



Allegheny Circle Two-Way Conversion



July 8, 2020

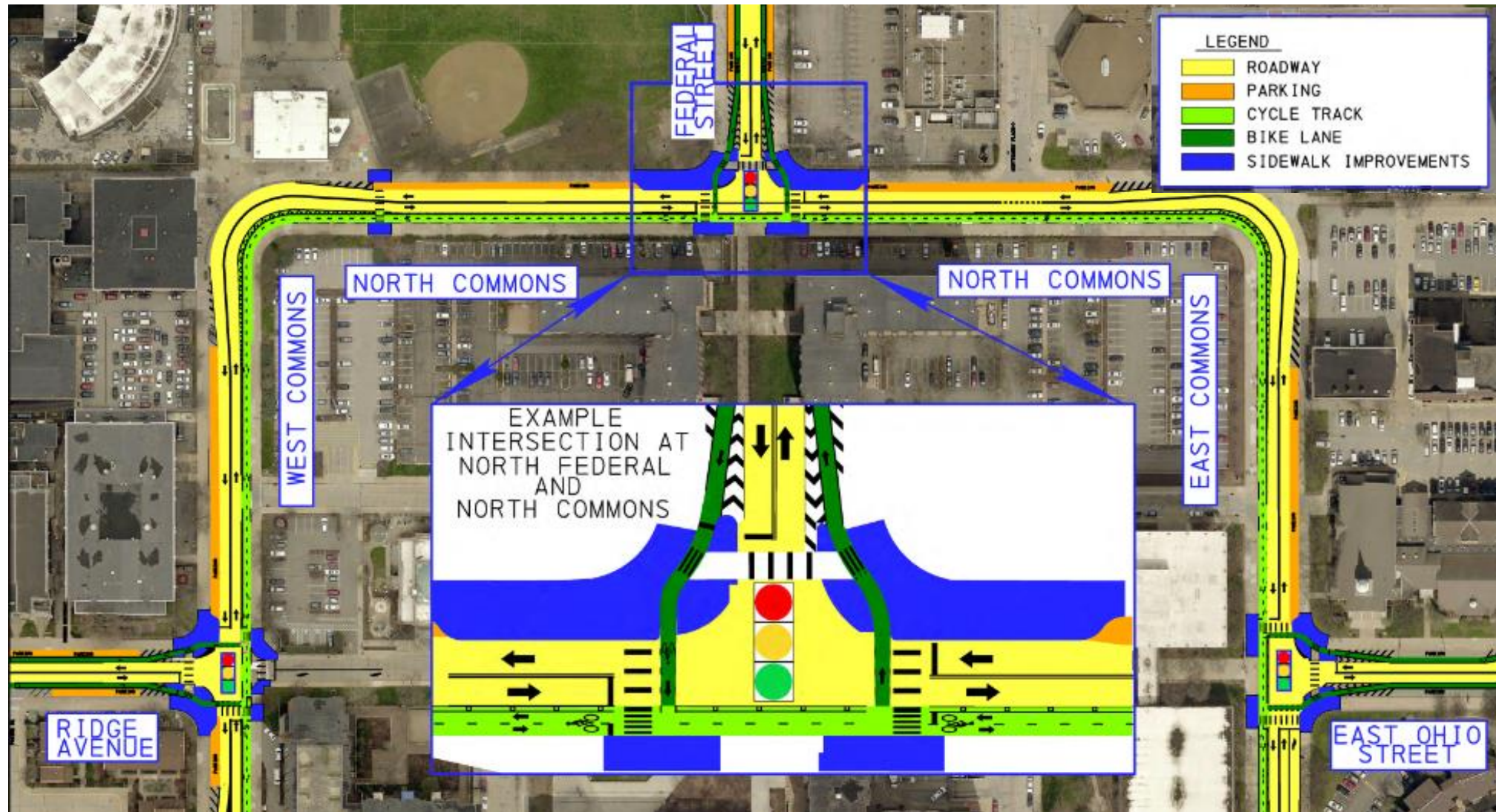
Agenda

- What is the Allegheny Circle Two-Way Conversion?
- Intersection Improvements and Traffic Signals
- On-Street Parking
- Left Turn Lanes
- Bike Facilities and Connections
- Pedestrian Improvements
- Bus Stop and Shelter Locations
- Bus Loading @ Allegheny Traditional Academy
- Anticipated Construction Schedule
- Future Notifications
- Providing Comment and Q&A

What is the Allegheny Circle Two-Way Conversion?

