



# Allegheny Circle Two-Way Conversion



July 8, 2020

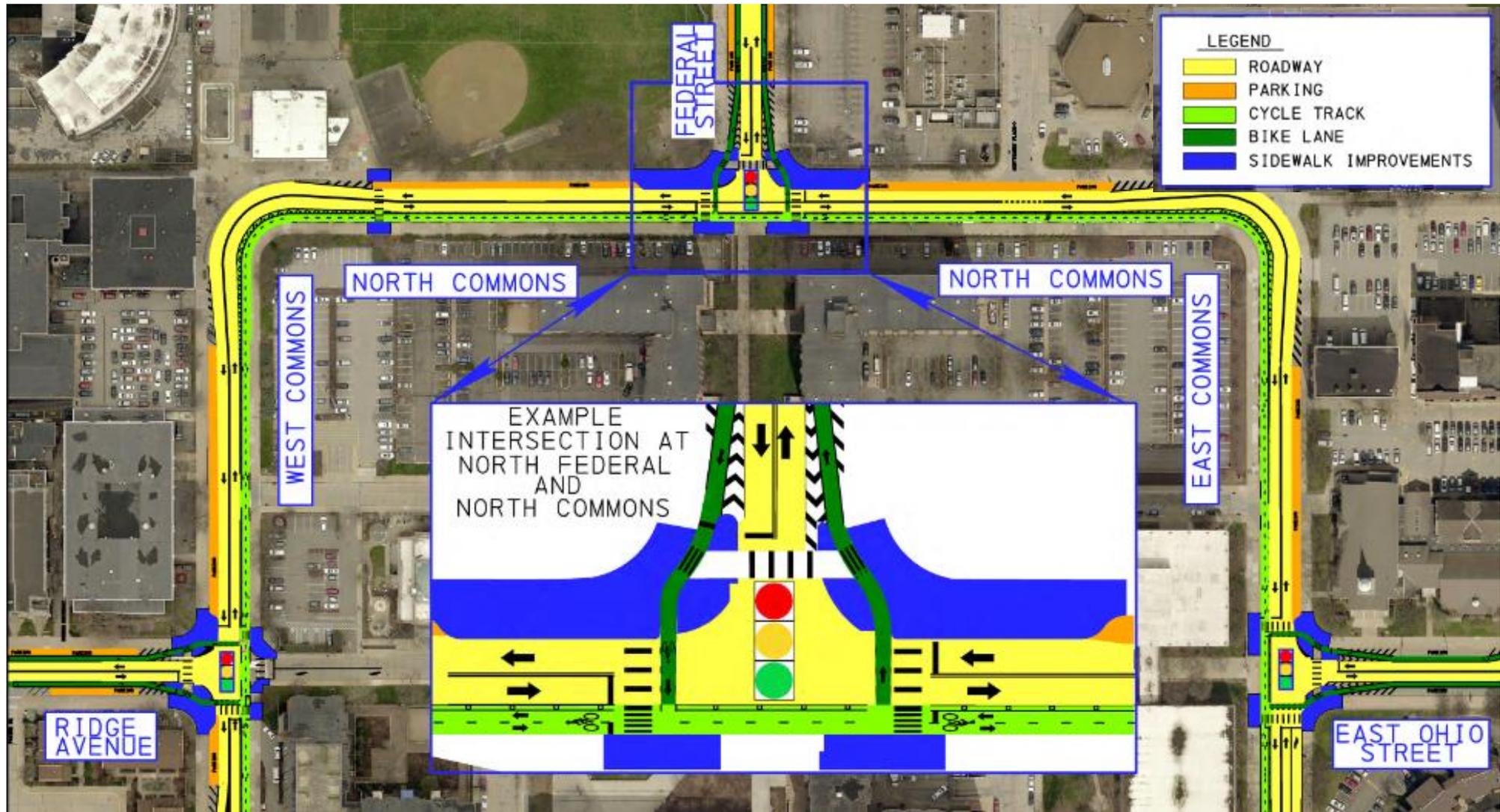
# Agenda

- 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

