

East Liberty
Station St/Euclid Ave

TWOWAY Traffic Conversion



November 1, 2016
Presented at
East Liberty Presbyterian Church

Thanks to:



East Liberty
DEVELOPMENT, INC.



East Liberty
Presbyterian Church

THE CATHEDRAL OF HOPE

East Liberty
Station St/Euclid Ave

TWOWAY Traffic Conversion

Project Team



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Tonight's Presentation

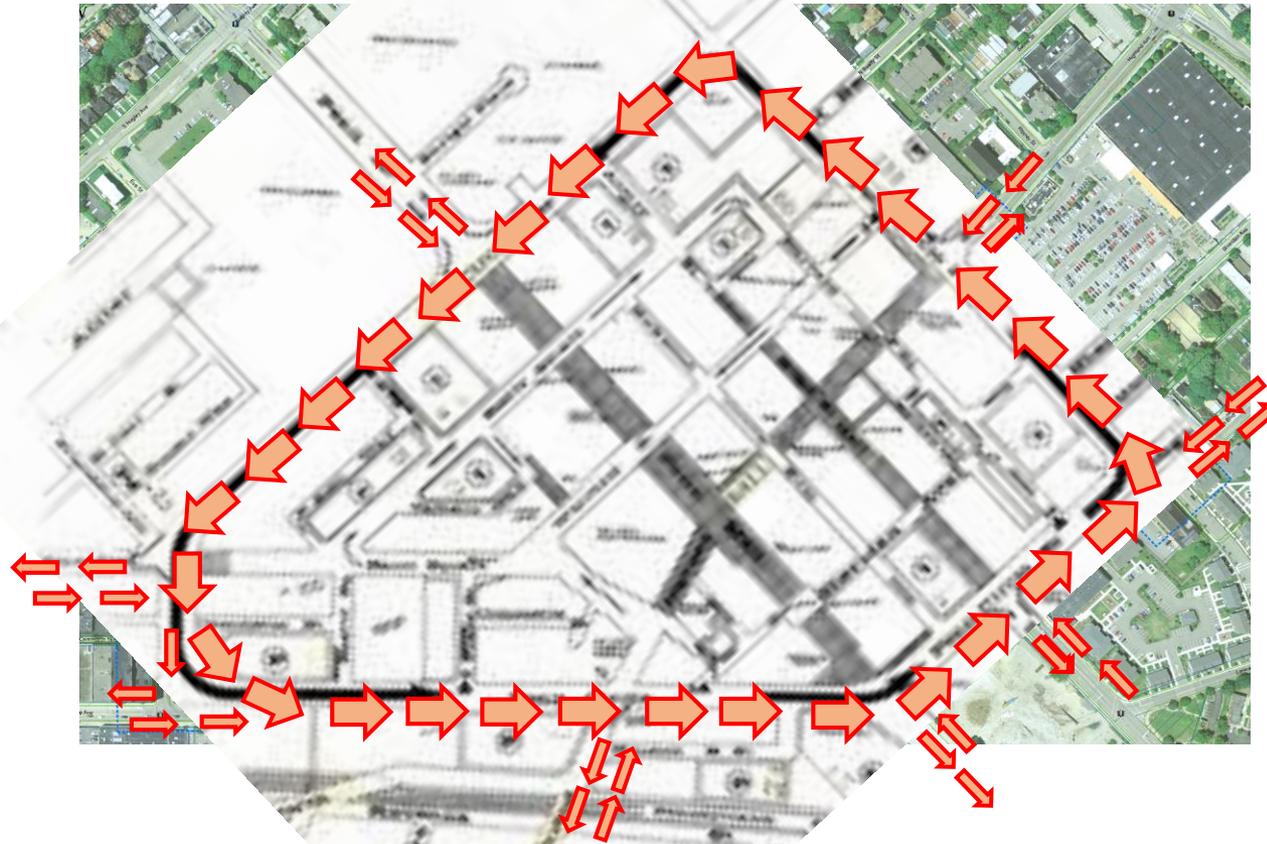
- Project background
- Design elements
- Initial concepts
- We need your input!

Study Area

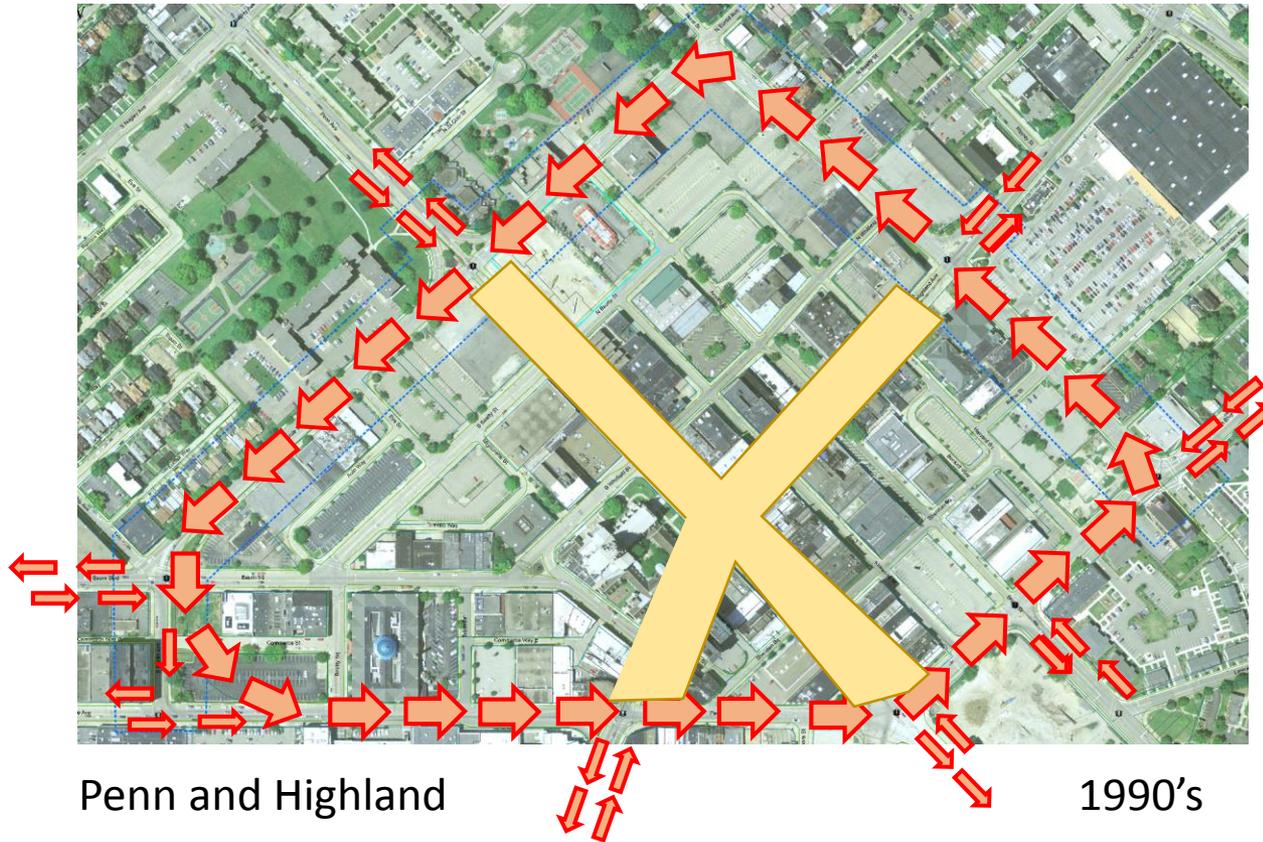
- Penn Circle West and Penn Circle North
- Station Street
- Euclid Avenue
- PA Route 380
- SR 2380 and SR 0400



