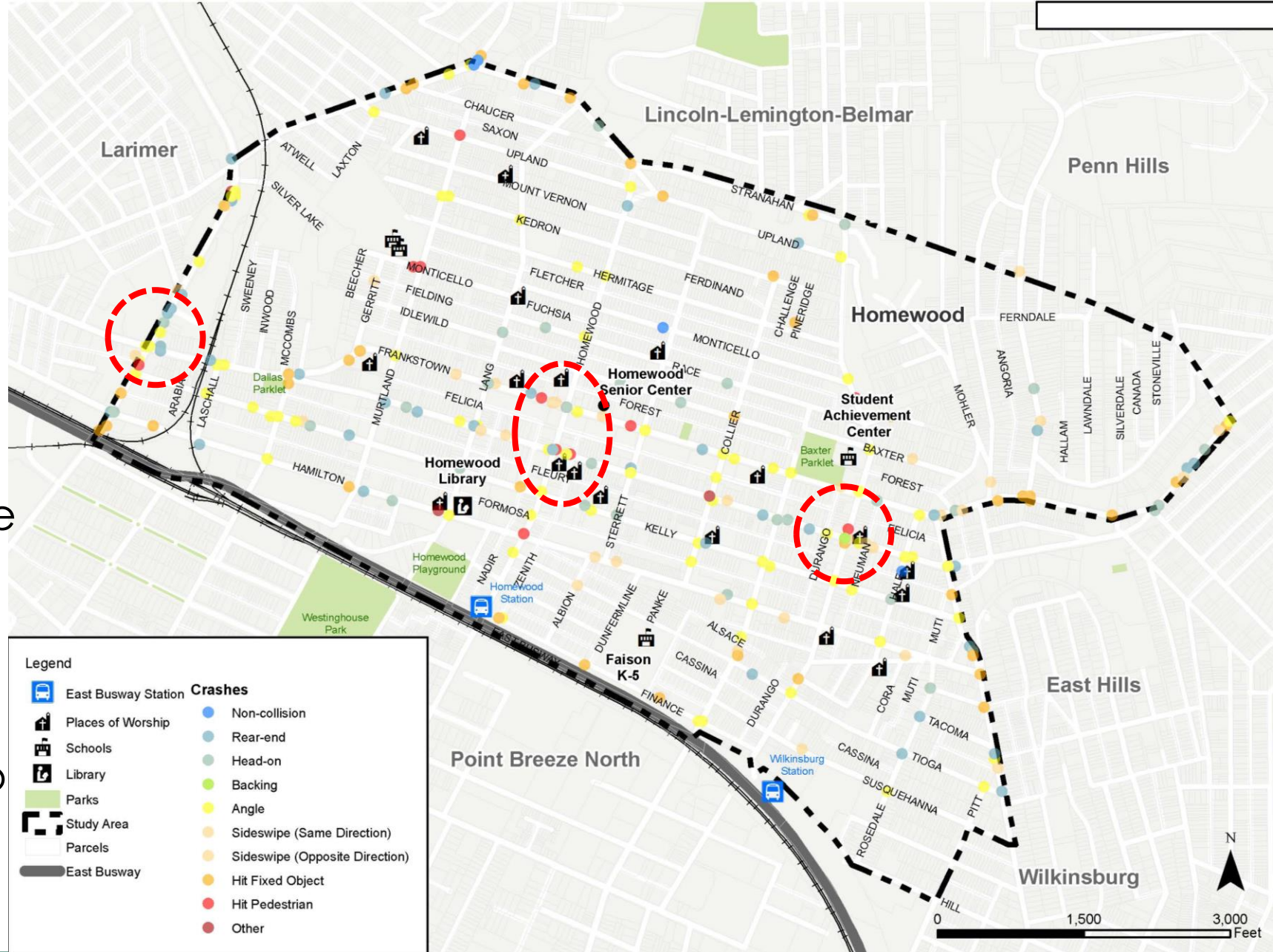
- Poor and Very Poor Sidewalk Conditions
- Neighborhood Amenities
 - Schools, Churches, Fire Stations, Community Organizations
- Bus Stops with Poor Conditions and High Daily Ridership