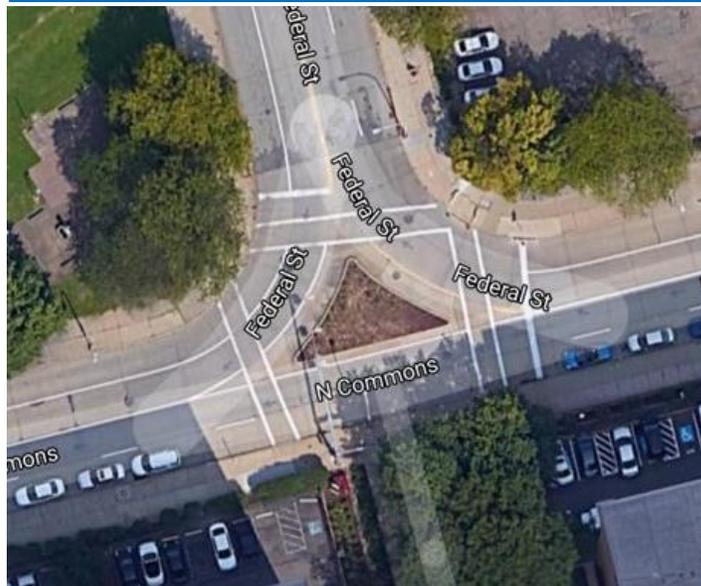
# Project Funding

- 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

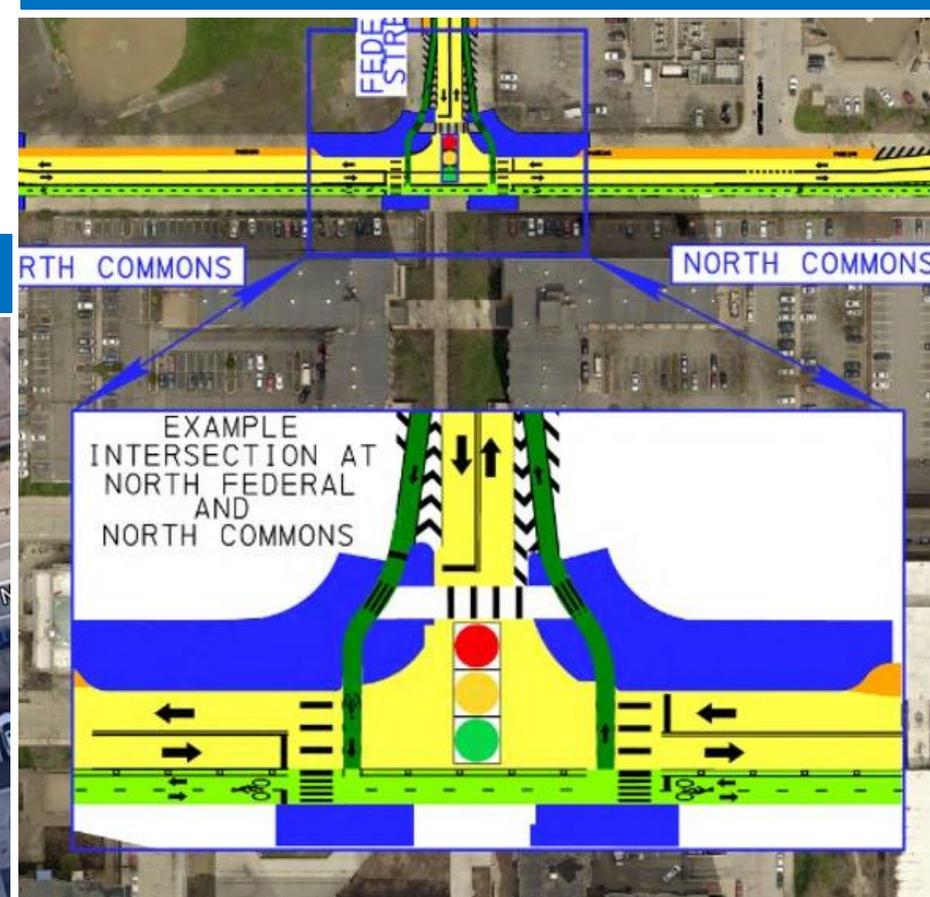
# Intersection Improvements and Traffic Signals