- Phase 1
 - Completed in September 2017
 - Interim phase
 - Reduced the roadway from four vehicular travel lanes to two vehicular travel lanes
 - Introduced parking on the exterior and a two-way cycle track on the interior
- Phase 2 – **why we are here today**
 - One vehicular travel lane in each direction
 - Removal of concrete islands at intersections
 - Reconfiguration of intersections to protected intersections
 - Traffic signals at five intersections
 - Bike connections and more durable flexposts
 - Pavement markings, delineation, and signage
 - Construction anticipated between early 2021 and early 2022
 - Looking to compress the schedule --> completion before the December 2021 holiday season

Rendering of Proposed Two-Way Conversion – Northern Half



Rendering of Proposed Two-Way Conversion – Southern Half



Project Goals

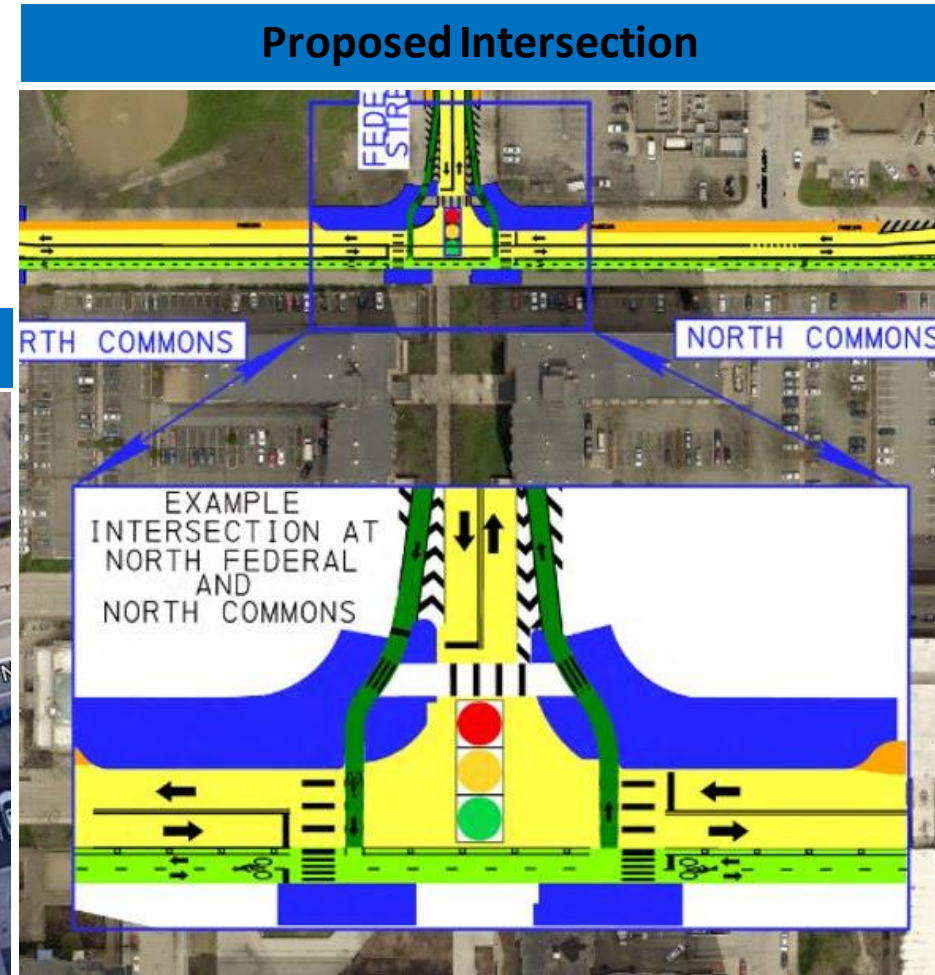
- Implement projects that link multimodal transportation investments with land use planning to create transportation facilities that are:
 - Safe and sustainable
 - Responsive to the needs of all users
 - Supportive of community planning goals
- Restore neighborhood scale, less highway feeling
- Primary outcomes of both project phases include:
 - Creating a bi-directional travel corridor to create a neighborhood scale street
 - Eliminating the outer vehicular travel lane to minimize potential conflicts at transit stop locations
 - Installing bump outs to shorten non-vehicular crossing distances and to give these users more visibility
 - Maintaining the interior dedicated and protected cycle track --> improves perceived comfort and safety while eliminating the risk and fear of collisions with over-taking vehicles
 - Connecting on-street bicycle facilities to existing corridors to improve mobility and safety