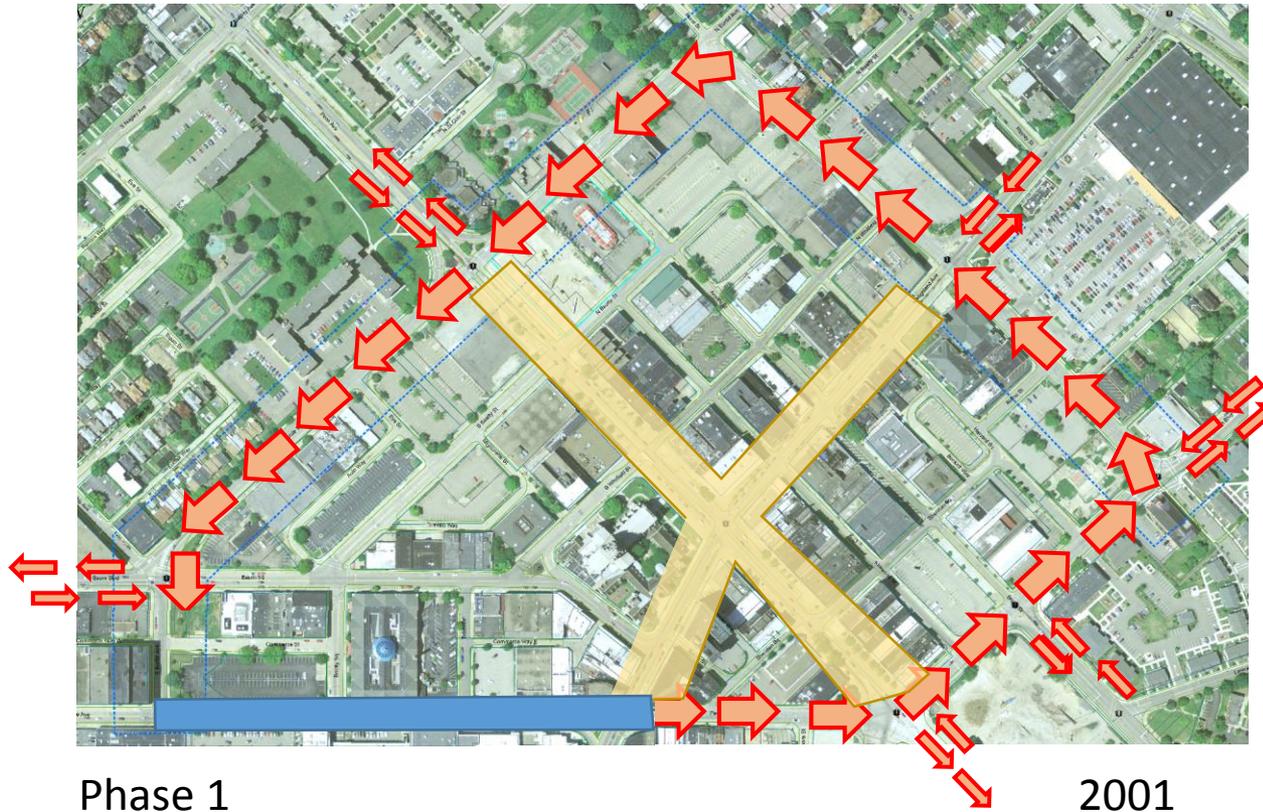
Penn Circle



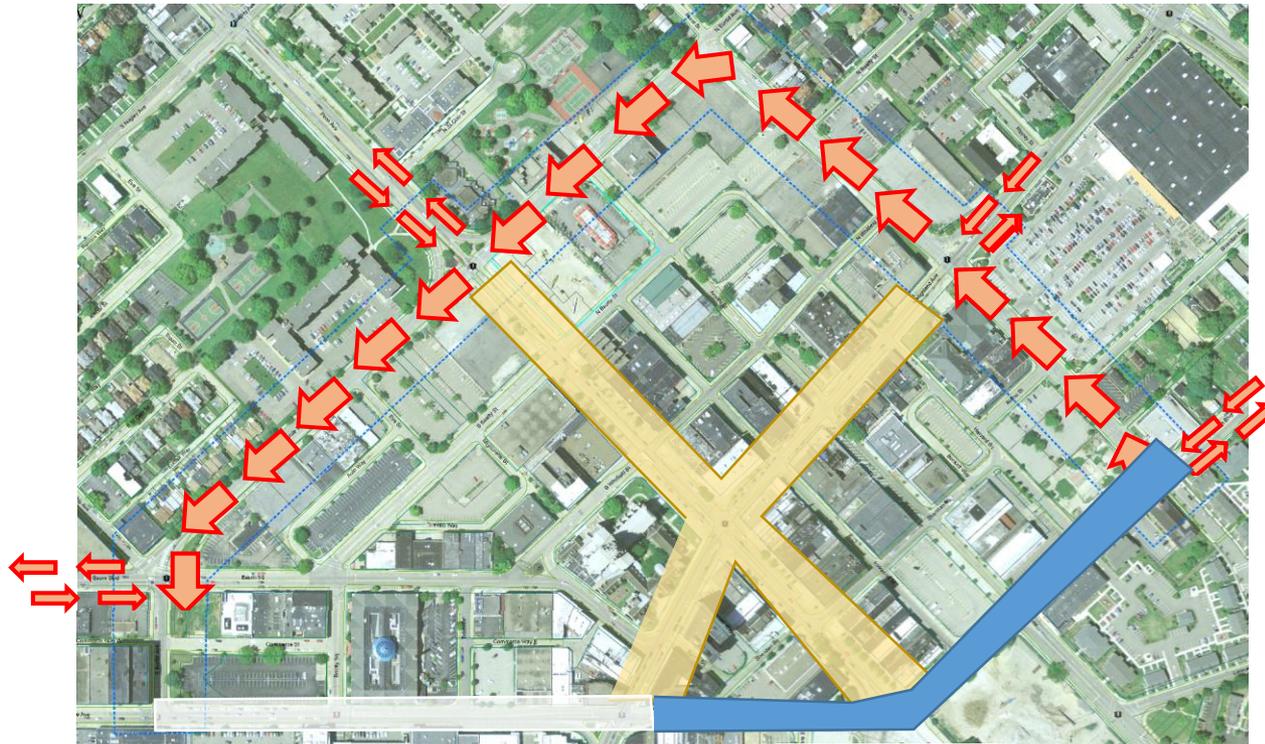
Penn Circle – Opening the Circle



Penn Circle – Two-Way Conversion



Penn Circle – Two-Way Conversion



Phase 2

2008

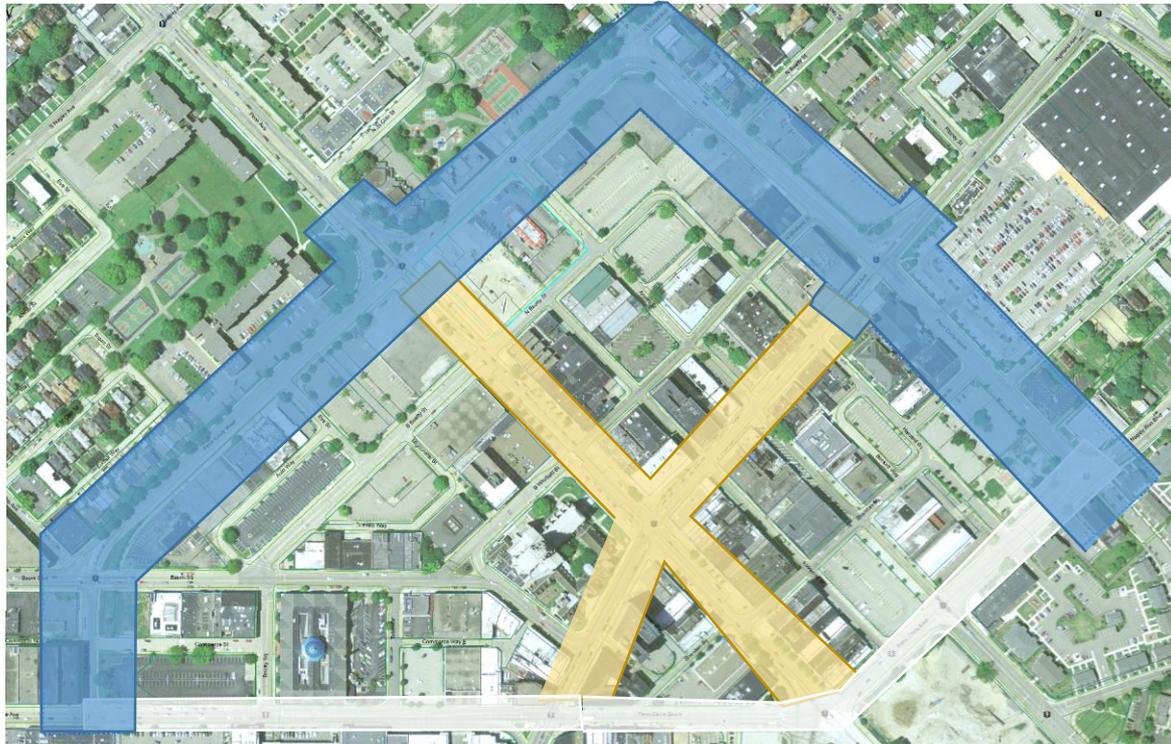
Penn Circle – Two-Way Conversion



Phase 3

2008

Penn Circle – Two-Way Conversion



Phase 3

Now

Study Area



Existing Conditions



Station Street

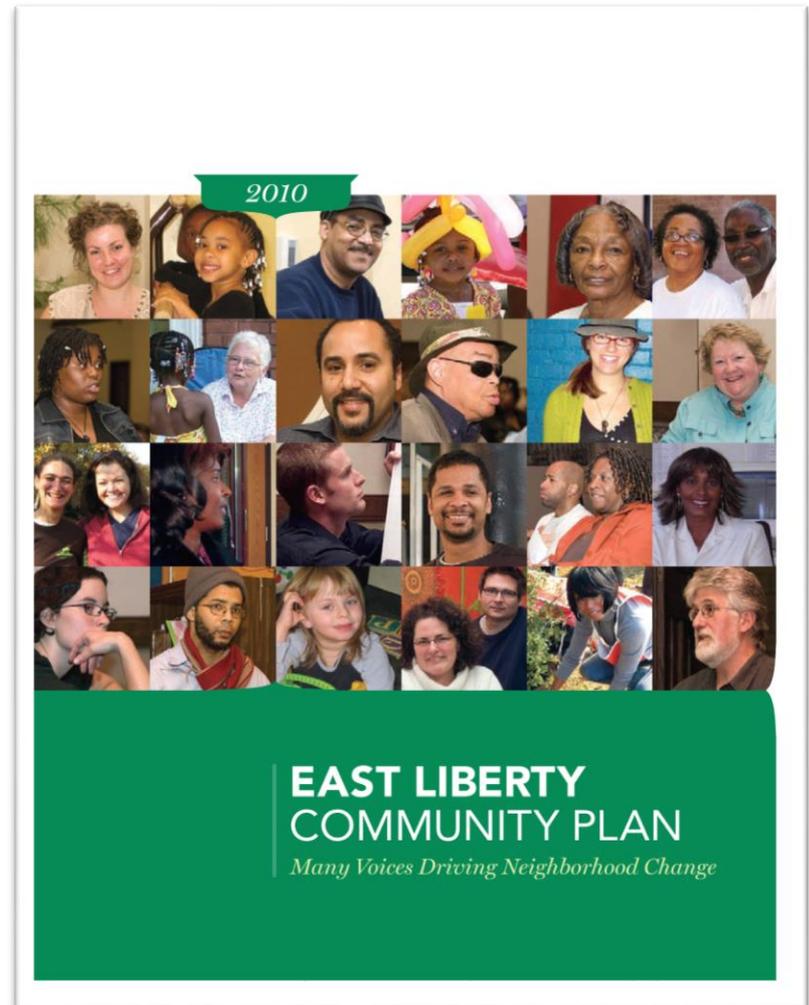


Euclid Avenue

East Liberty Community Plan

Many Voices Driving Neighborhood Change

- Green Vision
- Western Gateway
- Transition Zone



East Liberty Community Plan

Green Vision

- Street tree plantings
- Improvement to pedestrian environment
- Stormwater diversion infrastructure
- Bike lanes and cycling amenities
- Large-scale transit-oriented development

East Liberty Community Plan 2010
Green Vision

GREEN VISION

How sustainable is the development taking place in East Liberty? Staff at ELDI began asking this question about five years ago. Now, there is an answer in the form of the East Liberty Green Vision – a report on current environmental conditions and a roadmap for becoming a truly green neighborhood. A team of experts and neighborhood stakeholders helped ELDI craft the nation's first green overlay plan for a distressed urban district, defining "sustainable development" as three E's:

- **Equity** – Redevelopment should create an East Liberty that welcomes and supports all stakeholders.
- **Economy** – Redevelopment should bring wealth and prosperity back to East Liberty.
- **Environment** – Redevelopment projects should improve the natural environment and serve as models for environmental stewardship.

Released in tandem with this Community Plan, the Green Vision comprehensively inventories the environmental systems within East Liberty, creates guidelines and indicators for a sustainable neighborhood, and recommends strategies for the community's currently dysfunctional public spaces. Due to the Green Vision and ELDI's focus on neighborhood sustainability, East Liberty is serving as a pilot site for green strategies such as

- street tree plantings and improvements to the pedestrian environment
- innovative technologies and partnerships to build super-energy-efficient housing and manage vacant space
- LEED® certified high performance green buildings
- stormwater diversion infrastructure
- remediation of vacant buildings using volunteer groups
- bike lanes and cycling amenities
- large scale transit-oriented development

Many of these strategies are now regional models as East Liberty's efforts to be the city's most sustainable neighborhood gain attention. East Liberty is the perfect place to pilot so many green projects – the mistakes of the past are clearly unsustainable, the sheer number of development projects to serve as platforms for experimentation is staggering, and the neighborhood group has the capacity and support from the region to continually innovate.