- 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

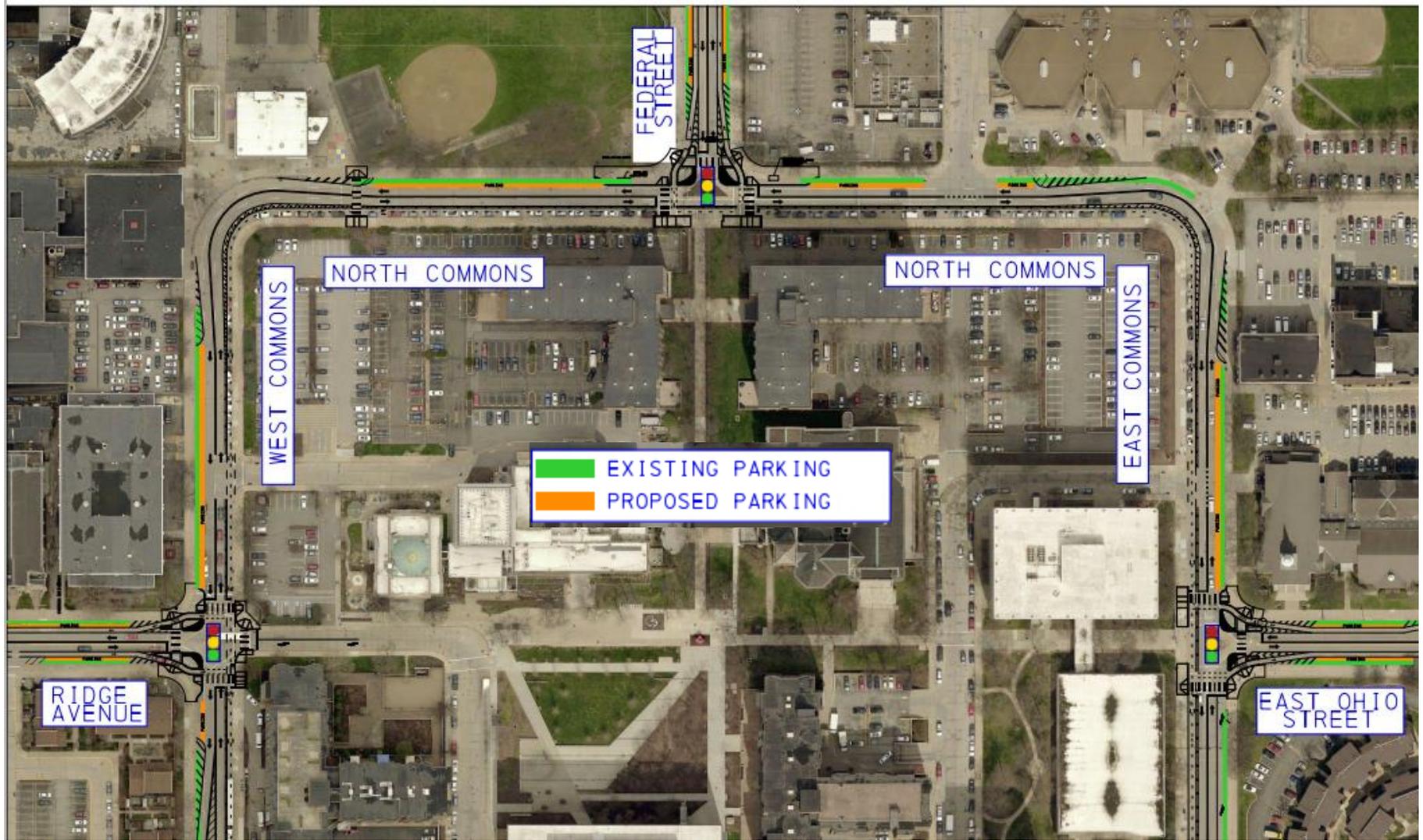
**Existing Intersection**



**Proposed Intersection**



# Existing and Proposed On-street Parking – Northern Half



# Existing and