



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

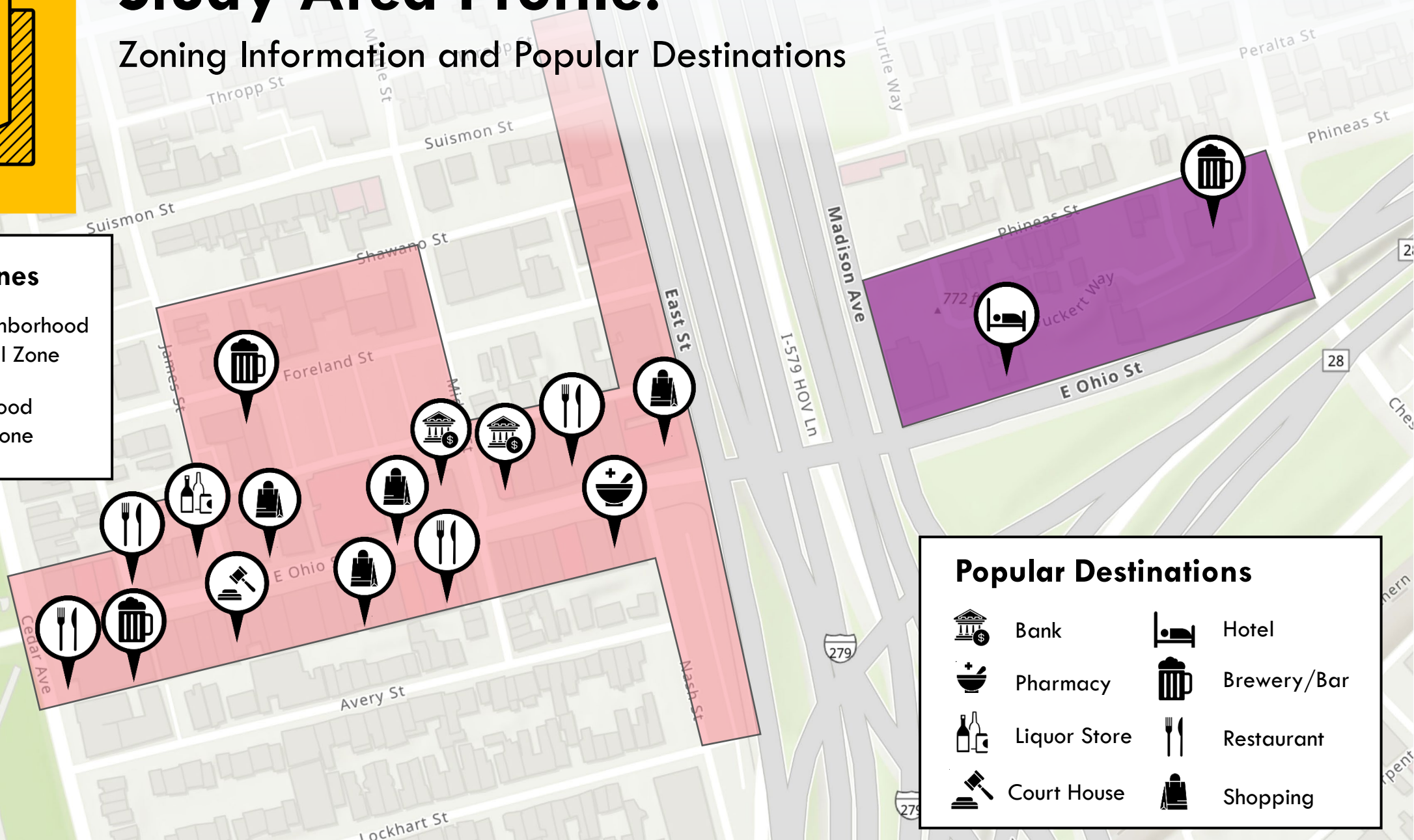
Study Area Profile:

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

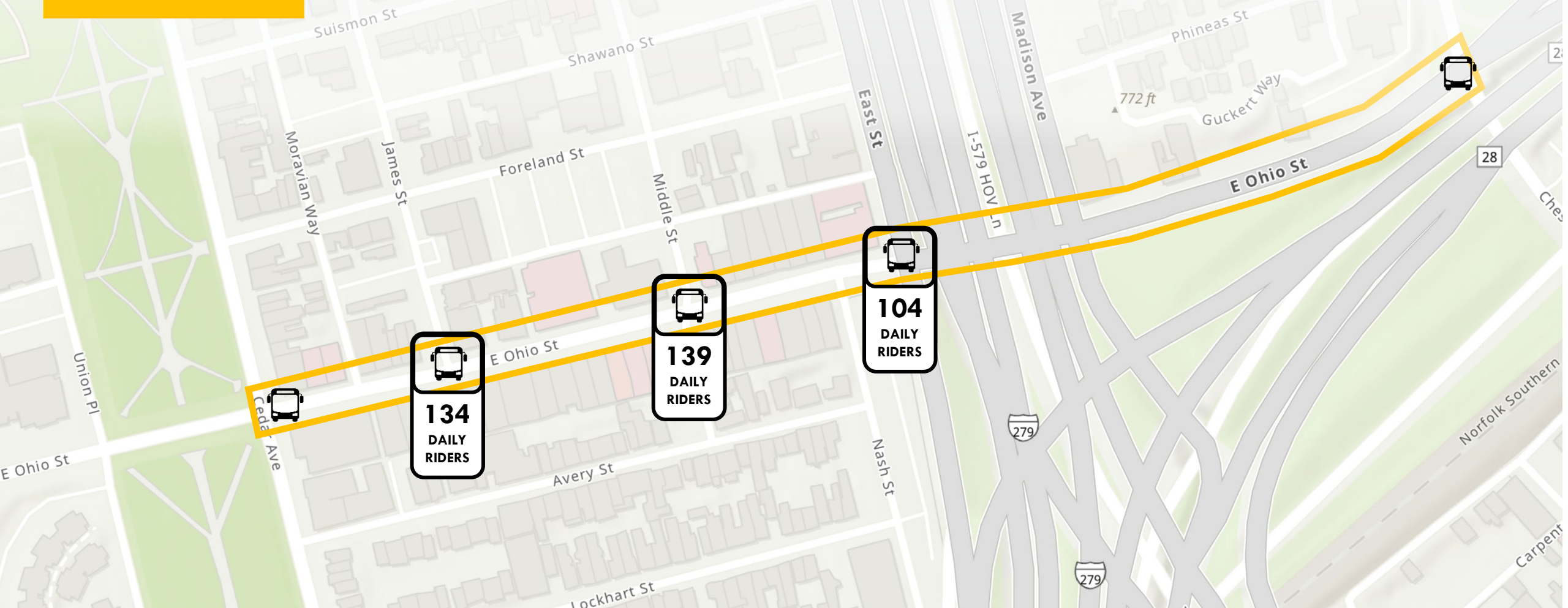




Transit Information

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

Average Daily Ridership: Total 435 (9/2022)



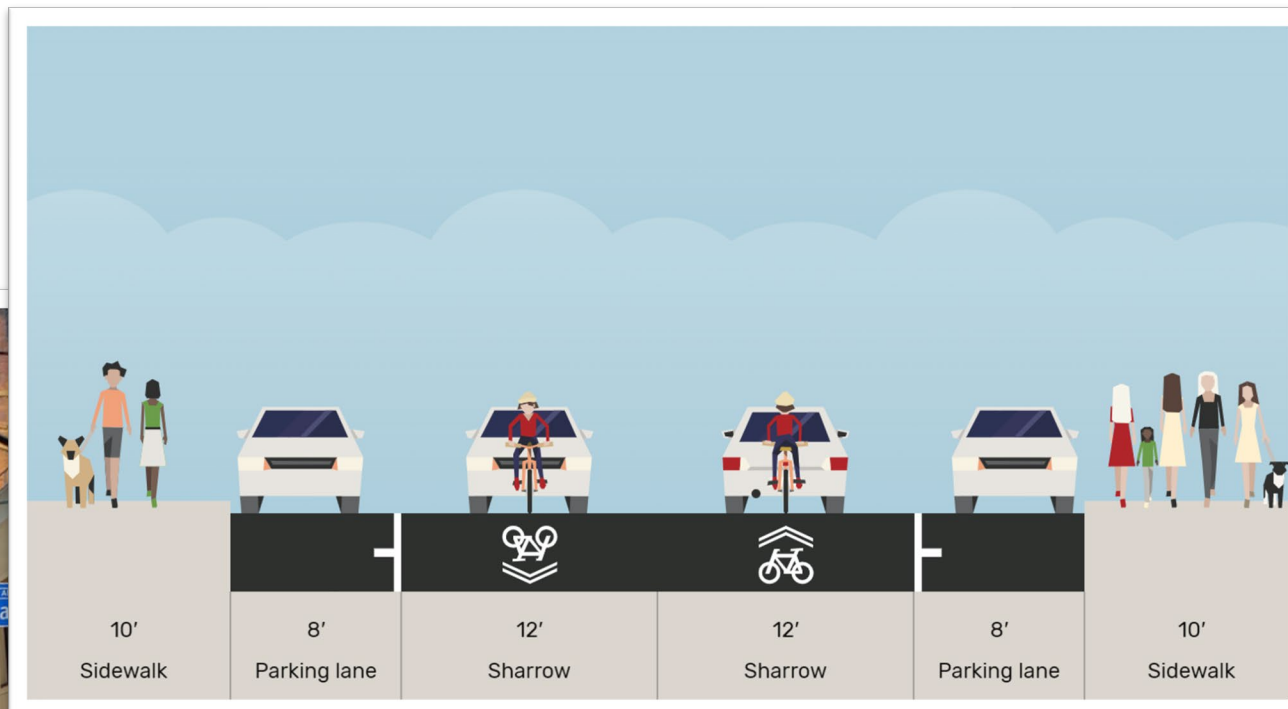


Current Street Design: Cedar Ave to East St

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.

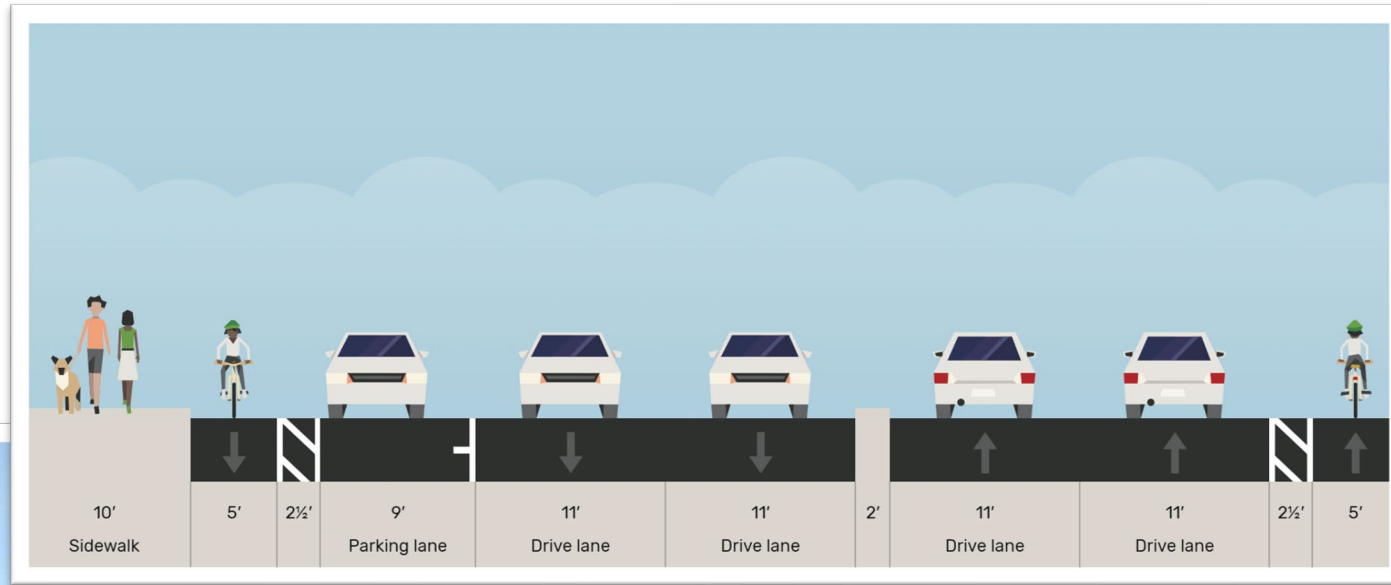


Current Street Design: East St to Chestnut St

Looking: East

ROW Width: 80'

Ownership: State



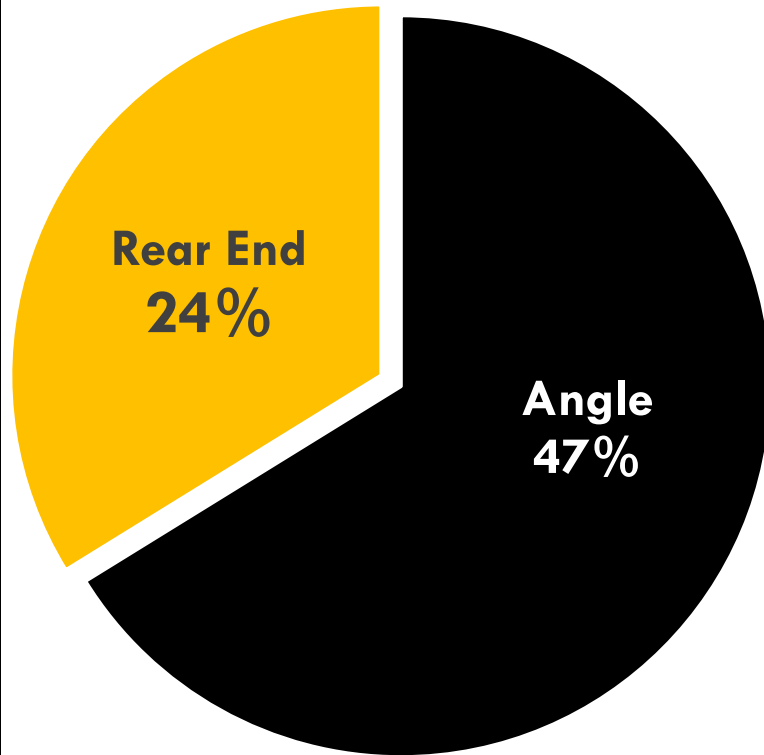
- Roadway width 70' with features changing depending on the section.

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

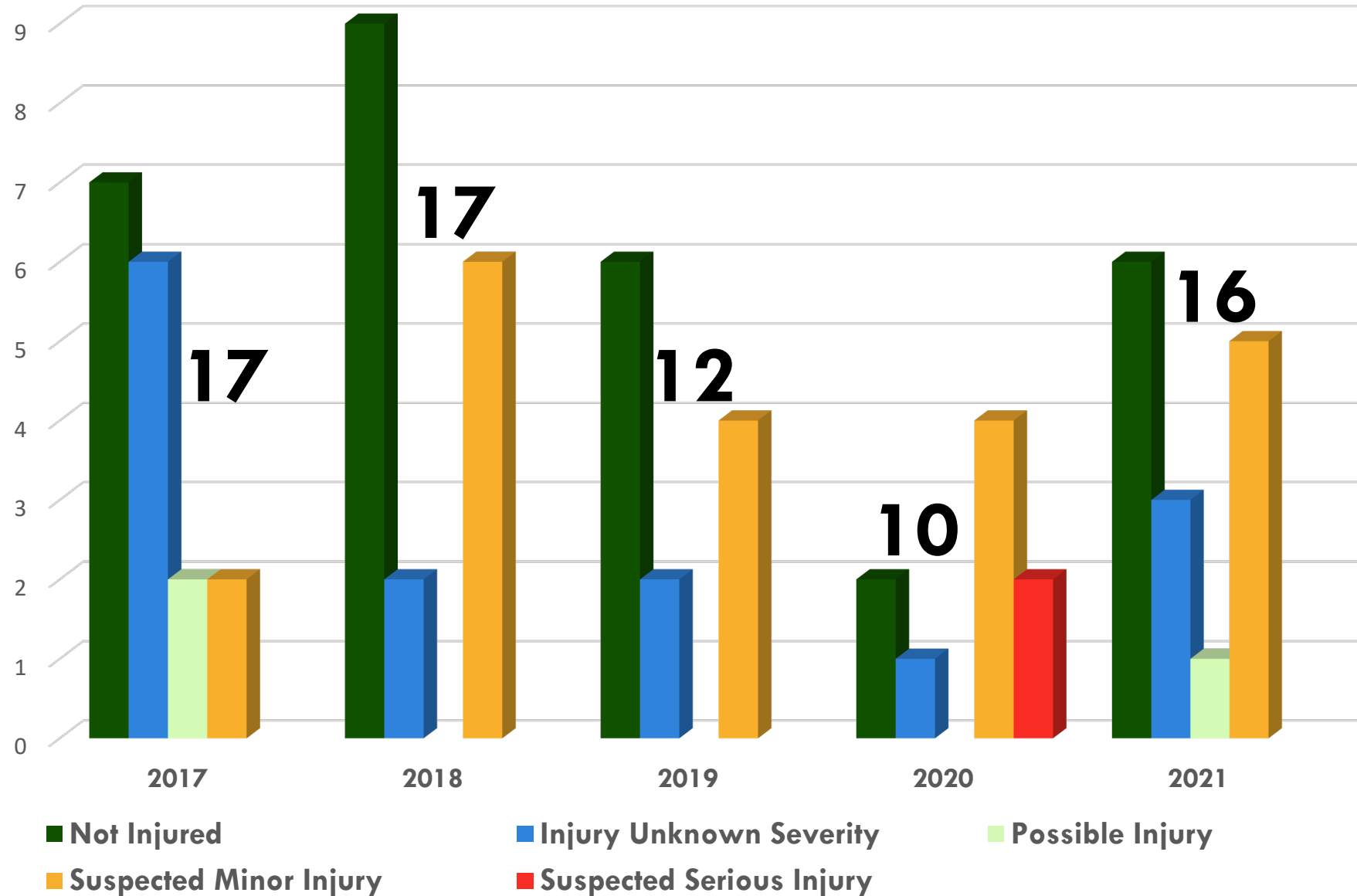


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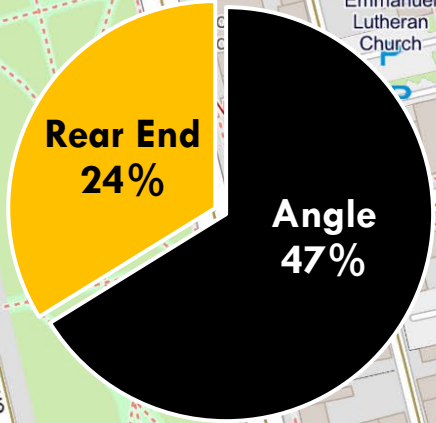
**No Reported
Bicycle Crashes**



Crash Analysis (2017-2021)



Crash Analysis (2017-2021)



Major Crash Type

Traffic Crash Hotspot & pedestrian Crash :2017-2021



Pedestrian Crash



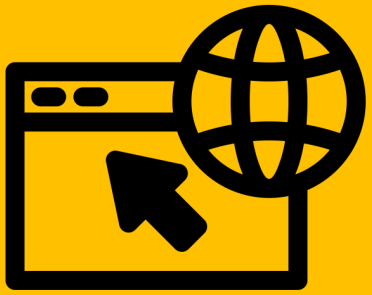
Sparse

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:



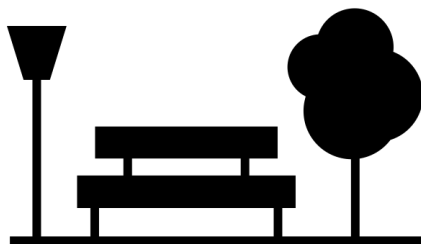
**Pedestrian
Safety**



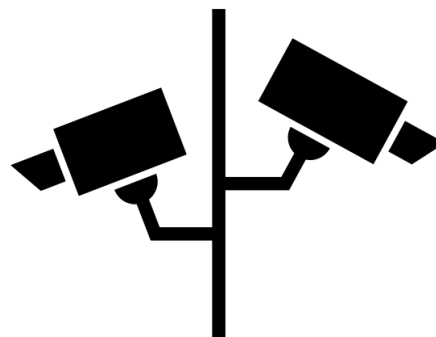
**Mobility
Enhancements
for All Modes**



**Transit
Accessibility**



**Streetscape
Enhancements in
Business District**



**Public Safety &
Homelessness**



Possible Treatments

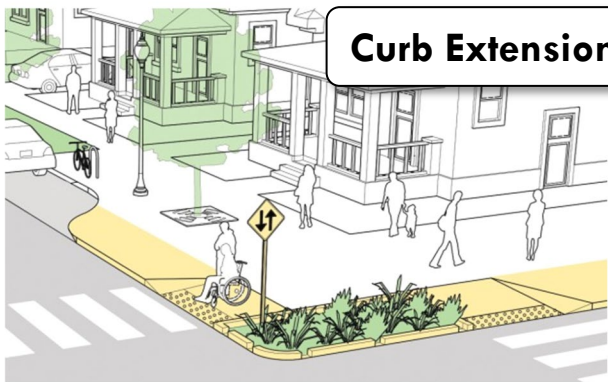
Possible Pedestrian Safety & Transit Accessibility Improvements

Locations of interest

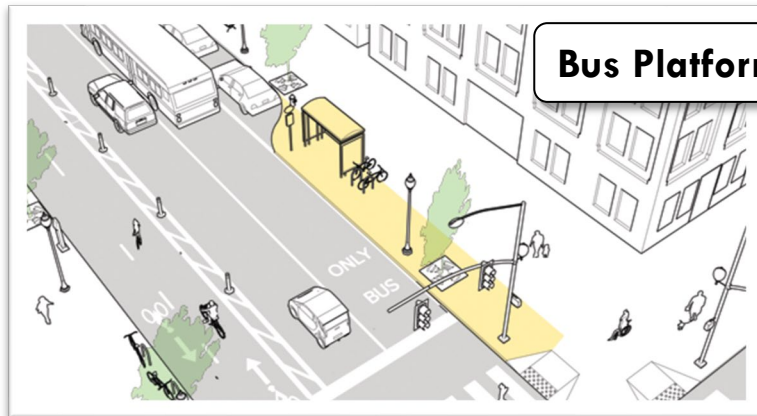
Intersections of

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

Curb Extension



Bus Platform



Raised Intersection

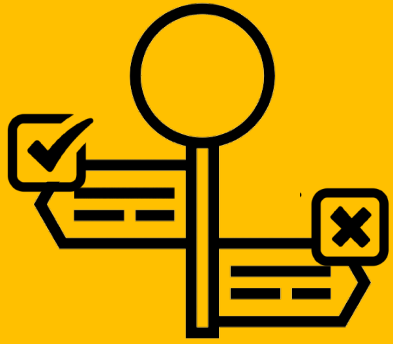


Pedestrian Refuge Island



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



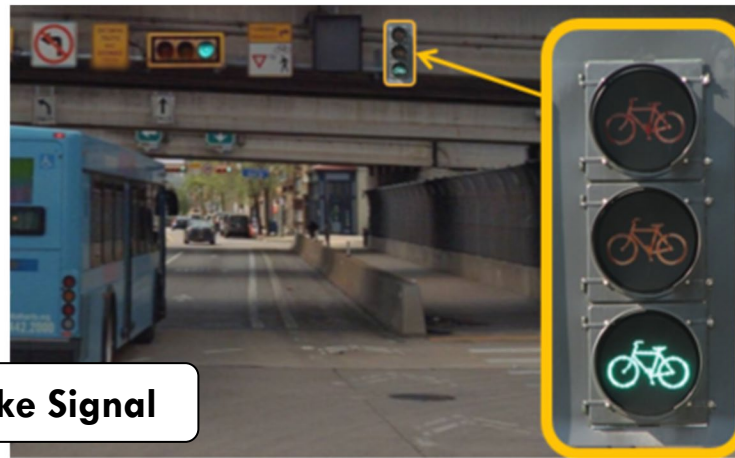
Lighting



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



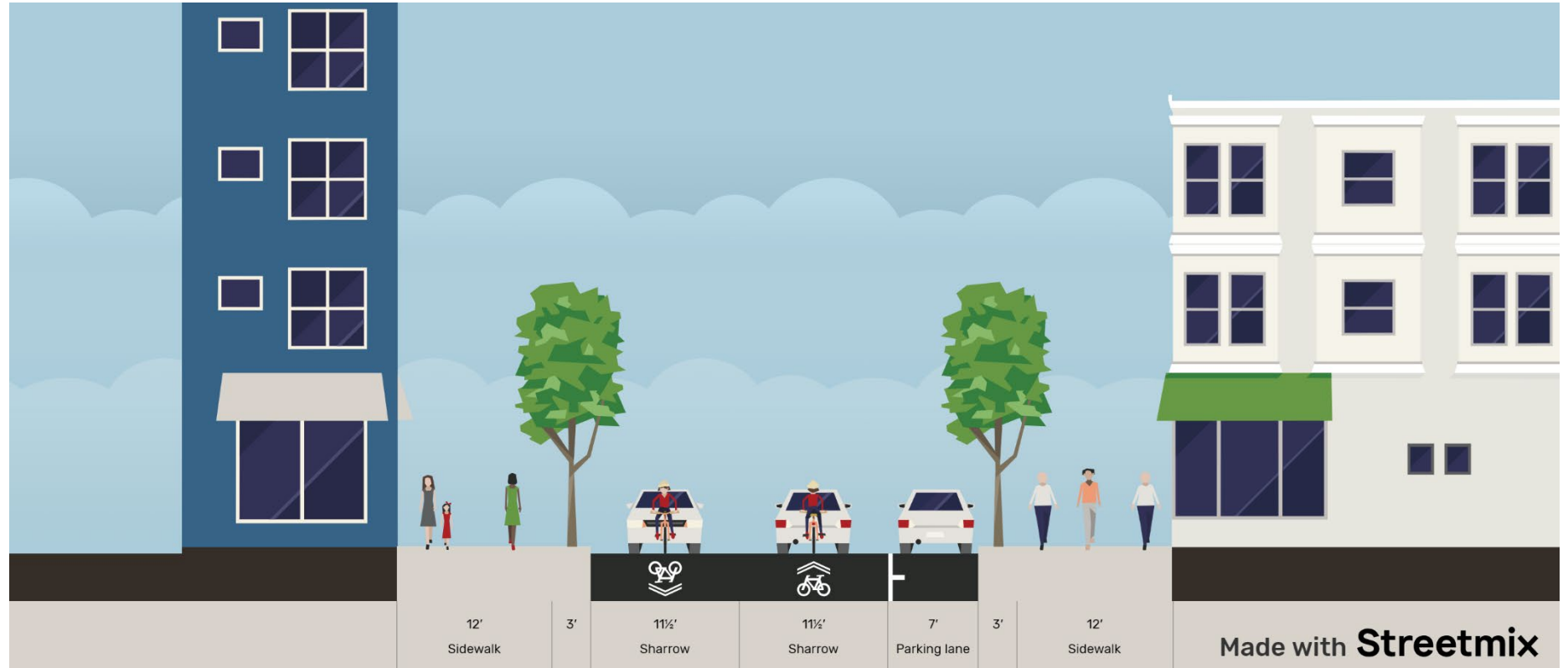
Final Plan

Winter 2023 - Spring 2024



Possible Cross Sections

Parking impact for extended sidewalk



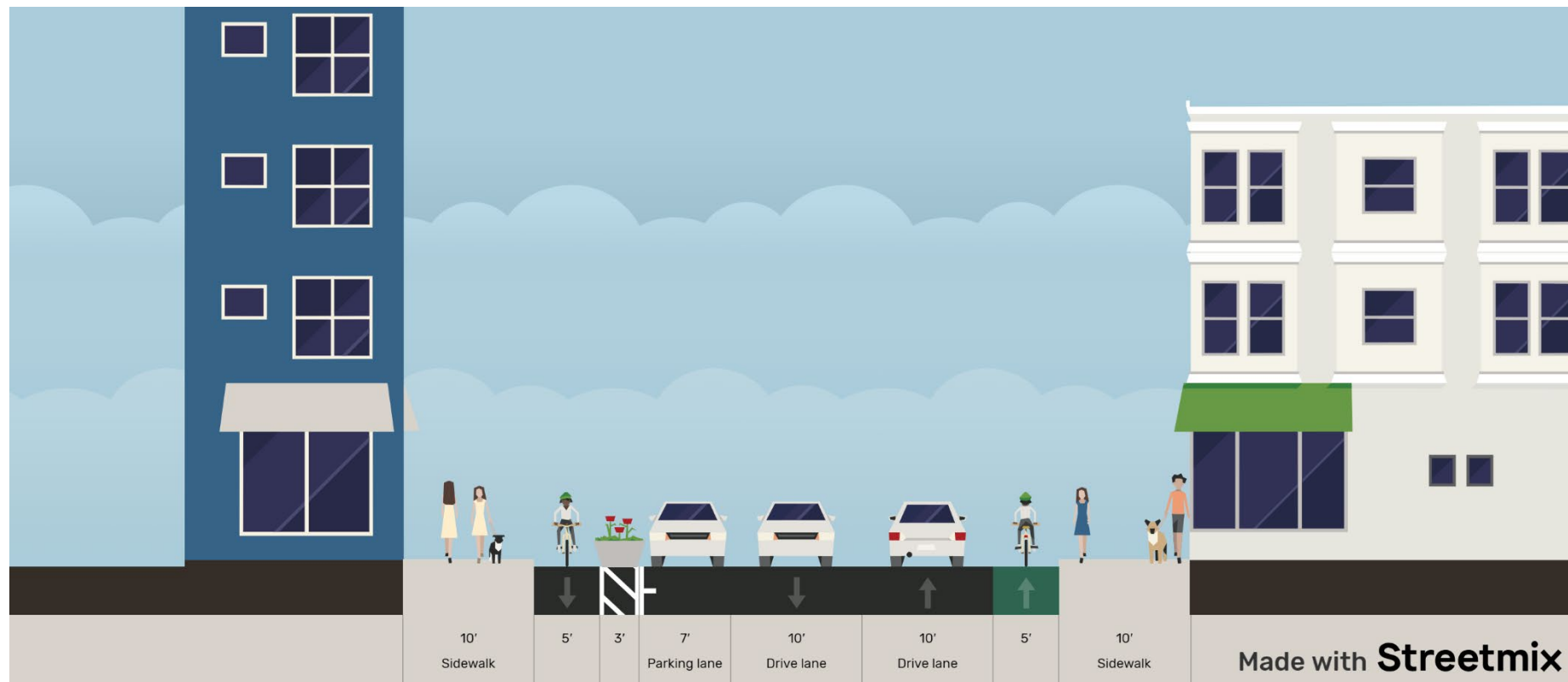
- Widened Sidewalks
- Wider Vehicular Travel Lanes
- Share Bike Facilities (Sharrows)

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

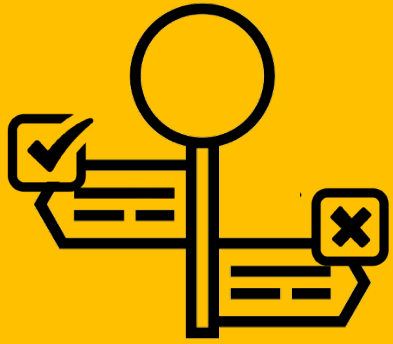


Possible Cross Sections

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

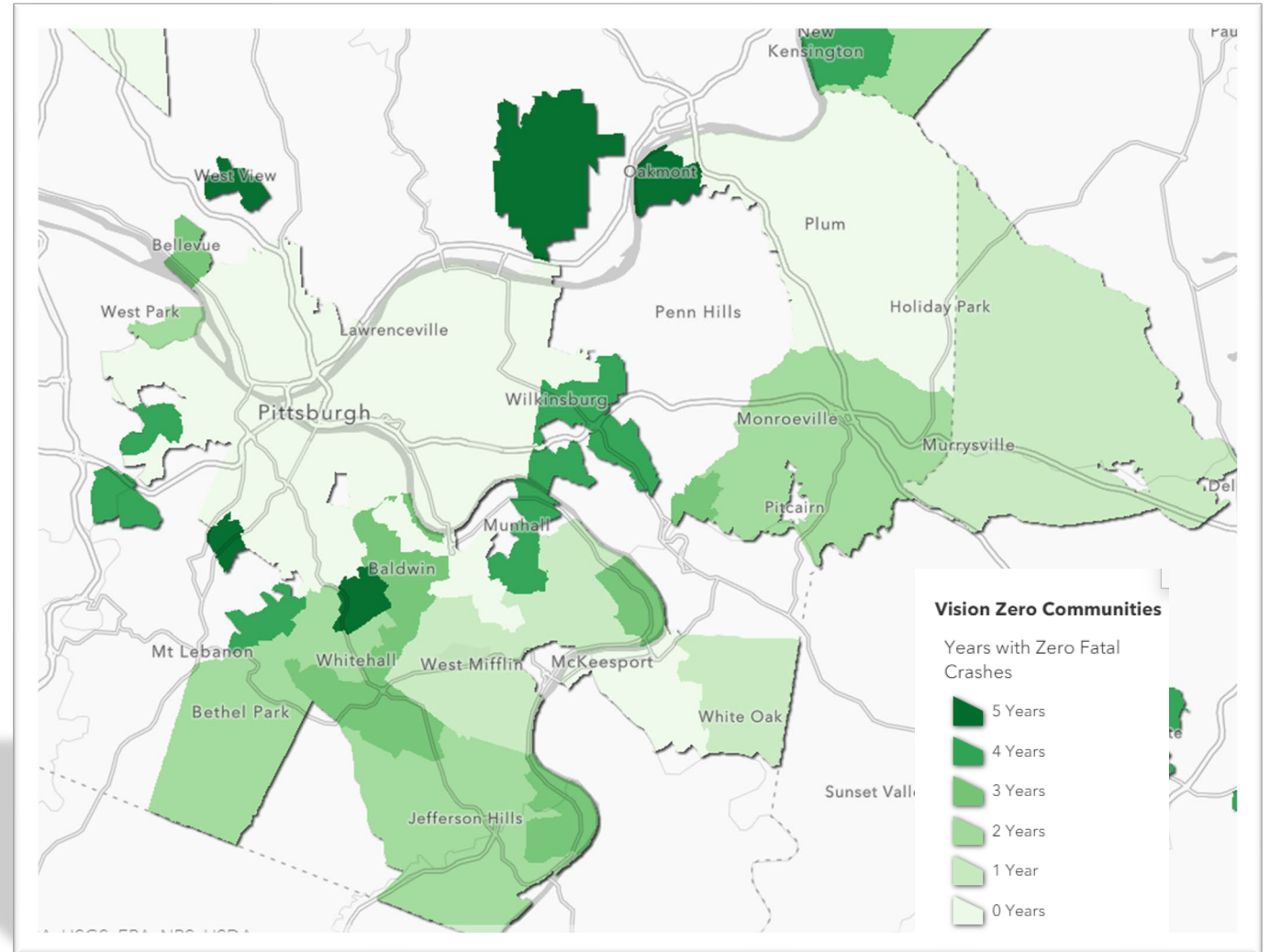


Kevin Brown
Principal Planner, DOMI
kevin.brown@pittsburghpa.gov



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

Meeting Notes:
East Ohio St Public Meeting
9/19/2023

Attendees:

City:

Panini Chowdhury – DOMI
Kevin Brown – DOMI
Jan Raether – Mayor’s Neighborhood Services Office, Infrastructure Engagement Specialist
Lindsey Robles – Mayor’s Neighborhood Service Office, Neighborhood Liaison
Stephani Joy Everett – DCP
Mohammed Burny – District 1 /CM Wilson’s office
Bobby Wilson – District 1 City Councilor
Craig toocheck-PRT Rep.

Minutes:

Jan Raether opened the event with a general overview of the meeting agenda and some general guidance for the meeting. He also introduced City staff present at the meeting.

Kevin started the data analysis with a review of the background information that was collected and analyzed in the initial planning study. Panini started by reviewing the results of the initial online public engagement. He then reviewed the possible treatments that have been considered by DOMI to address the issues identified by the initial planning and online engagement. Following that he opened the question-and-answer portion of the meeting.

Councilman Wilson said a few words about the corridor and the project. Addressing his support for this project and that it is a priority to him and his office. He noted that several grant applications are already out for this project.

Topics Discussed in the Q&A:

- Are there safe ways to divert bikes to side streets or out of the busy business district?
 - We will investigate the possibility of diverting bike traffic but primarily we are looking to see where we can integrate/improve dedicated bike facilities.
- A question about if the Engage page will remain up.
- Did we review 311 and 911 data for this corridor? Is that data reflected here?
- Middle St & East O
 - Parked cars are a nuisance on the street. Parked on the sidewalk and on the curb extensions. Parking on Middle is particularly dangerous. Commenter is in favor of Curb Extensions. They want to feel safe crossing the street.
 - Multiple comments about Middle and East O. Middle from East O to Avery could be considered to change to one-way traffic. They want us to address the drug loop and close it.
 - Multiple respondents express their desire for RRFB or In-Street Yield to Peds signs
 - Loop from 28/highway to South Side of Middle to reduce the loop that drug dealers and buyers from having a tidy loop into and out of the district

- This may also reduce the parking on the sidewalk as that is where drug dealers park to do business
- Parking
 - People always want more and it is ridiculous. There is a public parking lot behind the business district that holds 85 spaces.
 - A parking study would be great to understand the demand and the parking should be looked at as a neighborhood.
 - There is no parking enforcement on East Ohio
 - Parking at the end of the block/in the curb extensions
 - Parking enforcement was not/is not willing to enforce the illegal parking
 - Middle is a particularly dangerous location for illegal parking
 - Increase wayfinding signage to direct drivers to the muni parking lot.
- Transit
 - Stop consolidation would be good
- Streetscape Improvements
 - Several votes for at the very least curb extensions
 - Wider sidewalks are popular
 - Over Street Lighting/Banners/ gateway lighting.
 - Placemaking elements
- Bike Lanes
 - Some desire to divert bikes off to side streets instead of through the business district
 - Peds walking in the bike lane between Nash and Chestnut
 - Bike Racks/Bike Corral would be desired
 - Stop Sign at East O and Nash – Is a dangerous intersection for Bikes. Stop line location is too far back and visibility is poor for cars and vehicles.
 - Leading bike signal at East and East Ohio where they merge into the shared facility
- Crosswalks
 - Desire to add more crosswalks or improve existing crosswalks.
 - Will there be an analysis to see if there is a warrant for a mid-block crossing?
 - Ped-Exclusive or Scramble Phase was mentioned for cedar & E. Ohio.
 - Lead-Ped Interval was also requested, currently the interval for pedestrians are not long enough and don't give pedestrians enough of a lead East St. & E. Ohio.
 - Chestnut-E. Ohio- Ped wait time is ridiculous.
- Sidewalks
 - Lots of kids walk to and from the Heinz House.
 - A sidewalk between Nash and Chestnut would be good as people need to cross several times to reach the destination.
 - Currently people walk in the bike lane on the south side of East O in that stretch.
- General
 - Implementation – Should the projects be
 - East Ohio and Madison – Dedicated Right Turn/People not following the right turn only creating a dangerous situation

- Travel lane width – is it possible to make them shorter
- East St to East O – Left-lane can turn only on to East O. Right Lane is Right or Straight
 - Why are both not left turn lanes? – not enough vehicles turning to warrant it.
- Bike Parking – Can we put bike parking on Middle by the Muni Lot?
 - There are no rules around the bike parking
 - Constituent was directed to review the bike parking guide
- The concrete traffic divider berm in the middle of the street between Chestnut and Madison
 - This portion doesn't have an issue around roadway space. Protection can be added without removing the divider.
 - Could be considered for sidewalk addition
- Nearby intersections – Avery and Middle/Foreland and Middle/Foreland and James
 - Neighborhood Traffic Calming program could be a good approach to get those locations addressed.

