

BUTLER STREET TRAIL

57th STREET TO ONE WILD PLACE

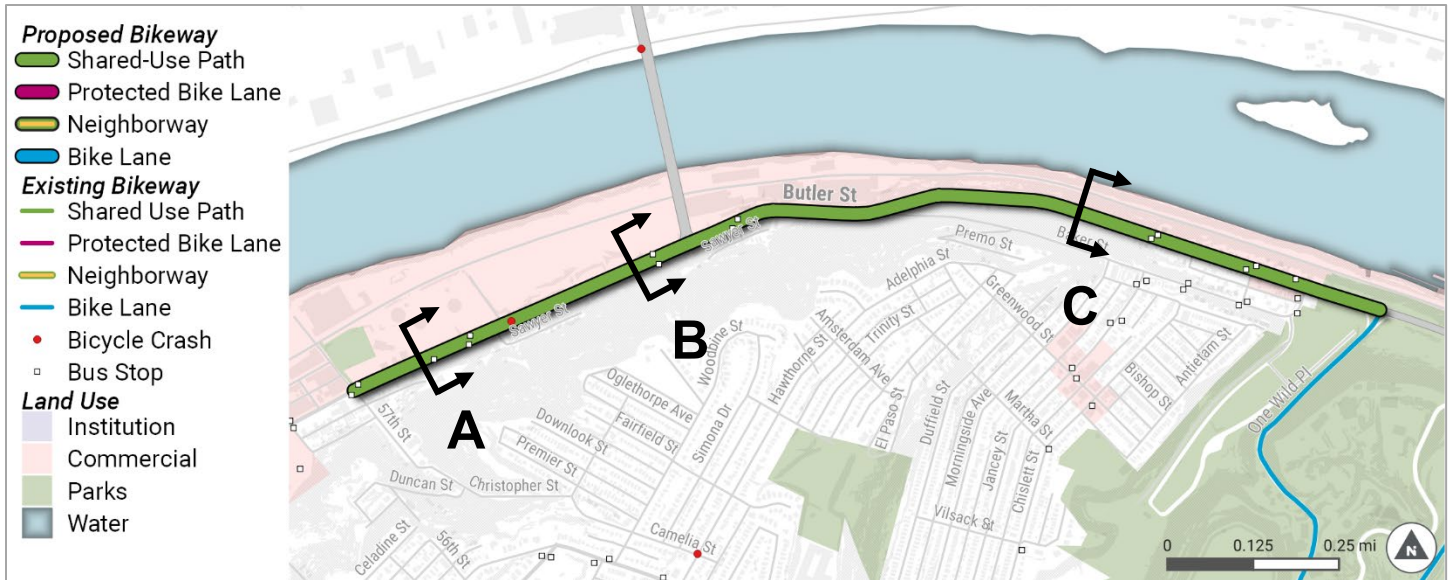


Figure 1. Proposed Butler St concept from 57th Street to One Wild Place.



Project Timeline 2021

Funding Source

2021 Capital Budget Final Mile

Added Miles of Bike Network:
1.57

Questions?

moveforwardpgh.org

Email:

moveforwardpgh@gmail.com

PLANNING CONSIDERATIONS

Posted Speed Limit	35 mph
Connectivity to existing bikeways	Bike lanes on One Wild Pace; connection to Highland Park
Bikeway Rationale	Connection to Highland Park
Major Barriers (constrained bridges or underpasses, freeway ramps)	North side of street is challenging with 62 nd Street Bridge connection, large curb cuts. Narrow sidewalks past the bridge.
Elements of Construction	Raised sidepath/trail. Signal changes/upgrades for 62 nd Street Bridge. Replace drainage grates to be bicycle friendly.
On-Street Parking	Unmarked parking on both sides
Transit	Routes 87 (57 th Street to Gallatin Street) & 91 (57 th Street to 62 nd Street) 13 bus stops total (7 on north side, 6 on south side)

These preliminary concepts are for planning purposes only. Field verification, site condition assessments, engineering analysis, and design are necessary prior to implementing recommendations.