Proposed On-street Parking – Southern Half

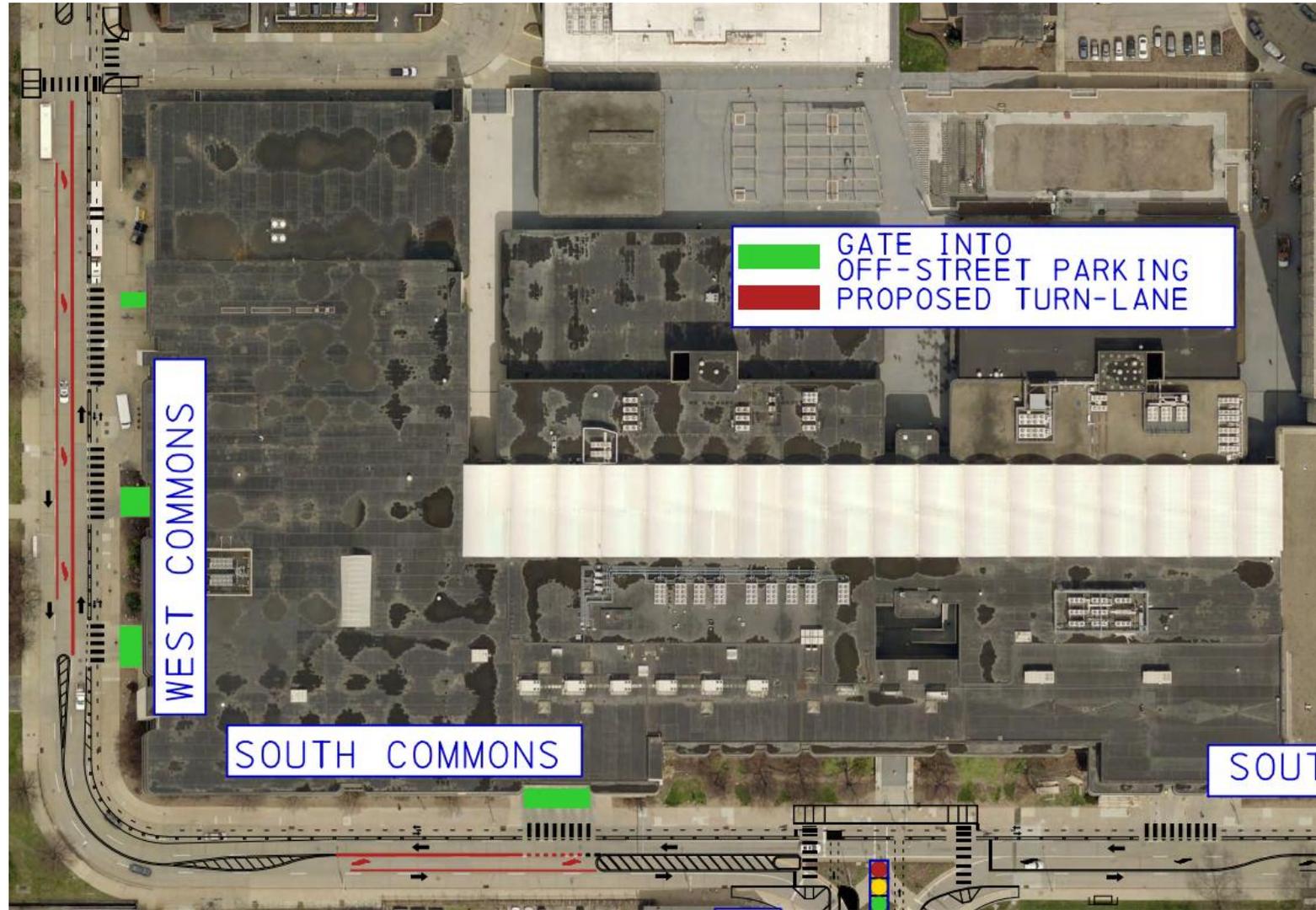


# Existing and Proposed On-Street Parking (con't)

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
<b>TOTAL</b>	<b>216</b>	<b>118</b>	<b>-98</b>