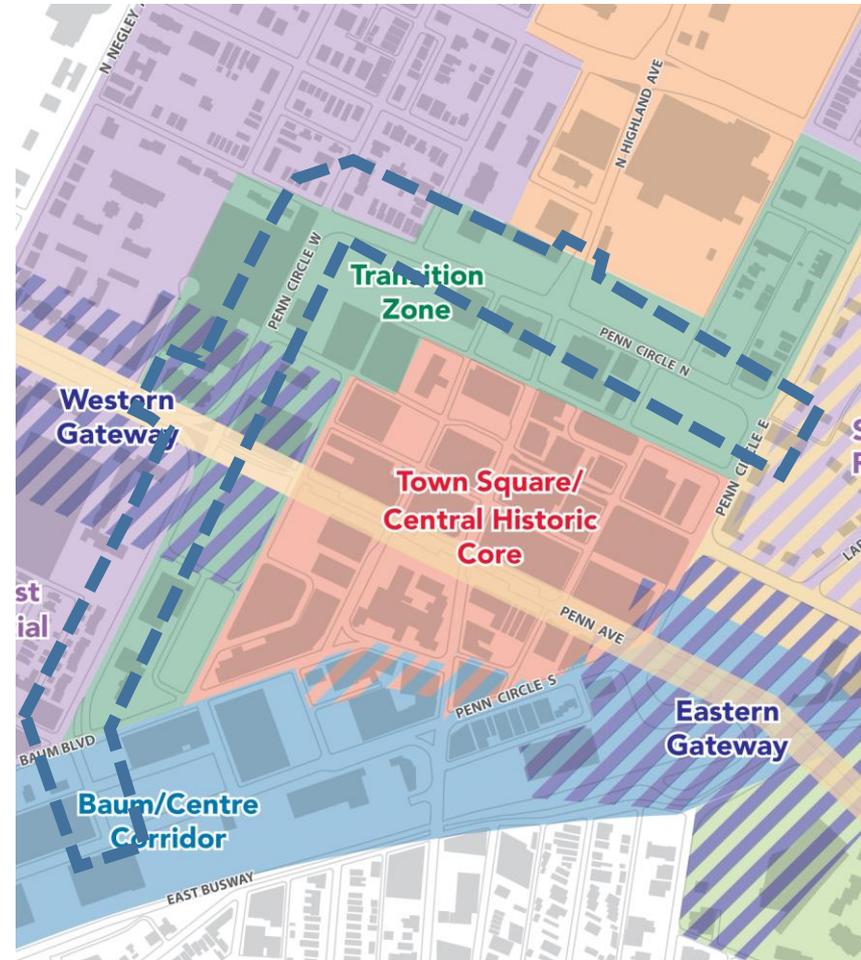
Funding for the Green Vision was provided by the PA Department of Conservation and Natural Resources, the Heinz Endowments, and the Roy A. Hunt Foundation.



East Liberty Community Plan

Western Gateway

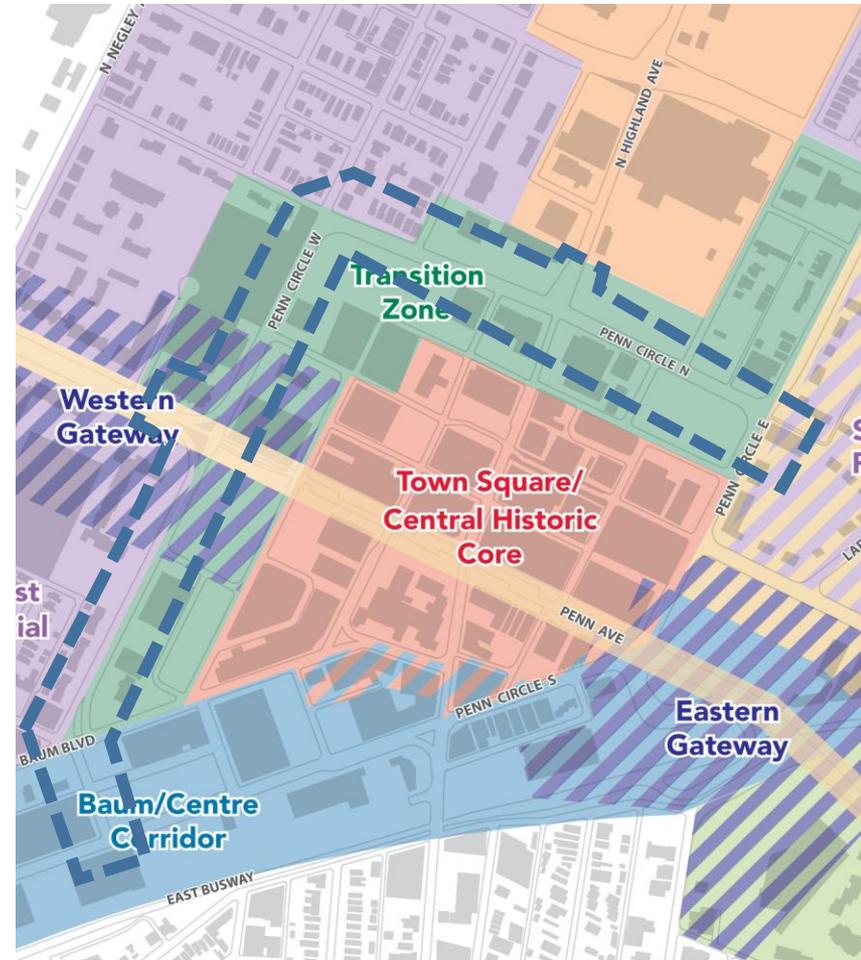
- Restore Penn Avenue/Penn Circle West to a traditional intersection
- Convert Penn Circle West to two-way traffic



East Liberty Community Plan

Transition Zone

- Develop connections at cross streets
- Provide pedestrian, bicycle and transit links
- Restore residential scale to Penn Circle North
- Restore Euclid Avenue
- Provide parking on both sides



Economic Development

- Home Depot
- EastSide
- Penn Plaza
- Community House
- East Liberty Transit Center
- Pennley Park South
- Mellon Orchard
- ???



Bike Facilities

Existing

- sharrows
 -  All items

- bike lanes
 -  All items

- trails
 -  All items

- Bridges
 -  All items

- On-Street Bike Route
 -  All items

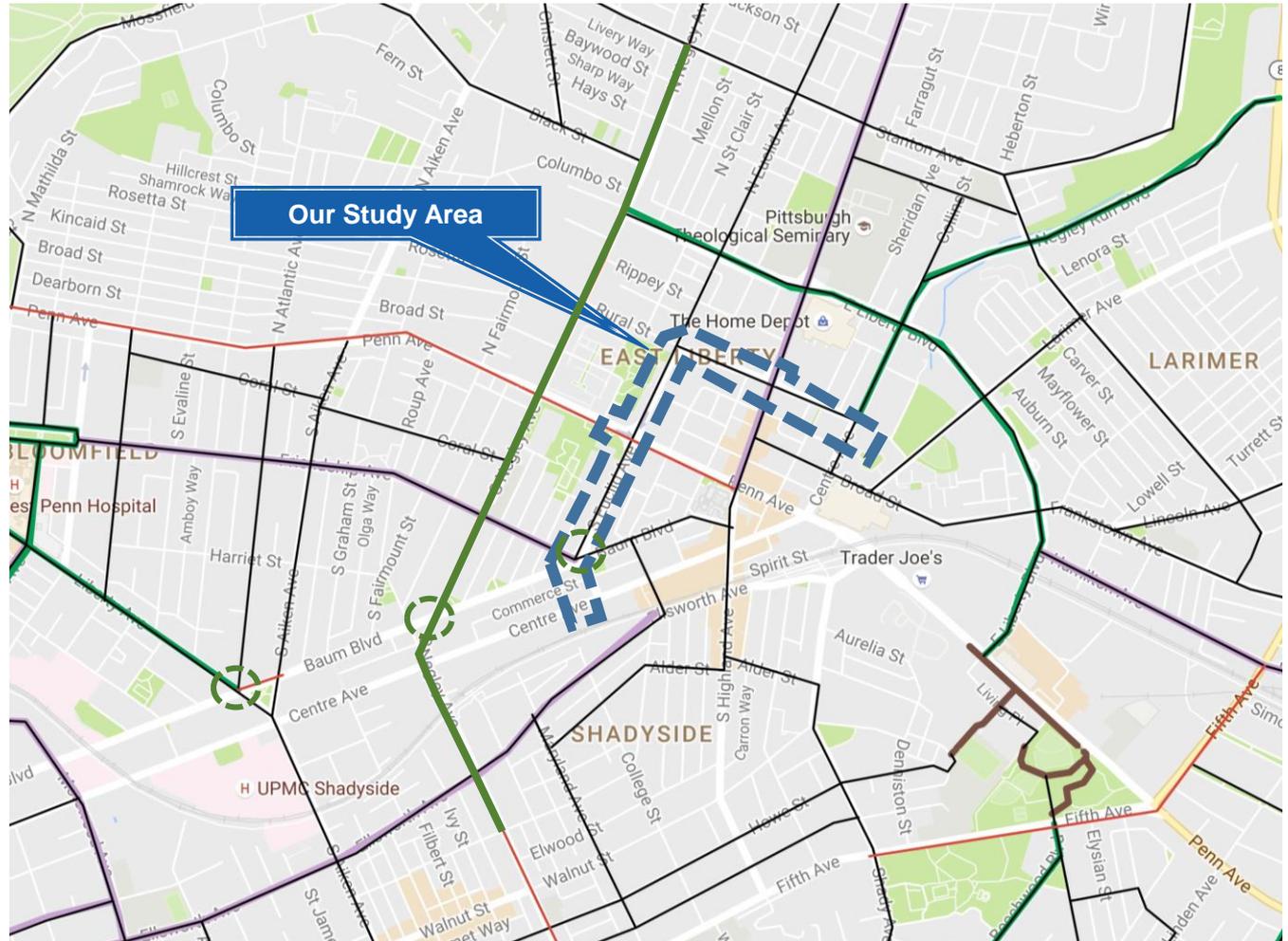
- Cautionary On-Street Bike Route
 -  All items

