



EAST OHIO ST. STREETSCAPE IMPROVEMENTS

Cedar Ave to Chestnut St

Date: September 19th, 2023

Location: Union Place Building Chapel

Organized By: Councilman Bobby Wilson's Office (CD-1)

&

Mayor's Neighborhood Service Team

Agenda

1. Introductions
2. Meeting Overview
3. Study Area profile
4. Community engagement summary
5. Potential alternatives & tradeoffs
6. Questions



Introductions

Panini A. Chowdhury, AICP, RSP

Project Manager-Planning, Dept. of Mobility & Infrastructure

Kevin Brown

Principal Planner, Dept. of Mobility & Infrastructure

Jan Raether

Infrastructure Engagement Specialist, Mayor's Office of Neighborhood Services

Lindsey Robles

Community Liaison, Mayor's Office of Neighborhood Services



Meeting Overview

- Create a space where all perspectives are welcomed; agree to disagree in peace.
- Save questions for end of presentation
- Respect each other's time and speak one at a time
- Agree to shared ownership of these norms



Project Purpose

- The purpose of this planning study in E. Ohio St. (Extent: Cedar Ave to Chestnut St.) is to focus on pedestrian & traffic safety along with accessibility improvements of the transit stops, and making this corridor safer and attractive.





Study Area Profile: East Ohio St: Cedar Ave to Chestnut St

Neighborhood:
East Allegheny/Historic Deutschtown

Demographics (Tract level) :

- Population: 1,903
- Under 18 years: 9%
- 65 years and older: 14 %
- Individual with special mobility need : 18%

Transportation Options (Tract level)

Household with

- No Vehicle: 20%
- Public Transport (to work): 13%
- Walk (to work): 16%

Length of Corridor: 0.52 Miles

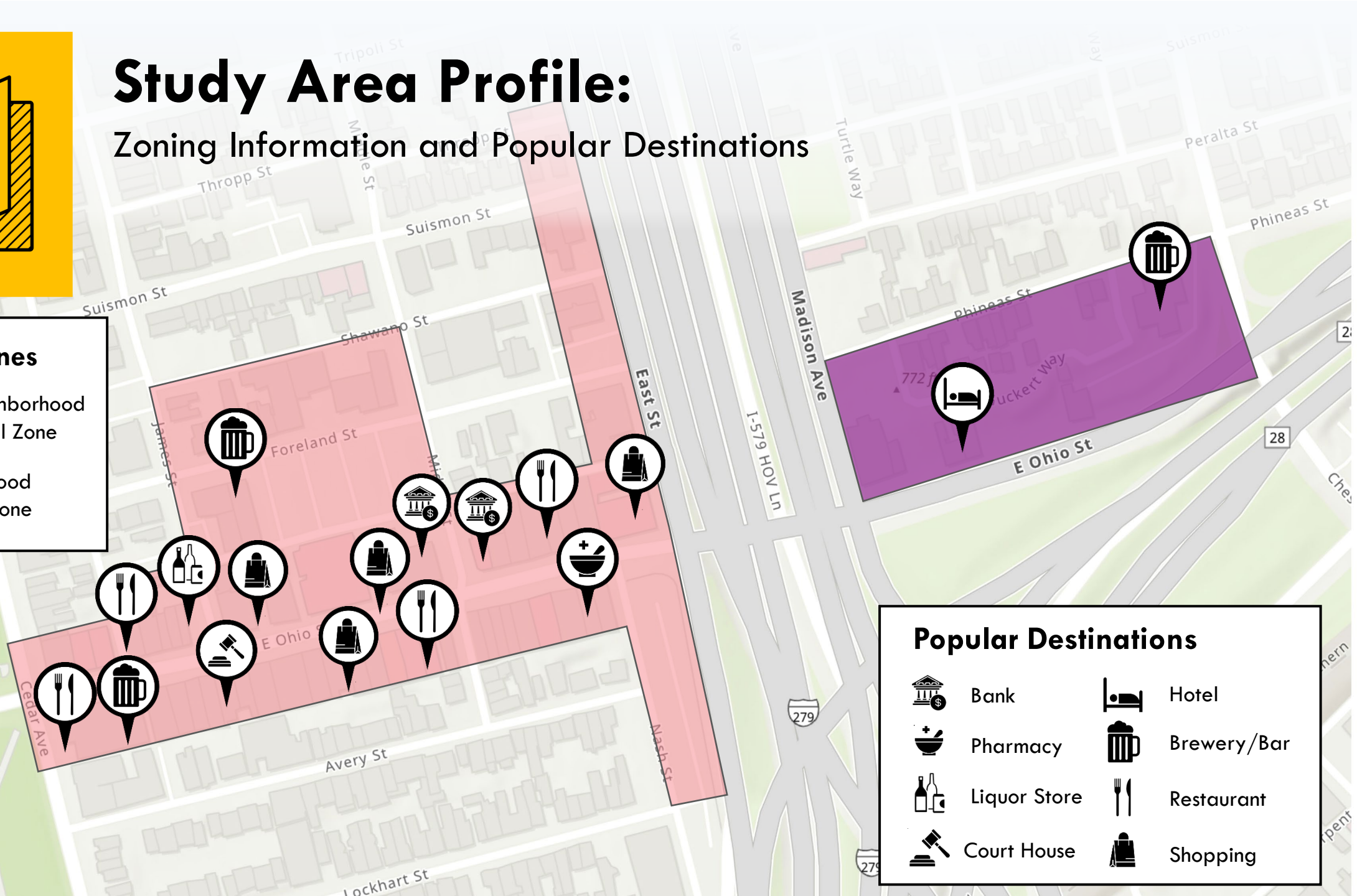
Study Area Profile:

Zoning Information and Popular Destinations



Land Use Zones

-  Local Neighborhood Commercial Zone
-  Neighborhood Industrial Zone



Popular Destinations

- | | | | |
|---|--------------|---|-------------|
|  | Bank |  | Hotel |
|  | Pharmacy |  | Brewery/Bar |
|  | Liquor Store |  | Restaurant |
|  | Court House |  | Shopping |

Daily Traffic Information (2021)



Cedar Ave to East St:
9,493 Vehicles/Day
9% Truck Traffic



West Bound

East Bound

East St to Chestnut St:

E Bound: 8,800

W Bound: 10,500

Total: 19,300 Vehicles/Day

8% Truck Traffic

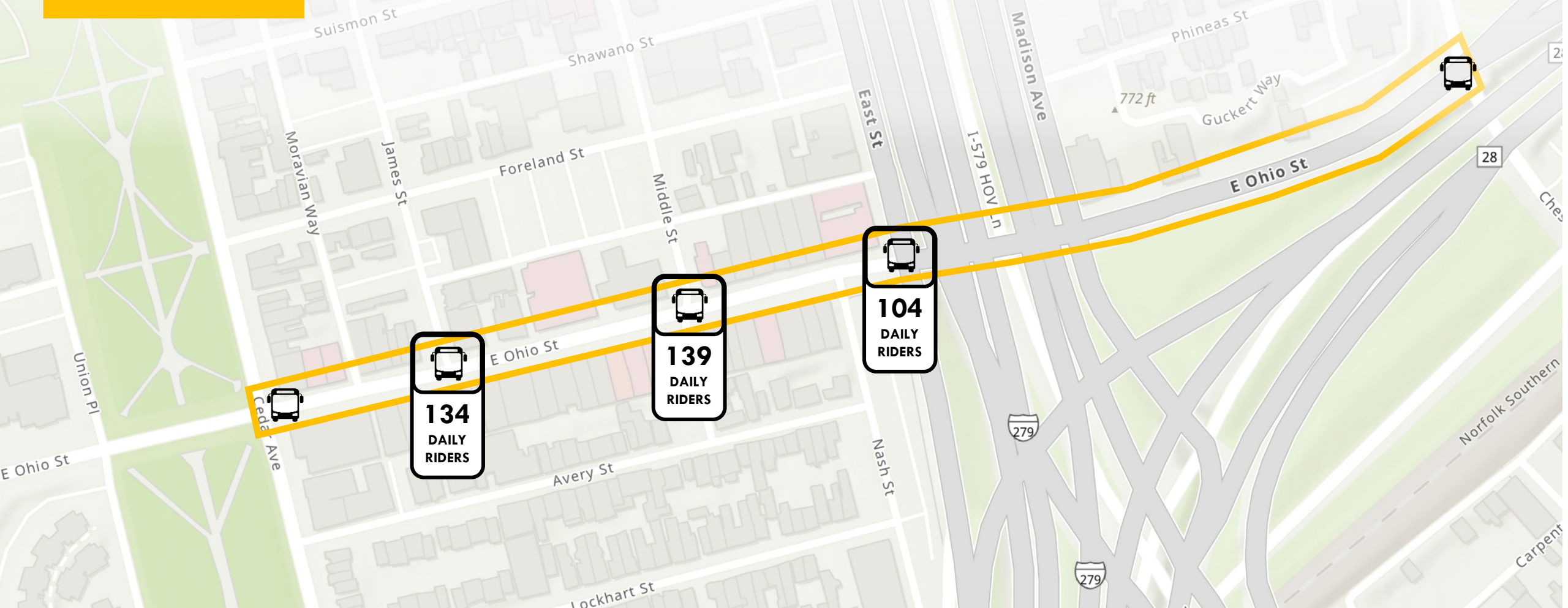




Transit Information

PRT Routes: 1, 2, 4, 6, 7, 54

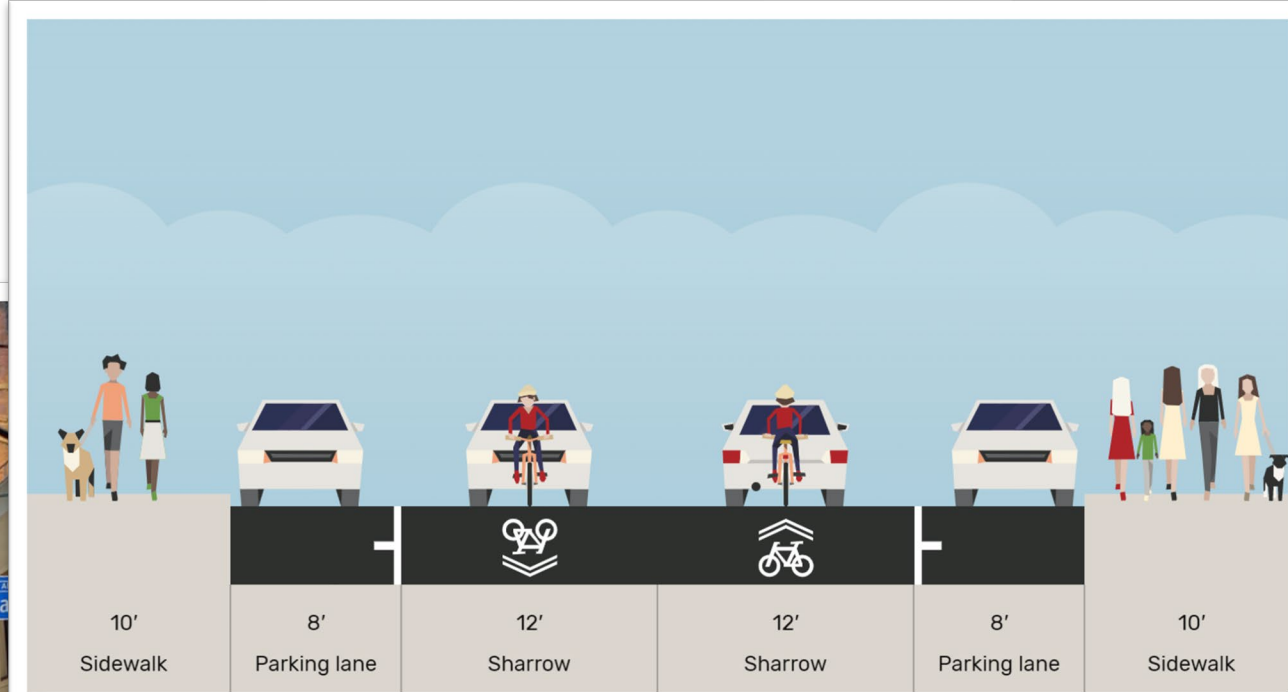
Average Daily Ridership: Total 435 (9/2022)





Current Street Design: Cedar Ave to East St

Looking: East
ROW Width: 60'
Ownership: City



- Roadway width varies from 38' – 45' depending on section.
- West Bound traffic at Cedar has left turn lane and through/right turn with sharrow marking.

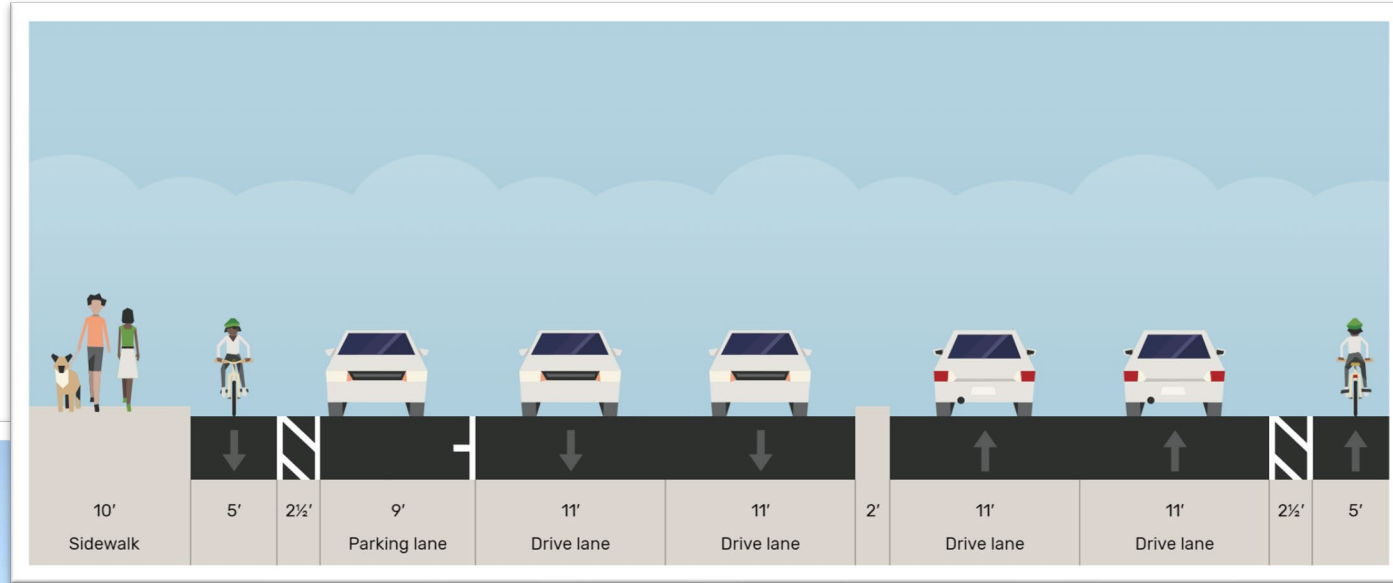


Current Street Design: East St to Chestnut St

Looking: East

ROW Width: 80'

