

JACKSONIA ST TRAFFIC CALMING



Pittsburgh Department of
Mobility and Infrastructure

Traffic Bureau

August 3, 2021

Traffic Calming Goals & Objectives

Goals

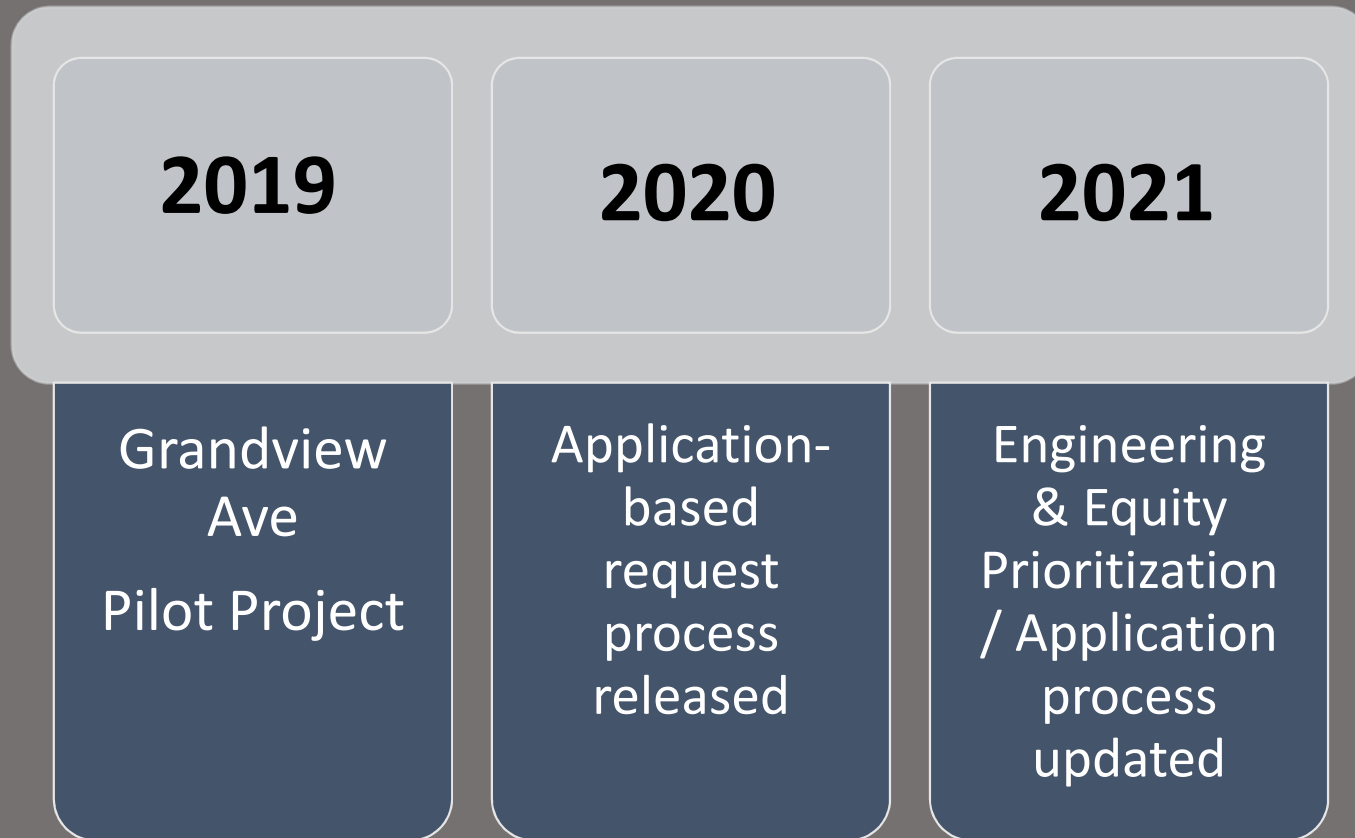
- Create safe and attractive streets
- Reduce the negative effects of motor vehicles on the environment
- Promote pedestrian, cycle and transit use

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 Screen	Eligibility Criteria	Where data can be found
	A City-owned street	Cartegraph layer called "Local, Collector, Minor Arterial City Streets"; can doublecheck in http://alleghenycounty.us/whoownsmyinfrastructure
	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
	<p>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).</p> <p>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.</p>	