East Ohio St Streetscape Improvements

Title/Question: Other Questions or Comments?
Tool Type: Visioner
Activity ID: 1627
Report Date Range: 31 May 2023 - 1 Dec 2023
Date Exported: 15 Dec 2023 09:43 am
Exported By: panini.chowdhury

Contribution ID	Date Submitted	Response
33362	Dec 01, 2023, 05:24 PM	Connect bike lane that ends at East Street with bike lane at Cedar and East Ohio.
33361	Dec 01, 2023, 05:24 PM	Eliminate a lane of parking to further traffic calming.
33289	Nov 20, 2023, 06:43 PM	Black are startled that they were met with assault rifles and tear gas. They ‘think’ white supremacists are patient and skeptical.
33243	Nov 16, 2023, 09:41 AM	The area between Cedar and East is so chaotic! Vehicle stoppage, pedestrians in the street, and uncertain parking keep me out of the area.
33012	Oct 28, 2023, 02:04 PM	Some kind of traffic calming for pedestrians crossing East Ohio. Plus enforcement of stop signs throughout the neighborhood.
32923	Oct 20, 2023, 08:12 AM	Much needed improvement! I live on Pressley St, sadly we avoid the area due to its current state. Area has so much potential, so sad as-is
32698	Oct 03, 2023, 10:26 PM	I will always vote to fund and support bike infrastructure projects. Pittsburgh doesn't have to be afraid to be bold anymore.
32681	Oct 02, 2023, 05:45 PM	Include structured lighted arches in the state-owned section, similar to Short North in Columbus to make the wide street feel more intimate.
32680	Oct 02, 2023, 05:44 PM	Let's include high quality swag lighting with engineered connection points in the city owned section. Will really improve ambiance.
32589	Sep 29, 2023, 06:03 PM	Turn lanes are restricted to one lane. the density of traffic from both e street and e ohio during peak hours causes congestion.
32567	Sep 29, 2023, 07:48 AM	Street requires physical bumpouts, Paint does nothing No room or need for dedicated bike lane Consider taking out 1 park lane for sidewalk
32550	Sep 28, 2023, 03:30 PM	If you want to know how to improve this street corridor you can't do it in 140 characters. Come visit the merchants in their stores.
32546	Sep 28, 2023, 12:11 PM	A more substantial, permanent law enforcement presence on East Ohio Street would be welcome.
32535	Sep 27, 2023, 02:36 PM	For the East Ohio project, I thinking can you get monitoring cameras and police surveillance walking the street.
32489	Sep 24, 2023, 01:35 PM	More trees on both sides of the street
32488	Sep 24, 2023, 01:34 PM	Use signage to make it evident that there is a big parking lot behind the restaurants on East Ohio. (Like they have in Squirrel Hill)
32477	Sep 23, 2023, 05:50 PM	Thank you for the opportunity to comment. Overall, I hope this improvements attract local, small businesses. No chains please, they suck.
32476	Sep 23, 2023, 05:50 PM	Thank you for the opportunity to comment. Overall, I hope this improvements attract local, small businesses. No chains please, they suck.
32465	Sep 23, 2023, 02:46 PM	I work at an office of about 20 in the 600 block. Some bike to work now, many more of us would if it were safe. Let's convert a lane!!
32452	Sep 22, 2023, 07:40 PM	Maintain the maximum number of parking spaces throughout the business corridor. We rely too heavily on business patrons from abroad
32451	Sep 22, 2023, 07:38 PM	Implement the extended sidewalk approach as seen around NOVA center. This has proven to be an effective solution to reduce speeding vehicle
32448	Sep 22, 2023, 03:44 PM	Bike lanes are functional and slow down traffic very effectively, evidenced around the Commons. East Ohio is too dangerous for riders as is.
32441	Sep 21, 2023, 09:04 PM	I would love to see small street trees and other enhancements to highlight the historic nature of this business district.
32422	Sep 21, 2023, 01:19 PM	I’m the owner of Allegheny City Brewing at 510 E Ohio. I favor converting the parking lane on my side to outdoor seating and landscaping.
32421	Sep 21, 2023, 12:02 PM	The traffic lights at the intersection of E. Ohio St. and Cedar Ave need to be reconfigured to help ensure pedestrian safety.
32373	Sep 20, 2023, 01:19 PM	Bicycle cops.
32372	Sep 20, 2023, 01:19 PM	A pedestrian walking light placed at the walkway of James and east ohio to cross. It would be great to get an ice cream shop on East Ohio St
32367	Sep 20, 2023, 11:51 AM	This corridor has a lot of jaywalking. Can we have more and safer crosswalks, with parking bump outs and dedicated bike lanes?
32363	Sep 20, 2023, 10:44 AM	Plant trees
32362	Sep 20, 2023, 10:11 AM	Make East Ohio parking free for a more pedestrian and restaurant outdoor seating friendly environment.
32361	Sep 20, 2023, 10:08 AM	Decreasing the speed within the business district. Improving pedestrian walkways, lighting and street markings. Increasing parking options.
32358	Sep 20, 2023, 09:57 AM	Every cross street on East Ohio needs curb extensions. You cannot see. There’s parking, 1/2 block away, but no signs that tell people.
32351	Sep 20, 2023, 09:26 AM	I use the East Ohio St corridor on a regular basis. I support whatever plan most aggressively reduces car speeds and increases ped safety.
32346	Sep 20, 2023, 09:23 AM	Beautification (street trees, benches, uniform lights) , parking removal for sidewalk seating to create vibrant community space
32306	Sep 18, 2023, 02:44 PM	I will not be able to be in attendance, however, I appreciate my comments are taken into consideration as a local North Sider.

East Ohio St Streetscape Improvements

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Tool Type: Visioner
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Report Date Range: 31 May 2023 - 1 Dec 2023
Date Exported: 15 Dec 2023 09:43 am
Exported By: panini.chowdhury

Contribution ID	Date Submitted	Response
32229	Sep 16, 2023, 10:53 AM	Thank you so much for undertaking this project. It is going to be so impactful to the community! Excited for the increased pedestrian safety
32215	Sep 15, 2023, 09:48 AM	Is it possible to have the detour not go through the neighbor? Is it possible to reconsider diverting traffic down east ohio to madison?
32085	Sep 11, 2023, 10:51 AM	Creating a sense of security is a primary concern, given heavy drug activity this summer - lighting, clear sight lines, fewer lurking spaces
32060	Sep 08, 2023, 03:30 PM	Concrete bump out at transit stops will help with boarding, speed and sidewalk space. Pedestrian lights should come on before cars get green
31962	Aug 31, 2023, 10:28 PM	Candidates shouldn't just give lip service to other transportation options, who actually demonstrates their familiarity with these issues..?
31364	Jul 27, 2023, 07:33 PM	Don't forget the Gateway (Chestnut Street/Rt 28 interchange) and Spring Garden/Spring Hill/Troy Hill and the 16th Street Lane diet plan!!
31148	Jul 11, 2023, 12:50 PM	Can this same planning and robust community engagement approach be applied to Chestnut Street? As well as 16th Street Bridge lane diet?
31126	Jul 07, 2023, 12:15 PM	I am a board member of CASGED (neighborhood community group). Our Board is hoping to be able to schedule a meeting with the project team.
30887	Jun 13, 2023, 09:21 PM	While pedestrian safety should absolutely be considered. I hope it does not impact the availability of street parking. Needed for business
30731	Jun 07, 2023, 03:50 PM	A Business Improvement District would go a long way in helping to address various needs on the street
30704	Jun 06, 2023, 06:26 PM	The panhandler that is at the intersection of East Ohio and Chestnut needs to be told not to stand in the middle of the street here.
30681	Jun 06, 2023, 07:31 AM	Install bumpouts for safer ped safety and traffic calming/speed humps - vehicles speed here - give tickets consistently to reduce speeding
30680	Jun 06, 2023, 07:29 AM	need many new street trees both sides Cedar Street to North Canal for pedestrian canopy
30668	Jun 05, 2023, 02:05 PM	would love NYC style yearround outdoor seating at restaurants, less street parking, string lights going across the way, more benches/flowers
30665	Jun 05, 2023, 01:57 PM	Thank you so much for doing this. We have lived in this neighborhood for 12 years and are really excited to have a safe place to walk.
30663	Jun 05, 2023, 01:41 PM	There are at least 3 dining destinations not flagged on the Study Area Profile
30605	Jun 03, 2023, 08:37 AM	There's only one way to fix this area and you aren't going to do it. Eliminate the massive interchange/highway that cuts through the area.
30594	Jun 02, 2023, 12:54 PM	A protected bike path
30590	Jun 02, 2023, 12:29 PM	Dedicated/separated bike lanes. The section through Deutschtown can be difficult to transverse on a cycle due to traffic/parked cars
30523	May 31, 2023, 06:12 PM	Put "security cameras" up and signs that say "your being watched".

East Ohio St. Business Owner Meeting

Owner 1:

The plan should include examples of projects like this in other business districts (In region & else) to better portray the potential safety and economic impact of these type of projects.

Owner 2:

Requested the parking study data to be available and publish.

Owner 3:

Is there any way possible to better understand the travel pattern and Origin-Destination of the travels that end in the E. Ohio St?

Owner 4: Fig & Ash

Parking is currently quite limited in this area, and we anticipate the possibility of increased business activity over the next 3 to 5 years. To meet the growing demand and to ensure that our customers have convenient access, it is likely that we will need to expand the available parking spaces.

Owner 5:

Parking is a concern for the my customers. Delivery is also an issue. I need place for my loading zone.

Answer: In addressing these concerns, we aim to promote the use of public transit as an alternative.

New issue: the public parking lot is leased to the AGH hospital. Need to better understand the demand and create option to prioritize the businesses.

Owner 6: Bistro to go provider

Taking out parking lanes is detrimental. I've got 40-50 employees onsite every day, and the total number of my employees is around 150. I've got plenty of restaurant customers too. I cannot write, "Please take public transit" on my restaurant website or ask them park far away from my restaurants. I also have catering business. Taking out the parking lanes will cause loss in my business. Is it possible to explore alternative solutions, such as identifying dilapidated buildings that could be repurposed into three-story parking garages?

Owner 7:

Middle Street, in particular, has witnessed numerous accidents. One potential solution I'd like to propose is the partial closure of certain streets to through traffic. I'm willing to park my car in front of my house and take a short walk to my intended destinations.

Owner 9:

I'm a bicyclist myself, and I've personally witnessed several pedestrian safety issues when crossing nearby blocks, especially in the middle sections. In these areas, there are only a few designated

crossings. It can be confusing for pedestrians to navigate, and unfortunately, some drivers maintain high speeds and are often unwilling to slow down for pedestrians. To address these challenges, it would greatly benefit the community to implement measures that calm traffic speeds and create more logical and safe pedestrian crossings.

Owner 1:

I've noticed that cars tend to park near intersections, which can be a safety hazard. To address this issue, we should consider implementing bump-outs or elevated crosswalks in these areas.

Owner 4:

I'm in favor of several measures to improve safety. This includes adding speed humps, changing some streets to one-way traffic, and possibly rerouting traffic in certain areas to enhance safety and convenience.

Owner 2:

I'm wondering which person or authority could consolidate all aspects of our conversations into one?

Answer: We have an Engage page on our website. You can hang flyers with a QR code in your store windows and encourage customers to leave comments on the website.

What impact would beautification have?

Answer: The effect would depend on your preferences. If you desire to maintain some good streetscape elements, it may require ongoing maintenance. If not, we would stick to basic street maintenance, including standard lighting rather than decorative fixtures.

Owner 1:

It is preferable to create a plan that projects future development.

Summary: the business community has full support on the traffic safety component. The business on Pashek+MTR and North side of East St. adjacent are very much in support of parking removal for the extended sitting and/or dining arrangement. Business reps want to project future development potentials in consideration of the parking evaluation. Though the team is opposed to full one side parking removal, they are onboard with the idea illegal parking removal and some impact to improve beautification. Lighting is a big ask. Additional business that in support of parking removal- Allegheny City brewing-510 E Ohio St.



EAST OHIO ST. STREETSCAPE IMPROVEMENTS

Cedar Ave to Chestnut St

Date: August 08 ,2024

Location: Union Place Building Chapel

Agenda

1. Introductions
2. Meeting Purpose
3. Meeting Overview and Norms
4. Study Area profile
5. Community engagement summary
6. What have we heard & What is being proposed
7. Project Q+A
8. Discussion Session (In-person only)
9. Virtual Engagement Via EngagePGH for virtual participants



Introductions

Mike Panzitta, Senior Project Manager-Streets, DOMI

Panini A. Chowdhury, Project Manager-Planning, DOMI

Kevin Brown, Principal Planner, DOMI

Sean Stephens, Project manager-Traffic , DOMI

Jan Raether, Infrastructure Engagement Specialist, Mayor's Office of Neighborhood Services

Lindsey Aquino-Robles, Neighborhood Engagement Coordinator, Mayor's Office of Neighborhood Services



Meeting Purpose

The purpose of this meeting is to share draft outcomes of the plan with the community, gather feedback, and incorporate ideas prior to finalizing the plan this Fall.

Meeting Overview and Norms

- Physical and psychological safety
- Listen to learn
- Be open to new ideas
- Assume best intentions
- Disagree respectfully
- Appreciate differences
- Be present
- Speak up

Safety Overview

- Location of exits
- First Aid Locations
- AED location if available
- Presence of someone CPR Certified
- Emergency Contact
- In the event of an emergency, Jan Raether, will call 9-1-1

Zoom Overview

- Please remain muted
- "Raise" your hand to ask a question verbally
- Use the chat function to have staff ask a question on your behalf
- After the presentation, the feed from the room will end, but project staff will remain online to discuss and answer specific questions.

Study Area Profile:

East Ohio St: Cedar Ave to Chestnut St

Demographics (*Tract level*) :

- Population: 1,903
- Under 18 years: 6%
- 65 years and older: 14 %
- Individual with special mobility need: 18%

Length of Corridor: 0.52 Miles

Household Commute Trends (*Tract level*)

Means of Transportation to Work:

- No Vehicle: 21%
- Public Transport (to work): 14%
- Walk (to work): 13%

Weekday Daily Traffic Information (2024)

Cedar Ave to East St:

9,635 Vehicles/Day

6% Bus/Heavy vehicle

85th Percentile Speed: 26MPH

East St to Chestnut St:

20,741 Vehicles/Day

5% Bus/Heavy vehicle

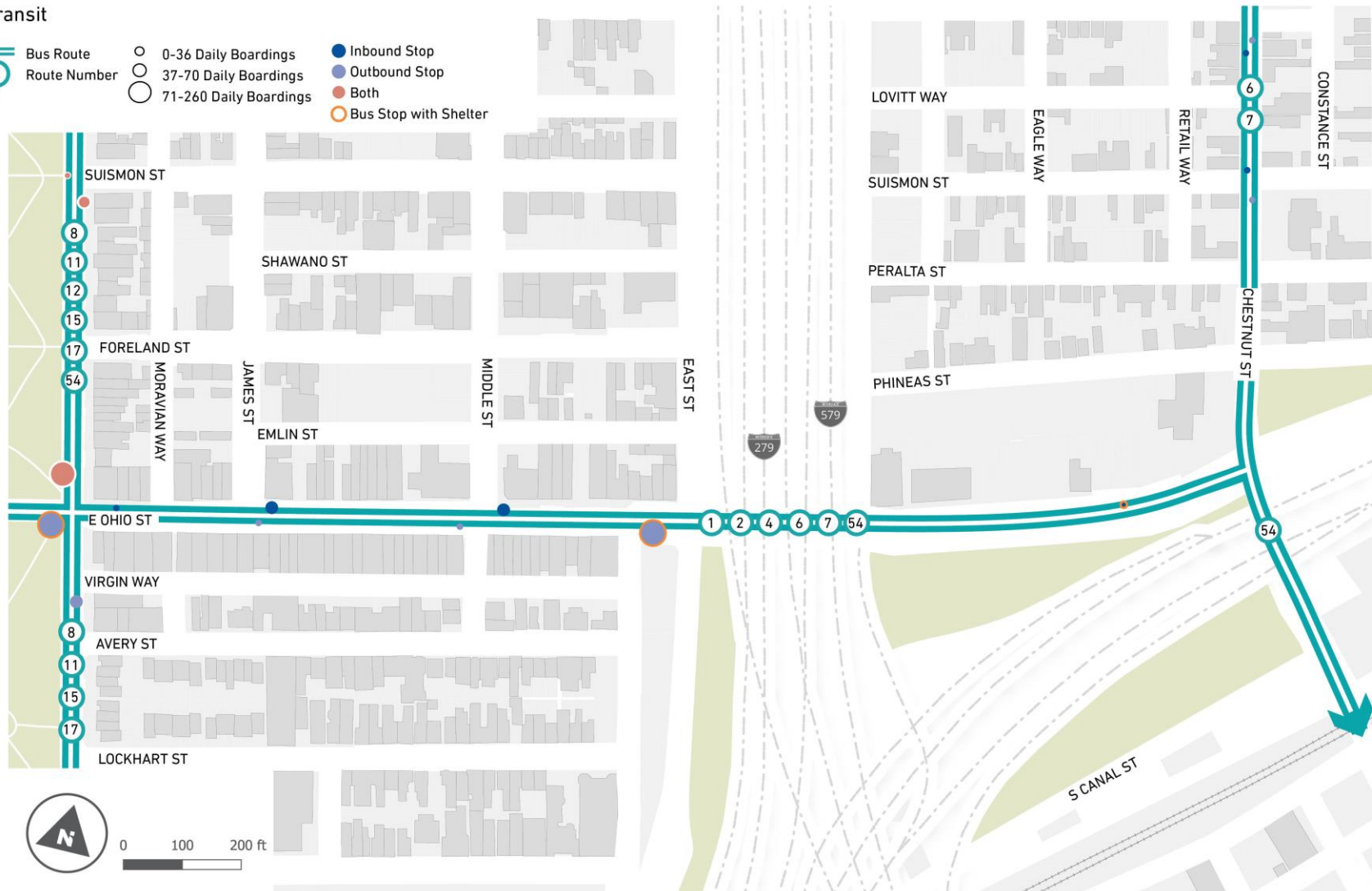
85th Percentile Speed: 34 MPH



Transit Information

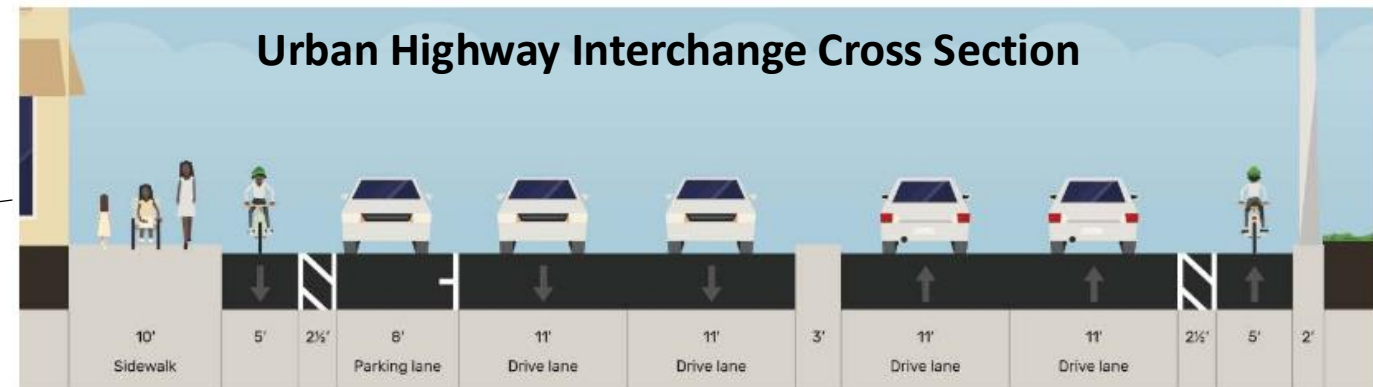
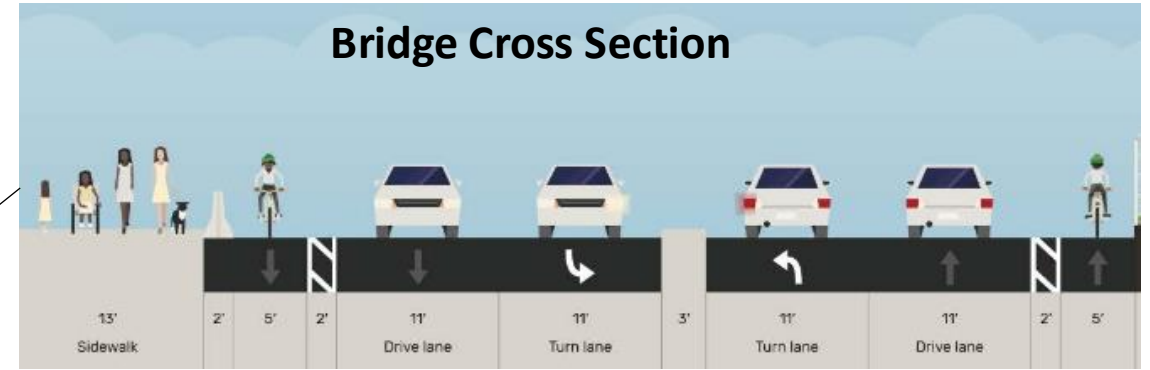
Transit