Crashes by Type

424 Total Crashes
(2017-2019)

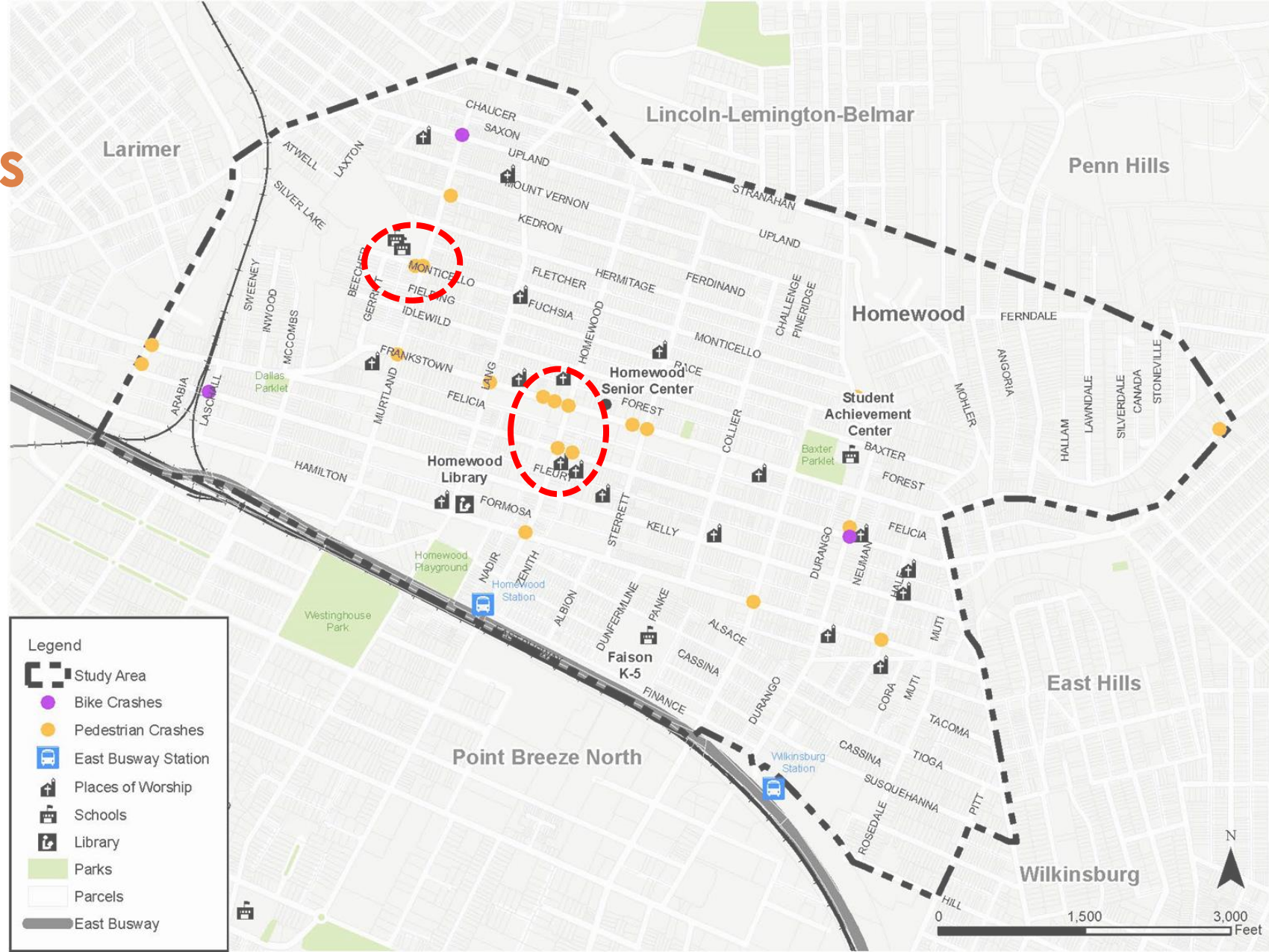
1. High number of crashes along Frankstown Avenue
2. High number of angle crashes
3. 5 fatal crashes
4. Speeding in and out of the neighborhood due to elevation changes