Project Funding

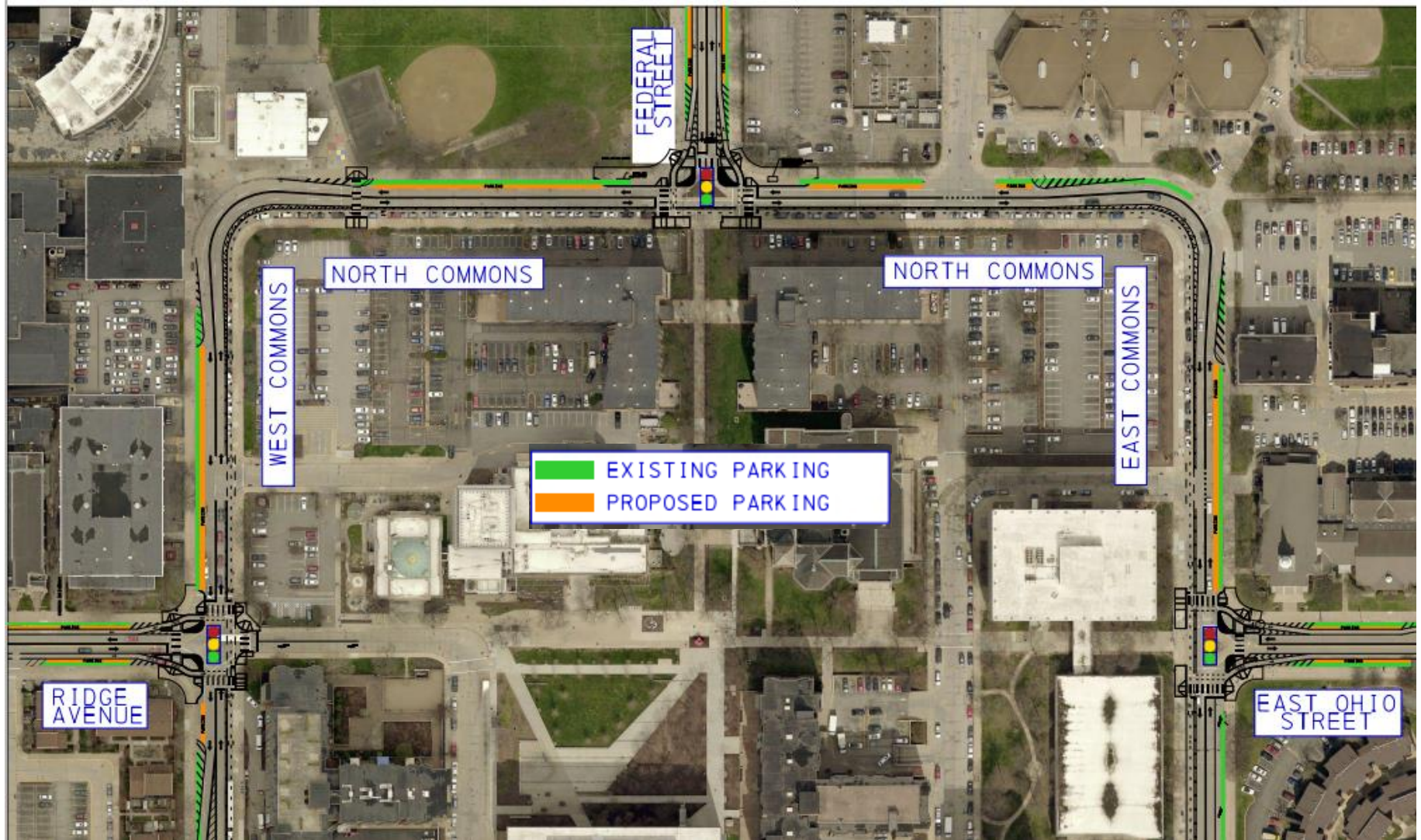
- Project Design
 - ~\$513,000
 - City-funded via Bond, PayGO, and Community Development Block Grant (CDBG)
- Construction
 - ~\$3,200,000
 - Approximately 50.0 percent federal funding
 - Southwestern Pennsylvania Commission's Livability through Smart Transportation Program and the Pennsylvania Department of Transportation's Congestion Mitigation and Air Quality Program
 - Approximately 50.0 percent city funding
 - Bond and CDBG

Intersection Improvements and Traffic Signals

- Removal of concrete islands
- Replace with T intersections and traffic signals to allow bi-directional vehicular turn movements
- Five new traffic signals
 - North Commons @ North Federal Street
 - East Commons @ East Ohio Street
 - Sandusky Street @ Stockton Avenue
 - South Commons @ South Federal Street
 - West Commons @ Ridge Avenue
- Reconfiguration to protected intersections --> support bicycle movements
- Bump outs to shorten pedestrian crossing distance
- Pedestrian lead intervals