Ownership: State



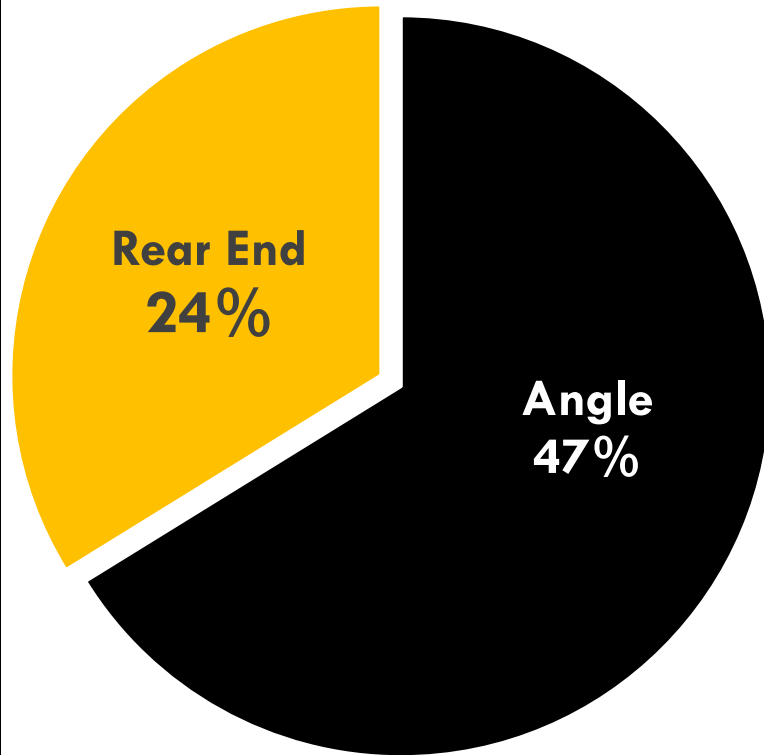
- Roadway width 70' with features changing depending on the section.

Crash Analysis (2017-2021)



**Total Reported
Crash**

72



Major Crash Type



20%

Pedestrian Crashes

1 per year Minor/Unknown Severity

31%

Night Time Crashes

With Street Light

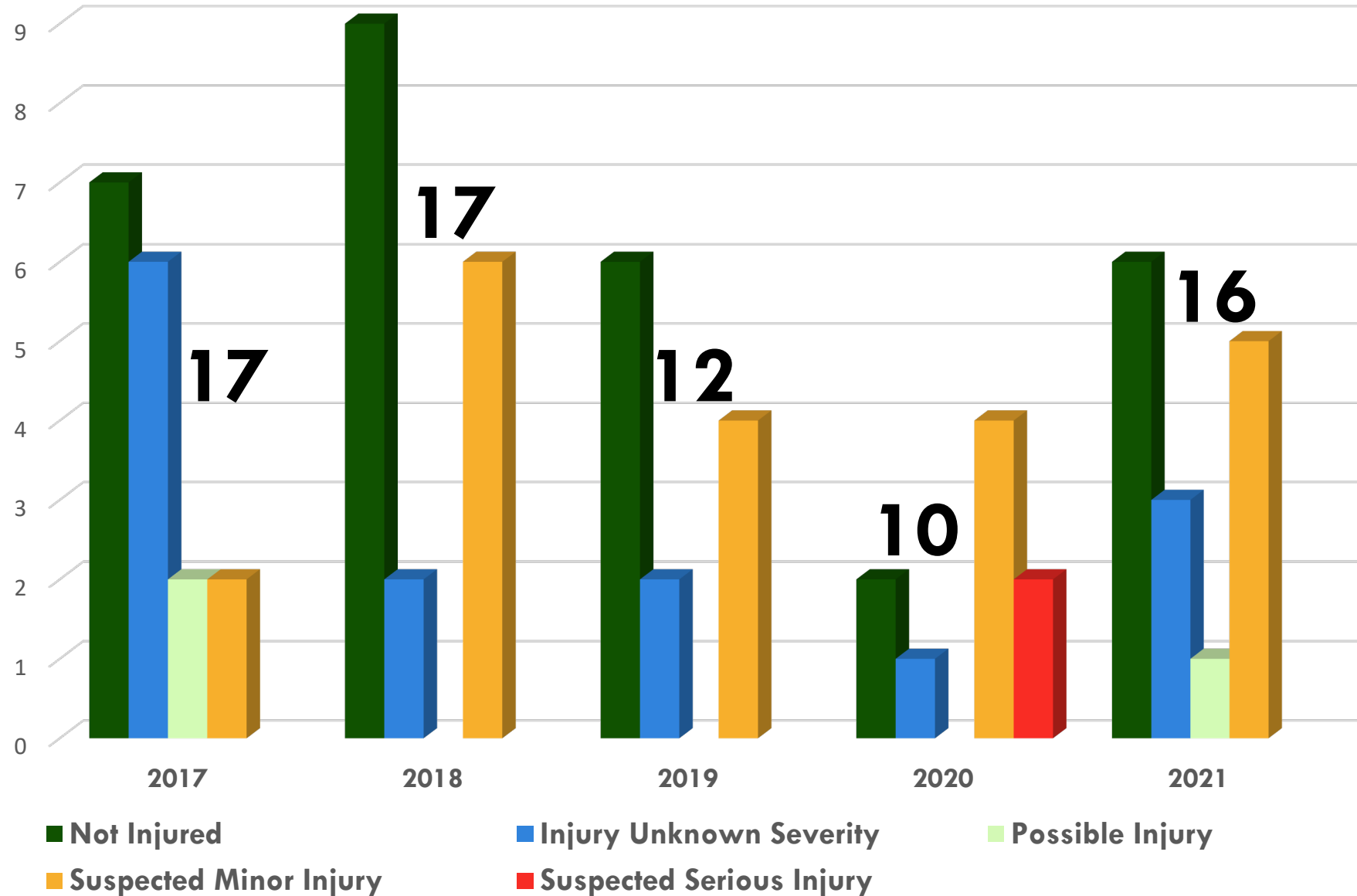


0

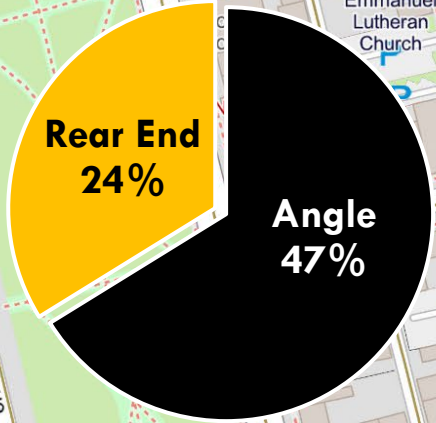
**No Reported
Bicycle Crashes**



Crash Analysis (2017-2021)