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TYPICAL CROSS-SECTIONS

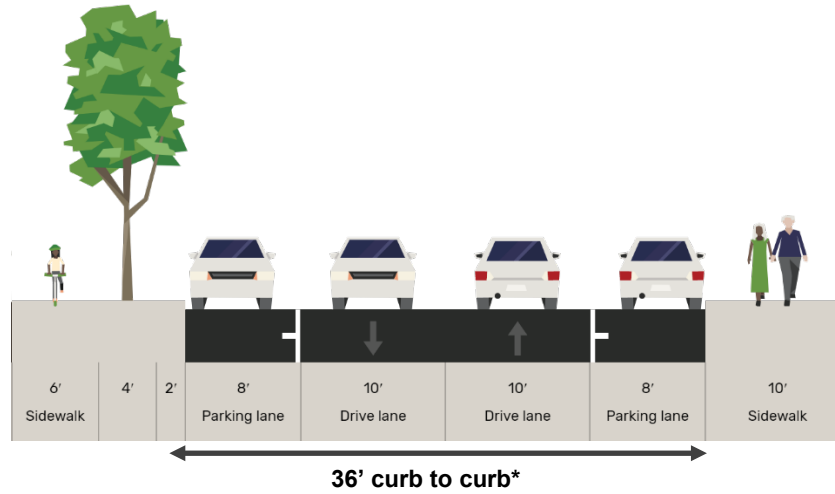


Figure 2. Section A (Butler Street - 57th Street to Sawyer Street) – Existing

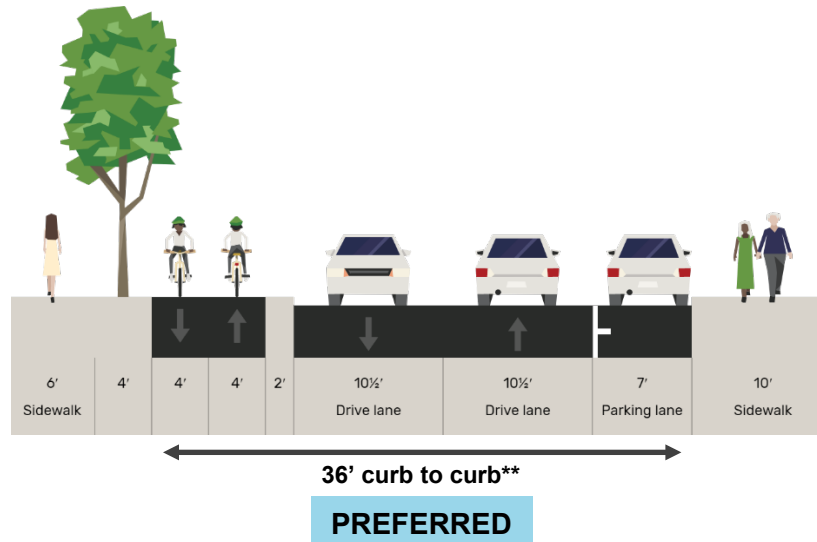


Figure 3. Section A (Butler Street - 57th Street to Sawyer Street) – Proposed Option 1

*Parking lane not marked by striping. Sidewalk presence and width varies.

**Combine bike lanes with sidewalk to create a sidepath/trail. Alternative shows short term option for constrained segment.

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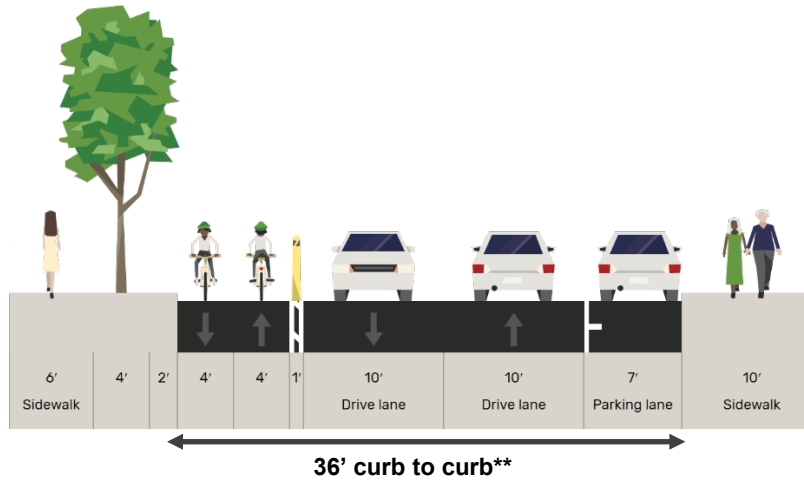


Figure 4. Section A (Butler Street - 57th Street to Sawyer Street) – Proposed Option 2

****Combine bike lanes with sidewalk to create a sidepath/trail. Alternative shows short term option for constrained segment.**

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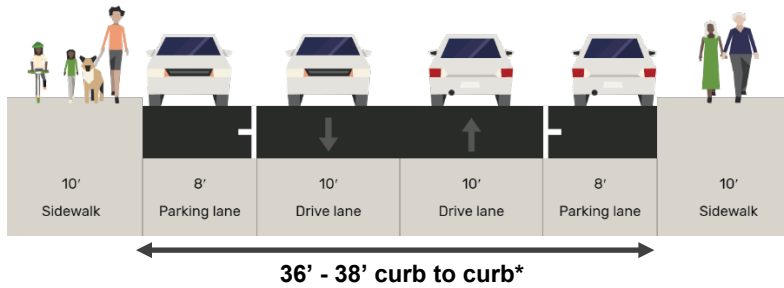