- Protected Bike lanes
 -  All items

Proposed

-  Negley Ave Bike Lanes

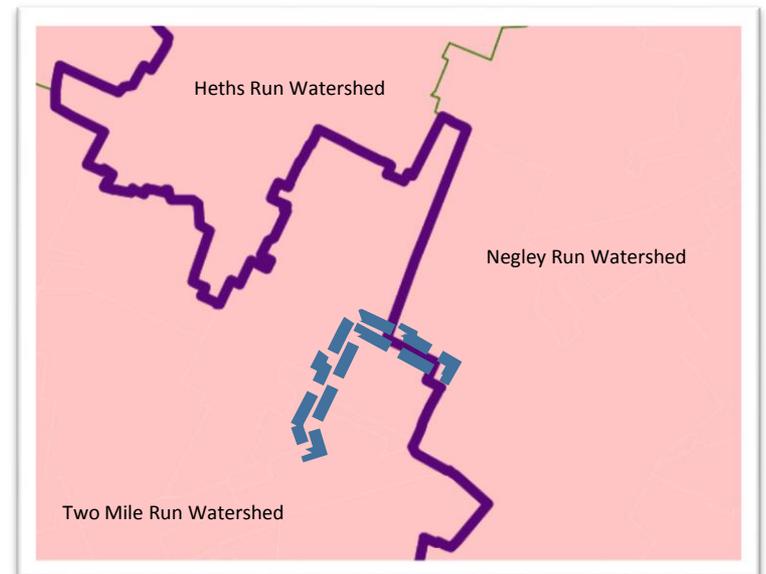
-  Baum Boulevard Intersections



Stormwater Management

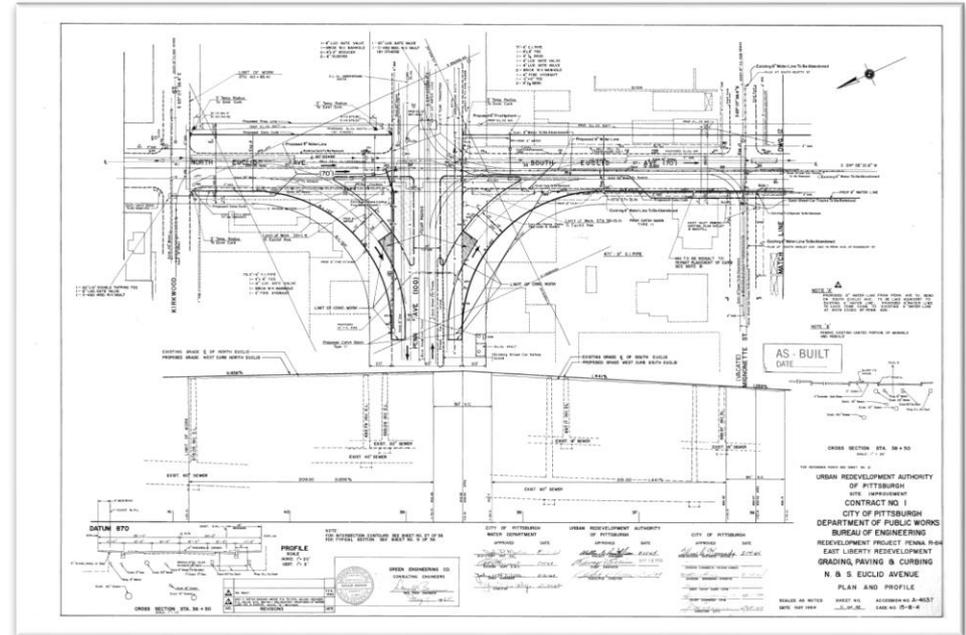
Project 15206

- Negley Run Bioswale
- Larimer stormwater curb extensions
- Green infrastructure



Engineering Design

- Bicycle facilities
- Pedestrian accessibility
- Transit service
- Truck access
- On-street parking
- Traffic operations
- Stormwater management
- Urban context



Bicycle Facilities

Bike lanes

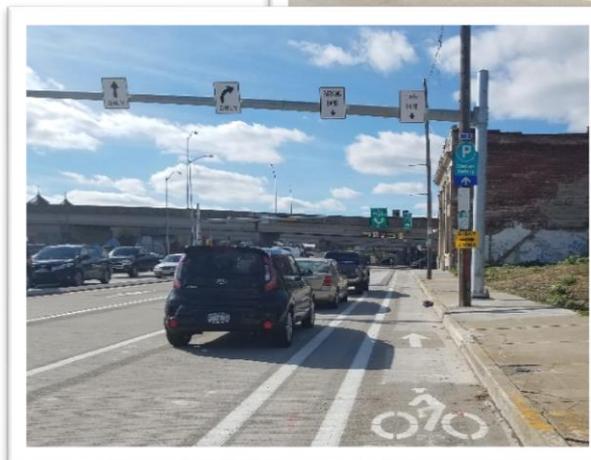
- On-street bike lanes
- Protected bike lanes