Evolution of DOMI Traffic Calming Program

Speed Threshold Screening

Speed Threshold	Speed and Volume Collection	Where data can be found	Notes
	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: https://arcg.is/0CLGCn
	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 http://www.pasda.psu.edu/uci/DataSummary.aspx?dataset=1623)

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

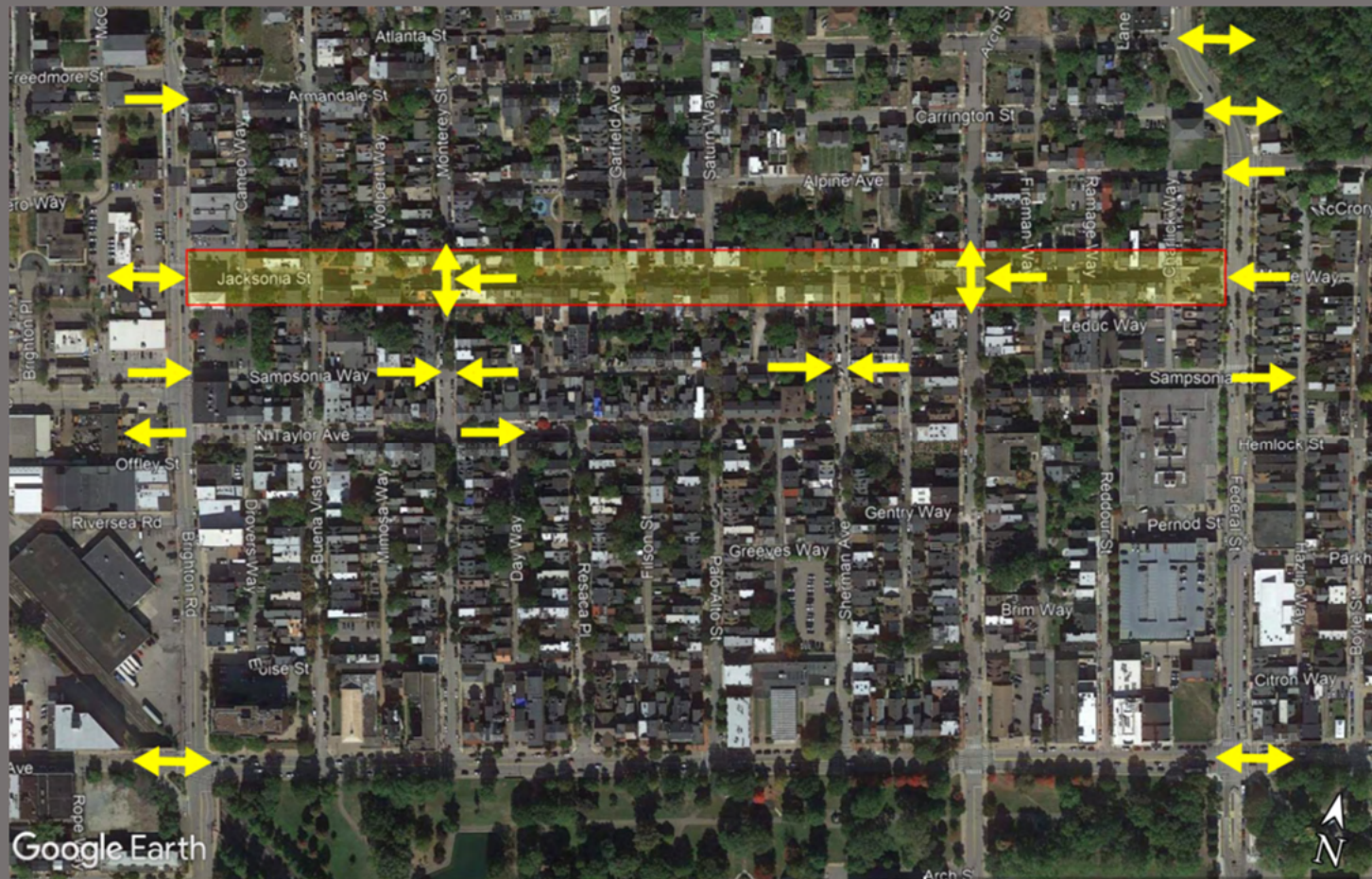


Jacksonia Street Timeline

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: Jacksonia		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%

