

# JACKSONIA ST TRAFFIC CALMING



Pittsburgh Department of  
Mobility and Infrastructure

Traffic Bureau

August 3, 2021

# Traffic Calming Goals & Objectives

## Goals

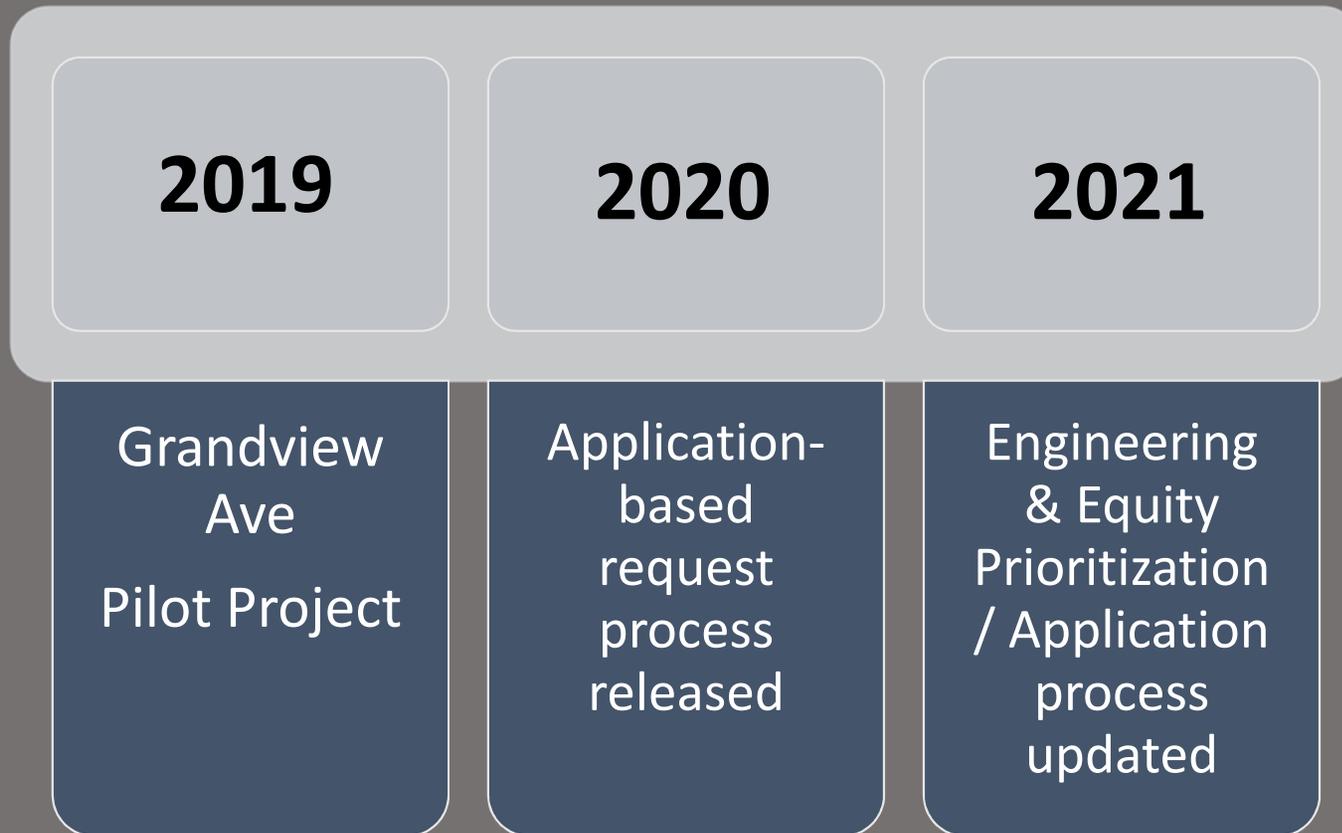
- Create safe and attractive streets
- Reduce the negative effects of motor vehicles on the environment
- Promote pedestrian, cycle and transit use