Bike and Pedestrian Crashes

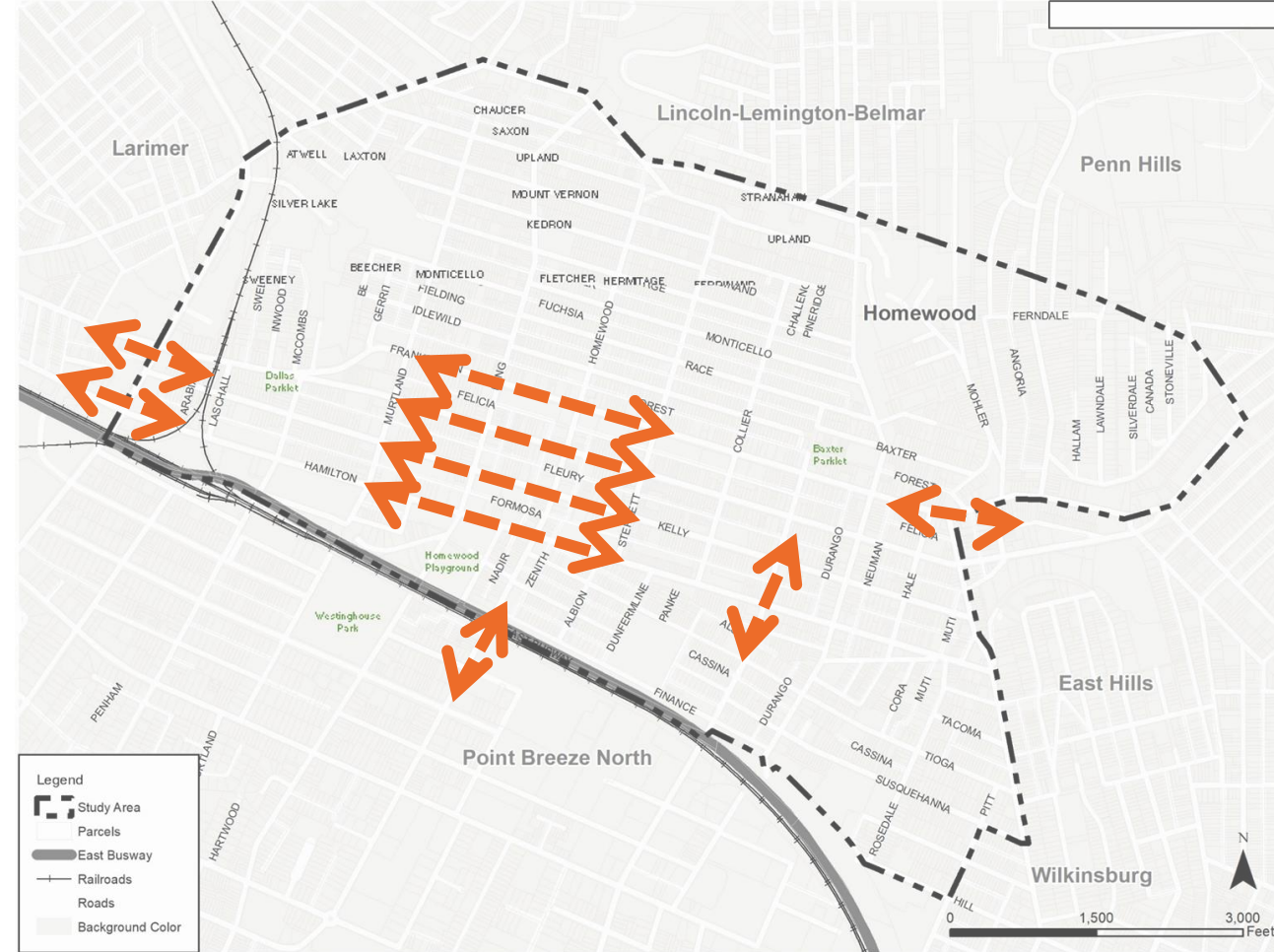
Total Bike and Pedestrian Crashes (2017-2019)
22 Crashes