Intersection treatments

- Bike boxes
- Two-stage left turns

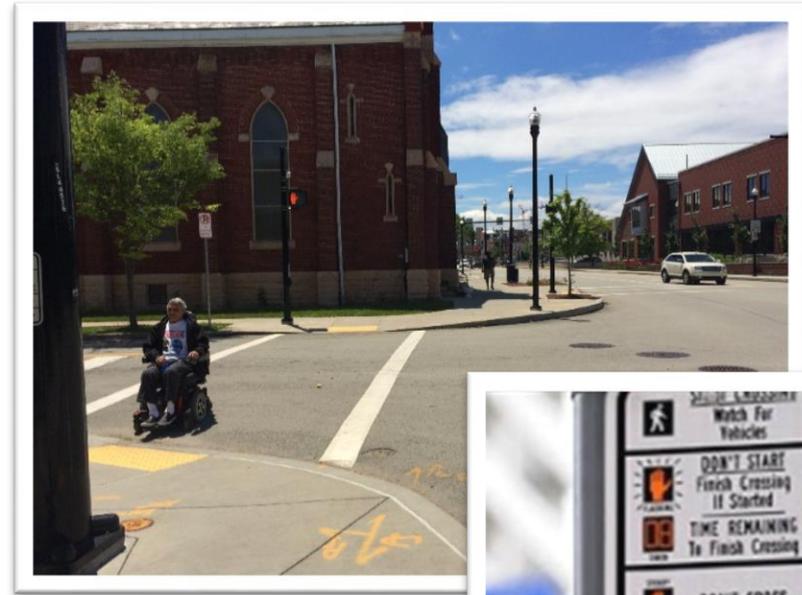
Bike parking

- Bike rentals
- Public parking



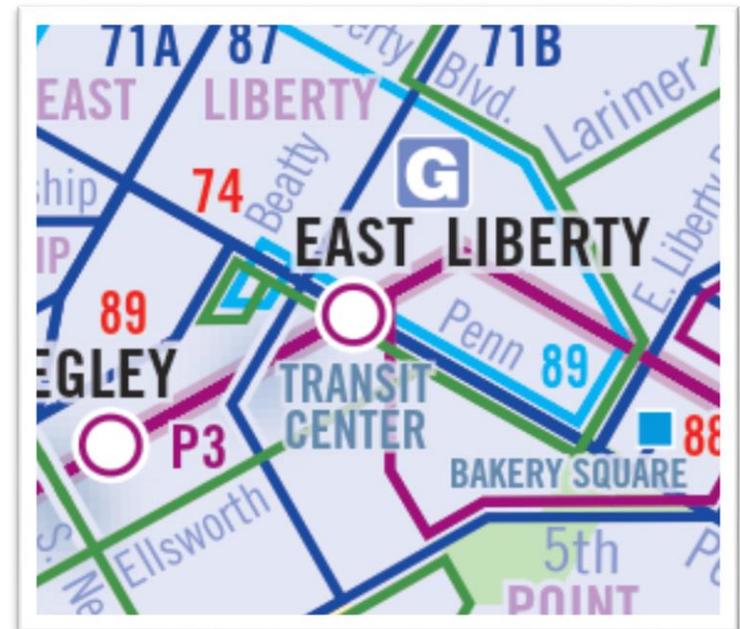
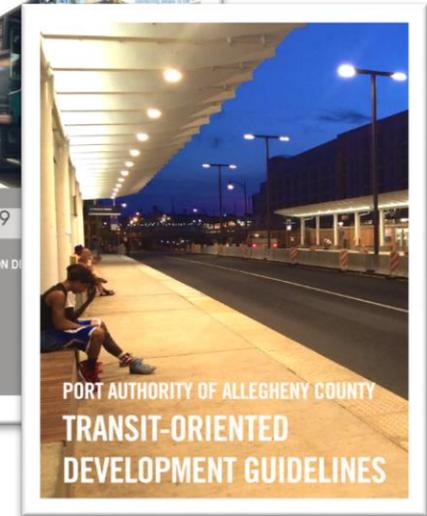
Pedestrian Accessibility

- Sidewalks
- Crosswalks
- Curb ramps
- Accessible signals
- Advance walk phases
- Countdown signals



Transit Service

- Dense network of bus routes
- No bus service currently on Station Street or Euclid Avenue
- High transit use
- Walkable access
- Transit-Oriented Development



Truck Access

- Through truck traffic
- Local deliveries
- Construction vehicles



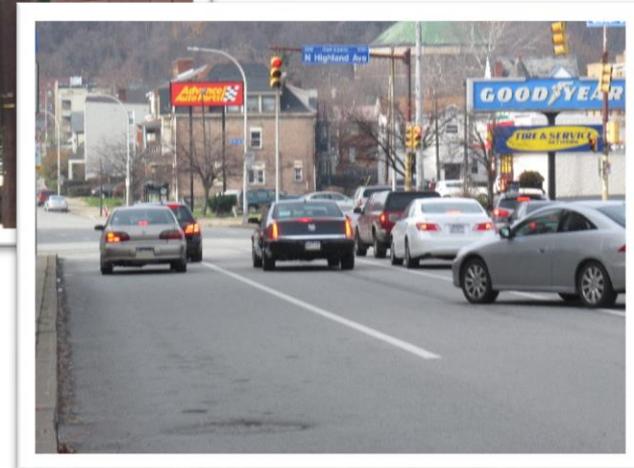
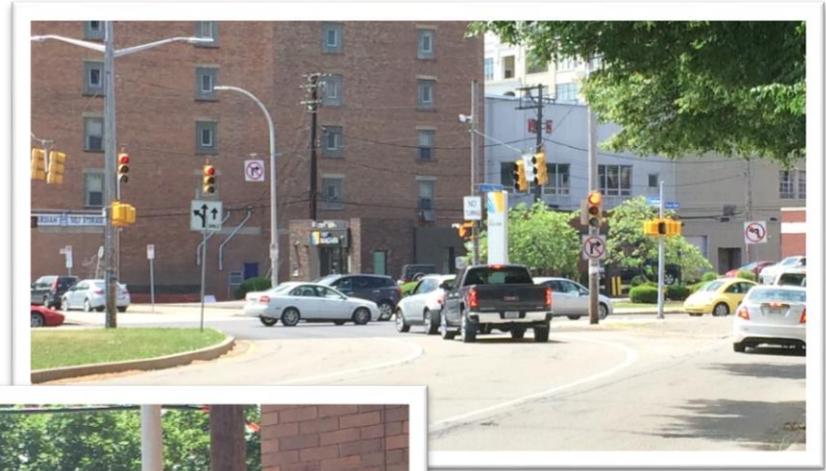
Existing On-Street Parking



Traffic Operations

Traffic study

- Number of lanes
- Roadway classification
- Traffic signals
 - Station/Centre
 - Station/Highland
 - Station/Euclid
 - Euclid/Ansley
 - Euclid/Penn
 - Euclid/Baum
 - Euclid/Centre



Green Infrastructure

- Stormwater tree trench
- Stormwater bumpouts
- Permeable pavements
- Tree canopy