## Objectives

- Reduce motorist *speeds* and/or *volumes*
- Self-enforcing, reduce need for police intervention



# Evolution of DOMI Traffic Calming Program



# Evolution of DOMI Traffic Calming Program

## Initial Eligibility Screening

	Eligibility Criteria	Where data can be found
Eligibility Screen	A City-owned street	Cartegraph layer called "Local, Collector, Minor Arterial City Streets"; can doublecheck in <a href="http://alleghenycounty.us/whownsmynfrastructure">http://alleghenycounty.us/whownsmynfrastructure</a>
	Two-way street with maximum of 2 lanes or one-way street with maximum of 1 lane	Google maps
	Local or collector or minor arterial	Cartegraph layer called "Local, Collector, Minor Arterial City Streets"
	Grade of roadway must be less than or equal to 13 percent	StreetSmart or Google Profiles
	If the request does not pass the Eligibility Screen, then the applicant will be notified of their request's ineligibility for the program with the explanation of why and potential next steps, when applicable (see row 7).  If the request passes the Eligibility Screen, then it will go on the list for Speed and Volume collection. Applicants will be notified of their request's progress and told that their final eligibility will be determined after speed data is collected.	

# Evolution of DOMI Traffic Calming Program

## Speed Threshold Screening

	Speed and Volume Collection	Where data can be found	Notes
Speed Threshold	85th percentile speed must be 5 mph or more than the posted speed limit	StreetLight	Initial data screen uses Streetlight; fringe cases (when 85th is less than 2 mph than from 5 mph over the speed limit) and cases accepted into design get confirmed with field counter data.
	AADT	StreetLight	Initial data screen uses Streetlight; fringe cases and cases accepted into design get confirmed with field counter data.
	If the request passes the Eligibility Screen AND meets the Speed Threshold, then staff will complete the remainder of the data collection and scoring for prioritization (see Step 3. Prioritization).		

# Evolution of DOMI Traffic Calming Program

## Engineering & Equity Prioritization

	Prioritization Criteria	Score	How Scored	Where data can be found
Equity Criteria Recorded by staff engineers	Equity		Staff will record the Equity Score for the block group(s) in which the proposed project falls.	Equity Index: <a href="https://arcg.is/0CLGCn">https://arcg.is/0CLGCn</a>
	Connection to Existing Plans		Staff will record yes/no for this and indicate which plan (Bike+, PSAP, Neighborhood, etc).	Existing DOMI plans, DCP neighborhood plans, others identified through coordination meetings of engineers/planners
Scored by staff engineers	Crash History (last 3 years)	0-20	1 point for every crash; 2 points if crash involved pedestrian or cyclist, or if resulted in serious injury; 3 points if crash involved fatality	PCIT
	Pedestrian Generators	0-15	3 points for every park, school, grocery/convenience store, transit stop, or City senior center that abuts the street or is adjacent to an intersection within the corridor	Google maps
	Pedestrian Access	0-10	0 points if fully accessible sidewalk on both sides; 5 points if accessible sidewalk on only one side of the street; 10 points if no accessible sidewalk on either side of the street	Google maps or SPC sidewalk map (found at <a href="http://www.pasda.psu.edu/uci/DataSummary.aspx?dataset=1623">http://www.pasda.psu.edu/uci/DataSummary.aspx?dataset=1623</a> )

# Speed Mitigation Strategies

## Horizontal Deflection

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

## Vertical Deflection

- Speed Humps
- Speed Tables

Speed Hump Project Before/ After Data

	<u>Median Speed</u>	<u>85% Speed</u>	<u>% Speeding</u>
<u>Before</u>	28.4	32.5	62.5
<u>After</u>	22.1	26.5	24.7
<u>Change</u>	-6.3	-6.1	-37.8