- 19 Pedestrian Crashes Concentrated near Frankstown
- 3 Bike Crashes at Intersections



Speeding Locations

	Location		Average Daily Traffic	Speed Limit (MPH)	Median Speed (MPH)	Percent of Vehicles over Speed Limit	85th Percentile Speed (MPH)
Frankstown	1- Between North Murtland and North Lang	5- Between Sterrett and Collier	5,357	25	29	78%	35
Bennett	2- Between North Murtland and North Lang	6- Between Sterrett and Collier	6,446	25	31	87%	36
Hamilton	4- Between North Murtland and North Lang	8- Between Sterrett and Dunfermline	3,819	25	24	37%	29
Kelly	3- Between North Murtland and North Lang	7- Between Sterrett and Collier	2,253	25	29	75%	34
Braddock	9- South of Hamilton Avenue		7,277	25	32	95%	37
Homewood	10- South of East Busway and Jonathan Place		2,651	25	30	81%	36



Website: <https://data.wprdc.org/dataset/traffic-count-data-city-of-pittsburgh>

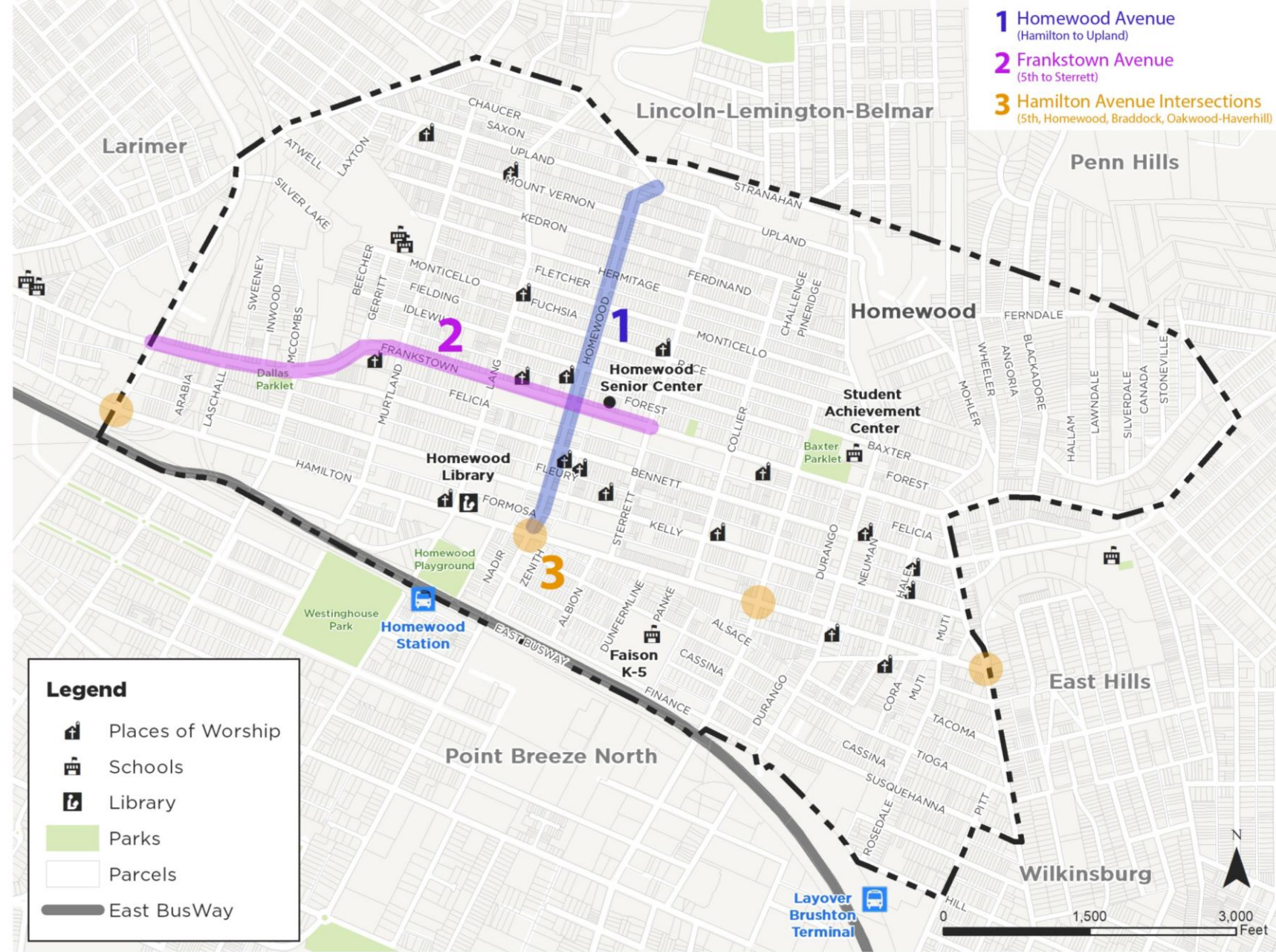
Data collected: February 2020

Speed Tracking



1. Homewood Avenue
2. Frankstown Avenue
3. Hamilton Avenue

Intersections



Homewood Avenue: Existing

- Poor Sidewalk Conditions
- Poor visibility at Intersections due to parked cars
- Faded/Missing Pavement Markings
- Signage Issues
- High visibility crossings needed
- ADA ramps present
- Insufficient pedestrian lighting



Homewood Avenue: Potential

- Replace faded signs
- Install High visibility crosswalks
- Repave roadway markings
- Improve lighting
- Reconstruct sidewalks