Figure 5. Section B (Butler Street – Sawyer Street to 62nd Street) – Existing

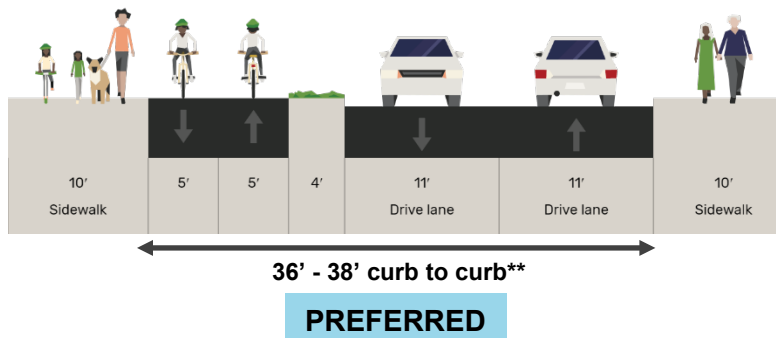


Figure 6. Section B (Butler Street – Sawyer Street to 62nd Street) – Proposed Option 1

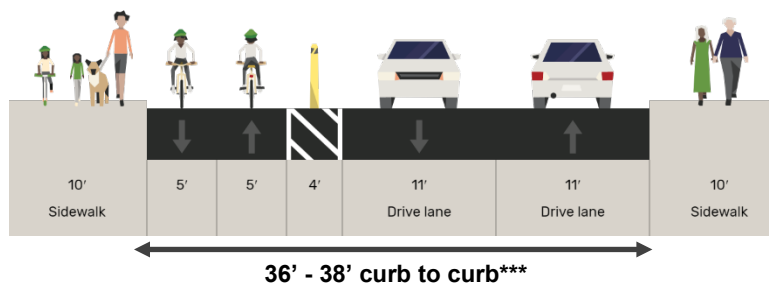


Figure 7. Section B (Butler Street – Sawyer Street to 62nd Street) – Proposed Option 2

*Parking lane not marked by striping. Sidewalk presence and width varies.

**Combine bike lanes with sidewalk to create a sidepath/trail.

***Roadway width varies from 36' to 38'. Buffer to narrow to 2' when 36'.

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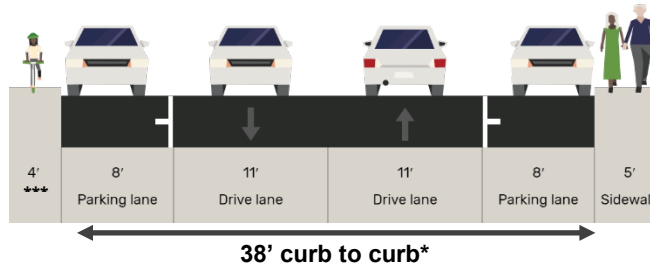


Figure 8. Section C (Butler Street - 62nd Street to One Wild Place) – Existing

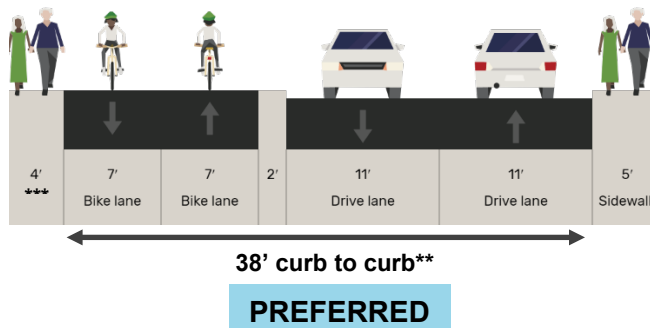


Figure 9. Section C (Butler Street - 62nd Street to One Wild Place) – Proposed Option 1

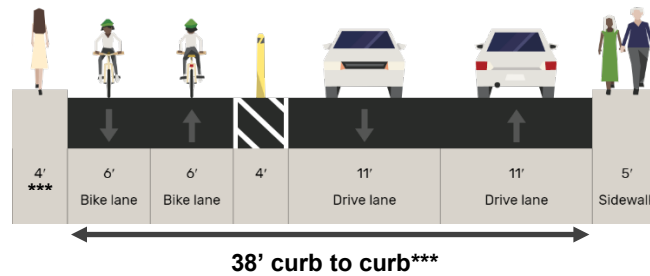


Figure 10. Section C (Butler Street - 62nd Street to One Wild Place) – Proposed Option 2