# Volume Mitigation Strategies

## Operational Changes

- Street network redesign
- Turn restrictions
- Traffic Diverters

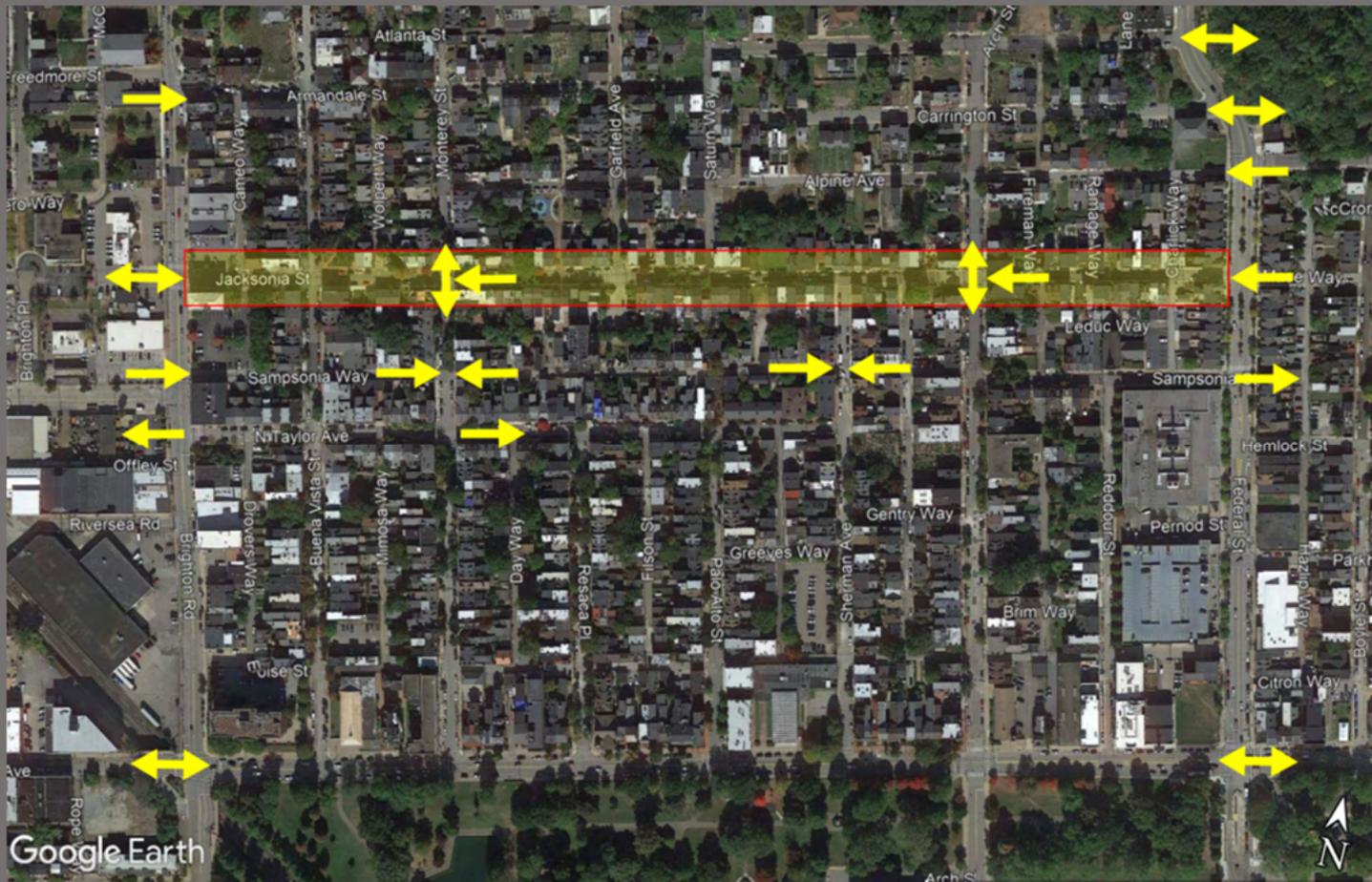


# Jacksonia Street Timeline

## Activity to Date

- Week of May 24: Illegal speed bump installed and removed
- May 26: First Traffic Calming Application received
- June 17: Community Walk-through held
- June 23: Data collection complete
- July: Speed Threshold evaluated, operational planning begun
- August 5: Community Presentation