- Curb extensions



Frankstown Avenue: Existing

- Poor Sidewalk Conditions
- High Number of Crashes
- Faded/Missign Pavement Markings
- ADA Compliant Ramps present
- High pedestrian activity
- Parking on sidewalk
- Insufficient pedestrian lighting
- Confusing intersection at Frankstown/Dallas/Bennett
- High number of fixed object crashes at Frankstown/Gerritt Curve
- Poor underpass conditions



Frankstown Avenue: Potential

- Upgrade ADA Ramps
- Signage
- Paint parking lane
- Sidewalk Infill
- Create pedestrian spaces/restaurant areas in curbside parking
- Improve lighting
- Intersection redesign at Frankstown/Dallas/Bennett



Hamilton Avenue: Existing

- Poor Sidewalk Conditions
- Parking close to intersections
- Pavement Marking Issues
- Speeding
- Informal bus stops
- Poor underpass conditions
- Poor sightlines at Hamilton/Oakwood/Haverhill Street



Hamilton Avenue: Potential

- Signage
- Curb bumpouts
- Speed humps
- Paint parking lane
- Upgraded transit facilities



Mobility Treatment Toolbox



Mobility Toolkit: Striping and Flex Posts

- Pavement marking/restriping
- Painted curb extensions
- Flex posts
- High Visibility Crosswalk
- Pedestrian Refuge Island
- Intersection Daylighting



Mobility Toolkit: Traffic Calming

- Speed Tables
- Speed Humps
- Traffic Circles
- Chicanes
- Temporary Curb bumpouts
- Neighborways



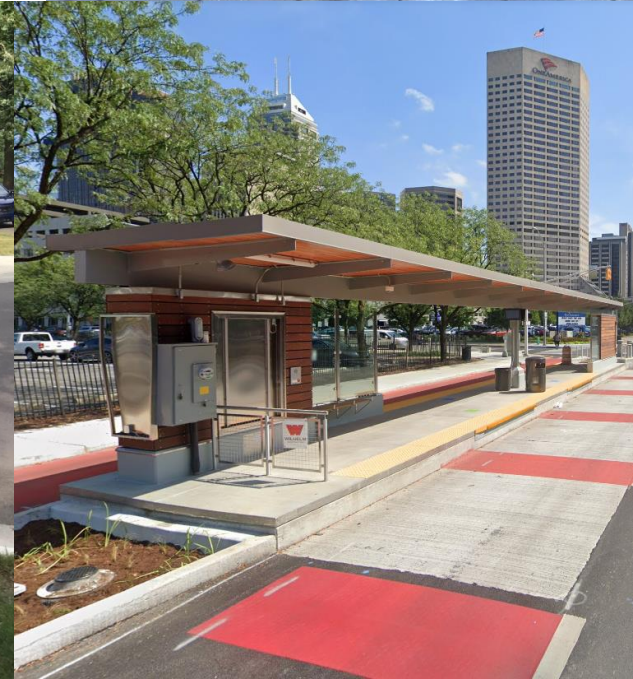
Mobility Toolkit: Signage and Pedestrian Improvements