-  Bus Route
-  Route Number
-  0-36 Daily Boardings
-  37-70 Daily Boardings
-  71-260 Daily Boardings
-  Inbound Stop
-  Outbound Stop
-  Both
-  Bus Stop with Shelter

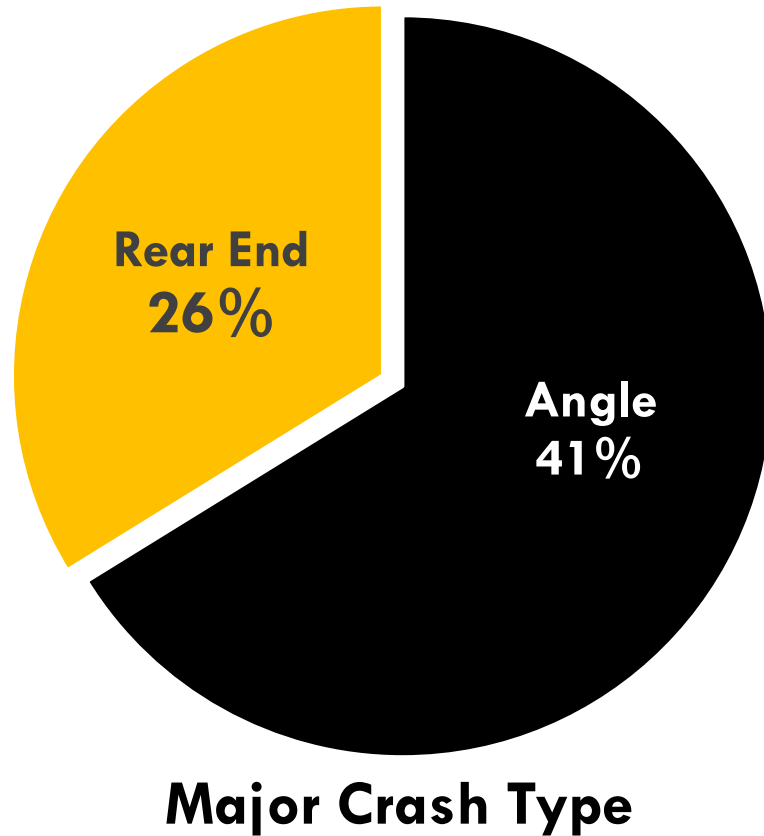


*Transit Ridership Data from OCT. 2023

Current Street Design



Crash Analysis (2018 – 2022)



Reported Crashes

Total

78

Pedestrian
Crashes

7



Bicycle Crashes
(none reported)

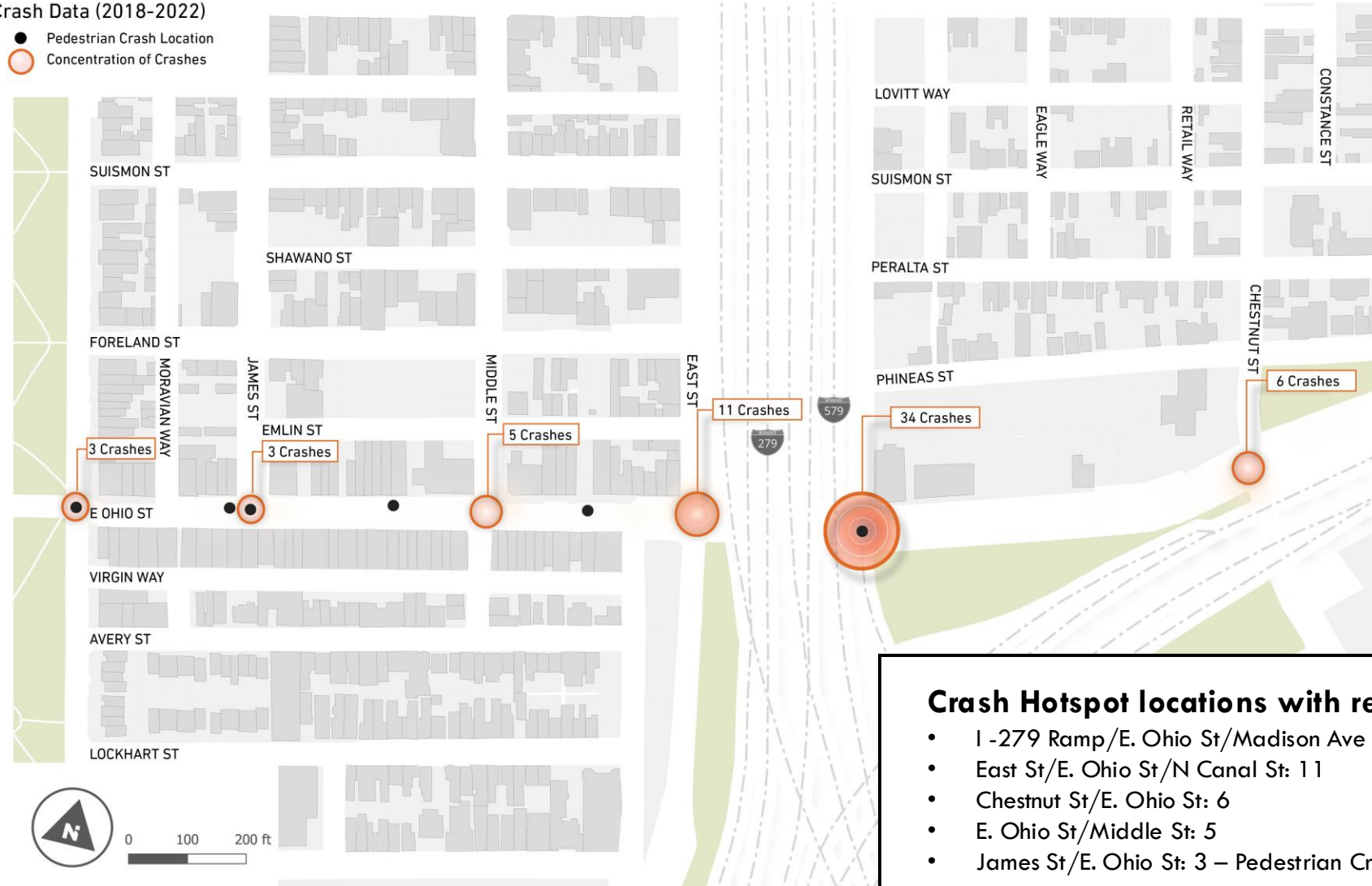
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Crash Analysis (2018 – 2022)

Crash Data (2018-2022)

- Pedestrian Crash Location
- Concentration of Crashes



Crash Hotspot locations with reported crashes

- I -279 Ramp/E. Ohio St/Madison Ave Intersection: 34
- East St/E. Ohio St/N Canal St: 11
- Chestnut St/E. Ohio St: 6
- E. Ohio St/Middle St: 5
- James St/E. Ohio St: 3 – Pedestrian Crash

Public Engagement

Public Meetings/Site Visits



For more information, visit
[East Ohio Street Engage Page](#)

Public Meeting #1 –
September 19, 2023
Allegheny Center Alliance Church



Public Meeting #2 –
October 12, 2023
Government Center



Additional Meetings:

- February 1, 2024
Site Visit / Corridor Walk-through
- April 4, 2024
Walk-through with
State Representative
Lindsay Powell

Public Engagement Online Engagement

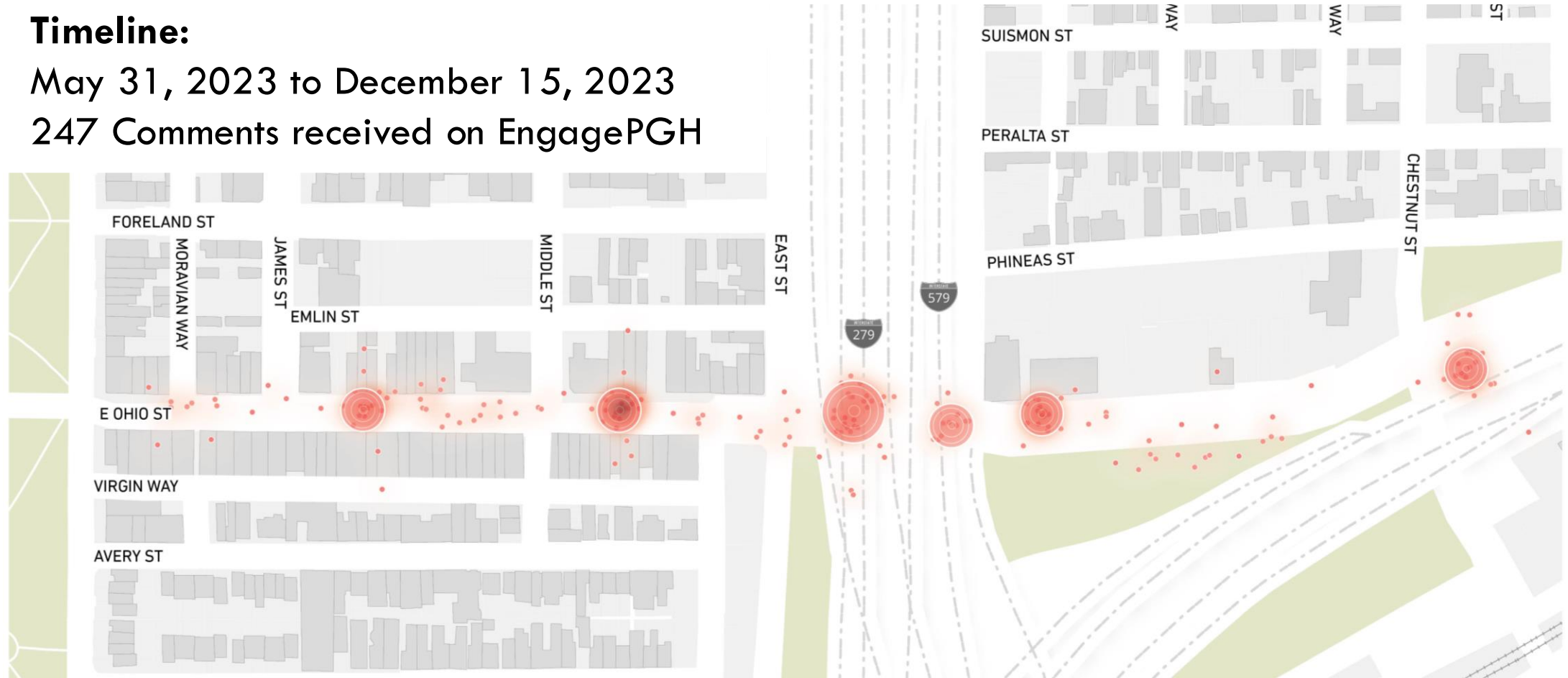


For more information, visit
[East Ohio Street Engage Page](#)

Timeline:

May 31, 2023 to December 15, 2023

247 Comments received on EngagePGH



What We've Heard & What is Proposed

Five Common Themes/Key Issues:



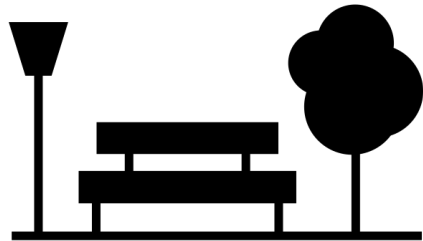
Pedestrian
Safety



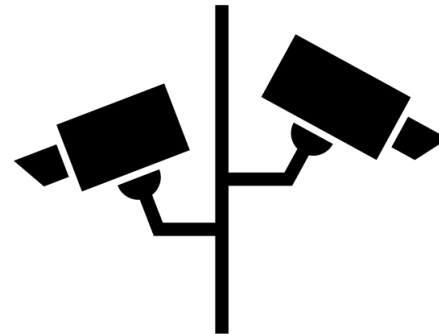
Mobility
Enhancements
for All Modes



Transit
Accessibility



Streetscape
Enhancements in
Business District



Public Safety

Pedestrian Safety

Engagement Takeaways:

- Dangerous crossing at unsignalized intersections.
- Turning vehicle conflict at signalized intersections.
- Missing pedestrian connection at Chestnut St.



Raised Intersection

Proposals in the plan:

- **Lead-Thru Interval (LTI) & Leading Pedestrian Interval (LPI)** - Innovative pedestrian-bicycle focused signal system, that reduces the conflict with turning vehicles.
- Pedestrian focused safety improvements at unsignalized crossings include:
 - **Pedestrian Refuge Island, Raised Intersection, Raised Crosswalk, Curb Extensions**
- **Elevated Shared-Use Path** connecting the business district with Chestnut St intersection (east bound side)



Mobility Enhancements

Motorists

Engagement Takeaways:

- Parking concerns
- Congestion concerns
- Red light running at Madison Ave
- Lane confusion between Chestnut St and East St (west bound)

Proposals in the plan:

- **Retains most legal parking spaces**
- **Additional Wayfinding** signage to PPA Lot
- **Signals optimized to reduce delays** (especially on event days)
- **Additional Signal Heads** to reduce red light running on Madison Ave & East Ohio St.
- **New Pavement Marking Plan** for lanes between Chestnut St and East St (west bound)



Mobility Enhancements

Bicyclists



Engagement Takeaways:

- Dedicated bike facilities on East Ohio St between Cedar Ave and East St.
- Upgraded bike facility between East St and Chestnut St
- Conflict with turning vehicles at Chestnut St, Madison Ave, and Cedar Ave Intersections

Proposals in the plan:

- **Low speed, shared use** condition in the business district.
- **Note:** East Ohio St. between Cedar Ave & East St. has “0” **reported** bike crashes and “0” **reported** 311 bike concerns or conflicts (Jan 2019-Dec 2023)
- **Alternative low stress shared facility** on Tripoli St. connecting cedar to Chestnut.
- **Upgraded bike facilities** on East Ohio
 - West of Cedar Ave
 - Between East St & Chestnut St
 - 16th St Approach
- **Signals optimized** to reduce conflicts - LPI, LTI.



Mobility Enhancements

Transit Accessibility



Engagement Takeaways:

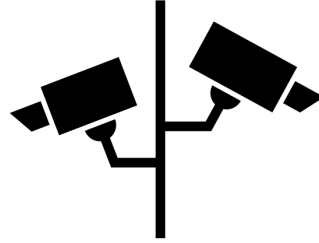
- More transit amenities
- Dangerous pedestrian crossing
- Bus stop consolidation & Bus stop overcrowding

Proposals in the plan:

- **Improved transit amenities** based on PRT Bus Stop & Street Design Guidelines
- **Pedestrian crossing facilities** in the plan include:
 - **Bus Bulbs**
 - **Curb Extensions**
 - **Raised crosswalk & intersection.**
 - **Pedestrian refuge island.**
- **No Stop Consolidation** at this time. But we want to have that discussion.
- **Bus Stop** between Chestnut St and Madison Ave is **moving closer to Chestnut St intersection**



Public Safety



Engagement Takeaways:

- Drug Loop

Proposals in the plan:

- **New traffic circulation proposed** to deter easy through traffic using Middle St for drug sales
 - One Way on Middle toward East Ohio
 - One Way on Nash toward Avery & Lockhart



Figure 11: East Ohio Street – Middle Street and Nash Street Existing Circulation

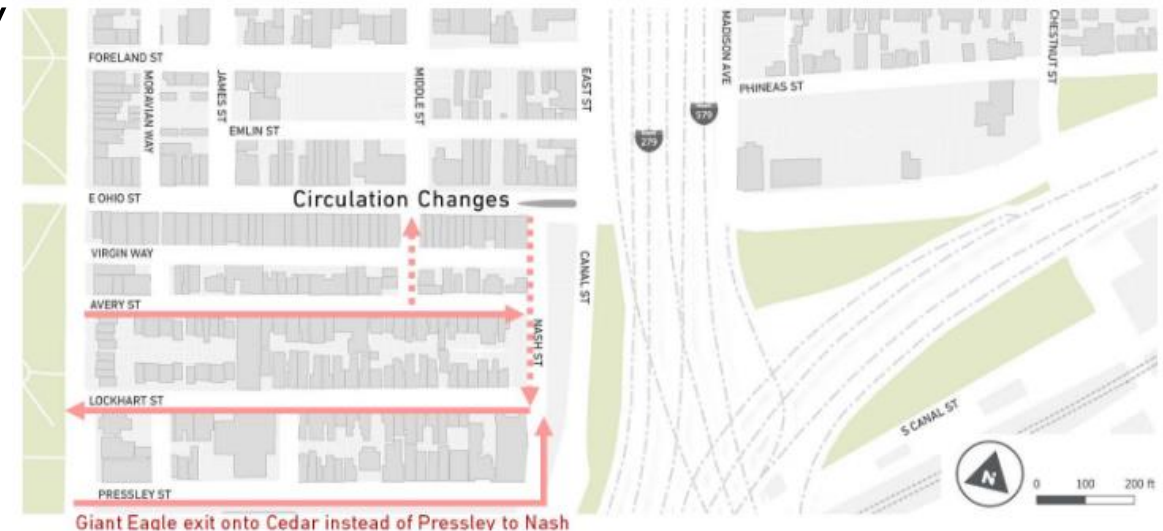


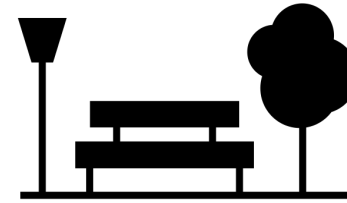
Figure 12: East Ohio Street – Middle Street and Nash Street Potential Circulation Changes

Streetscape Enhancements

Business District

Engagement Takeaways:

- Beautification of the business district
- Enhancements at East St and Cedar Ave intersections (gateways to the business district)



Proposals in the plan:

- **Curb Extensions and Pedestrian Refuge Islands** can be converted to **Green Infrastructure/Landscaping** to welcome people to the district.
- **Transit Amenities** will be recommended per PRT guidelines:
 - **Seating, Shelter, Garbage Bins, Bike Parking**
- **Flex Zones** – retained parking lane can be used as outdoor dining/seating. Conversation with adjacent businesses to follow
- **Underpass beautification** – *Murals, Art, Lighting under I-279 (not explicitly in the scope can be discussed with PennDOT)*



Safe Corridors, Vibrant Communities, Thriving Businesses

*Nationwide studies carried out in **7 cities across 28 corridors** have examined how all-mode safety & accessibility improvement projects impact adjacent businesses and local economies. The results are in!*

Food & Service Industry Friendly

Multi-modal street improvements can increase sales and employment at food service and other service industry businesses.