Crash Analysis (2017-2021)



Major Crash Type

Traffic Crash Hotspot & pedestrian Crash :2017-2021



Pedestrian Crash



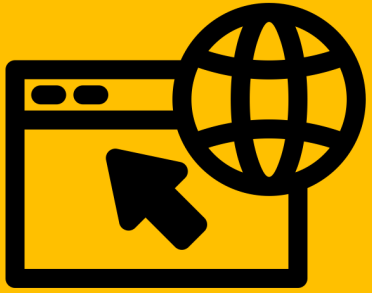
Sparse

Dense

Crash Hotspot locations with reported crashes

- I -279 Ramp/E. Ohio St/Madison Ave Intersection: 33
- East St/E. Ohio St/N Canal St: 11
- Chestnut St/E. Ohio St: 9
- E. Ohio St/Middle St: 5
- James St/E. Ohio St: 3 – Pedestrian Crash

Public Engagement Engage Page Results



Traffic Crash Hotspot :2017-2021

■ Sparse
■ Dense

● Public comments point

Engage Page Data (May 31 – August 31)

753
Views

666
Visits

406
Visitors

76
Contributions



Scan or Click here to visit the
[East Ohio Street Engage Page](#)



Public Engagement

What Have We Heard

Five Common Themes/Key Issues:



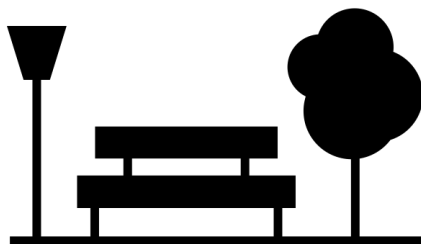
**Pedestrian
Safety**



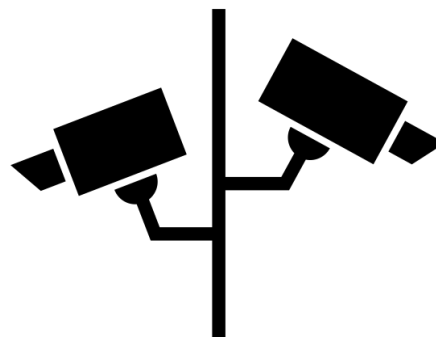
**Mobility
Enhancements
for All Modes**



**Transit
Accessibility**



**Streetscape
Enhancements in
Business District**



**Public Safety &
Homelessness**



Possible Treatments

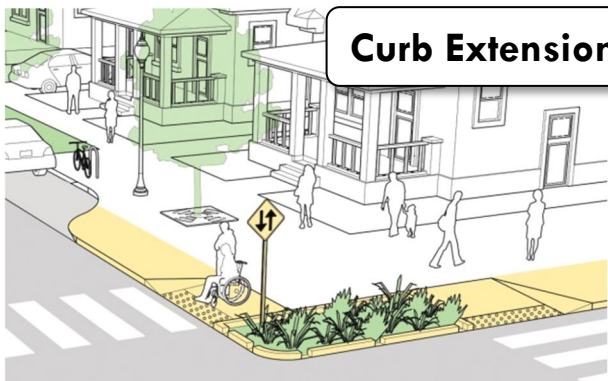
Possible Pedestrian Safety & Transit Accessibility Improvements

Locations of interest

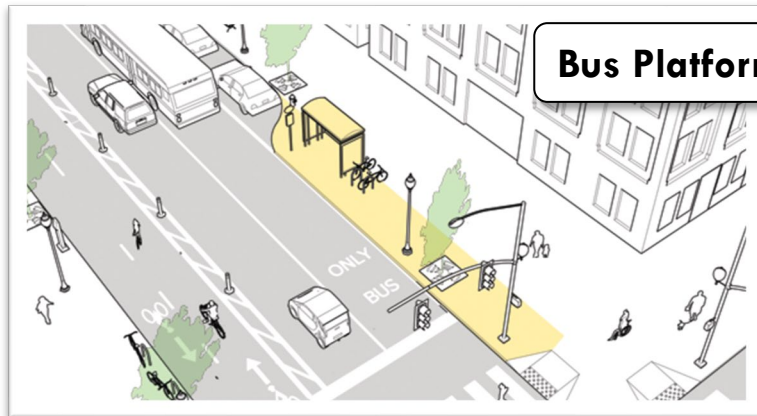
Intersections of

- James St.
- Middle St
- East St.
- Madison Ave
- Chestnut St.