Existing and Proposed On-street Parking – Northern Half



Existing and Proposed On-street Parking – Southern Half

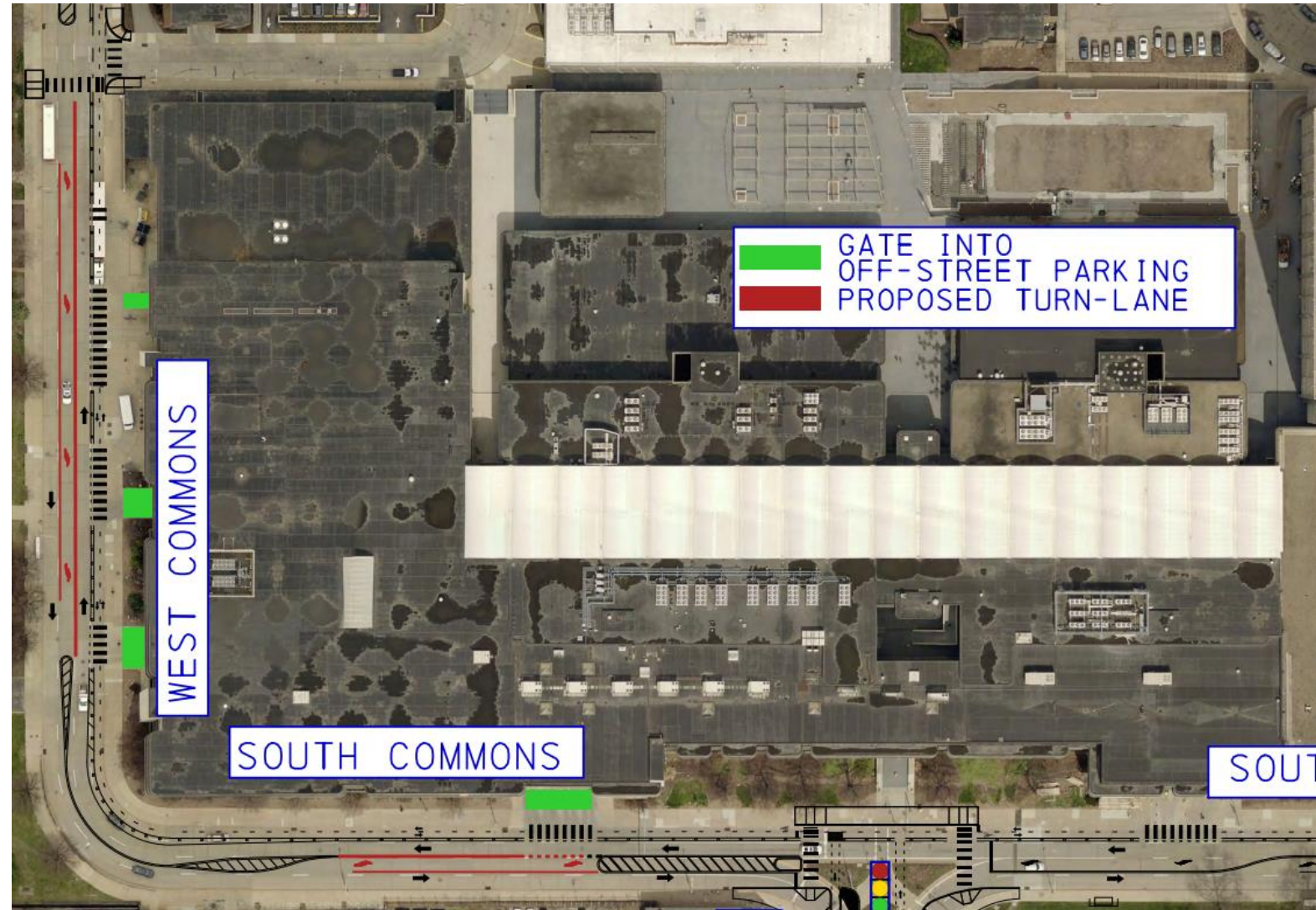


Existing and Proposed On-Street Parking (con't)

Street / Segment	Existing Parking Spaces	Proposed Parking Spaces	Difference
North Commons	35	22	-13
East Commons	35	13	-22
South Commons	26	0	-26
West Commons	38	16	-22
North Federal Street	26	24	-2
East Ohio Street	14	11	-3
South Federal Street	30	20	-10
Ridge Avenue	12	12	0
TOTAL	216	118	-98

Left Turn Lanes into Nova Place

- Traveling counterclockwise, left turn lanes into Nova Place will be provided
 - West Commons – south of Children's Way
 - South Commons – west of South Federal Street

