Public Meeting #1
June 21, 2021

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

March 2021
- Crash Analysis
- Safety Audits
- Sidewalk + Crosswalk Inventory

May 2021
- Draft Report
- Focus Group Meeting

July 2021
- Draft Recommendations
- Public Meeting #1

August 2021
- 10% Design Plans
- Public Meeting #2

Stakeholder Outreach & Public Involvement
Public Outreach

- 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

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 Network Gaps

- 45 miles of sidewalk
- Missing sidewalks on alleys
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

<table>
<thead>
<tr>
<th>Location</th>
<th>Average Daily Traffic</th>
<th>Speed Limit (MPH)</th>
<th>Median Speed (MPH)</th>
<th>Percent of Vehicles over Speed Limit</th>
<th>85th Percentile Speed (MPH)</th>
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<tbody>
<tr>
<td>Frankstown</td>
<td>5,357</td>
<td>25</td>
<td>29</td>
<td>78%</td>
<td>35</td>
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<tr>
<td>Bennett</td>
<td>6,446</td>
<td>25</td>
<td>31</td>
<td>87%</td>
<td>36</td>
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<tr>
<td>Hamilton</td>
<td>3,819</td>
<td>25</td>
<td>24</td>
<td>37%</td>
<td>29</td>
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<tr>
<td>Kelly</td>
<td>2,253</td>
<td>25</td>
<td>29</td>
<td>75%</td>
<td>34</td>
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<tr>
<td>Braddock</td>
<td>7,277</td>
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<td>32</td>
<td>95%</td>
<td>37</td>
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<tr>
<td>Homewood</td>
<td>2,651</td>
<td>25</td>
<td>30</td>
<td>81%</td>
<td>36</td>
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</tbody>
</table>


Data collected: February 2020
Safety Audit Locations

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

Homewood House
- Sidewalk Reconstruction/ADA Compliance
- Crosswalk / Median Refuge Island
- Stop Improvements
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

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

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

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

**Implementation**
- 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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