Curb Extension



Bus Platform



Raised Intersection

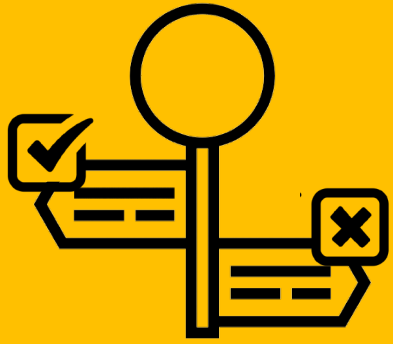


Pedestrian Refuge Island



Raised Crosswalk





Possible Treatments

Mobility Enhancements for All Modes of Transportation

Locations of interest

Intersections of

- Cedar Ave
- Madison Ave
- Chestnut St.
- Btw Madison & Chestnut

**SMART
LOADING ZONE**

**REGISTERED
VEHICLES ONLY**

**5AM - 10PM
MON - FRI**

**MOBILE REGISTRATION
REQUIRED**

**UNAUTHORIZED VEHICLES WILL BE
TICKETED & TOWED**

**REGISTER TO
PAY BY THE MINUTE**



<https://app.automotus.io>

Curb Management



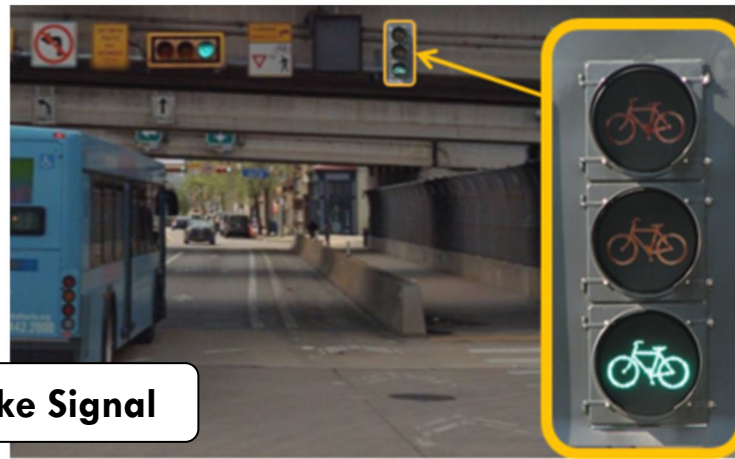
Lighting



Protected bike lane



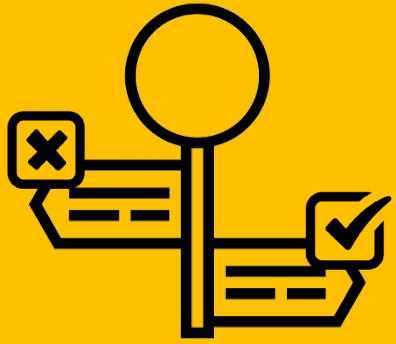
Traffic Signal Retiming



Bike Signal



Speed Table



Possible Treatments

Streetscape Enhancements in Business District

Locations of interest

- Cedar Ave to East St.



Public Garbage Can



Pedestrian Scale Lighting



Parklet/Outdoor Dining



Street Planters



Extended Sidewalk



Street Furniture



Let's Talk!!

Discussion Points:

- Parking impact for extended sidewalk.
- Parking impact for bike infrastructure through the business district.
- Community desire to maintain the customized landscape components.
- What else are we missing!