# 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

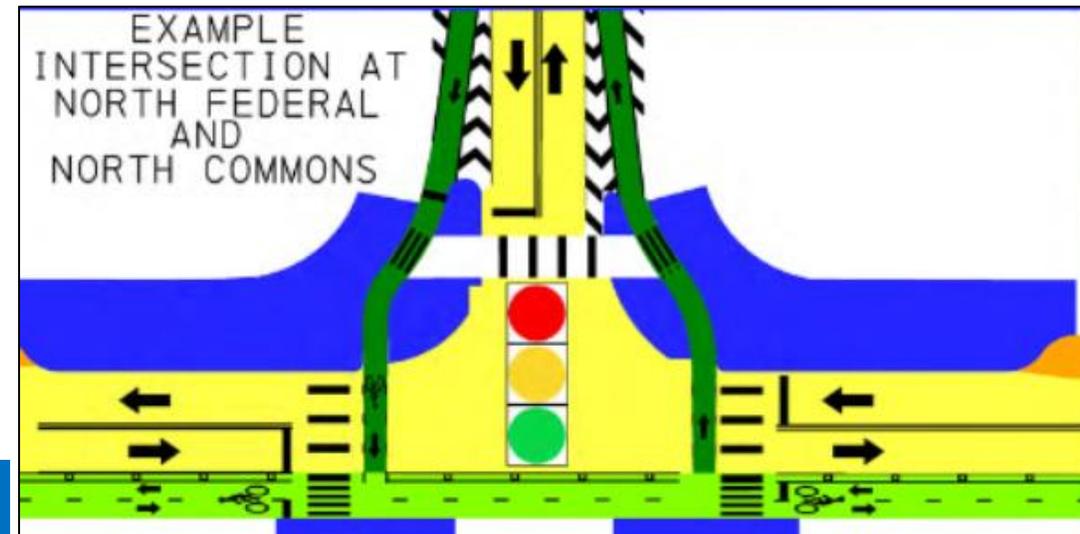


# Bike Facilities and Connections

- 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