- Rectangular Rapid Flashing Beacon
- Improved Signals
- Signage
- Improved Crossings



Mobility Toolkit: Sidewalk and Transit Improvements

- Bus shelters
- Sidewalk Reconstruction
- Vegetation/Obstruction Clearance
- Mobility Hubs
- ADA Improvements



Mobility Toolkit: Long-Term Sidewalk and Roadway Improvements

- Sidewalk Improvements
- Intersection realignment with new curbs
- Landscaping Improvements
- Art Intersections



Mobility Toolkit: Long-Term Lighting and Underpass Improvements

- Pedestrian Lighting Improvements
- Public art
- Underpass lighting



Potential Project Locations



Project Categories



Safety Improvements - Speed Mitigation, Crash Mitigation, ADA Upgrades



Mobility Improvements - Sidewalk Reconstruction, Network Improvements, Access Improvements, Bicycle Improvements, Bicycle Connectivity



Transit Improvements - Stop Improvements, Route Improvements, Stop Access



Signal Improvements





Example Project: Mobility Improvement

Collier Street

- Sidewalk Reconstruction
- Intersection Upgrades
 - ADA Compliance
 - High Visibility Crosswalks + Stop Bars
- Intersection Daylighting





Example Project: Safety Improvement

Frankstown Ave

- Geometry Reconstruction at Frankstown/Dallas
- Refresh pavement markings
- Intersection and Frankstown Curve daylighting
- Intersection Upgrades
 - ADA Compliance
 - Signage Improvements
 - Curb Bumpouts
 - Signal Improvements