# Jacksonia Street Study Area



# Jacksonia Street Data Collection Results

## Jacksonia Street

- June 2021
  - Average Daily Traffic: 780 vehicles per day
  - Median Speed: 17 mph
  - 85th Percentile Speed: 21 mph
  - Percent of Motorists Driving over the Speed Limit: 2%
  - Up to 6% of cars traveling wrong direction

Location: <b>Jacksonia</b>		Note: Collection point located mid-block between Sherman and Garfield	
Cross Street (Near):	Federal		
Cross Street:	Brighton		
Neighborhood:	Allegheny Center		
Dates:	6/15/2021 6/23/2021		
Sensor type:	StatTrak		
Inbound:	Westbound		

	Westbound	Eastbound	All
85% speed	21	18	21
95% speed	23	21.55	23
Median speed	17	15	17
Cars over period	5906	210	6116
Heavy Vehicle %	0		
Speed Limit	25		
Max Speed	38		
Avg below 25-er	17.1	15.1	17.1
Average speeder	28.7	31.7	28.8
% over 25	2%	3%	2%
% over 35	0%	0%	0%

		Westbound	Eastbound	Total
partial	6/15	352	8	360
Wed	6/16	837	22	859
Thu	6/17	835	28	863
Fri	6/18	953	25	978
Sat	6/19	655	41	696
Sun	6/20	727	12	739
Mon	6/21	661	52	713
Tue	6/22	794	22	816
partial	6/23	92	0	92
		<b>Avg cars/day</b>	<b>ADT</b>	
		780	29	809