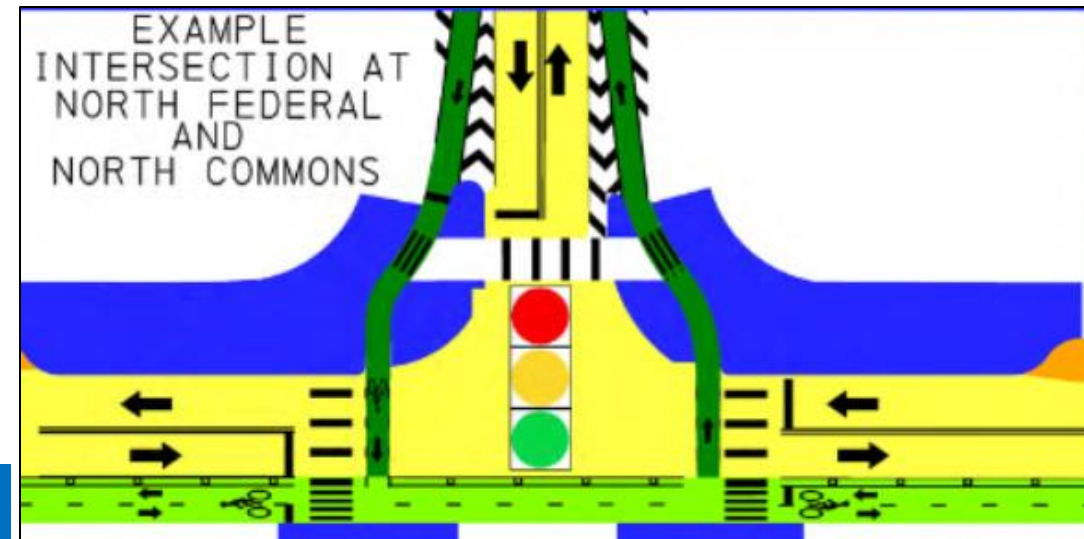


Bike Facilities and Connections

- New or enhanced bike lanes on portions of four roads adjacent to Allegheny Circle
 - North Federal Street
 - East Ohio Street
 - South Federal Street
 - Ridge Avenue
- Bicycle protected intersections --> improves connections of on-street bicycle facilities to inside cycle track
- Cycle track enhancements
- Pedestrian lead intervals