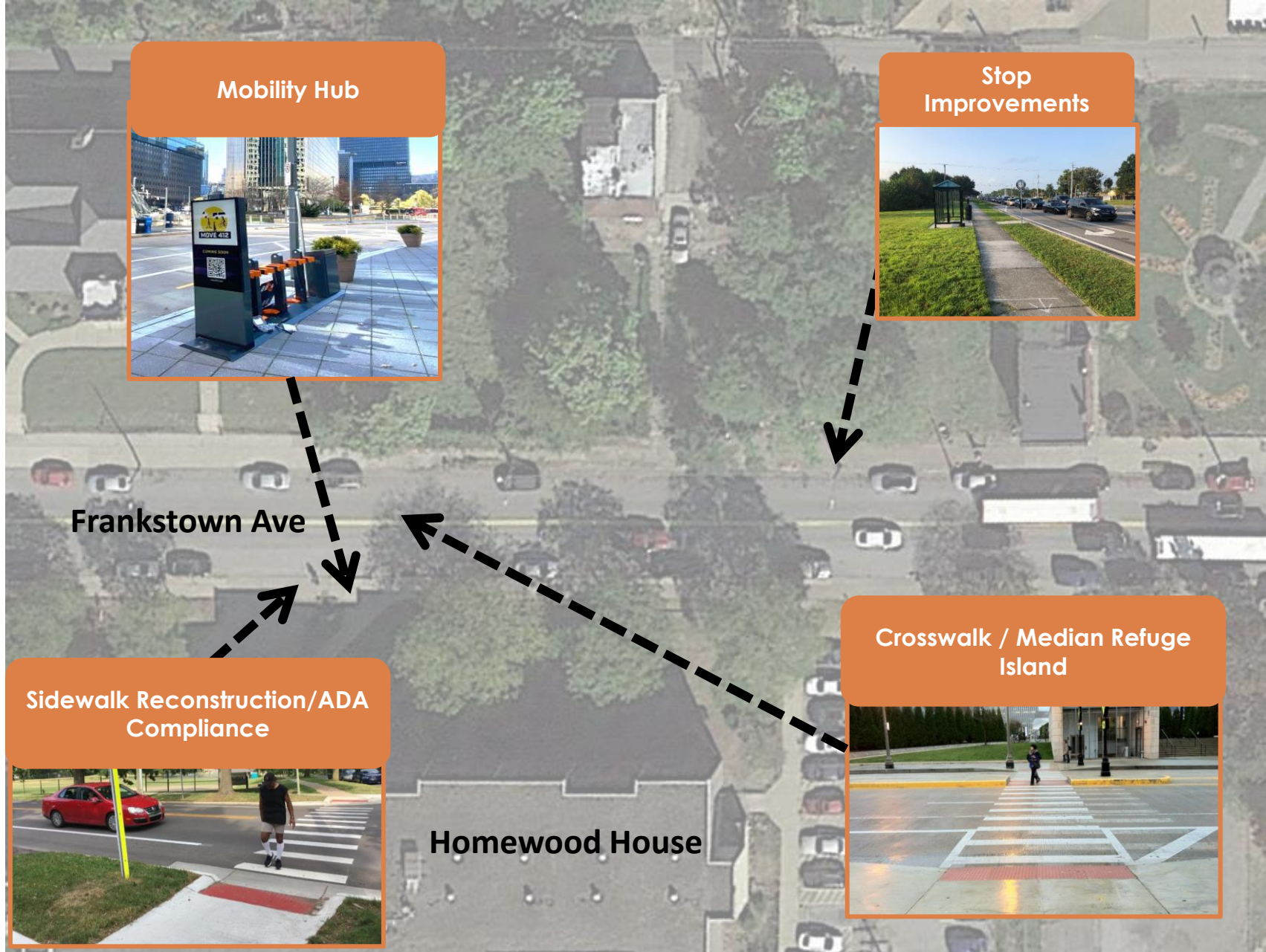




Example Project: Transit Improvement

Frankstown Ave

- Stop Improvements
 - ADA Compliance
 - Transit Amenities
 - Mobility Hubs



DRAFT Project Locations by Category



Draft Project Prioritization

- Four major principles guiding decision making
 - Each principle helps develop a targeted list of Issues/Concerns to identify project prioritization
- These principles and issues/concerns will be incorporated into a matrix that will focus on qualitative metrics to prioritize the identified projects



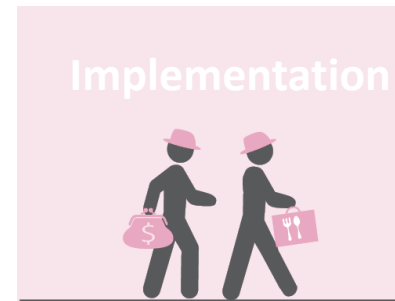
- Crash Potential
- Crash History
- Community Perception
- Effectiveness
- Intersection Issue
- Speeding



- Access to Transit
- Access to Destinations
- Access to Jobs
- Disconnected Network
- ADA Accessibility
- Improved Operations



- Station Amenities
- Stop/Station Access
- Ridership
- Improved Route Performance

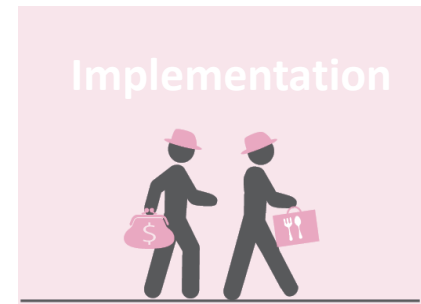
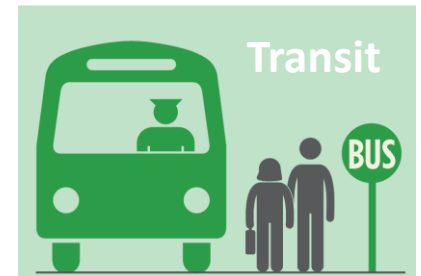


- Cost
- Community Support
- Feasibility



Next Steps

- Update draft project locations with Public Input
- Identify priority projects based on prioritization matrix
- Develop concept designs for priority projects
- Present project locations and concept designs at Public Meeting #2



Questions + Discussion

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Project Website

<https://engage.pittsburghpa.gov/move-pgh/homewood-active-mobility-improvement-plan>