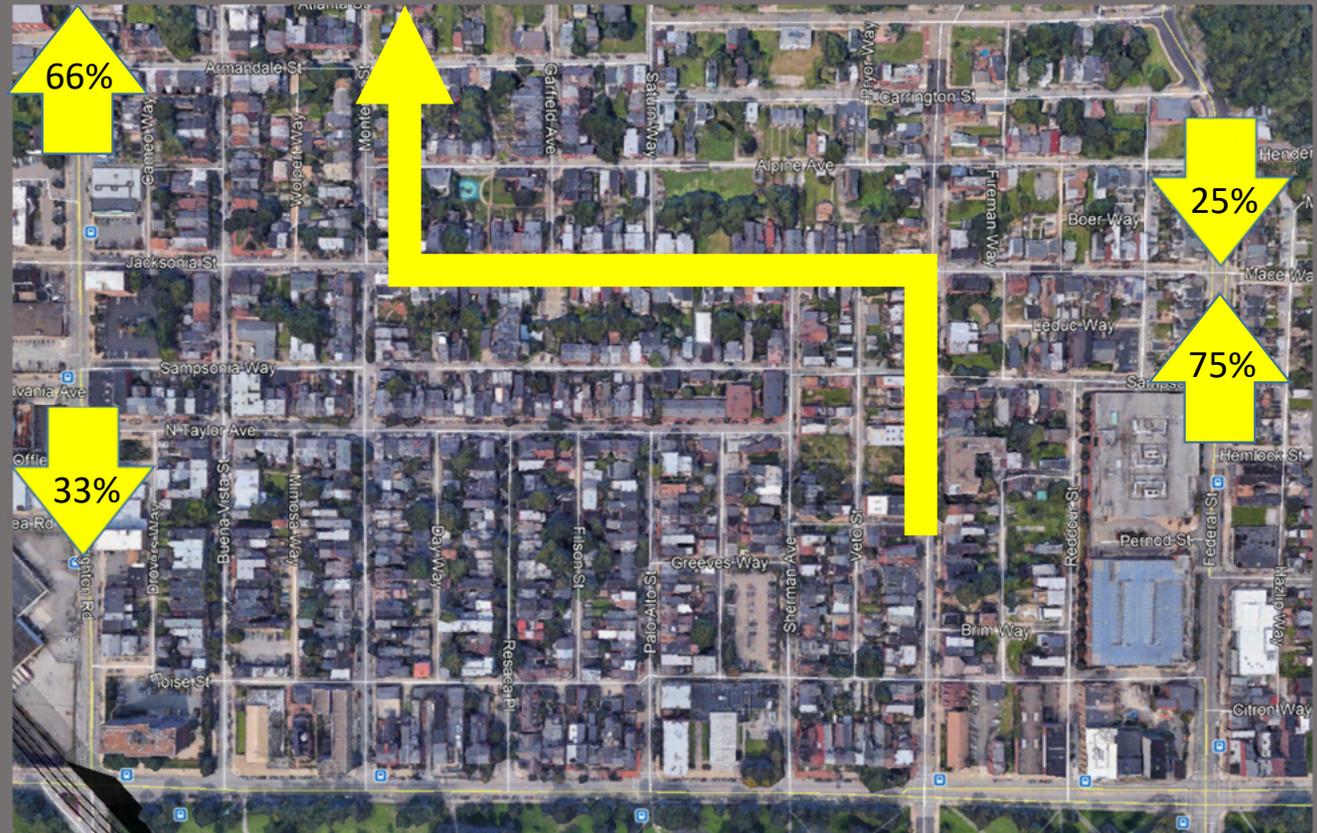
  

	VOL BY HOUR				OVERALL		SPEED BY HOUR		
	Westbound	Avg/day	Eastbound	Avg/day	Avg/hr	%	Westbound mph	Eastbound mph	Avg mph
00:	53	7	0	0	7	0.9%	19	#DIV/0!	#DIV/0!
01:	43	6	2	0	6	0.7%	19	13	18
02:	41	5	1	0	6	0.7%	18	13	18
03:	24	3	0	0	3	0.4%	17	#DIV/0!	#DIV/0!
04:	14	2	13	2	4	0.4%	18	14	18
05:	27	4	4	1	4	0.5%	17	14	17
06:	96	13	0	0	13	1.6%	18	#DIV/0!	#DIV/0!
07:	189	25	7	1	26	3.2%	19	15	18
08:	212	28	5	1	29	3.5%	17	15	17
09:	245	32	8	1	33	4.1%	17	16	17
10:	303	40	5	1	41	5.0%	18	14	18
11:	320	42	13	2	44	5.4%	17	18	17
12:	360	48	6	1	48	6.0%	17	14	17
13:	418	55	11	2	57	7.0%	17	15	17
14:	379	50	9	1	51	6.3%	17	15	17
15:	511	68	34	5	72	8.9%	17	17	17
16:	557	74	17	2	76	9.4%	17	15	17
17:	513	68	16	2	70	8.6%	18	15	17
18:	415	55	10	1	56	6.9%	18	15	18
19:	368	49	14	2	51	6.2%	18	15	18
20:	320	42	14	2	44	5.5%	18	20	18
21:	214	28	12	2	30	3.7%	18	14	18
22:	171	23	3	0	23	2.8%	18	20	18
23:	113	15	6	1	16	1.9%	18	16	18

# Jacksonia Street Origin-Destination Study

## Cut-through analysis

- 95-98% of trips do not end on Jacksonia Street
- 75% of cut-through trips come from northbound Federal St
- 25% of cut-through trips come from southbound Federal St
- 66% of cut-through trips end northbound on Brighton Rd
- 33% of cut-through trips end southbound on Brighton Rd