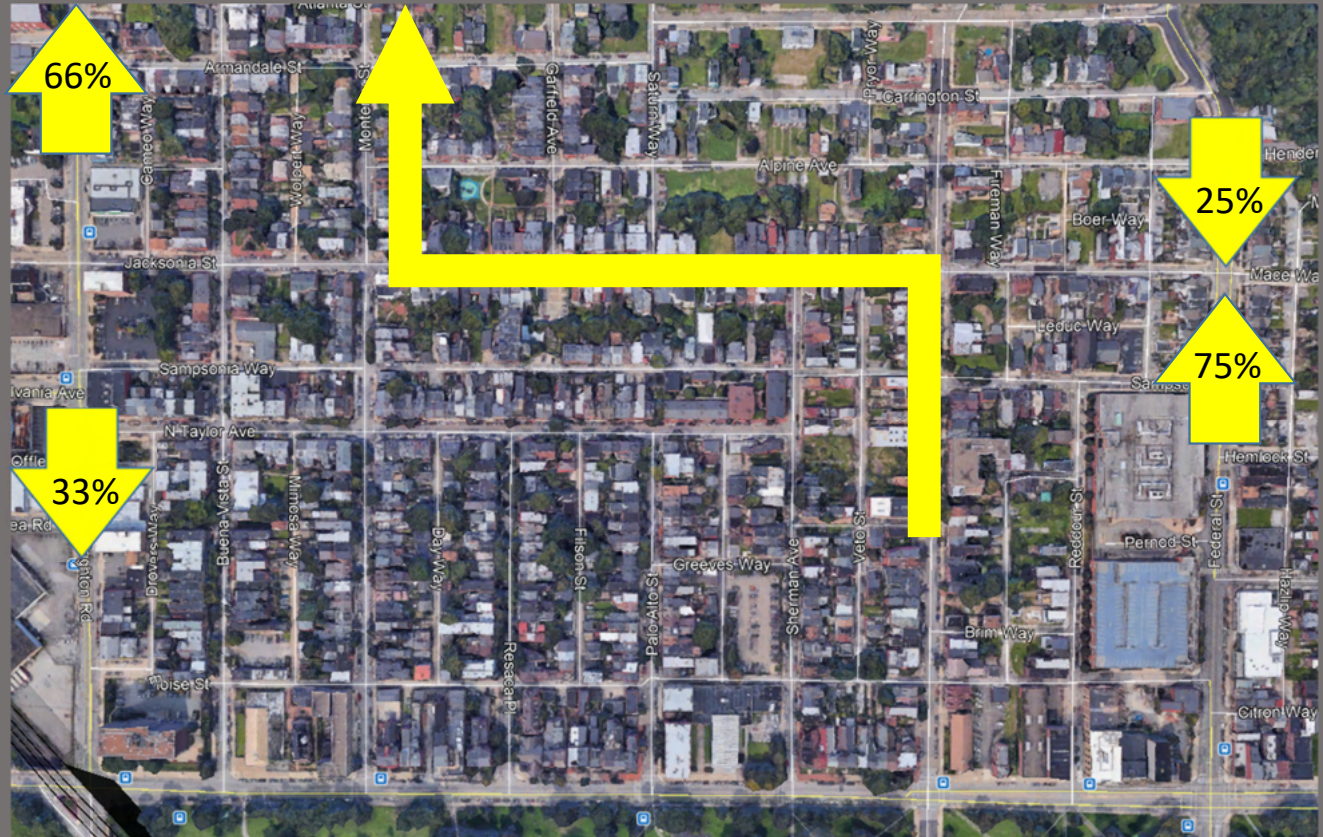
	Westbound	Eastbound	Total
partial 6/15	352	8	360
Wed 6/16	837	22	859
Thu 6/17	835	28	863
Fri 6/18	953	25	978
Sat 6/19	655	41	696
Sun 6/20	727	12	739
Mon 6/21	661	52	713
Tue 6/22	794	22	816
partial 6/23	92	0	92
Avg cars/day	780	29	809

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

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



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