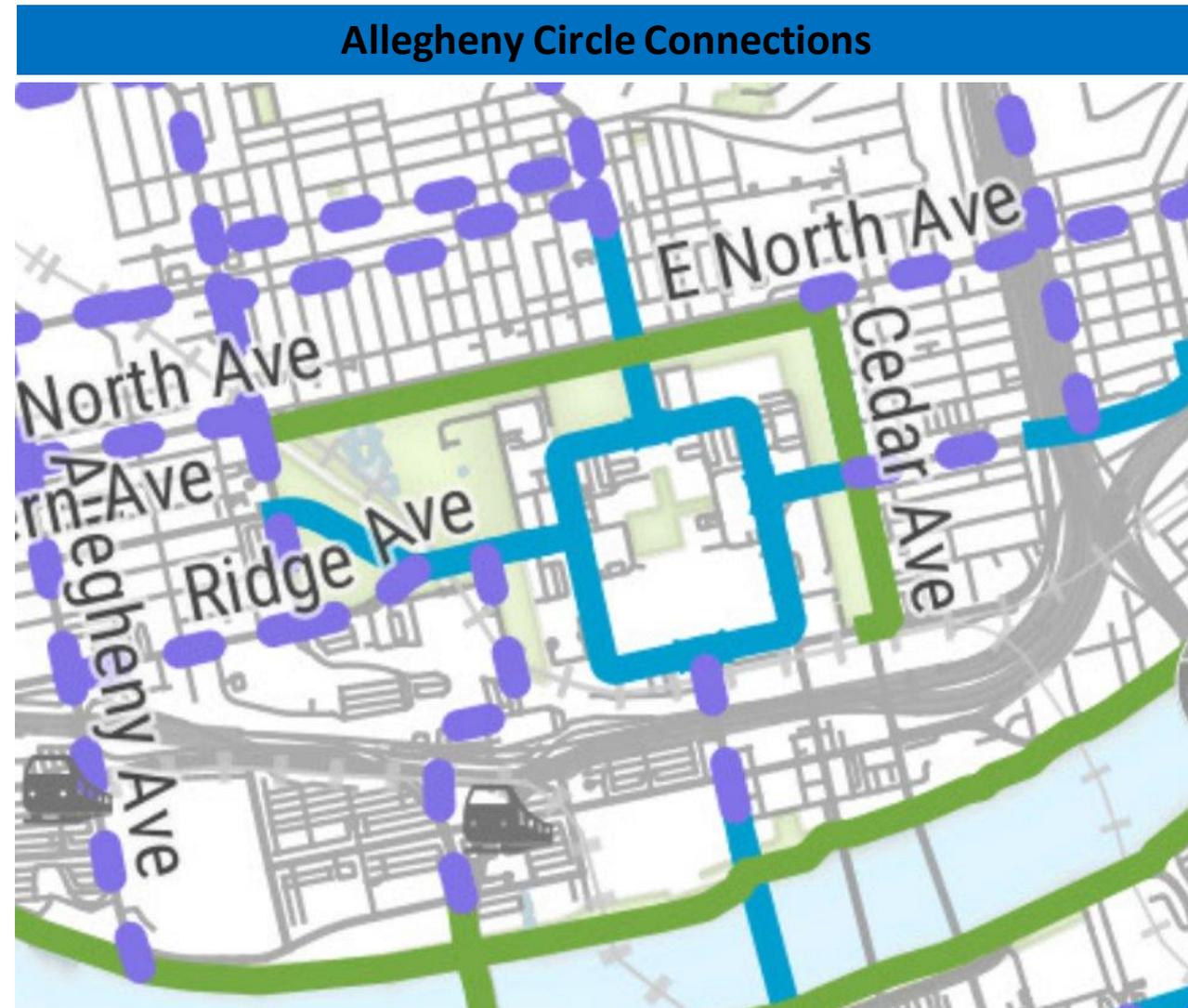
Proposed Bike Connection -->

Existing Conditions



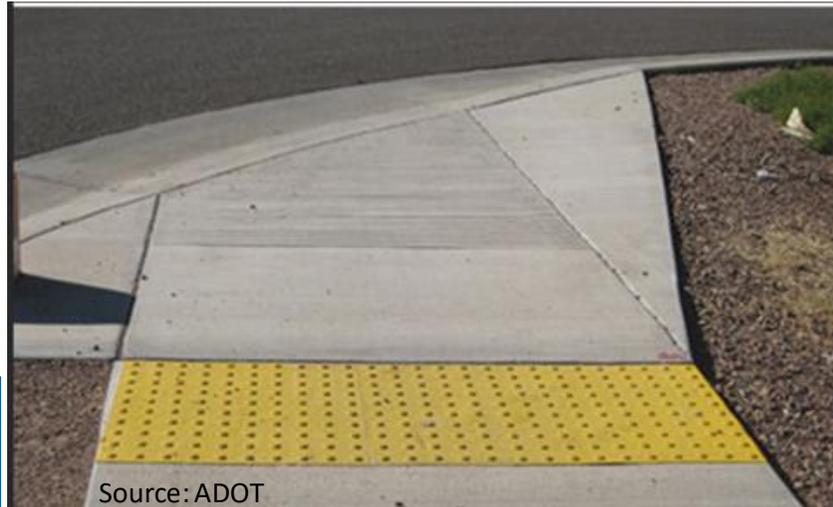
# Pittsburgh's Bike(+) Plan

- 