Housekeeping Items

Please remain muted until indicated otherwise.

During the Q&A session you will have 2 minutes to ask questions. Use the “Raise Hand” option and your name will be called soon.

Ask questions or make comments in the chat section.

Closed caption is available.

This meeting will be recorded and shared with the public.
Public Meeting
Homewood Mobility Plan-Implementation Phase
Traffic Calming and Safety Improvement
City of Pittsburgh-Department of Mobility & Infrastructure
June 7th, 2022
Organized by
Homewood Community Development Collaborative
Agenda

1. Past Planning Efforts in the neighborhood.
2. Corridors Introduction
3. Traffic Calming & pedestrian safety improvement design recommendations
4. Questions & Comments

This study is funded by the Redevelopment Authority of Allegheny County in partnership with the Allegheny County Health Department.
Past Planning Efforts - Homewood Mobility Plan

• Build on recommendations from the Homewood Comprehensive Community Plan.
• Project Timeline - March 2021 to March 2022.
• Identify priority projects to improve mobility and safety, encourage physical activity, and provide better access to the public transportation.
• Focus on short-term projects that can be implemented quickly.
• Community Engagement - Online & In person.

Focus Areas

Safety Improvements:
• Speed mitigation.
• Traffic Crash mitigation.
• ADA ramp upgrades.

Mobility Improvements:
• Sidewalk inventory and prioritization.
• Future bicycle network identifications.

Transit Improvements:
• Route improvements.
• Bus stop access and amenities improvement.
Proposed Projects

Summary

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

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

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

- Cost
- Community Support
- Feasibility
Corridors Introduction

Homewood Mobility Plan - Safety Improvement Phase
Corridor 1 - Frankstown Ave

Project Extent - Dallas-Bennett- Frankstown intersection to Murtland St.

Traffic operational Information -
  - Average daily traffic - 5,119 (2022)
  - 85th percentile speed - 32MPH (Speed limit 25)

Traffic safety data
  - Total recorded crash (2016-2020) - 21.
  - Fatal Crash-1, Injury crash-5, Pedestrian crash-1.
  - Nighttime crash-67%.
  - Major crash type - Roadway departure related (55%).

Whether transit & Emergency service corridor - Yes.

Improvements will include
  - Speed cushion.
  - Intersection realignment & daylighting.
  - Pedestrian crosswalk improvement.
Corridor 2 - Kelly St.

Project Extent - Murtland St. to Collier St.

Traffic operational Information -
  • Average daily traffic - 2,345 (2022)
  • 85th percentile speed - 33MPH (Speed limit 25)

Traffic safety data
  • Total recorded crash (2016-2020) - 25.
  • Injury crash - 6, Pedestrian crash - 1.
  • Nighttime crash - 64%.
  • Major crash type - Angle (44%).

Whether transit & Emergency service corridor - No.

Improvements will include
  • Speed hump.
  • Intersection daylighting.
  • Pedestrian crosswalk improvement.
Corridor 3-Hamilton Ave

Project Extent- Brushton Ave to Oakwood St.

Traffic operational Information-

- Average daily traffic- 3,015 (2022)
- 85th percentile speed- 32 MPH (Speed limit 25)

Traffic safety data

- Total recorded crash (2016-2020)- 19.
- Fatal Crash-1, Injury crash-8,Pedestrian crash-2.
- Nighttime crash-42%.
- Major crash type- Angle (37%), Roadway departure related (32%)

Whether transit & Emergency service corridor- Yes.

Improvements will include

- Speed cushion.
- Intersection realignment & daylighting.
- Pedestrian crosswalk improvement.
Corridor 4-Oakwood St.

**Project Extent**- Fleury Way to Moosehart St.

**Traffic operational Information** -
- Average daily traffic - 6,715 (2022)
- 85th percentile speed - 33 MPH (Speed limit 25)

**Traffic safety data**
- Fatal Crash-1, Injury crash-9
- Nighttime crash-63%.
- Major crash type- Roadway departure related (33%), Angle & Rear end (25%).

**Whether transit & Emergency service corridor**- Yes.

**Improvements will include**
- Chicane.
- Intersection daylighting.
- Pedestrian crosswalk improvement.
Corridor 5-Homewood Ave

Project Extent - Reynold’s St. to Mt. Vernon St.

Traffic operational Information -
  • Average daily traffic - 2,651 (2022)
  • 85th percentile speed - 36 MPH (Speed limit 25)

Traffic safety data (Homewood Section)
  • Total recorded crash (2016-2020) - 51.
  • Injury crash - 26, Pedestrian crash - 6.
  • Nighttime crash - 33%.
  • Major crash type - Angle (65%)

Whether transit & Emergency service corridor - Yes.

Improvements will include
  • Speed Hump.
  • Intersection realignment & daylighting.
  • Pedestrian crosswalk improvement.
Traffic Calming & pedestrian safety improvements
Design recommendations
Traffic Calming Goals & Objectives

Goals
• Create safe and attractive streets
• Reduce the negative effects of motor vehicles on the environment
• Promote pedestrian, cycle and transit use

Objectives
• Reduce motorist *speeds* and/or *volumes*
• Self-enforcing, reduce need for police intervention
Evolution of Traffic Calming Program

Lessons Learned:

• Line striping and signage alone has minimal impact on speeding
• Speed humps most effective at reducing 85% speeds above 25 mph
• Uses of street extremely important when programming speed humps:
  • Extra care needed on transit and emergency services routes
  • Cannot deploy speed humps along entire street
Speed Mitigation Strategies

Horizontal Deflection
- Road Diet
- Pinchpoint / Curb Extension
- 2-way + Parking (Yield Street)
- Splitter Island
- Traffic Circle
- Chicanes

Vertical Deflection
- Speed Humps
- Speed Tables

Speed Hump Project Before/After Data

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Frankstown Ave Corridor
Kelly St. Corridor
Hamilton Ave Corridor
Oakwood St. Corridor
Chicanes

• Series of bumpouts on alternating sides of street that induce slower speeds by creating a S-shaped roadway

• Parking is maintained through length of corridor and alternates sides as a condition of the chicane however does require parking removal through limit of chicane
Rendering of Chicanes

- Pilot Project
  - Re-strip road
  - Self-watering planters designed for in-roadway use
  - Bollards or flexposts for sight lines and delineation of movement
Homewood Ave Corridor
GENERAL NOTES:
SPEED HUMPS WILL BE INSTALLED 2' OFF THE CURB ON EACH SIDE OF THE ROAD.
CHEVRONS AND ADVANCED WARNING PAVEMENT MARKINGS SHALL BE
INSTALLED AT AND APPROACHING, RESPECTIVELY.
DO NOT INSTALL LEAD UP LINES IN THE CROSSWALKS.
EXISTING STOP BARS AND CROSSWALKS ON ALL APPROACHES

NEW STOP BARS ON SIDE STREET
EXISTING CROSSWALK

NEW STOP BARS AND CROSSWALKS ON ALL APPROACHES

GENERAL NOTES:
SPEED HUMPS WILL BE INSTALLED 2' OFF THE CURB ON EACH SIDE OF THE ROAD.
CHEVRONS AND ADVANCED WARNING PAVEMENT MARKINGS SHALL BE INSTALLED AT AND APPROACHING, RESPECTIVELY.
DO NOT INSTALL LEAD UP LINES IN THE CROSSWALKS.
Online Engagement Avenues

Comment Deadline- June 27th, 2022, 5 PM.
2. Email: trafficcalming@pittsburghpa.gov

Thank you for your time!!

Questions and Comments Session