For more information, visit
[East Ohio Street Engage Page](#)

Positive for Local Economy

Investing in sustainable streets can lead to positive economic outcomes for businesses and communities.

Vibrant and Thriving Community

Increased economic activity in areas with streetscape improvements suggest that improvements can create a more vibrant and economically thriving city.

Next Steps

The city has been awarded a **\$1.5 million** grant from Southwestern Pennsylvania Commission's Transportation Set-Aside (TA-SA) fund to implement the safety & transit accessibility recommendations outlined in this plan.

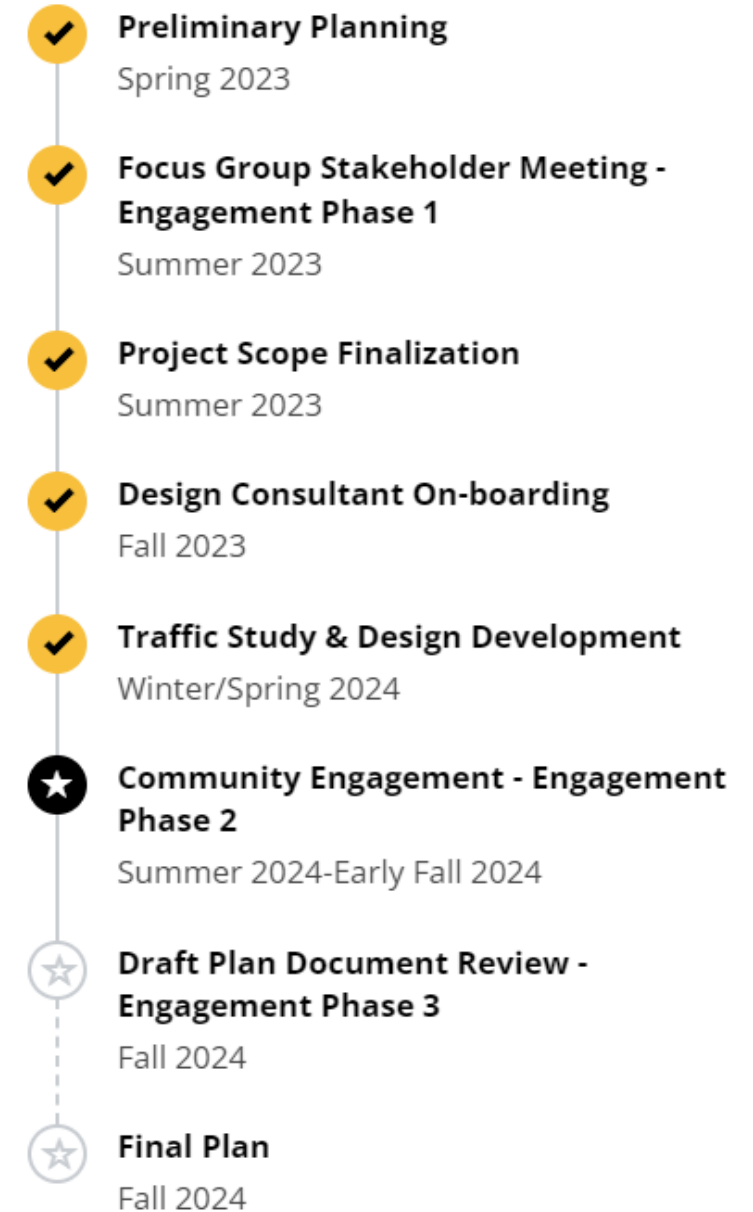
Project extent: E. Ohio St.: Cedar Ave to East St.

Projected timeline*:

- Plan Completion: Fall 2024
- Preliminary engineering & Final Design: 2025
- Construction: 2026

* Subject to change

Timeline



Project Contacts



Jan Raether

Infrastructure Engagement Specialist

jan.raether@pittsburghpa.gov



Lindsey Aquino-Robles

Neighborhood Engagement Coordinator

lindsey.robles@pittsburghpa.gov



Q+A and Plan Feedback

Engage Page: East Ohio St Streetscape Improvements

bit.ly/EOhioSt

Questions? neighbor@pittsburghpa.gov

Thank you!

East Ohio St Streetscape Improvements

Title/Question: We want to hear from you!
Tool Type: Form
Activity ID: 1846
Report Date Range: 28 Jun 2024 - 20 Aug 2024
Date Exported: 20 Aug 2024 03:07 pm
Exported By: panini.chowdhury

Contribution ID	Date Submitted	Share your thoughts and feedbacks on the proposals here
37241	Aug 20, 2024, 02:58 PM	1. Eliminate the pedestrian bump outs on Cedar north and south of E. Ohio. You're only creating infuriated and reckless drivers who will not like waiting for cars ahead turning left or right and waiting for pedestrians to clear. Turning lanes and designated straight-ahead lanes would be better. 2. Stop private use of the Foreland parking lot by adjoining bars, which have been taking it over at night and on holidays for nonpermitted and illegal (drinking) events. 3. Sensible turn lanes are more important that pedestrian refuge islands on East Ohio. The situation is obviously more dire at Madison and Chestnut, but East Ohio between Cedar and East is a reviving commercial district that needs every parking space it can get on the street. 4. a) Yes, to garbage cans on every corner of East Ohio at least. 4. b) NO to any seating or shelter, which will only be used at this time by the drug dealers, and sex workers on East Ohio., 5. Most of those crossing against lights jaywalking in front of cars, etc., on East Ohio between Cedar and East are drunks, sex workers, drug dealers and such. Eliminating parking for businesses to create bump outs will have no effect on that behavior. 6. Maximize parking on the E. Ohio between Cedar and East. 7 Convert parking on the west side of Cedar to a one-hour limit, so that it is more available to shoppers.
37240	Aug 20, 2024, 02:52 PM	Hello. We own and operate the Priory Hotel and Grand Hall at 614 Pressley Street and 617 Lockhart Street. We do have concerns with regard to the changing of Nash Street to one way heading south between East Ohio Street and Lockhart Street. In particular, we believe that this will increase traffic heading down Lockhart Street, which is a fairly high volume now at any rate. There is also a good deal of speeding, which will only increase if there is no way to travel north to East Ohio via Nash Street. We are not categorically against it, but our feeling is that public safety would be greater served by enhanced enforcement of drug laws, and that it may not well be served by routing more traffic down Lockhart Street. At any rate, the re-routing of traffic on Nash Street deserves more consideration and study. John E. Graf President Priory Hospitality, Inc. john@thepriory.com 412 716-9812
37238	Aug 20, 2024, 01:18 PM	I especially like the improvements to the crosswalks, and the increased safety for cyclists. And the improvements to signage for drivers coming off the highway are imperative. I will say that I think the proposed benches along the street would be inadvisable until the issue of homelessness and open drug dealing/use are resolved. Overall, I think the plan is very attractive and well thought out.
37237	Aug 20, 2024, 12:35 PM	The sidewalks on E. Ohio seem too narrow. Please don't add green spaces that will make the sidewalks more narrow and need maintenance. Driving on E. Ohio is more dangerous than walking on it. Improving crosswalk safety would make it easier to drive there IF pedestrians actually use the crosswalks. I don't know how you can enforce that. Enforcement of red lights and cars yielding to crosswalks is needed, especially at E. Ohio and Cedar.
37236	Aug 20, 2024, 12:22 PM	Bump outs for outdoor seating for restaurants would both help beautify the business district and directly help the businesses on the street.
37233	Aug 20, 2024, 10:14 AM	On Chestnut Street, south of East Ohio heading towards the 16th Street bridge, the concept drawing shows one lane headed south, and 2 lanes + a bike like headed north. Currently, Chestnut Street (from East Ohio to the bridge) is 2 lanes in both directions up to the East Ohio intersection. How will the designed one lane south merge into the two lanes south? And will the 2 travel lanes and the bike lane headed north exist all the way down Chestnut to the bridge?
37232	Aug 20, 2024, 10:10 AM	I think the proposed change to the east ohio street and 279 entrance would be a nightmare. At rush hour the right does not move and I have to sit through 4 light cycles to get to my neighborhood I will move out of it. I think the current pattern works but only when people know about it. There should be signs as you get off of 28 and are turning from chestnut.
37229	Aug 20, 2024, 09:47 AM	I really like this proposal, although, it seems like many of the initiatives are dependent upon the state and local businesses. It is great to see this coming together. I wish the project could move faster! Thanks for the efforts and updates!
37228	Aug 20, 2024, 09:45 AM	Utility Company projects and PWSA projects should be considered and factored into the timeline of this project to maximize the opportunity and minimize the impact.
37227	Aug 20, 2024, 09:08 AM	It would be great if pedestrian scale/height lighting could be included in the project's outcome of at least be included in the design.

East Ohio St Streetscape Improvements

Title/Question: We want to hear from you!
Tool Type: Form
Activity ID: 1846
Report Date Range: 28 Jun 2024 - 20 Aug 2024
Date Exported: 20 Aug 2024 03:07 pm
Exported By: panini.chowdhury

Contribution ID	Date Submitted	Share your thoughts and feedbacks on the proposals here
37226	Aug 20, 2024, 09:06 AM	Thank you very much for your hard work and thoughtfulness on this project. I live in the 600 block of Avery Street. I am very supportive of the raised crossing, bulb outs, and curb extensions at the intersection of East Ohio Street and Middle Street. It is very challenging and dangerous to deal with that intersection as a pedestrian, especially if you have children or a dog with you. Anything that can be done to increase pedestrian safety would be fantastic. I am also in favor of the sidewalk on the south side of East Ohio between East Street and Chestnut (although I know that is state property).
37225	Aug 20, 2024, 09:05 AM	It would be good if the bus stops along East Ohio St. could be evaluated for possible consolidation.
37217	Aug 19, 2024, 09:33 PM	# East O Streetscape Feedback ## Chestnut & East O The added bike lane coming up Chestnut is an amazing addition! I bike this 3 times a week for work and when coming up the hill I need to either use the sidewalk or kill myself trying not to slow down traffic too much. The pedestrian/bike sidewalk headed East on East Ohio is an excellent addition as well. This will really improve pedestrian safety and convenience. The only critique I have at this intersection’s plan is for left turns onto East Ohio from Chestnut. The current approach and plan for being able to turn left onto East Ohio from Chestnut, while appearing safe, is unfortunately unrealistic and unsafe in practice. No one actually uses the dedicated crossing patch partly because it is way too time consuming. Cyclists have to sit through two light cycles that are just too long to justify (even with a proposed shorter light cycle) in order to use this. And there is only a very small window for cyclists to cross the Route 28 onramp without dealing with vehicles not paying attention. Rather than following the current guidance, cyclists instead either cut across the south side of East Ohio and head the wrong way on the current bike lane or alternatively get in the straight lane to turn left. The latter is actually what I would advocate for making the official, well marked approach. # East St & East O Some things to be aware of is that drivers coming from East Street, for whatever reason, consistently run the red light. To the point that it is practically guaranteed that at least one vehicle will blow the light seconds after it has turned after the pedestrian walk sign has lit up. I bike this regularly and have learned to wait until I see cars actually stopped. However this then presents a problem as I then have to compete with East Ohio drivers to merge into the road as the bike lane ends there. Better light timing and red light cameras would help this. I believe this is in the plan, though it would be great to have a plan for merging onto East Ohio for cyclists.
37196	Aug 19, 2024, 08:32 PM	The current proposal is good, but I believe that more improvements could be made. The bus stop between Nash St and Canal St is a huge drug stop and needs to be moved to an area of better visibility and safety. I believe that the sidewalk extensions and curb cut outs will help with the illegal parking and difficult motorist and pedestrian crossing at East Ohio St and Middle St. I'm not sure that changes to Middle and Nash Streets to one way will help much with the drug circle. I would like to propose making Virgin way restricted access for utilities only on the 600 block. Having this section closed as well as the one way changes MAY make a difference. Virgin way still represents a through way and also is a significant problem in the drug circle currently.
37184	Aug 17, 2024, 04:08 PM	Red brick, with better side walks on bridge and safer chestnut st intersection
37181	Aug 15, 2024, 03:50 PM	1. The street has too much real estate allocated to Bus stops currently, particularly in light of how few riders utilize these stops daily. Fewer stops open up our precious real estate for sidewalk dining, bike parking, addl street parking, etc... all of which are more valuable to business owners. 2. Having a bus stop at the corner of Cedar and East Ohio, in East Ohio will cause congestion at an already high congestion area. 3. Consideration for historically appropriate lighting between Cedar Ave and East street is important to maintaining the historic appeal of our street. Adding unique lighting to the underpass of 579 is key to connecting our street to the strip district (via the 16th street bridge).
37180	Aug 15, 2024, 03:22 PM	Red brick sidewalks and wider sidewalks on bridge and better safety and bridge and chestnut crossing

East Ohio St Streetscape Improvements

Title/Question: We want to hear from you!
Tool Type: Form
Activity ID: 1846
Report Date Range: 28 Jun 2024 - 20 Aug 2024
Date Exported: 20 Aug 2024 03:07 pm
Exported By: panini.chowdhury

Contribution ID	Date Submitted	Share your thoughts and feedbacks on the proposals here
37179	Aug 15, 2024, 08:35 AM	Community Meeting Notes - Toole Design •Is traffic going to spill-over to North Ave because of the traffic calming efforts on E. Ohio St.? Is there a way to address that? •E. Ohio St. and East St. intersection - crosswalk markings missing on median •How are the one-ways being enforced? Are people actually going to abide by the conversion? •Proposal to enforce no turn on red at all intersections. •Incorporating wayfinding devices. •Comments on Chestnut to E. Ohio St. 2-stage turn box signal phasing, can we create bike box for northbound approach?. •Proposal to add a crosswalk on all 4 sides of the E. Ohio St. and Middle St. intersection. Any possibility to realign Middle Street approaches at intersection to remove offset •No crosswalk from park on Cedar Ave at Tripoli Street is missing - consider with Tripoli Neighborway •General favor for circulation changes, concerns include access for Lockhart St residents if street becomes blocked, less visibility on Middle Street, drug loop being pushed onto Virgin Way
37178	Aug 14, 2024, 09:30 PM	West-bound traffic on East Ohio at Cedar should have a left-turn lane.
37177	Aug 14, 2024, 04:23 PM	Red brick sidewalks for historic charm, and better safety on bridge and chestnut st
37176	Aug 14, 2024, 02:28 PM	"Drug Loop": This is a very short sighted plan. Yes, it may decrease crime on those corridors while simply pushing it further into the residential areas. Specifically to the very active open air drug market at Cedar and Pressley and the budding open air drug market at Cedar and North in the park. It doesn't seem logical to send the drugs, crime, violence, and prostitution into the surrounding residential areas. It almost seems like this portion of the plan is specifically going in place to protect and improve one developers business interests on East Ohio while sacrificing the neighborhood residents' peaceful use of their homes and public amenities like the park. I'd also like to note the study shows 18% of our residents have mobility needs. This particular developer and others have consistently blocked sidewalks with zero recourse from 311. More needs done in the district to manage responsible development that is courteous and respectful to all the neighbors. Also, Developers with active violations should not be permitted to continue any work on any properties related to them until the active violations are resolved.
37174	Aug 14, 2024, 12:35 PM	Hi, thank you all for all of the work you have put into this project! I really like the elevated crosswalks, bump-outs, and additional crosswalk with pedestrian refuge across East Ohio that will connect the Battery to the upper part of the Commons. I also like the bus stop/bike lane set up at East Ohio and Cedar. I am 100% in favor of making Middle St one way going north between E Ohio and Avery St. I am about 80% sure that switching Nash to one way is also a good idea. Changing the timing on the traffic signals sounds good too. I really appreciated the well thought out plan and clear presentation of the Draft Concept Plan. You all have done a great job and I can't wait to see this plan become a reality.
37173	Aug 14, 2024, 12:19 PM	The plan needs to include decorative pedestrian scale street lighting and repair of the district wide sidewalk brick problem. It would also be nice for URA to provide matching storefront grants to upgrade up lighting of building, display windows, signboards and doorways. Upgrading trash receptacles, recycling can, street signage should be moved separately than construction improvements. Most important would be signage to the municipal parking lot.
37172	Aug 14, 2024, 12:01 PM	Hello. I watched your videotaped presentation and had a few thoughts. As an aside, I live on Pressley St. I really appreciate all the traffic calming proposals. Even though it would be less convenient for me to access 279-S if Nash St was changed , having lived here for 20 years and worked from home since Covid pandemic, I have witnessed both drug dealers and seekers speed down Pressley St to get to Nash and jump on 279-N or S or Rt 28. I understand that my street has too many emergency vehicles for speed humps, I think changing Nash would deter the speeding. But it would also need to be enforced because about every 10th car on my street goes the wrong way to get to Cedar Ave. i also am in favor of landscaped buffers and islands in East Ohio St. Would it be possible to partner with One Northside for maintenance? They were partners with Domi to change the traffic around Allegheny Center and those were proposed there but they never materialized. I also think a lighting art installation under the underpass would really help connect East Ohio St and could also be a draw to the business district if done well. Adding bus shelters is a good idea, however, they often serve as off hour party places for panhandlers etc. so increased lighting and cameras may help deter that. Would it be possible to add Smart Trash cans that alert the City when they are almost full? Thank you for considering these suggestions. I am very excited to see the improvements. Cynthia

East Ohio St Streetscape Improvements

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Activity ID: 1846
Report Date Range: 28 Jun 2024 - 20 Aug 2024
Date Exported: 20 Aug 2024 03:07 pm
Exported By: panini.chowdhury