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



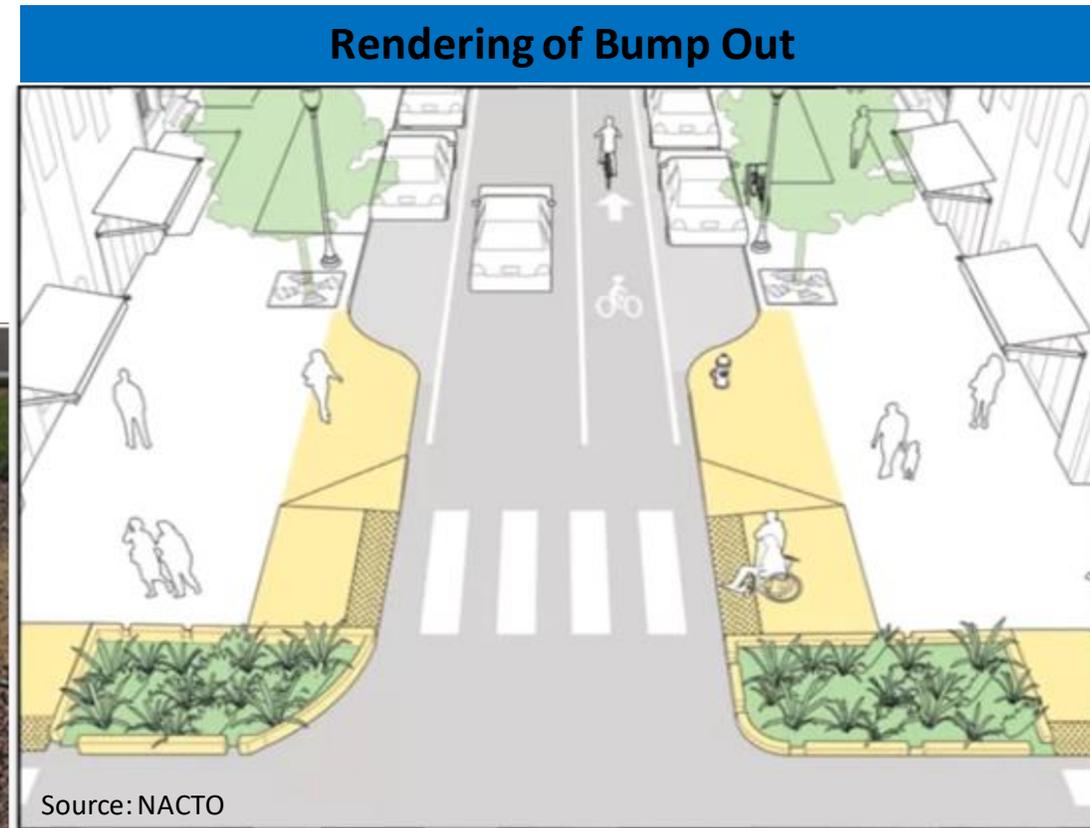
# Pedestrian Improvements

- 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