**Parking lane not marked by striping. Sidewalk presence and width varies.*

***In Preferred Option combine bike lanes with sidewalk to create a sidepath/trail. Bus stops and parking needs to be accommodated in constrained areas by reallocating buffer and narrowing bicycle facility and/or creating parking pads on south side of roadway. Width narrows to 36' for short segment east of 62nd Street, turn lane may be shortened or parking removed to accommodate bike lane.*

**** Although used as a sidewalk, this area is less than 4' wide, includes a railing, and is extremely uneven. Pedestrians should be expected on sidepath.*

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Alternatives Considered

- There are no continuous parallel routes to Butler Street from 57th Street to One Wild Place.
- Baker Street does run parallel for a portion of the segment (approx. 650' east of Livonia Court to Butler Street) but has a steep hill and appears too narrow to fit bicycle facilities.
- Standard bike lanes were considered but would require removal of parking and would not serve all ages and abilities, therefore were not recommended.

Design Recommendations

Recommendations

- Preferred (Option 1): Sidepath/trail on north side of roadway.
- Alternative (Option 2): Two-way separated bike lane on north side of roadway.
- Intersections
 - **62nd Street Bridge:** Add bicycle signal, space for the left turn lane to remain eastbound, evaluate if through/right westbound lane is needed.
 - **Butler Street and Baker Street:** Bicyclists use crosswalk to access two-way separated bike lanes, evaluate to remove westbound left-turn lane.
 - **All:** Use FHWA Safe Transportation for Every Pedestrian (STEP) guide to inform design for safety of pedestrian crossings.

Rationale

- **Speed and AADT**
 - Speed is 35 mph and AADT is above 3,000 throughout the corridor therefore a separated facility is recommended to accommodate all ages and abilities. 57th Street to 62nd Street is 13,046 AADT (PennDOT, segment begin: 0040 to segment end: 0080, year collected: 2018); 62nd Street to One Wild Place is 10,744 AADT (PennDOT, segment begin: 0150 to segment end: 0180, year collected: 2020).
- **One-way vs. two-way separated bike lane**
 - One-way separated bike lanes are not feasible within the existing roadway. A two-way facility on the northside is preferable because the north side has fewer intersection crossings than the south side of the roadway. Several T-intersections only impact the south side.
- **Removing and/or reconfiguring lanes**
 - Existing travel lane widths may be narrowed.
- **Removing and/or reconfiguring parking**
 - On-street parking is underutilized on north side, so it is recommended to remove to fit a high-comfort bike facility. In some areas where there are no properties, the parking lane on the southside will be removed.
 - Parking on south side should be defined by striping where necessary.
- **Other considerations**
 - Traffic vehicle mix, 300-500 trucks AADT increases bicyclist discomfort, so separation is needed.
 - Raise bike lane on north side to accommodate transit at seven stops.

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- **All ages and abilities**
 - Sidepath/trail or separated bike lane will serve all ages and abilities.

Needs for Additional Study

- Evaluate removing dedicated westbound right turn lane when shifting travel lanes to the north to accommodate bike facility at 62nd Street and Butler Street. Evaluate signalization and need for phase separation at 62nd Street and Butler Street.
- Evaluate the removal of the westbound left turn lane at Butler Street and Baker Street (eastern end).
- Evaluate signals to accommodate lane shifts.
- Evaluate need and length of turn lanes at Suydam Street. This is currently undeveloped and only leads to one site.
- Evaluate changing angle of slip lanes on 62nd Street Bridge to allow for a slower and more controlled right turn movement instead of a free-flow movement.
- Evaluate consolidating of commercial driveways on the north side of Butler Street to reduce conflicts with bicycle movement.
- Consider working with PennDOT to lower speed to 25mph.

Cost Estimate*

[See spreadsheet](#)

**This opinion of probable construction cost was developed by identifying pay items and establishing quantities based on the current Pittsburgh Final Mile scoping forms. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Preliminary cost opinions include a 5-20% contingency to cover items that are undefined or are typically unknown prior to final design. Unit costs are based on 2018-2020 dollars and were assigned based on historical cost data from City of Pittsburgh prior contracts. This cost opinion does not include easement and right-of-way acquisition; permitting, inspection, or construction management; escalation; or the cost for ongoing maintenance. This cost opinion is provided for the Client's information, and is based on the design professional's recent experience, adjusted for factors known at the time of preparation. Toole Design Group, LLC has no control over the cost of labor and material, competitive bidding, or market conditions; and makes no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the Client.*

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DOCUMENTATION OF APPROVAL

Recommended corridor concept is (circle one)

approved

approved with conditions

not approved

for final construction plan development.

Conditions (e.g., stakeholder approval, additional study, etc.)

Name: _____

Signature: _____

Date: _____