Contribution ID	Date Submitted	Share your thoughts and feedbacks on the proposals here
37171	Aug 14, 2024, 11:50 AM	Thank you for your time and effort on this project. I believe the bump outs will have the biggest positive impact for East Ohio Street. Reducing illegal parking while making it safer for pedestrians. I have no problem taking away a few parking spaces for this, especially since we have the parking lot half a block away. Just as a reminder, the bump outs at Middle Street and Nash Street may need adjusted depending on what the community decides about the One Way proposals. Right now on the plan there is only space for one vehicle turning onto these streets.
37170	Aug 14, 2024, 11:05 AM	It would be great to start the construction earlier than 2026.
37169	Aug 14, 2024, 10:57 AM	Please don't build the curb bump outs. It's only a few blocks. They cause the busses to go up over the curbs when turning and make parking more difficult in an area where parking is at a premium. I'm a flat "no" on this project.
37161	Aug 12, 2024, 09:03 PM	I like the idea one-ways on Middle and Nash. Truly breaks the drug route! Safer for pedestrians as Middle St sidewalks are not usable in several areas. I love the idea that we could do a planting strip for trees, top half Middle above Virgin Way on the west side (not currently in the proposal)!!
37160	Aug 12, 2024, 03:55 PM	More safety on bridge and chestnut intersection, with some red brick for the historic character of the Neighborhood
37159	Aug 12, 2024, 02:42 PM	My name is Patti Dunmire and I live at 537 Avery Street. I'm really excited about the plans for the E. Ohio Street corridor and appreciate all the work everyone has put into the project. I'm pleased to hear that the "drug loop" is being addressed: making Middle St. one-way heading north from Avery St. and Nash one-way heading south from E. Ohio. I ask that you keep in mind that Avery St. is part of this loop: at present, people regularly drive the wrong way on Avery to get from Nash to Middle St. As such, I think Avery needs to be taken into account when reconfiguring the direction of Middle and Nash: perhaps some structural changes that would make it harder to turn onto Avery from Nash, more aggressive signage indicating that Avery is one-way (west to east), etc. Also, I am pleased to hear that the timing of traffic lights and cross walk signals will be adjusted to help aid pedestrian safety. I do have a comment about the Cedar and E. Ohio street intersection. Currently, there is a 3 second delay when crossing E. Ohio St., but there is not a similar delay when crossing Cedar. The walk sign comes on simultaneously with the green light for the car traffic traveling east and west on E. Ohio St. Is it possible to make an adjustment to this crossing now, instead of waiting for the full implementation of the plan in 2026?
37157	Aug 12, 2024, 11:34 AM	Consider safer mixing for cyclists at the beginning of the shared-use path under the bridge (at the end and beginning of the business district) when there is already a green light. KB - 8/8/24 Public Meeting
37156	Aug 12, 2024, 11:21 AM	New Street Trees were requested along the corridor with special emphasis at East and East Ohio. The trees there are dead or dying. KB - 8/8/24 Public Meeting
37155	Aug 12, 2024, 11:19 AM	One person said that if Middle becomes one-way there will be fewer Eyes on the Street and that may cause the drug problem to increase even if vehicular drug traffic is reduced. The lack of visibility from infrequent vehicle traffic may result in a worsening of the problem. KB - 8/8/24 Public Meeting
37154	Aug 12, 2024, 11:18 AM	Several people noted their support for the one-way changes on Middle. Several others said that Nash is a vital route out of the neighborhood and would be a big challenge if it were to become one way. More people opposed Nash but understood the reasoning for the proposed change. However, they requested that it not take place. They were ok with the Middle changing. KB - 8/8/24 Public Meeting
37153	Aug 12, 2024, 11:16 AM	Middle could be made one way on the other side of east Ohio too as the drug/prostitution problem extends up that way as well. KB - 8/8/24 Public Meeting
37152	Aug 12, 2024, 11:15 AM	Vehicle storage is not the priority on East Ohio. Add the missing crosswalk at Middle and East O! KB - 8/8/24 Public Meeting

East Ohio St Streetscape Improvements

Title/Question: We want to hear from you!
Tool Type: Form
Activity ID: 1846
Report Date Range: 28 Jun 2024 - 20 Aug 2024
Date Exported: 20 Aug 2024 03:07 pm
Exported By: panini.chowdhury

Contribution ID	Date Submitted	Share your thoughts and feedbacks on the proposals here
37151	Aug 12, 2024, 11:14 AM	Add the missing leg of the crosswalk at East Ohio and Middle St. This comment was received at least 4 to 5 times during the event. KB - 8/8/24 Public Meeting
37150	Aug 12, 2024, 11:11 AM	Wayfinding Signage for the Forland St Parking lot is a MUST! KB - 8/8/24 Public Meeting
37149	Aug 12, 2024, 11:11 AM	Street Trees!! YES YES YES KB - 8/8/24 Public Meeting
37148	Aug 12, 2024, 11:10 AM	Multiple people expressed strong support for the Raise Crosswalks and High Viz Crosswalks.
37147	Aug 12, 2024, 11:09 AM	Consider a left turn lane from Cedar on to East Oho St. KB - 8/8/24 Public Meeting
37145	Aug 12, 2024, 10:26 AM	Many individuals expressed strong support for the Shared Use between East-Madison-Chestnut. KB - 8/8/24 Public Meeting
37144	Aug 12, 2024, 10:23 AM	NO TURN ON RED EVERYWHERE PLEASE!!!! KB - 8/8/24 Public Meeting
37143	Aug 12, 2024, 10:19 AM	IF businesses will sponsor the plantings, I think they will be maintained, otherwise they will collect trash. I would LOVE to see them so please, WORK with the Businesses. KB - 8/8/24 Public Meeting
37142	Aug 12, 2024, 10:12 AM	Very happy to propose native low-maintenance plantings for the green spaces. Stormwater cutouts to channel water in are a must! Chris Kosin Gaia Scape LLC KB - 8/8/24 Public Meeting
37141	Aug 12, 2024, 10:02 AM	Yes! Trees!! KB - 8/8/24 Public Meeting
37140	Aug 12, 2024, 10:02 AM	Tree Planting! This is a must!!! Business owners will maintain. (heart) KB - 8/8/24 Public Meeting
37137	Aug 09, 2024, 02:39 PM	One comment I heard, but didn't completely understand was a bike connection on East St. to/from Tripoli if Tripoli is going to be a neighboway, and already has the shared use path across 279. I think he was saying there is excess capacity on East St for something that is contra-flow? -Jan Raether
37136	Aug 09, 2024, 02:24 PM	Lockhart St. resident concerned about the one-way proposals. Have gotten stuck on Lockhart before when ambulance or double park. Also - having less traffic on Middle might actually make the problem with the drug market worse (public feedback collected by DOMI, GB)
37135	Aug 09, 2024, 02:23 PM	Restrict all right on red on this corridor - especially at East St (public feedback collected by DOMI, GB)
37134	Aug 09, 2024, 02:22 PM	Very in favor of the curb bump outs, that's the aspect most excited about (public feedback collected by DOMI, GB)
37133	Aug 09, 2024, 02:22 PM	Add crosswalk on eastern side of Middle St - lots of people cross at this intersection. Look into raising full intersection (public feedback collected by DOMI, GB)
37132	Aug 09, 2024, 02:21 PM	Plant trees on Middle St in tandem with the curb extensions/circulation changes (public feedback collected by DOMI, GB)
37131	Aug 09, 2024, 02:20 PM	Make sure there is a safe walking/biking route to the 16th St bridge from E Ohio - it's the fastest way to get to the Strip (public feedback collected by DOMI, GB)
37130	Aug 09, 2024, 02:19 PM	Install street trees on East Ohio! (public feedback collected by DOMI, GB)
37129	Aug 09, 2024, 02:19 PM	Can we do signage/education about the benefits of curb extensions? Much of the public doesn't know why they're installed (public feedback collected by DOMI, GB)
37128	Aug 09, 2024, 02:18 PM	Municipal lot has no available permits. Need to work with parking authority to make more available (public feedback collected by DOMI, GB)
37127	Aug 09, 2024, 02:17 PM	Need lighting improvements on East Ohio, concerned about pedestrian visibility (public feedback collected by DOMI, GB)

East Ohio St Streetscape Improvements

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37126	Aug 09, 2024, 02:17 PM	Concern about spillover traffic onto North Ave. - could calming on Ohio cause more people to drive on North + East to get on highway? Bad speeding on North as is (public feedback collected by DOMI, GB)
37125	Aug 09, 2024, 02:16 PM	Comment for eventual Tripoli neighborway project: need curb ramps at intersection of Cedar/Tripoli. (public feedback collected by DOMI, GB)
37124	Aug 09, 2024, 02:14 PM	Concern about cars driving into park via curb ramps and hitting people at Cedar/Ohio. The part of the park by this intersection is the part with electric hookups for events - might be a good justification for adding bollards here to prevent vehicles from driving into crowds. (public feedback collected by DOMI, GB)
37121	Aug 09, 2024, 08:08 AM	Hey this is Mike Panzitta with my notes from the meeting last night. -Adjust pay parking to make the street parking more expensive and the Foreland lot less expensive to encourage utilization of the lot -Implement painting of improvements between 16th Street Bridge and East Ohio St on its own accelerated timeline -Look at general bike lane connectivity in the area, particularly with East Street bike lanes connecting to the neighborhood. Recommend implementing this with the Tripoli Street neighborway. [Mike's note: this was a really good conversation point since from experience I can say the connectivity of the East Street bike lanes stinks] -Concerns about bike box sizing for larger bikes like recumbent/tandem -Questions on plans to remove RTOR for the East Ohio corridor. We weren't sure where it was already restricted.
37120	Aug 09, 2024, 07:06 AM	At the East St. intersection, WB Bike will need a time separation by LPI to merge before the vehicle gets in. -PAC
37119	Aug 08, 2024, 09:21 PM	Long time resident and frequent byclist and professional architect, this looks like it will create more traffic congestion at a very busy interchange. This also removes on street parking along East Ohio. I'm curious if any studies have noticed the rush hour congestion formed on 28 as a result of cars being backed up along the east Ohio exit trying to get onto 279 via Madison in the existing configuration. Restricting traffic to a single lane is going to result in traffic turning right through the tight streets off Chestnut to get onto Madison and then 279 and will back traffic up onto 28. I also hate that drivers coming off 28 will need to react to a bikes entering the turn box in front of them during rush hour. This is nuts. As a biker I will never use that completely insane and unsafe turn box and I am frustrated that this is the best that could be thought of.
37118	Aug 08, 2024, 08:05 PM	Thanks for all of the hard work!! Super encouraged by tonight's presentation. - I think we are being way too conservative on prioritizing street parking. If utilization is 70% and the lot has capacity, the street space can serve a higher/better purpose, such as extending wider sidewalks. Outdoor dining is a great idea that may address this issue. Yes, the district is growing, but if parking demand grows and supply becomes tight, then MODE SHIFT happens. This is an urban setting. We cannot and should not attempt to provide everyone with ultra-convenient parking at the expense of placemaking, or we'll become McKnight Road. - LOVE the ped safety improvements, particularly the raised intersection and bump-outs. This will make a massive improvement to conditions! Thank you for elevating the priority of people on foot in this busy area. - The business owners (I am one) are active and organized. I would imagine that many or most of us would support installation of green infrastructure beds -- with trees and stormwater capture! -- and would organize to assume maintenance. Given that storms will become more frequent and severe, we need our neighborhood landscape to become more resilient. More shade, more infiltration. - Rerouting the direction of traffic around Nash is a great idea. In addition to busting the drug route, changing this would fix the daily confusion at Nash and East Ohio as 1) people coming north and turning right attempt to cross two lanes too close to the light, and 2) people coming south can't turn onto Nash because others are blocking the road queued in the opposite direction. - This was a very informative and well-organized public event. Props to all involved, and thanks for the pizza!

East Ohio St Streetscape Improvements

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37111	Aug 08, 2024, 05:12 PM	I would implement the following changes as an adored, admired, or influential person. 10’ Hi–Vis Crosswalk would become traffic circle at James Street, mirroring Bundaran Hotel Indonesia roundabout fountain to ameliorate level of service. Business, nonprofits, or schools located within Allegheny Commons Park would be relocated to expand greenspace. Expand Cedar Avenue–East Ohio Street as an 2+2 road or dual carriageway with East Ohio ending at proposed James Street traffic circle. Interstates 279, 376, & 579 would mirror Tom McCall Waterfront Park to promote pedestrian–friendly societies’, smart growth, and transit–oriented development. Level or railroad crossing would essentially ameliorate central reservation or median strips. Rename Cedar Avenue to ‘Martin Luther King Way,’ and East Ohio Street would become ‘Sarah Heinz Boulevard.’
37110	Aug 08, 2024, 04:18 PM	Thank you so much for putting this plan together. As a cyclist and motorist who is often traveling between the west end and the north side, I can't tell you how welcome and needed these plans are! As is, they represent a major improvement on what is currently there and I applaud you for putting this together. It seems very thoughtfully considered. I especially love the raised crosswalk and traffic calming measures from the E Ohio cross streets in the business district. Imagining myself as a biker on this proposed plan, the main area that gives me pause is turning from the 16th bridge left onto E Ohio. It's a very large and challenging intersection to have to traverse along with 14 various car lanes to keep track of. My understanding is that there will be a signal there that gives the biker a head start on making it to the bike turning box before cars get the green light. This is critical along with ample signage explaining to bikers what they are supposed to do here in order to turn left. The biking turning box is quite far away visually, so I'm not sure I would be able to quickly figure out what I needed to do to make the left here. To sum up my comments are: I love it! You're the best! And please have clear signage for how cyclists are supposed make a left turn from Chestnut (16th St Bridge) onto E Ohio.
37106	Aug 07, 2024, 09:16 PM	Better pedestrian and bicycle safety on chestnut and 16th st intersections, wider sidewalks on the highway overpass , and some red brick
37099	Aug 07, 2024, 11:42 AM	Protected barriers
37097	Aug 06, 2024, 11:23 PM	This improvement greatly helps improve an important gateway to Deutschtown, and if completed would make it easier for people like me to access that neighborhood from the direction of Lawrenceville and the Strip on bike. I would visit that neighborhood more often if that route was made safer coming from the 16th street bridge or Three Rivers Heritage Trail. Thanks!
37095	Aug 06, 2024, 06:56 PM	This is great! Will be a huge improvement for cycling which I do often, but avoid this corridor due to poor cycling infrastructure.
37062	Aug 04, 2024, 03:06 PM	More safety on bridge and chestnut intersection with some red brick
37045	Aug 03, 2024, 09:04 AM	This dangerous intersection would benefit heavily from properly protected bike lanes!
37044	Aug 02, 2024, 05:39 PM	More safety on chestnut and bridge, and hopefully some red brick sidewalks
37043	Aug 02, 2024, 05:31 PM	Some better crossing at chestnut and wider sidewalks on the bridge
37033	Jul 31, 2024, 05:08 PM	Looks great, just some more safety on the chestnut st intersection and wider sidewalks on the overpass of the highway
37020	Jul 31, 2024, 11:05 AM	Many of the proposed improvements sound fantastic and I would be very excited about the. That said, as a resident of Lockhart St, I'm extremely concerned about the proposed one ways. Our little section of the neighborhood is locked in with three existing one ways (Presley, Lockhart, Avery). Any interuptions on those streets (eg, construction, emergencies, Priory events, the marathon) make it very hard already to get to our houses or navigate the neighborhood. Nash and Middle provide VITAL flexibility within that street structure. Making them one way would create regular problems for me as a resident, and I see little value to offset those. We regularly travel south on Middle to get to our house. And Nash serve as an important exit for many, and carries a lot of northbound traffic as such. Changing Nash would mean Lockhart is the only artery for all neighborhood traffic, hugely increasing traffic on our street and making it take longer to get out of the neighborhood. Please do not make this change!!

East Ohio St Streetscape Improvements

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36983	Jul 31, 2024, 10:07 AM	DOMI Team, Thanks for doing this - E Ohio (particularly the east end approaching 28) has been in need of better organization and smarter utilization of the wide ROW for quite some time. I fully support the improvements to intersection design, protected bike infrastructure, pedestrian crossings, etc. That said, as a resident of the neighborhood (Lockhart Street) I strongly object to the proposed pair of one-ways at Middle and Nash. The traffic study would benefit from considering a slightly broader network context that takes into account the many existing one-way streets in the neighborhood bound by E Ohio, Cedar, Nash and Pressley. (There is no plan diagram acknowledging these network conditions in the study.) Additionally and more importantly, the traffic study did not evaluate counts at the East Ohio / Nash intersection, painting an incomplete picture of the local network. (Anecdotally, Nash carries a relatively high amount of northbound traffic out of the neighborhood.) Making Nash a southbound one-way effectively forces all neighborhood traffic to exit via Lockhart Street, as the Middle Street northbound exit is only applicable to traffic on Avery (also a one-way) originating west of Middle. Thanks!
36955	Jul 30, 2024, 03:41 PM	Please include on-street bike racks to de-clutter the crowded sidewalks
36897	Jul 24, 2024, 11:31 AM	Cyclists would like to visit businesses on East Ohio Street too, especially with all the new developments happening on it. Please include in your plan treating it as a destination instead of just a place we'd like to cross over. A street bike rake at a minimum would be nice... There's frequently bikes locked to the fence at Allegheny City Brewing since there's not enough signs to lock up at.
36785	Jul 19, 2024, 10:20 AM	I have concerns around pinching the East Ohio Street traffic down to one lane between Madison and Chestnut. This will lead to a backup of traffic and vehicles looking for alternative routes thus creating additional cut through traffic throughout the community. East Bound - vehicles will now turn left onto Madison and right onto Peralta to get to Chestnut which will avoid the one lane portion as well as the traffic light turning left onto Chestnut. West Bound - vehicles will now go straight onto Chestnut and make a left turn onto one of the side streets leading to Madison to get to the 279 on ramp.
36712	Jul 13, 2024, 10:56 AM	I like many things about the draft concept plan! The raised pedestrian crossings would be excellent to have. The plan is very bike-friendly, which I appreciate. The curb extensions and bus bulb-outs are great, and will also improve visibility at the intersections. I very much like the removal of the right-turn "slip through" at the intersection of Chestnut Street; I think this will help alleviate some of the cut-through traffic in the East Deutschtown neighborhood. I like the tighter turning radii at most of the corners, especially at the entrance to N. Canal Street. I'd like to suggest making the traffic lanes narrower between Middle Street and East Street, where they are drawn as 13 feet and 14 feet. If these went to 11 or 12 feet, traffic would move slower and we could gain either a raised median or 5-ft dedicated bike lane for that block. I also suggest adding a mid-block crosswalk halfway between James Street and Middle Street. People cross here very frequently because of the 400-ft distance between intersections. Enforcement of jaywalking is not feasible, and having crosswalks every 200 feet isn't a bad thing. Thanks for the work on this so far!
36678	Jul 10, 2024, 01:05 PM	Great planning for making that section safer for biking!
36608	Jul 08, 2024, 05:02 PM	I think this will be great for making the area better. My only gripe is ensuring the safety of bicyclists merging from the bike lane on the Eastern side of the project to the sharrow section. I know there is a bike box, but cars tend to park over it in my experience.
36602	Jul 07, 2024, 05:06 PM	Long needed infrastructure improvements for a busy area of town. Folks are resistant to change (and god forbid removing parking even though there is plenty off of E Ohio), but this is a great opportunity to make the North Side even more safe for biking and walking, as well as connecting to existing infrastructure. Thanks for putting in the work here.
36588	Jul 04, 2024, 03:40 PM	This plan looks great. We need streets for people, not parking!