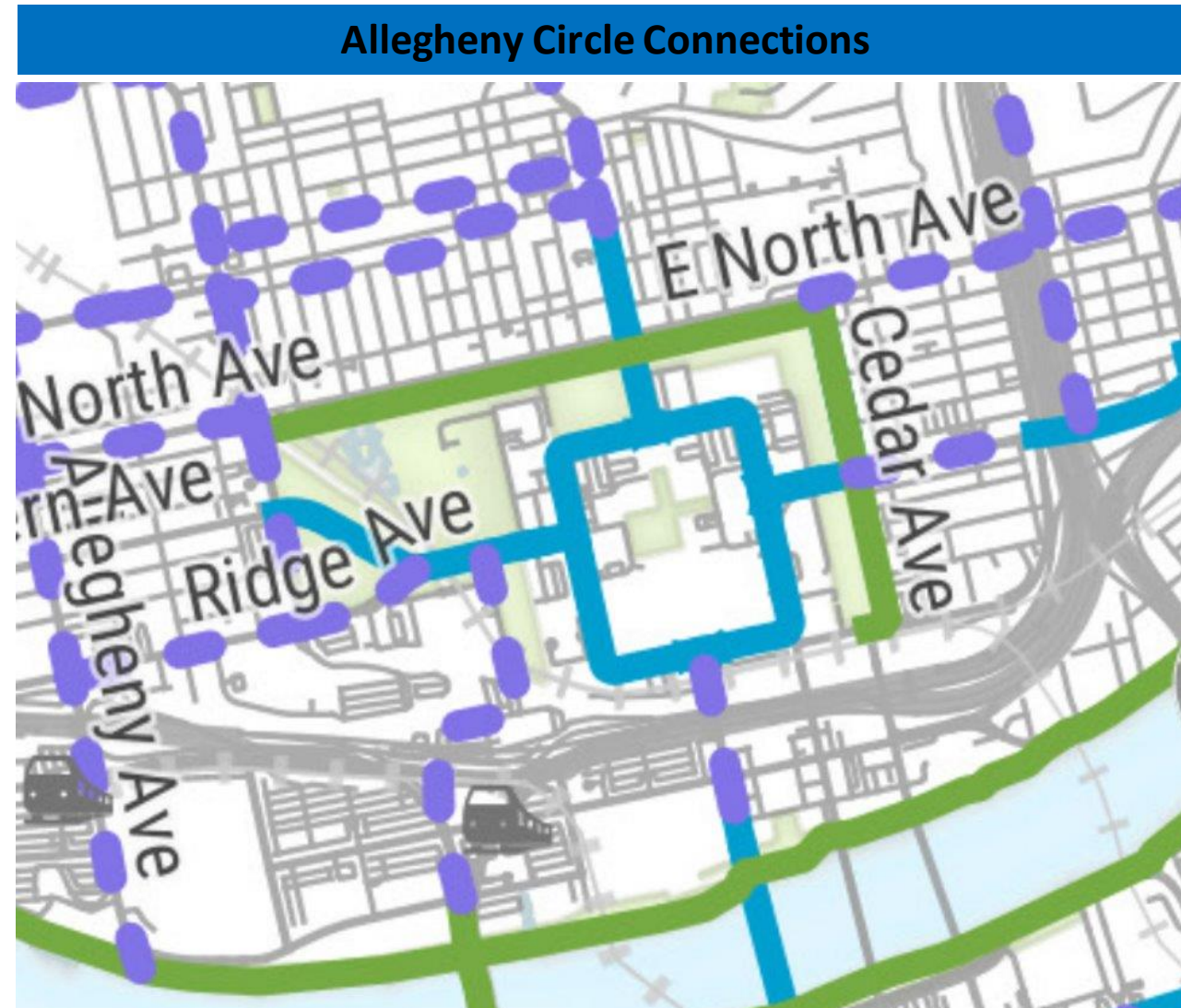
Proposed Bike Connection -->

Existing Conditions



Pittsburgh's Bike(+) Plan

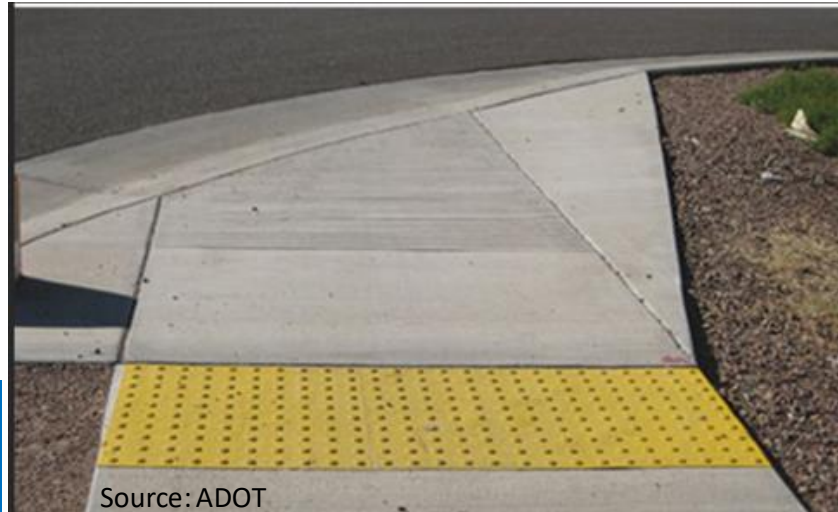
- Completed in June 2020
- City's first bike plan in 20 years
- Designed for bicycle and other small mobility modes
- Purple dashed lines are part of the proposed network
- In addition to other more localized access, bicycle facilities as part of the Two-Way Conversion will provide enhanced connections to:
 - The North Shore Trail and Allegheny Landing
 - North Avenue to 6th Street downtown



Pedestrian Improvements

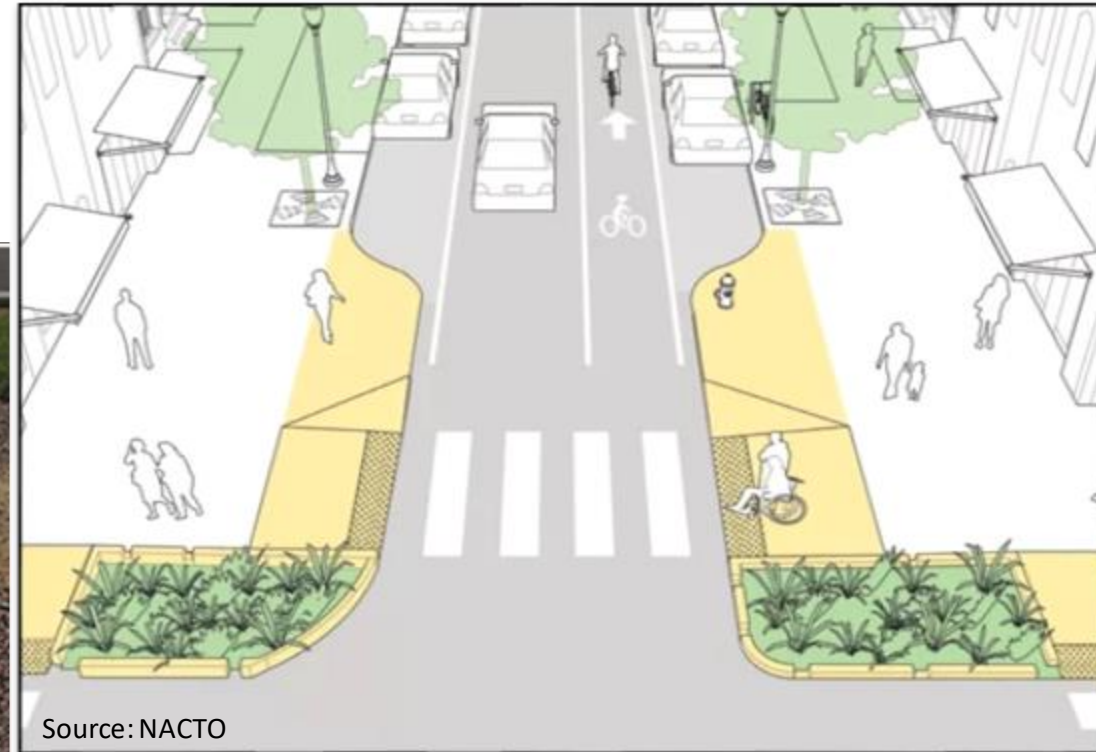
- Curb ramps and truncated domes --> supports users of all abilities
- Bump outs to decrease crossing distance
- Pedestrian lead interval --> provides a few second head start to cross the street
- New crosswalks at various locations