Project Timeline



Preliminary Planning

Spring 2023



**Focus Group Stakeholder Meeting -
Engagement Phase 1**

Summer 2023



Project Scope Finalization

Summer 2023



Design Consultant On-boarding

Summer 2023



Traffic Study & Design Development

Summer/Fall 2023



**Community Engagement - Engagement
Phase 2**

Fall to Winter 2023



**Draft Plan Document Review -
Engagement Phase 3**

Winter 2023



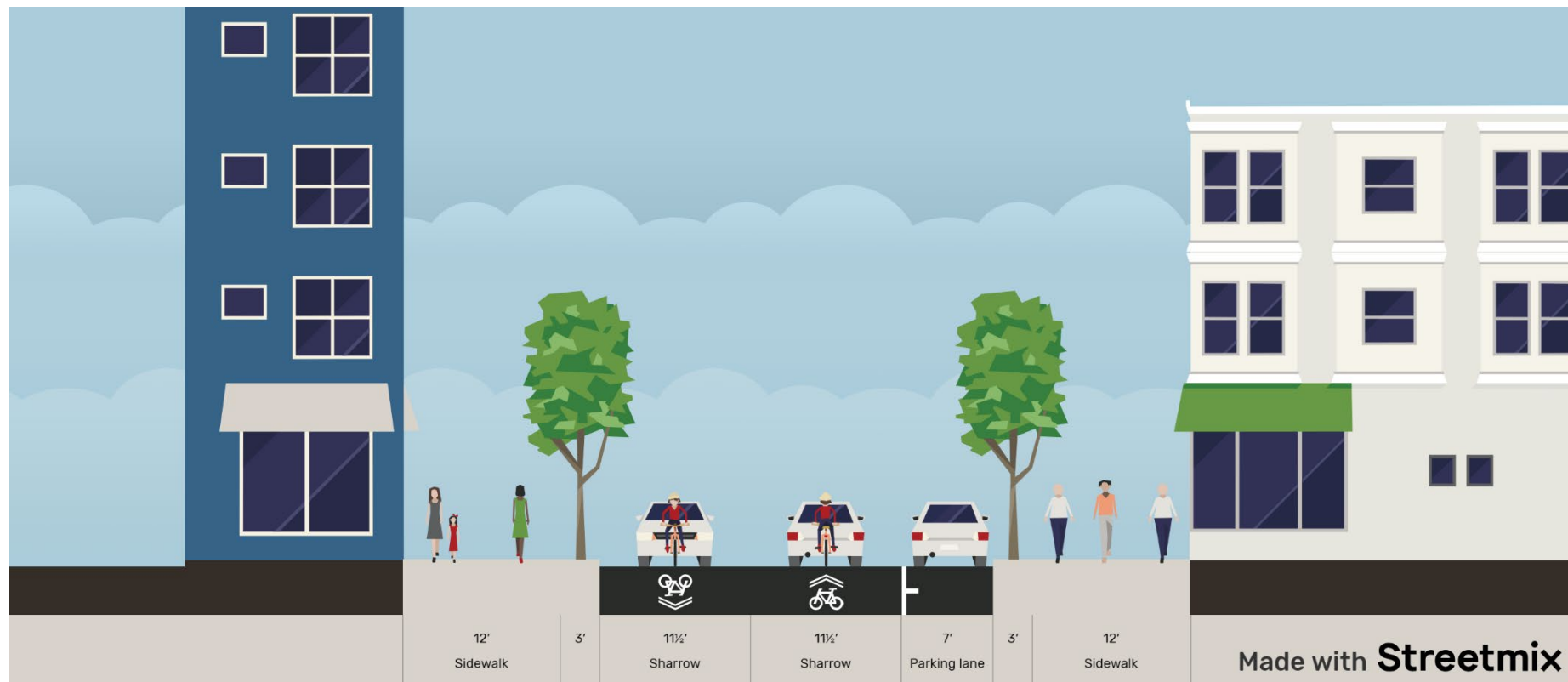
Final Plan

Winter 2023 - Spring 2024



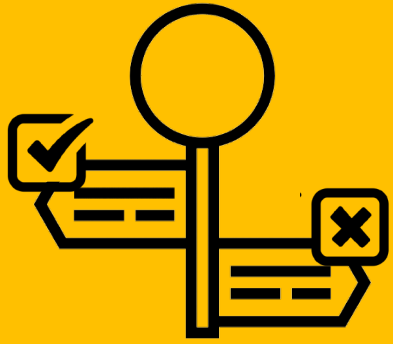
Possible Cross Sections

Parking impact for extended sidewalk



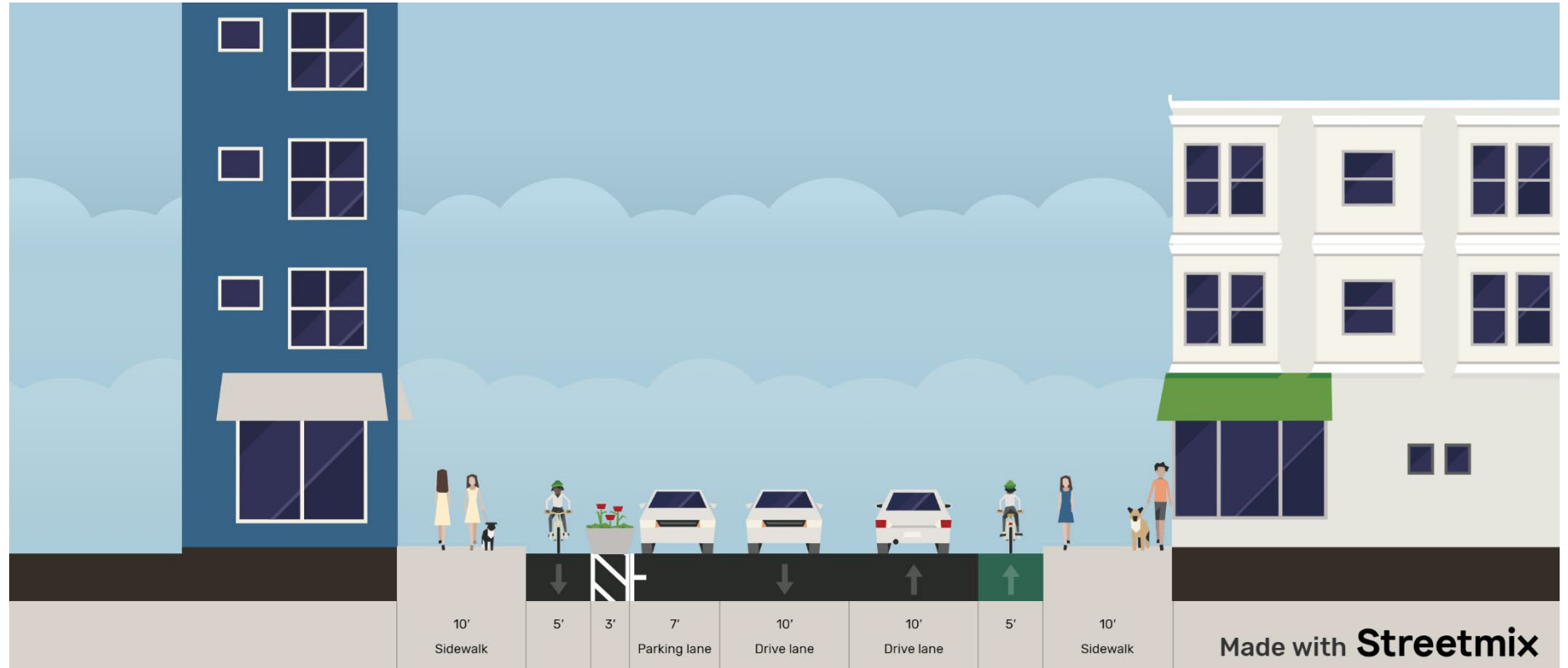
- Widened Sidewalks
- Wider Vehicular Travel Lanes
- Share Bike Facilities (Sharrows)

- Removal of One-Parking Lane
- Addition of Street Trees/Landscaping

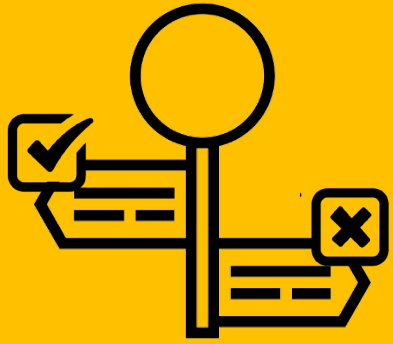


Possible Cross Sections

Parking impact for bike infrastructure through the business district.