Urban Context

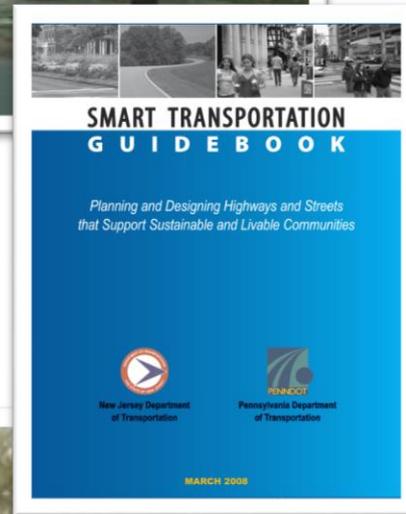
Existing Roadway Classification

- Suburban Corridor
- Community Arterial

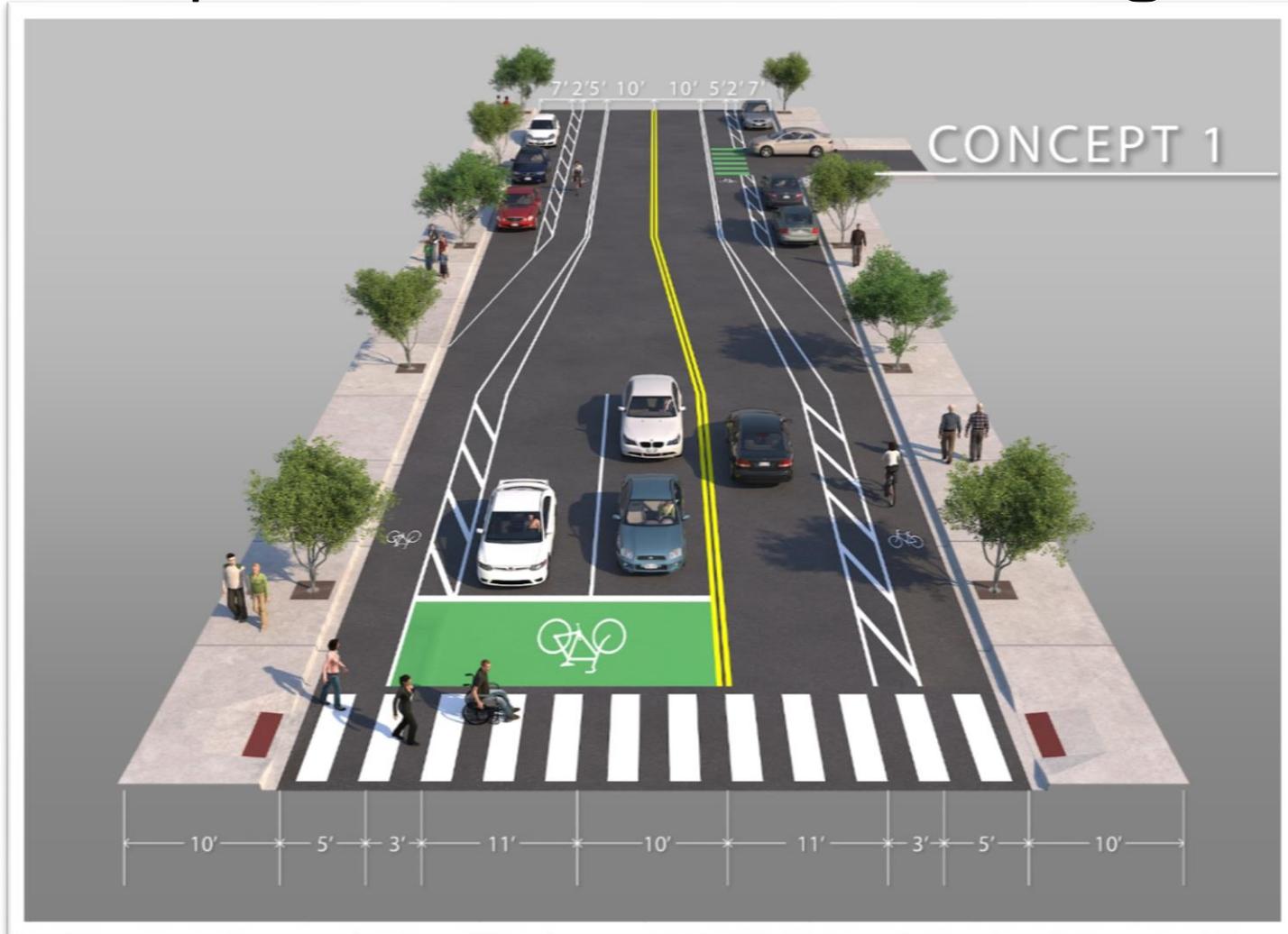
Potential Reclassification

- Town/Village Center
- Neighborhood or Community Collector

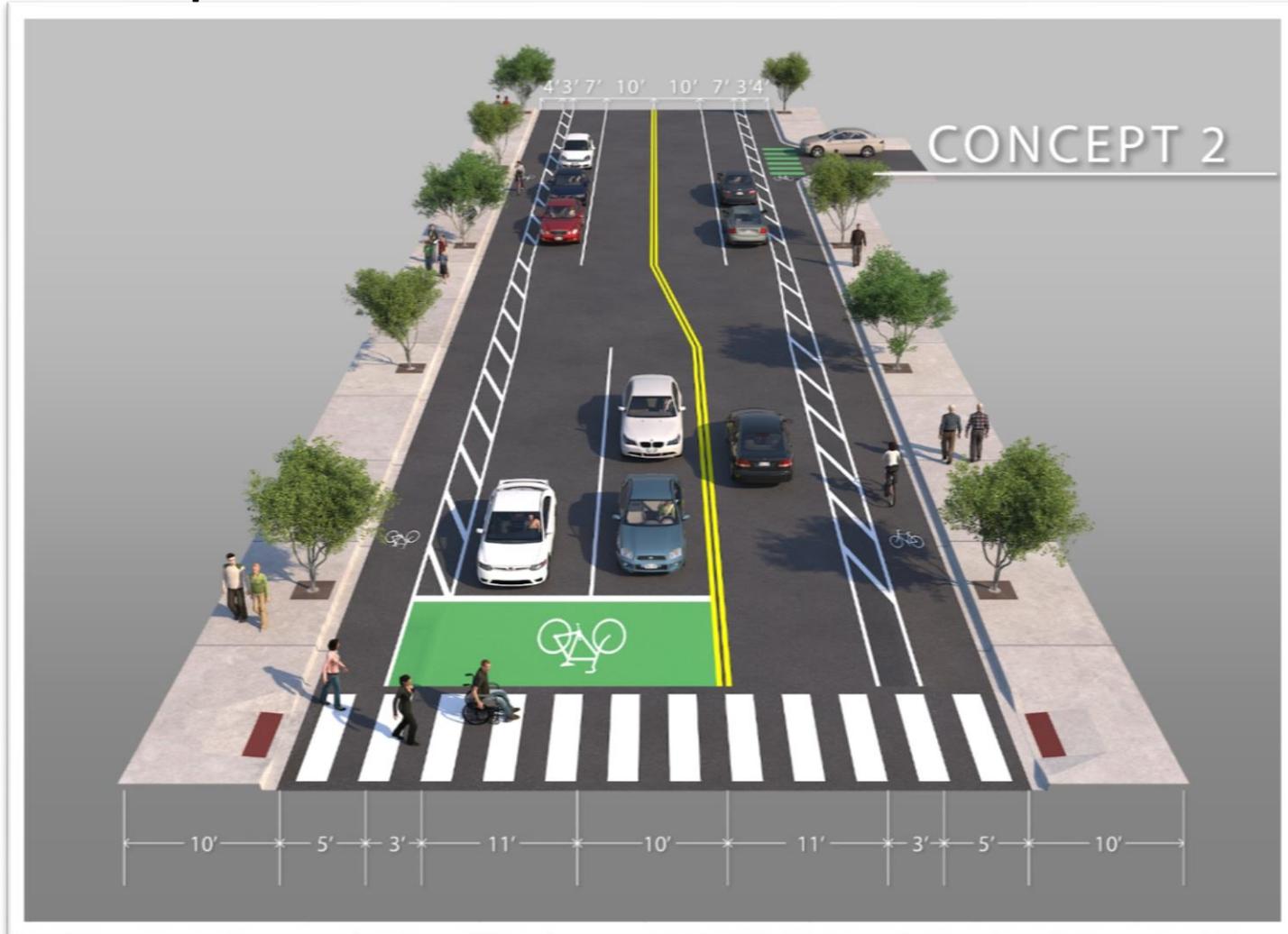
Contextual Design Standards



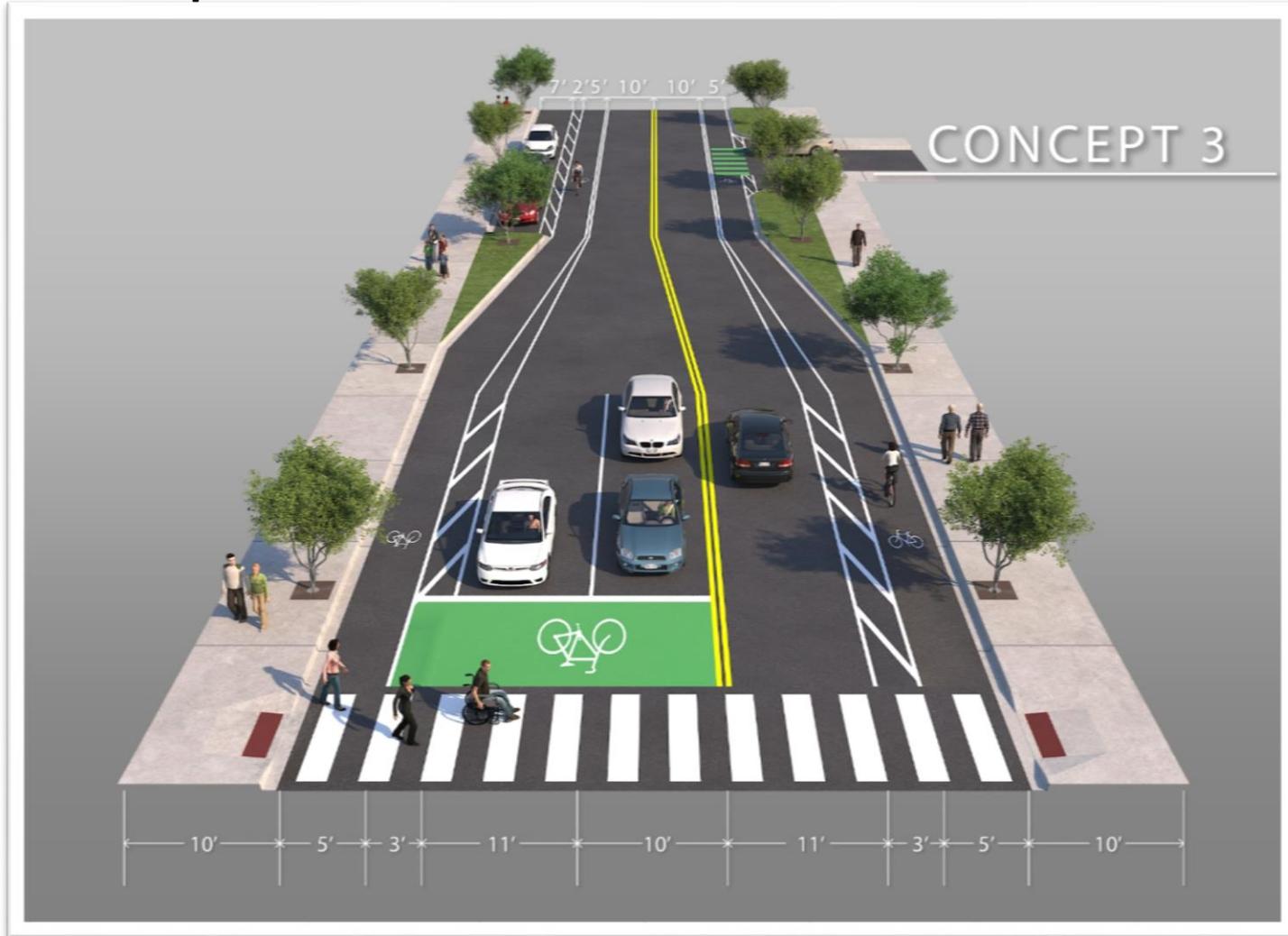
Concept 1 – Curbside Parking



Concept 2- Protected Bike Lanes



Concept 3 – Green Infrastructure



Concept 4 – Early Implementation

- Restripe existing cartway
- New/upgraded traffic signals
- No physical construction
 - No green infrastructure
 - No change to right turn “speed” ramps
 - No bike lanes Centre to Baum
- Possible opening 2018

Concept 4 – Early Implementation



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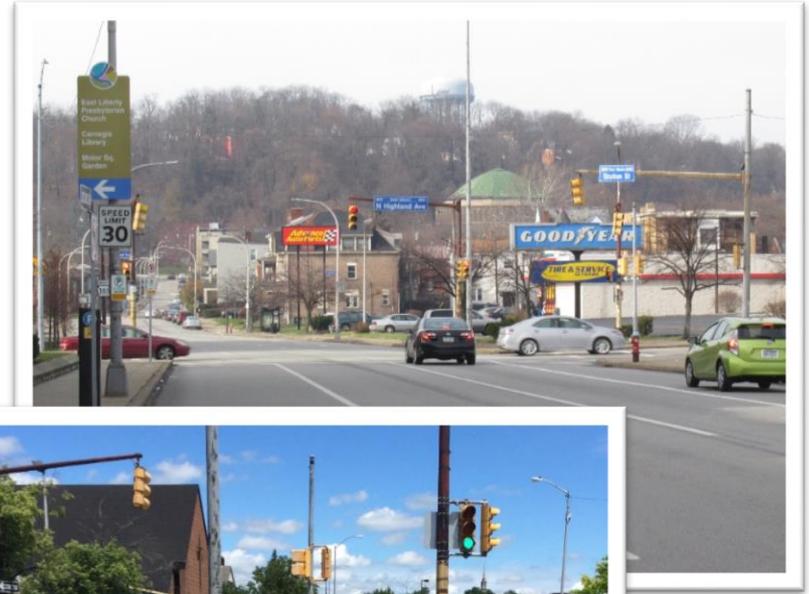
Station Street/Centre Avenue

- Emphasize Centre Avenue continuity
- Reduce intersection width
- Pedestrian and bicycle connections



Station Street/Highland Avenue

- Remove turn “speed lane”