**Example of ADA
Compliant Crosswalk -->**



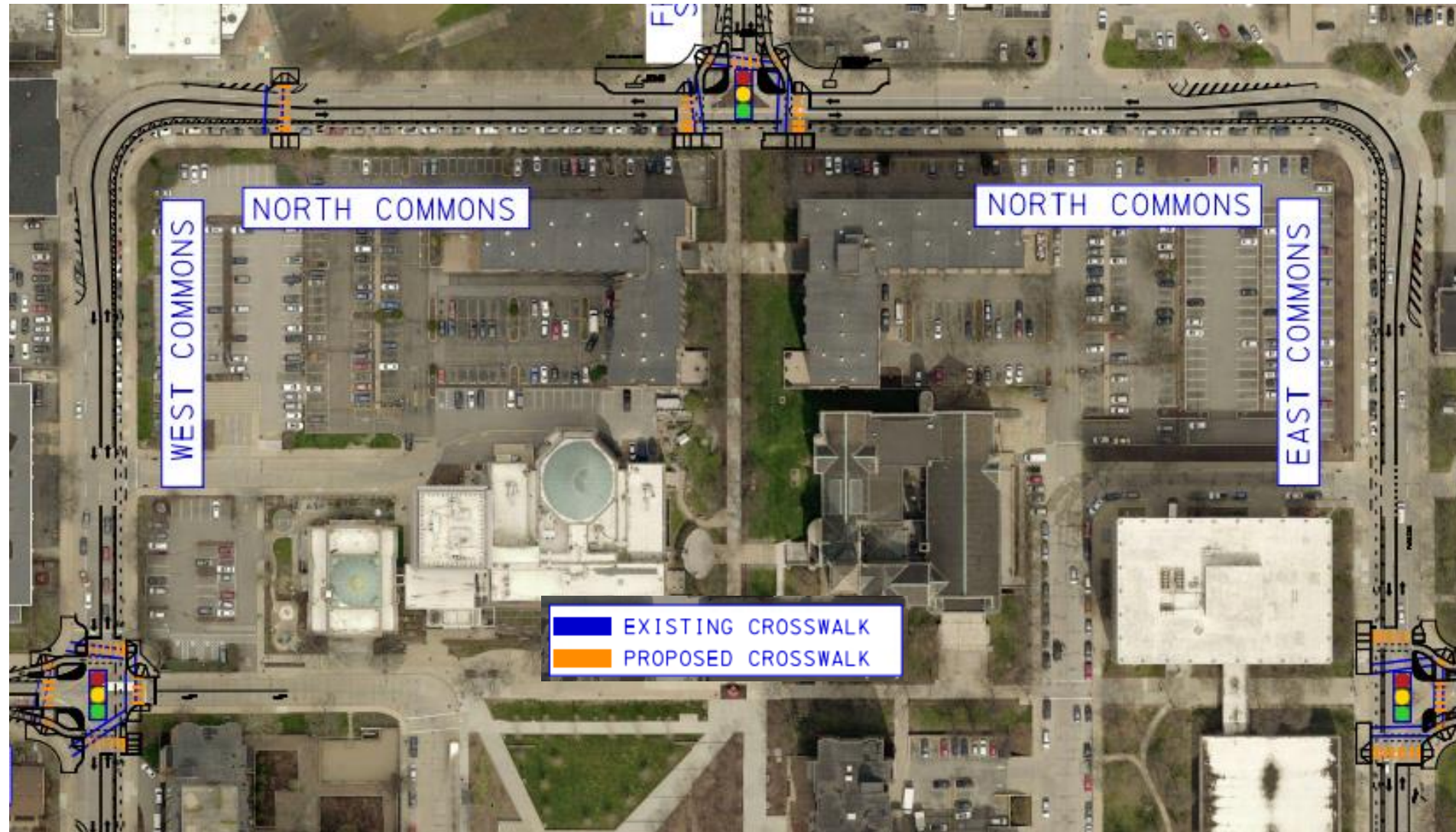
Source: ADOT

Rendering of Bump Out



Source: NACTO

Existing and Proposed Crosswalks – Northern Half

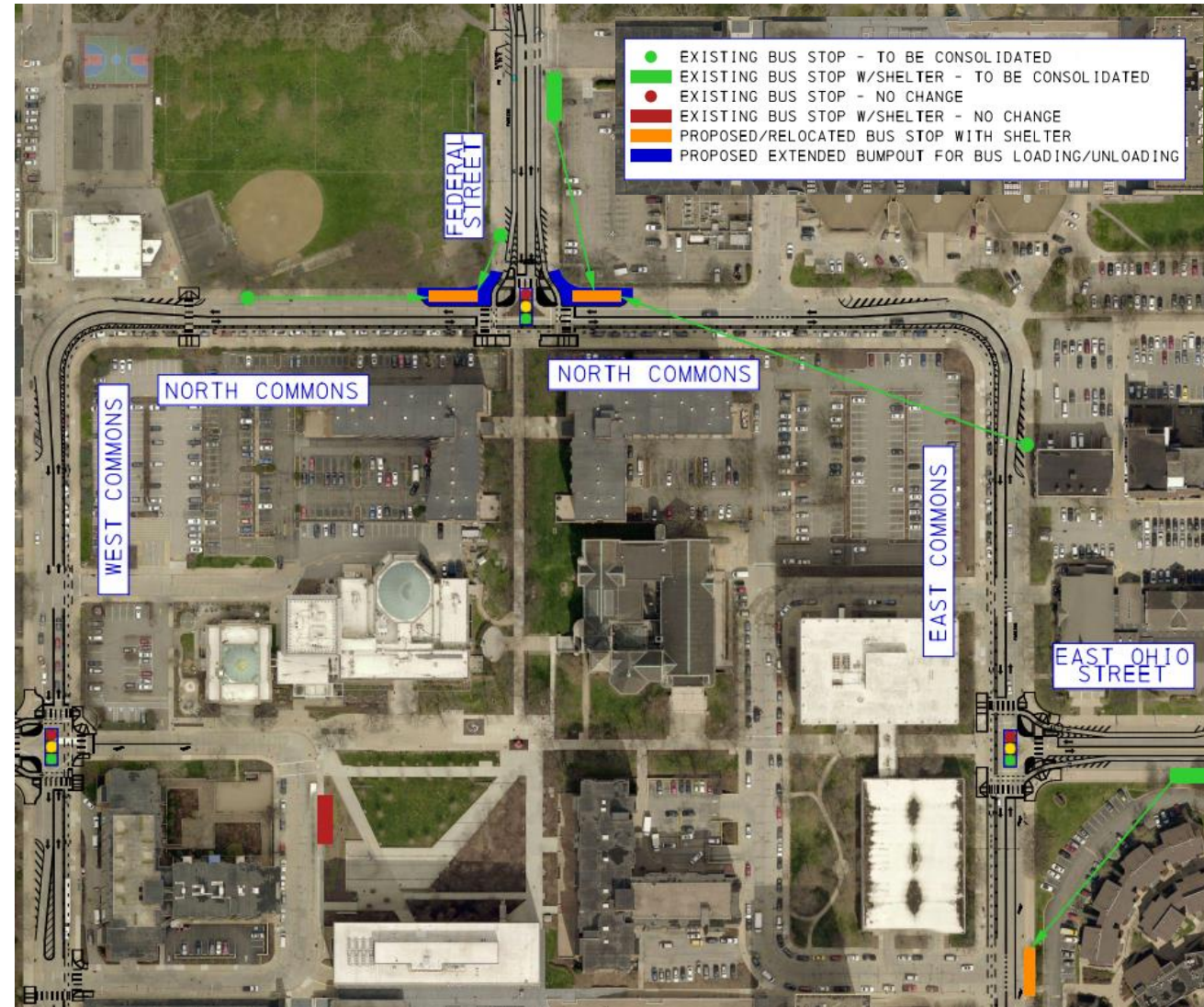


Existing and Proposed Crosswalks – Southern Half



Existing and Proposed Bus Stop and Shelter Locations – Northern Half

- Consolidates or relocates bus stops and shelters
- Facilitates easier loading / unloading --> buses pull to curb
 - North Commons bump outs @ North Federal Street
 - East Commons @ East Ohio Street



Existing and Proposed Bus Stop and Shelter Locations – Southern Half

- No change to stop or shelter on West Commons in front of The Allegheny Apartments --> however, no parking will allow buses to pull to curb with no obstruction
- Consolidates and relocates bus stops and shelters on South Commons and South Federal Street



Allegheny Traditional Academy

- Design includes:
 - Two flashing warning school zone speed limit signs for two-way operation
 - Crosswalks
 - Prohibiting of loading on the corner
- In discussions with PPS and school about where bus loading / unloading should occur
- Work with Police Department to increase enforcement and school administration to encourage good pick up / drop off behavior

The Two-Way Conversion of Allegheny Circle would not affect bus loading / unloading at the King School

Anticipated Construction Schedule

- Construction is anticipated between early February 2021 and early January 2022
- West Commons, Ridge Avenue, and Children's Way
 - Mid-February through late March 2021
- North Commons and North Federal Street
 - Late March through mid-May 2021
- East Commons and East Ohio Street
 - Mid May through mid-July 2021
- South Commons and South Federal Street
 - Mid-July through mid-September 2021
- South Commons, East Commons, Sandusky Street, and Stockton Avenue
 - Mid-September through late November 2021
- Signal installation and testing
 - Mid-February 2021 through January 2022
- Change to two-way traffic
 - Early January 2022

Looking to compress schedule --> complete ahead of the December 2021 holiday season

The phasing of intersection work is being reviewed

Notifications will be sent prior to construction activities and a contact provided for additional questions

Provide Comment and Q&A

- Allegheny Circle is the first project listed on this DOMI website. A copy of the presentation and comment form are available there (<https://pittsburghpa.gov/domi/current-projects>)
- 311
- Now via Zoom chat function

We will be accepting comments until July 31st