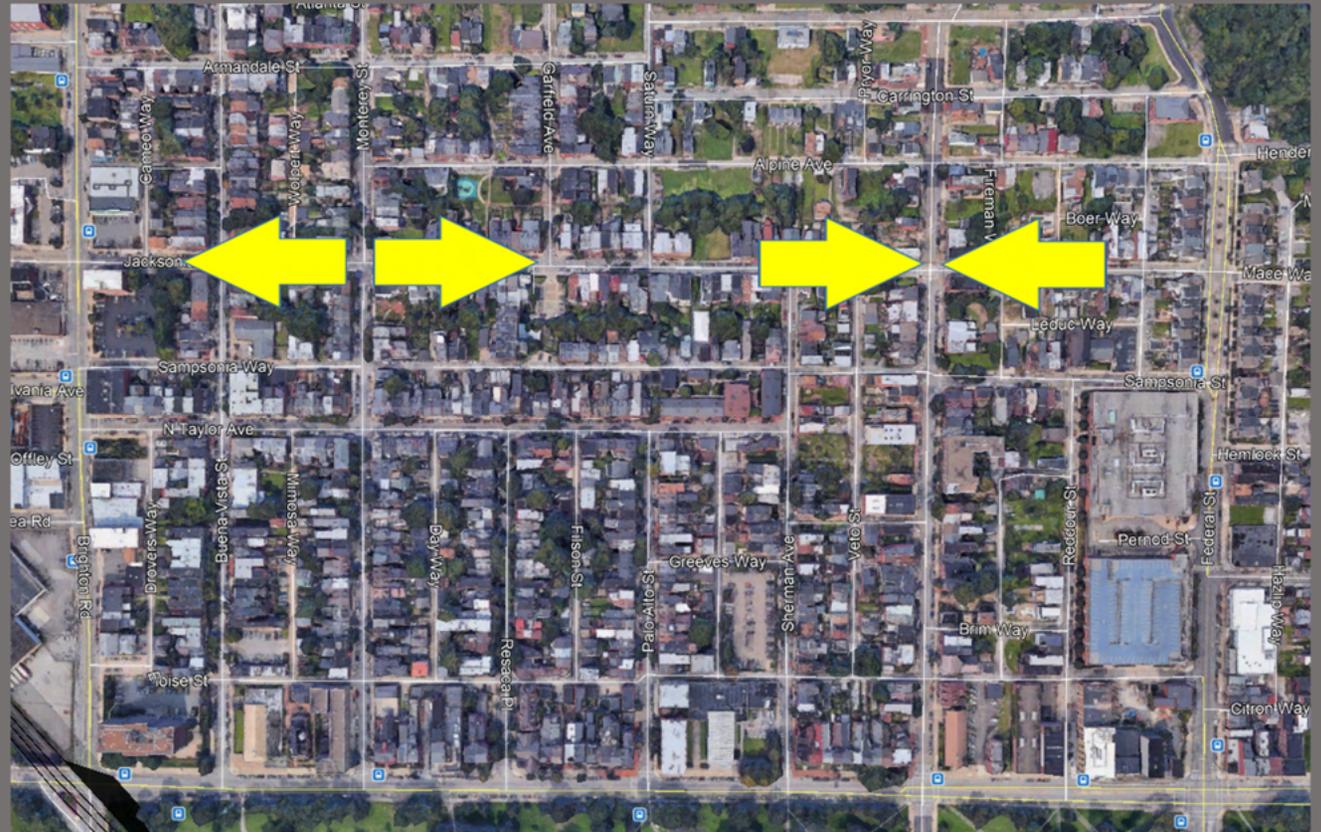
# Jacksonia Street Traffic Preferred Option

## Goal:

- Reduce cut-through incentive
- Maintain access for all residents and MF

## Steps:

- Flip travel from Monterey to Arch eastbound
- Convert Brighton to Monterey one-way only (westbound)
- Eliminate eastbound access at Brighton



# Jacksonia Street Traffic Preferred Option

**Existing:**



**Proposed:**



# COMMENTS & QUESTIONS



Pittsburgh Department of  
Mobility and Infrastructure

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