East Ohio St Streetscape Improvements

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Report Date Range: 28 Jun 2024 - 20 Aug 2024
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36573	Jul 03, 2024, 09:09 AM	At madison and ohio there is a painted bump out when traveling west towards the highway. this needs to be made of concrete or cars will right hook cyclists & pedestrians every time. People drive so recklessly near the highway
36572	Jul 03, 2024, 08:45 AM	Hi, is there a reason this isn't being designed as a complete street? Per the chart on the complete streets page this road far exceeds the traffic volume per day (and a lot of truck traffic) to necessitate a protected bike lane or shared use path. I also notice that there are 3 different types of bike infrastructure, including protected lanes, sharrows and shared use path all within about a 1 mile distance on this street. I think this inconsistent design could be confusing for all users of the road.
36542	Jul 02, 2024, 12:09 PM	PRT comments: Please verify that the design of elements at E Ohio/Cedar permit bus turns in all directions. The routing for the 54 for example makes a right turn from WB E Ohio to NB Cedar. The 12 makes a right turn from SB Cedar to WB E Ohio. It seems these movements would not be feasible with the proposed geometry. Will there be truck aprons on the corner islands at Cedar/E Ohio to permit these turns? Restricting the corner radii such that buses cannot make these turn may require bus routes to be shifted and will limit options for detour routing in the event of closures of other nearby streets. If these turns are restricted we will have to consider other accommodations for bus routing and stops in the area. For example, buses are also unable to stop along the counter-clockwise (interior) loop around Allegheny Circle due to the two-way bikeway and would require raised shared boarding areas to allow stops in that direction in the event of a temporary or permanent re-routing. We may want to consider bus stop consolidation in the corridor, at least for the two stops at James NS (westbound) and Middle NS (eastbound) which are very close to adjacent stops. This could mean the bumpouts at these locations can be shortened if desired. Thanks, please reach out with any questions or concerns! Craig ctoocheck@rideprt.org
36530	Jul 01, 2024, 02:20 PM	Nash Street and East Ohio Street intersection gets extremely backed up with traffic, especially during rush hour, so I think reducing to one lane will get rough. But love the idea of a pedestrian island and all other changes to traffic flow. Bumpouts are awesome. Street trees would be a huge benefit!!! This project should also propose streetscaping improvements.
36527	Jul 01, 2024, 01:03 PM	I live in Allegheny Center. I have no car and use my bike or walk to get everywhere. This neighborhood is really popular with bikers becuae we already have infrastructure around the square and shared lanes around the Northside. Adding bike lanes on East Ohio would massively improve access for those who live Spring Garden, Spring Hill (like my brother), Mt. Troy, and other neighborhoods to the east. Ensuring the lane and sidewalks easily connect with Charles J. Lieberth Pedestrian Walkway is CRUCIAL for this. Curb bump-outs are also desperately needed. East Ohio between Cedar and East is a very active area with many pedestrians. The way parking is currently structured, it can be hard for cars to see us pedestrians (especially if someone is parking illegally/dropping off). Raised curbs would also help with visibility. I can hardly see when it's safe to cross over the hood of larger vehicles and I am not a very short person. I can imagine it's VERY dangerous for a child. Further, curb expansion would improve accessibility for the disabled community- wheel chairs, walkers, and even arm slings take up space. As this corridor is quite close to AGH, the need to improve accessibility for disabled folks is URGENT.
36526	Jul 01, 2024, 01:02 PM	Overall, great work. This plan looks like a massive amount of thought and research went into it to get to this design. It still is not safe enough for bikes - the intermittent mixing with cars along the route makes the whole option of cycling down this main road dangerous for cyclists. I think this plan is trying to please everyone and in that process it would make cars, peds and bikes mad. The longer I think on it, I think I like the shared ped/cycle path between the interstate crossing and Chestnut - is it possible to go further an have different colored pavement/different texture for a bike side of the road? To encourage pedestrians to walk to the side when the walkway is less populated?
36523	Jul 01, 2024, 11:37 AM	These proposed changes look wonderful! I'm sometimes hesitant to ride this section to connect from Allegheny Commons back to the trailhead at the intersection at Phineas/Troy Hill and Vinial because of the traffic. This should improve safety and encourage more cyclists to use the route!

East Ohio St Streetscape Improvements

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36522	Jul 01, 2024, 11:13 AM	Looks good. I bike through here often from the bridge that crosses 28, from the Millvale trail at least a few times a month, so any traffic calming efforts and better markings are always appreciated.
36521	Jul 01, 2024, 09:46 AM	This street is a nightmare for both pedestrians and cyclists (I use it both ways fairly regularly). Glad to see proposals for raised crosswalks as those are much needed. In my experience shared use paths are pretty useless for cycling, so understand that bikers will probably still take the car lane in that section (don't shoot the messenger...)! The bus bump outs are fine but it's disappointing that there is no way to incorporate a bike lane along the whole corridor. Drivers usually get aggressive toward cyclists when they see you move from the bike lane into the car lane - they generally just don't understand that the bike lane ended and forced you to merge. About 3/4 of the threats I receive as a cyclist occur due to this, which makes these half-and-half implementations frustrating to see.
36520	Jul 01, 2024, 09:32 AM	I don't love that cyclists will be forced to share the lane with cars. I feel like families that cycle will not feel comfortable without moving to the sidewalk. Is the intention to have cyclists on the sidewalk?
36519	Jul 01, 2024, 07:46 AM	Please continue protected bike lane westbound across 279/579 bridge, proposed striping is not enough. I love the changes to the traffic patterns, and pedestrian and bicycle accommodations in the proposed design. Love the proposed raised intersection at James Street. Middle Street intersection should also be a raised intersection. Love the bump outs at the intersections. Consider reconfiguring alignment at the intersection of East Ohio and Cedar to add bump out on northside of intersection, so bump outs are on both the north and south sides of the intersection. Proposed design does not show proposed streetscape improvements. What is being proposed for public space improvements, pedestrian light fixtures with basket and banner hangers - with irrigation for flower baskets - night time illumination is important, where are trees proposed - need to provide shade, what materials are being proposed for the sidewalk?
36518	Jul 01, 2024, 06:37 AM	THIS IS FANTASTIC. Thank you for understanding that pedestrian safety and the vibrancy of this business district are more important than providing ample free parking and quick vehicle throughput everywhere. I work in the 600 block and strongly support the curb extensions and bulb-outs, conversion of Nash to one-way southbound (Nash/Ohio is consistently chaotic, especially for peds at the bus stop) and the raised intersection at James. The more defined, widened shared-use path in front of the hotel would be a huge upgrade for active transportation connection to the Strip and Downtown. Let's do it!! These changes will affirmatively support the continued development of this corridor as a destination and high-quality place. This is the North Side we deserve.
36516	Jun 30, 2024, 03:50 PM	With very few ways to cross over 279 on foot, east Ohio needs much more pedestrian safety measures! There's a high volume of people on foot at all times of day
36515	Jun 30, 2024, 03:48 PM	Yield rates at the crosswalks are extremely low. Please include raised crossings in your plan
36514	Jun 30, 2024, 03:20 PM	East Ohio Street needs *protected* bike lanes. It's a critical juncture _and_ shopping location for those living across the Northside. The existing infrastructure is nothing short of a death trap to those outside of a car.
36513	Jun 30, 2024, 03:07 PM	I like the protected bike lanes in this plan although I wish they or at least a dedicated bike lane were present between East Street and Cedar Ave. The raised crosswalks and floating bus stops are great!
36512	Jun 30, 2024, 11:59 AM	I live on Cedar Avenue and walk almost everywhere. Generally drivers do not respect the crosswalks or yield signs, so these curb extensions at the crosswalks are probably going to save my life. I hope this project goes through and more curb extensions are added along the Cedar Avenue Corridor eventually too!
36511	Jun 30, 2024, 10:14 AM	These plans look amazing, especially the protected, raised bike lanes! Please also consider planning for potential POGO and micro mobility stations along this study area as there should be plans made now for where these amenities should be located. The closest current station is near AGH, and Deutschtown would benefit from POGO expansion.
36510	Jun 30, 2024, 09:42 AM	This is a joke. Those HI-VIZ cross walks are going to nothing to to slow down the drivers who intentionally speed and run red lights/stop signs. I bet ending the bike lane and dumping them into that irritated traffic is going to end very poorly as well! Claiming to promote public transit yet not adding a bus stop, lol! Imagine building this road in 2024! Design denied, send it back for more work. You need full bike lines all the way through, you need raised cross walks and other traffic calming measures. Paint isn't infrastructure. Source: I bike to work through this neighborhood 5 days a week.

East Ohio St Streetscape Improvements

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36509	Jun 30, 2024, 07:57 AM	I live in the North Side and travel this corridor often by car, foot, and bike. I am a big supporter of the improvements, especially the bump outs and raised crosswalks at intersections to slow car traffic and the dedicated bike lane on the eastern stretch of East Ohio. I also like moving bus traffic out of the driving lane into dedicated bulbs. I'm not sure if this is part of the project scope, but a common issue area I encounter is at the intersection of East Street and East Ohio. Drivers heading south on East Street and attempting to turn left onto East Ohio (toward 16th St and Rt 28) often back up and have to wait multiple light cycles. As a result, some drivers try to use the right lane (intended for continuing onto Canal Street or onramp to 279 S) as a second left turn lane. I've had multiple close calls with drivers making illegal turns here. If there are any ways to have left turning traffic move more smoothly and/or further prevent these illegal turns through the built environment would be beneficial.
36507	Jun 29, 2024, 10:10 PM	Please add bike lanes!
36506	Jun 29, 2024, 08:51 PM	CLASS 1 PROTECTED BIKE LANES!!! Cars are expensive and bikes are cheap. PLEASE more equitable transit, make things as safe and easy for bikers and pedestrians as for drivers. Please!!!!
36505	Jun 29, 2024, 07:58 PM	Bike infrastructure, please!
36504	Jun 29, 2024, 07:52 PM	Please provide safe, continuous bike lanes to connect those already built in the northside. This is a critical chokepoint, and an opportunity like this may not come again!
36503	Jun 29, 2024, 07:10 PM	Please include proper bike lanes not just 10 feet after the light with a short forced merge into sharrows.
36502	Jun 29, 2024, 05:00 PM	I absolutely love this. I just bought a house in Troy Hill last year and have been taking advantage of how convenient everything is. My husband and I both walk frequently and walk that way regularly, and I'm looking forward to biking the area as well. This would open the possibility for us to now safely bike or walk for nearly all of our transportation and making it much easier and more convenient for us to support our local businesses.
36501	Jun 29, 2024, 04:48 PM	This plan doesn't seem to change the safety much for pedestrians or bicycles. Where are the raised cross walks? Why aren't there protected bike lanes throughout the corridor? Is there going to be any dedicated bike signals? The vehicle right turn onto Madison is going to get a bicycle hit if you don't do more. This seems like such an opportunity to make a difference in this area and this plan isn't even a half step in that direction.
36500	Jun 29, 2024, 04:05 PM	Bike infrastructure!!
36499	Jun 29, 2024, 04:00 PM	Please extend the bike lane until the end of East Ohio. I’d love to be able to take East Ohio from Cedar to 16th St. bridge. I commute by bike every day, but avoid East Ohio, because of how dangerous it is as on a bike.
36498	Jun 29, 2024, 03:54 PM	East Ohio is a crucial corridor to get from the North Side to the Strip District. The rest of the corridor has bike lanes/infrastructure and is relatively comfortable to ride on. It would be a big over-site to redevelop but not add bike lanes to this area. I know people who avoid biking in this area because of the lack of bike lanes even though it is the quickest way to the Strip. There are also many people in the area using mobility scooters and I regularly see them using the bike lanes to get around easier. Bike lanes on East Ohio would be a great resource for them as well. I hope you can implement that into your draft. If not the only helpful alternative would be to slow traffic down with raised crosswalks so that it’s safer for pedestrians and easier for cyclists to ride with traffic.
36497	Jun 29, 2024, 03:29 PM	In addition to pedestrian infrastructure, this proposal should include safe bike infrastructure for East Ohio Street. Ideally in the form of a protected bike lane. I’m a resident of the area and a frequent cyclist
36496	Jun 29, 2024, 03:13 PM	Without safe cycling infrastructure this draft is incomplete and, for some one who bikes around northside daily, worthless. AHN is pouring a billion dollars into AGH in part to recruit new (see also: younger) talent. Younger people want to stay out of their car. That requires making cycling safe. This is a generational opportunity to make Northside better. Don’t bungle it. Add bike infrastructure.
36495	Jun 29, 2024, 03:08 PM	We definitely need some bike lanes on this street!

East Ohio St Streetscape Improvements

Title/Question: We want to hear from you!
Tool Type: Form
Activity ID: 1846
Report Date Range: 28 Jun 2024 - 20 Aug 2024
Date Exported: 20 Aug 2024 03:07 pm
Exported By: panini.chowdhury

Contribution ID	Date Submitted	Share your thoughts and feedbacks on the proposals here
36494	Jun 29, 2024, 02:29 PM	The city has committed to complete streets and vision zero. That should include safe, separated cycling and pedestrian infrastructure any time a street is redesigned. Not sharrows. It’s disappointing to see that we are still at a point where cars and private vehicle storage are being prioritized over public safety. It’s simple. If you wouldn’t let your child bike down the design being proposed by themselves, then it’s not safe. If the city truly cares about achieving the goals of vision zero, then this proposal needs to go back to the drawing board.
36493	Jun 29, 2024, 12:40 PM	We need to make this safer for bicycles. I shouldnt have to risk my life every time I go somewhere just because I can’t afford a car!
36492	Jun 29, 2024, 12:08 PM	Bike lanes are a necessary part of the increased safety of this corridor. If pedestrians are in danger, bikers likely are as well.
36491	Jun 29, 2024, 12:04 PM	East Ohio NEEDS dedicated bike infrastructure! Improving pedestrian safety is not just for crossings but utilizing the road for multiple types of mobilities.
36490	Jun 29, 2024, 11:51 AM	I am all for any work that improves safety and comfort for non-motorists. Love it!
36489	Jun 29, 2024, 11:31 AM	Please consider bike lanes to keep bike commuters safe as they travel through the north side.
36488	Jun 29, 2024, 02:30 AM	Looks good! Can't wait to see some speed reduction devices employed in my neighborhood!!
36487	Jun 28, 2024, 09:39 PM	While I appreciate the work and effort put into the draft concept, I believe it lacks in making a meaningful change to the street and neighborhood. As a bicyclist and driver, I don't feel comfortable cycling on E Ohio currently, and I wouldn't feel comfortable cycling on E Ohio if the draft concept is implemented. Not having protected lanes puts cyclists either right next to the dangerous door zone of parked cars, or if they're in the middle of the lane cars are likely to pass without obeying the minimum legal and safe distance. Having parking on this street is also at odds with the usage of the street. "East Ohio Street is a busy pedestrian, vehicle, and truck corridor that connects historic Deutschtown and surrounding northside neighborhoods to river crossings, other neighborhoods, as well as State Route 28 and Interstate 279. " This combination of thru traffic, and local traffic trying to park creates conflict points. The possible cross section that removes both parking lanes presented in the first public meeting would rectify this safety issue and encourage bicycling as an alternate mode of mobility in the neighborhood. Bicycles and cars would have their own travel lane, and there are no conflict points for cars trying to park on-street. Cars can park in the lot one street north on Foreland or one of the side streets. There is tremendous opportunity here to turn this street into a true "complete street" for everyone and it would be disappointing for that not to be realized. In my humble opinion the value gained from making it a safe bicycle route far outweighs the marginal value of on-street parking. Thank you for the opportunity to share my thoughts with you.
36486	Jun 28, 2024, 07:54 PM	Bury the highways like in Boston. They’re tore apart the neighborhood.
36485	Jun 28, 2024, 07:33 PM	Can yinz please finish the work that is already going on in the area and make it as unobtrusive as possible for any of this work, please. I live in spring garden and work in Lawrenceville, but I frequently go to this area for personal and professional appointments.
36484	Jun 28, 2024, 06:16 PM	Everyday after 2:30pm, the traffic getting off Rt 28 South at Exit 1B backs up onto Rt 28. Most of this backed up traffic is heading westbound on East Ohio St to turn right onto Madison Ave to get onto 279 North. Removing a lane at the intersection of Chestnut St and East Ohio St will cause a bottleneck for all vehicles. Those continuing to travel westbound on East Ohio past Madison Ave will be stuck in the bottleneck of those trying to make the right turn.
36483	Jun 28, 2024, 05:38 PM	I love the raised crosswalks. And the extended sidewalk will help with blind spots when cars park all the way to the end you can't see past them. I got hit once making a left turn from middle on to East Ohio because a car was park all the way to the end by the crosswalks and I couldn't see anyone coming and I got hit head on.
36482	Jun 28, 2024, 05:14 PM	Enforce illegal parking on corners, fire hydrants, and have more police go down Virgin Alley to deter the regulars who litter and defecate on peoples property EVERY day. More patrols on Avery to eliminate the drug dealing at 413 Avery St.

East Ohio St Streetscape Improvements

Title/Question: We want to hear from you!
Tool Type: Form
Activity ID: 1937
Report Date Range: 7 Nov 2024 - 25 Nov 2024
Date Exported: 03:30 pm
panini.chowdh
Exported By: ury

Contribution ID	Date Submitted	Do you believe this plan will improve safety for all modes of transportation along the East Ohio Street corridor?		How satisfied are you with the level of engagement provided during the development of this plan?				How satisfied are you with the overall quality of this plan?				Do you have any final thoughts or suggestions for the project team to consider during the implementation of the proposals?
		Yes	No	Very satisfied	Satisfied	Neutral	Dis-satisfied	Very satisfied	Satisfied	Neutral	Dis-satisfied	
38477	Nov 25, 2024, 02:34 PM	1			1				1			East Ohio has so much potential to be a thriving hub in the North Side. I think this project will help the street move towards that goal.
38476	Nov 25, 2024, 02:32 PM	1			1				1			I would like to see more traffic-calming measures, wider sidewalks, and more street trees to make the streetscape more aesthetically welcoming and less barren.
38475	Nov 25, 2024, 02:29 PM	1			1			1				I think this will be great to improve safety and appearance in our neighborhood
38473	Nov 25, 2024, 02:12 PM	1		1				1				I am in favor of green infrastructure elements! Would do a lot to bring the street to life.
38472	Nov 25, 2024, 01:44 PM	1			1				1			I hope this project is a priority and is funded and completed soon! This is a wonderful neighborhood with so much potential.
38471	Nov 25, 2024, 01:33 PM	1		1				1				Will the shared use path on the south side of East Ohio between East and Chestnut be protected from vehicles? The current bike path is painted only and cars do not respect the bike lane. I am worried about safety of pedestrians in that area if it is not protected (or at least raised sidewalk)
38470	Nov 25, 2024, 01:31 PM	1		1				1				I am in favor of raised curb bump outs around intersections to protect crosswalks and increase visibility for/of pedestrians
38469	Nov 25, 2024, 01:25 PM	1			1				1			
38468	Nov 25, 2024, 12:30 PM	1		1				1				The pedestrian safety improvements are much, much needed on East Ohio. Bumpouts and raised crosswalks will go a long, long way to making East. Ohio safer and will improve things greatly residents and visitors alike. Please keep this project moving forward, it looks fantastic and those of us who live nearby cannot wait for it to happen!
38467	Nov 25, 2024, 12:30 PM	1			1			1				This project deserves to be fully funded.
38466	Nov 25, 2024, 10:52 AM	1		1				1				would love to see more "green elements" and beautification included, if possible. I think it would add to the character and history of East Ohio Street.
38465	Nov 25, 2024, 10:50 AM	1		1				1				I am very excited for this - please seek full funding and start construction as soon as possible!
38464	Nov 25, 2024, 10:44 AM	1		1				1				Thank you for emphasizing the safety of pedestrians. Many of the existing crosswalks are quite frightening to navigate - cars parked in painted bumpouts or even in crosswalks, moving vehicles not yielding or even slowing for pedestrians, dark, etc.
38463	Nov 25, 2024, 10:43 AM	1			1			1				My thought is, when can it start?
38462	Nov 25, 2024, 10:41 AM	1			1				1			

East Ohio St Streetscape Improvements

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Report Date Range: 7 Nov 2024 - 25 Nov 2024
25 Nov 2024
Date Exported: 03:30 pm
panini.chowdh
Exported By: ury

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38461	Nov 25, 2024, 10:17 AM	1					1			1		I live on Avery st and walk the neighborhood with my dog and toddler son daily. I feel particularly unsafe crossed east ohio and cedar both directions - i travel to the Allegheny commons. I missed the community engagement sessions (?) but any traffic calming measures would be great.
38460	Nov 25, 2024, 10:13 AM		1			1					1	Where is the solution for fixing brick trim sidewalk problems? Fix the current bus stops shelters before any more or street furniture is recommended.
38459	Nov 25, 2024, 10:03 AM	1			1				1			I am happy to see the plan include clear bus bulbs to help people get on and off the bus more easily. Also the proposed new cross walk on the east side of middle is appreciated and will bring safercrossingsfor pedestrians. I would like to see continued engagement with the community and would appreciate if DOMI would provide resources for the community organization to partner with a non-profit (such as Tree Pittsburgh) to bring some of the green infrastructure and tree pits to fruition with actual trees. If a non-profit or grant could provide the initial plants, the community might be able to support maintenance.
38458	Nov 25, 2024, 09:50 AM	1			1					1		I don't care about any of the proposed safety measures at all, just beautify the business district with artistic lighting, planted pedestrian islands, and bump outs for restaurant outdoor dining.
38457	Nov 25, 2024, 09:36 AM	1			1			1				I wish there was more ability to engage the state for the section of the project on their land to ensure it gets executed. I also wish there was more addition to general beautification of the area.
38456	Nov 25, 2024, 09:26 AM		1			1				1		Curb cuts just make busses and trucks drive over the curbs and make parking more difficult in an area already low on parking . I am a fan of better pedestrian crossings and signals.
38455	Nov 25, 2024, 09:22 AM	1			1				1			Has traffic flow been considered at junction of Cedar and East O? With only one lane available, traffic turning left onto East from Cedar will block all traffic going straight.
38454	Nov 25, 2024, 09:15 AM	1		1					1			
38453	Nov 25, 2024, 09:13 AM	1			1			1				There is an obvious need to coordinate closely with human services, police and other first responders related to addressing the drug dealing problem/human suffering in the area (generally) and specifically on the block of Virgin Way, Middle, Avery, and Nash.