- Parking Protected Bike Lane West-Bound
- On-Street Bike Lane East-Bound
- Removal of One-Parking Lane
- Sidewalks Remain Existing Width



Possible Cross Sections

Combination of both (Extended Sidewalk & Dedicated Bike facility)



- Wider Sidewalks
- On-Street Bike Facilities (both directions)
- Removal of Both Parking Lanes
- Addition of Street Trees/Landscaping



Project Contacts



Panini A Chowdhury, AICP, RSP
Planning Manager, DOMI
panini.chowdhury@pittsburghpa.gov



Lindsey Robles
Community liaison
lindsey.robles@pittsburghpa.gov

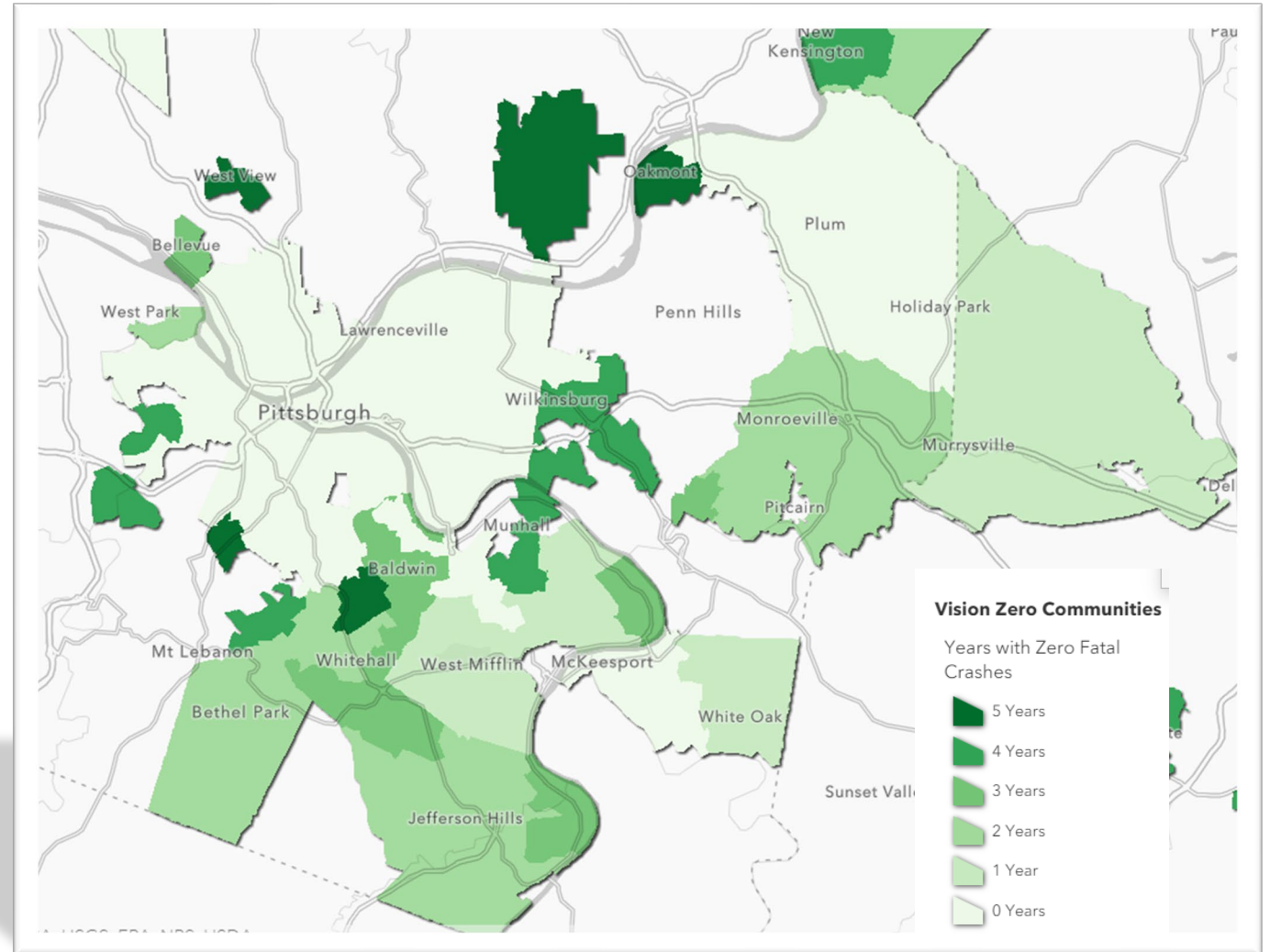


Kevin Brown
Principal Planner, DOMI
kevin.brown@pittsburghpa.gov



Jan Raether
Infrastructure Engagement Specialist
jan.raether@pittsburghpa.gov

When it comes to Safety Responsibility is Shared!



Source- Our Nation's Roadway Safety Crisis, FHWA