- Reduce width
- Pedestrian and bicycle connections
- Update signal



Station Street/Euclid Avenue

- Remake as standard intersection
- New traffic signal?
- Pedestrian and bicycle crossings



Euclid Avenue/Penn

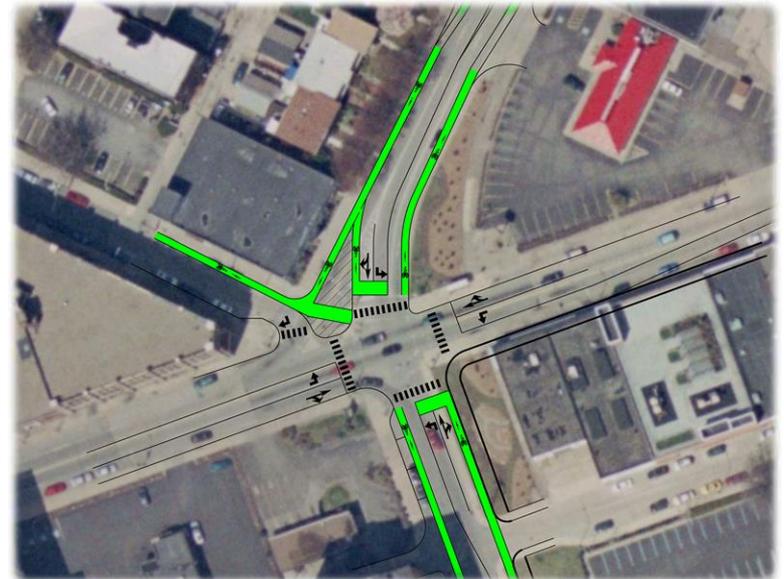


- Eliminate turn “speed lanes”
- Reduce corner radii
- Restore urban fabric



Euclid Avenue/Baum Boulevard

- Friendship Avenue
- Define intersection
- Pedestrian and bicycle crossings
- Update signal



Euclid Avenue – Baum to Centre

- Reconstructed in 2001
- Current width – 33 feet
 - Two travel lanes + parking
- Restripe roadway
 - One lane northbound
 - One lane southbound
 - Left turn lane
- Widen roadway
 - Bike lanes
 - On-street parking



Artists' Conception



East Liberty
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TWOWAY Traffic
Conversion

Next Steps

- Community input
- Traffic analysis
- Engineering design
- Funding
- Construction
- Opening day



Your Questions and Comments?



East Liberty
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