East Ohio St Streetscape Improvements

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38452	Nov 25, 2024, 08:58 AM		1			1					1	The plan focuses on mobility infrastructure and completely neglected the streetscape. Though traffic analysis was done I would like to know if analysis was done on the proposed improvements. I am seriously concerned about increased traffic congestion issues with the lane reductions at the intersection of East Ohio and East Street as well as along East Ohio between Madison and Chestnut. These areas are extremely congested already, reducing the lanes is just going to back up traffic more. Has there been any consideration given to having pedestrian signals as some of the improved crosswalks. Some of the problem is not just the speed of vehicles but visability with all the parking, buses, and general traffic congestion. What about changing Nash Street to one-way? It is not a wide street and the two way section of it often causes serious conflicts. Lastly, once again I want to emphasize that the streetscape side is not really covered. What is happening to the sidewalks? Street lights? Will there be benches? More street trees? Improved street tree vaults? Utility upgrades? Trash and recycling receptacles? Outdoor seating spaces for restaurants? None of this is really addressed, it is all just quickly mentioned in the "Flex Space" but nothing really recommended. Also, will no parking situations be enforced, currently there are issues with vehicles parking in no parking zones, or stopping and blocking the vehicle lanes for loading and unloading with no enforcement. If the plan is narrowing things and reducing parking areas, this may become an increased issue. Overall I think there are some good initial ideas but it needs significantly more study and the actual pedestrian streetscape side needs to be addressed before any implementation phase.
38451	Nov 25, 2024, 08:43 AM	1		1					1			More needed 1) At EAST OHIO STREET + MADISON AVENUE toward the business district: the narrowing of the entry to the underpass lane(s) (G) is insufficient to prevent accidents. Just having signs and street markings are not enough, cars must be forced to turn right onto Madison. It's very confusing, especially when it's raining and/or nighttime...and adding bikes and pedestrians to that mix is even more dangerous. 2) EAST OHIO STREET + EAST STREET: It is not obvious that the street is one way, and I've seen people turn right. It is terrifying to watch. 3) Include signs to the parking lot. 4) EAST OHIO STREET + CHESTNUT STREET: With the "O" crosswalks, marked protected, I hope that means cars are stopped the entire time. During the crossing interval, the "N" right hand turn needs to be prevented. Because of the angle and slop, it's hard to see pedestrians crossing from the German Club especially if there is a truck in the straight lane, or an SUV.
38449	Nov 25, 2024, 08:40 AM	1			1					1		I thought this plan was supposed to address all of streetscape design including more specifics about street trees, lighting, security cameras, etc. I like the mobility improvements but this street needs more in terms of a face lift and non-traffic related safety and security due to the constent drug dealing happening on the street.
38448	Nov 25, 2024, 08:33 AM	1		1				1				Wondering if red light cameras (it is my understanding those are coming to Pittsburgh soon) could be added to some intersections. The corner of East St and East Ohio St in particular is a real issue for people running red lights.

East Ohio St Streetscape Improvements

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38447	Nov 25, 2024, 08:31 AM	1		1				1				1. There is a local company that is excellent at street furniture. [https://www.keystoneridgedesigns.com/blog/2023/10/making-of-a-streetscape.aspx]. 2. How will under bridge lighting be protected from breakage? Lighting Science is a company in FL that excels in bridge lighting especially. [https://store.ies.org/product/lighting-science-concepts-and-language-of-lighting/?v=0b3b97fa6688] 3. No more metered parking on main street? Did I read that right? Yikes. Amazing effort. I know how hard that was. It's a shining example of how these projects should be managed. I'm new here and impressed with the PGH's passion and vision. CAVEAT: Everything seems geared to younger people. When you plan for children, you plan for old people, too.
38445	Nov 25, 2024, 08:13 AM	1			1				1			Nash Street must be one-way to eliminate turning conflicts and drug activity. Plan recommendations do not address, and should address, underground utility upgrades, sidewalk vaults, streetscape elements - trees, lighting and pedestrian light fixtures - assume they will have electric outs and security cameras, security cameras, sidewalk treatments,etc. What started out as a streetscape plan has turned into a mobility plan, which is also much needed, but the streetscape public space design is still vitally important to the business district and needs to be addressed.
38444	Nov 25, 2024, 08:00 AM	1		1					1			Unless I missed it, the plan doesn't seem to identify making Nash one-way downhill, a change that seemed to have pretty uniform enthusiastic support in engagement. This would disrupt drug trade and improve intersection safety. The curb extension with green infrastructure in this location is great. I'm a business owner nearby and would help maintain! The East Ohio Bridge lane reconfiguration is a major improvement; current conditions seem to confuse drivers every day. The bike lane on the north side needs structural separation; a painted buffer is absolutely not sufficient to ensure safety given driver behavior patterns here. The plan doesn't make clear who decides what happens in flex zones. A loud handful of business owners insisted on keeping all street parking; others among us do not believe vehicle storage is highest and best use of the space given ample surface parking in lots and along other nearby streets. As the project moves to design, this is a vote in strong support of curb extension (longitudinal, not just bump-outs!) for additional trees and green infrastructure wherever possible. Thank you for the raised intersection and crosswalk - that will make a huge difference in how drivers treat the space.
38443	Nov 25, 2024, 07:55 AM	1				1				1		
38442	Nov 25, 2024, 07:54 AM		1			1				1		How is this going to affect the small businesses that are on East Ohio?
38441	Nov 25, 2024, 07:39 AM	1			1			1				Having bump outs at intersections that would prevent cars parking in the intersections would definitely help pedestrian safety! The intersection of lower Middle and East Ohio is especially hard for pedestrians

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38440	Nov 25, 2024, 07:18 AM	1		1				1				East Ohio has been working on rebuilding its business district since it was destroyed by the development of 279. The beautification efforts will be appreciated by the neighbors and help attract businesses and patrons to the street!
38439	Nov 25, 2024, 07:03 AM	1			1				1			
38438	Nov 25, 2024, 07:01 AM	1		1					1			
38437	Nov 24, 2024, 07:55 PM	1		1				1				The shared use path between the bridge and Chestnut, is a huge improvement for pedestrians. However it is somewhat inconvenient for bikes as it leads to an awkward point at East Ohio and Chestnut to merge into traffic where bikers will be competing to merge with vehicles from all directions. Additionally peds will likely not understand that it is a shared sidewalk. Personally I think a better plan for this part would be to have a slightly narrower sidewalk and median there, and a bike lane that merges into a sharrow at the right turn lane. This would allow for cyclists to merge more naturally and avoid conflict with unaware pedestrians.
38436	Nov 24, 2024, 07:10 PM	1			1				1			I like the swag lights in the concept. Side streets/alleys are great, but I would like to see them on East Ohio also to add to the ambiance. I'm in support of one-way traffic on Middle Street for safety and comfort of pedestrians. I personally go all the way around when I'm driving because I don't like the vehicular dance that is required any time there are cars on the street driving in in both directions. I think it would be nice to carry the curb planting areas down one side of Middle Streets, south of East Ohio if traffic is made to go one way. I feel like raised intersections will be effective.
38435	Nov 24, 2024, 06:56 PM	1			1					1		Prioritize safety improvements that don't require additional enforcement (Police. Parking or Transit)
38434	Nov 24, 2024, 06:22 PM	1			1				1			I hope the additional bike infrastructure throughout the neighborhood continues to push forward if it can't be on East Ohio!
38433	Nov 24, 2024, 06:21 PM	1			1				1			I think there needs to be a bump out at East and East Ohio (where the bike lane is). The other side of East has one in the current plan, but cars come really close to pedestrians on the other side (on the bridge).
38432	Nov 24, 2024, 02:31 PM	1		1				1				The shared use path (part D of Figure 26-East Ohio St bridge) needs to be protected in some way. As someone who uses this route often, I've almost gotten clipped many times! I also live on Avery St and this area is so loud. Any sound dampening would be soooo greatly appreciated. I love the ideas of the improved lane alignment, pedestrian refuge island and protected bike lanes on Figure 29. I fell lane alignment is part of the reason this area is the subject of a lot of crashes.

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38431	Nov 24, 2024, 02:30 PM	1		1				1				The opportunity for outdoor dining on East Ohio St could really bring vibrancy to the business district and encourage increased pedestrian traffic. Current illegal parking areas NEED to have curb bump outs to ensure the safety of pedestrians crossing and for motorists to be able to see to pull out (highlighting Middle street, it seemed as though James street has a lot of upgrades, but it is scary and difficult to pull out of Middle street on to East Ohio in either direction.
38430	Nov 24, 2024, 02:30 PM	1		1				1				Connected crosswalks and shorter waiting times at the intersections between East St and Chestnut St will be a welcome advancement for pedestrians and bicyclists Overall, additional lighting on the section of East Ohio St between East St and Cedar Ave will make this area feel safer and more open and hopefully curb criminal behavior. This will also help to illuminate the street for pedestrians and motorists alike. I love the street trees on this street but would caution that this also offers a place to hide for criminal behavior. Middle St and Virgin way are also dark and enclosed, which encourages unsavory activity.
38429	Nov 24, 2024, 02:26 PM	1		1				1				The underpass is very loud and not only unwelcoming for pedestrians and bicyclists, but also confusing and difficult for those visiting the neighborhood to navigate as they are currently. This area also currently serves as a refuge for criminal behavior. I feel like brightening this area will help curb current drug related behavior and make this area easier for those in cars, on bikes and on foot to pass through. I love the lighting as art ideas but caution you to please make sure this fits with this historic neighborhood aesthetic.
38423	Nov 23, 2024, 08:58 AM	1		1				1				On behalf of the community, we want to thank the project team,especially Panini Chowdhury for all his works for putting together this plan that represents all of our vision for E.Ohio st. !
38422	Nov 23, 2024, 08:54 AM	1			1				1			Pleased with the new lighting and would like to see this expanded like the plan states. I’m hopeful that these new changes will help improve safety in this corridor which is something this area has struggled with.
38421	Nov 22, 2024, 10:02 PM	1			1				1			I’m disappointed that dedicated biking infrastructure is not part of this plan, though I do understand the reasons. I hope that there are bump outs at East Ohio and East, as the corner is currently not safe for pedestrians.
38420	Nov 22, 2024, 10:00 PM	1			1				1			I would like to see additional beautification along with the safety features!
38419	Nov 22, 2024, 04:28 PM	1			1				1			
38417	Nov 22, 2024, 11:32 AM	1		1				1				I appreciate this plan and I know it's mostly about safety but I think it would be great if the entrances to this neighborhood (East Ohio St exit and Chestnut St exit) are beautified. Until then I fear that people getting off the highways and driving through East Allegheny will likely continue to consider it just a "cut-through" neighborhood and treat it as such (run red lights, speed, litter, etc). For example, the highway underpass along the E Ohio St exit needs to be secured so people stop hanging out/setting up tents there and littering. These unpleasant entrances signal to drivers that they're entering a "bad" neighborhood which can influence people's behavior (i.e. the broken window theory).

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38416	Nov 22, 2024, 09:01 AM	1		1					1			
38415	Nov 22, 2024, 07:34 AM		1				1				1	This is the classic example of lipstick on a pig. All the crosswalks and speed humps in the world won't address the underlying issues that face the area, which the City has ignored for decades. It will remain a slum until this is done.
38414	Nov 21, 2024, 11:14 PM	1			1			1				I like the idea of the raised intersections to improve safety for pedestrians! This is always a concern when crossing the street due to poor pedestrian visibility and the raised cross walks will definitely help!
38413	Nov 21, 2024, 11:11 PM	1		1					1			After going to Shadyside a few times lately, I would REALLY love to have an intersection like they do at Negley and Centre (I think). All the cars stop in all directions, and the pedestrians can cross one or both streets safely. East Ohio at Cedar is not safe for pedestrians--there are way too many accidents and 'close calls'.
38412	Nov 21, 2024, 10:14 PM	1			1				1			I'm really excited for this project, as improvements to this corridor are very needed.
38411	Nov 21, 2024, 10:13 PM	1		1					1			I would love to see more pedestrian bump outs. Drivers are often not looking for pedestrians as they turn corners, so I think they need to be more visible as they wait to safely cross.
38409	Nov 21, 2024, 08:37 PM	1		1				1				
38406	Nov 21, 2024, 06:27 PM	1		1				1				
38405	Nov 21, 2024, 05:59 PM	1				1				1		If cars are turning left onto Madison from east Ohio street they should have the green arrow first. Cars move into the right lane to go around and it is dangerous. Pedestrian lights at crosswalks tat light uo when people press them so people know a pedestrian is in the crosswalk.
38397	Nov 21, 2024, 10:02 AM	1		1				1				Thank you for focusing on pedestrian safety and physical bumpouts around crosswalks/intersections. We continue to have problems with cars illegally parking in painted bumpouts, making it very difficult for pedestrians to safely cross and negatively impacting visibility

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Contribution ID	Date Submitted	Do you believe this plan will improve safety for all modes of transportation along the East Ohio Street corridor?		How satisfied are you with the level of engagement provided during the development of this plan?				How satisfied are you with the overall quality of this plan?				Do you have any final thoughts or suggestions for the project team to consider during the implementation of the proposals?
		Yes	No	Very satisfied	Satisfied	Neutral	Dis-satisfied	Very satisfied	Satisfied	Neutral	Dis-satisfied	
38350	Nov 16, 2024, 11:28 AM	1			1				1			neighborhood and will remove too much parking. E. Ohio & Cedar: Like crosswalk in park, worry about single lane going north and south on cedar. Particularly south on cedar. Hash marks on north side of E. Ohio needs to be a physical barrier or people will park. E. Ohio & James: Could bus stop heading east be moved into intersection to allow for more street parking. E. Ohio & Middle: Like physical bump outs to prevent parking and increase visibility. Like Middle being one way. POGOH station in neighborhood would be great. E. Ohio & East St: Like island is kept, adding pedestrian crossing on south side of stress good idea. Worry about who will maintain green infrastructure. Like no turn on red from East St. E. Ohio St. Bridge: Like having a single straight and single turn lane heading East E. Ohio & Madison: Like the added crosswalks and LTIs E. Ohio from Madison to Chestnut: Feel right turning lane onto Chestnut heading east could be lengthen (Shared use path way narrowed earlier) E. Ohio & Chestnut: Like crosswalks at every intersection
38344	Nov 15, 2024, 10:16 AM		1		1					1		Please add proper protection to the dedicated bike lanes. My family is uncomfortable riding in "buffered" lanes, as drivers frequently veer into them. This is an important concern to me as I'm the only person in my household able to drive a vehicle. While the green advance stop boxes when the bike lanes come to an end are a good idea in theory, in practice they're not observed. Especially in the early days post- construction, please have extra traffic enforcement in the area.
38340	Nov 14, 2024, 04:26 PM	1		1					1			Is it possible to include any beautification or design elements to support the character of this main street? The safety elements are fantastic and are my first priority - but it would be great if things such as trees, or colorfully painted crosswalks, or murals, or plantings in the median, etc. were included to help bring the street to life.
38339	Nov 14, 2024, 03:40 PM	1		1				1				Overall, a very thorough, thoughtful, and positive plan which, if implemented, will significantly improve our neighborhood. My only two concerns are: 1. Intersection of East Ohio at Madison heading westward, where cars in the right-turn-only lane frequently (by my estimate, at least 10-15% of the time), go straight instead of turning right. The delayed timing of the lights may help, but my fear as that this will not be sufficient. 2. Amount of single lane at the stretch of East Ohio eastward between Madison and Chestnut: traffic can back up in this section even with two lanes, and my concern is that having only a single lane to a division point further towards Chestnut will cause back-up.
38330	Nov 13, 2024, 06:31 PM	1		1				1				I love the raised crosswalks, curb extensions, and plans for better lighting. I am really looking forward to this plan becoming a reality!

East Ohio St Streetscape Improvements

Title/Question: We want to hear from you!
Tool Type: Form
Activity ID: 1937
Report Date Range: 7 Nov 2024 - 25 Nov 2024
Date Exported: 03:30 pm
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38322	Nov 13, 2024, 08:47 AM	1		1				1				
38320	Nov 13, 2024, 08:38 AM	1		1				1				
38316	Nov 12, 2024, 09:57 PM	1		1					1			
38313	Nov 12, 2024, 07:43 PM	1				1			1			Yes, having a safer crossing crossing over where 28 meets East Ohio St to help better connect the Northside to the Strip.
38306	Nov 12, 2024, 02:54 PM	1			1			1				
38284	Nov 11, 2024, 05:43 PM	1		1				1				
38276	Nov 11, 2024, 10:33 AM		1			1				1		I did not see a significant amount of emphasis on public safety. I do think pedestrian safety has been well covered although perhaps additional lighting would further enhance pedestrian safety. Public safety or holding the public safe from being accosted by vagrants and others, safe from on street illegal drug transactions is not addressed here.
38264	Nov 08, 2024, 12:47 PM		1				1				1	Start over with different goals, that are geared to residential needs and possibilities. Changing streets does not work. Look at East Liberty. No speed bumps to make driving through horrible for 100% of drivers. Most all drivers are slowing down now! You cannot regulate everyone for the control of a very few . The area is near and dear to me. It will not be what it was. East Allegheny and the Chamber have the right ideas about what businesses can survive and how the area can be marketed. Attention should be given to more residential units on 2nd and 3rd floors - Common Fire escapes and elevators - and not no-income housing people adding burdens to an already overly generous neighborhood. There must be limits on how many non-productive citizens can be supported in the neighborhood...or no one will want to shop or live there.
38262	Nov 08, 2024, 09:39 AM		1				1				1	Same type of plan offer everywhere in City recommendations. Nothing unique or different to help define area to others.
38255	Nov 07, 2024, 07:34 PM	1					1			1		More engagement next time please and also thank you for your hard work on this. It is appreciated.
38253	Nov 07, 2024, 01:06 PM	1		1				1				Full steam ahead! Thanks for all your work on this.