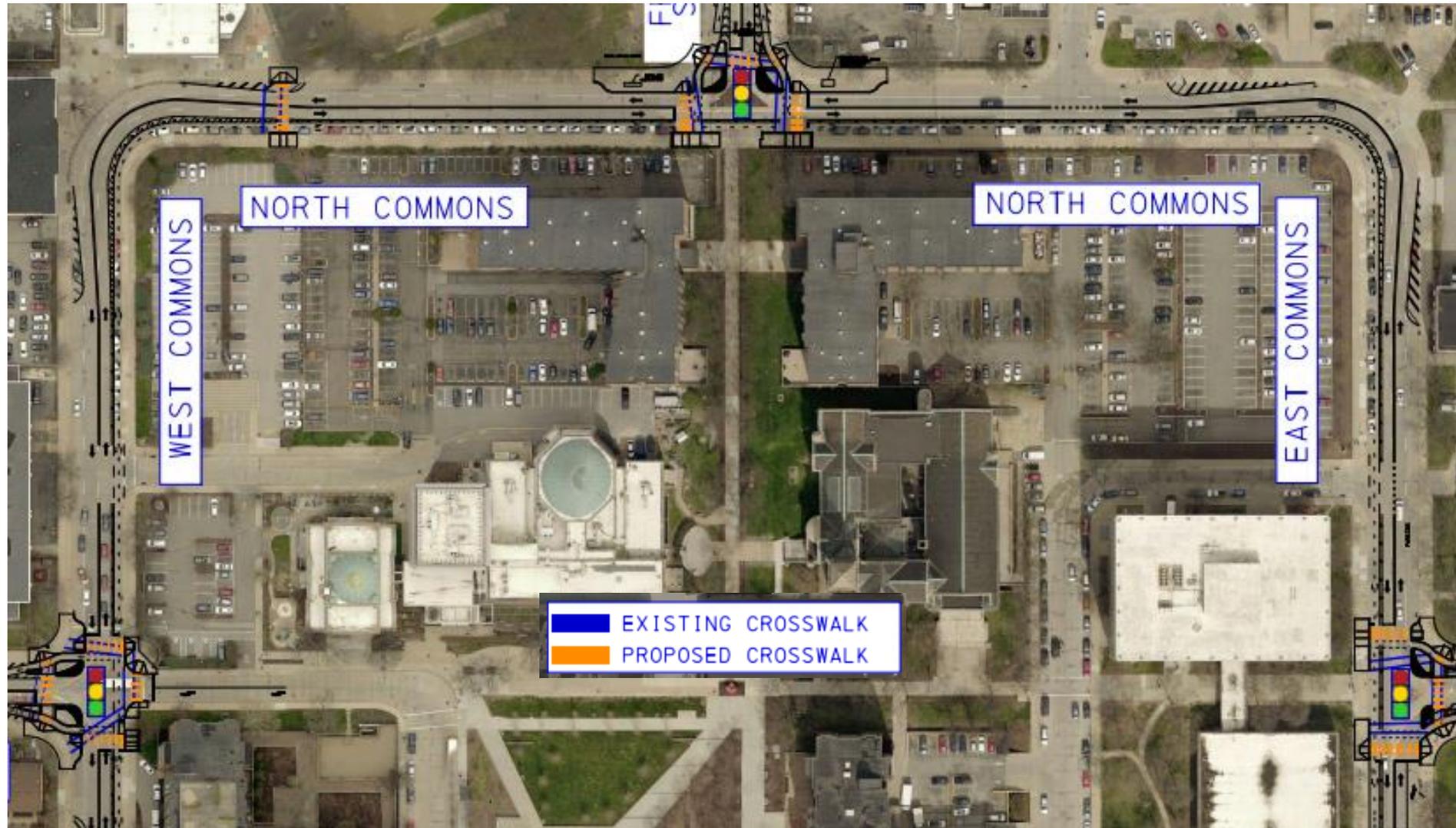


Example of ADA Compliant Crosswalk -->

Source: ADOT



# Existing and Proposed Crosswalks – Northern Half



# Existing and Proposed Crosswalks – Southern Half



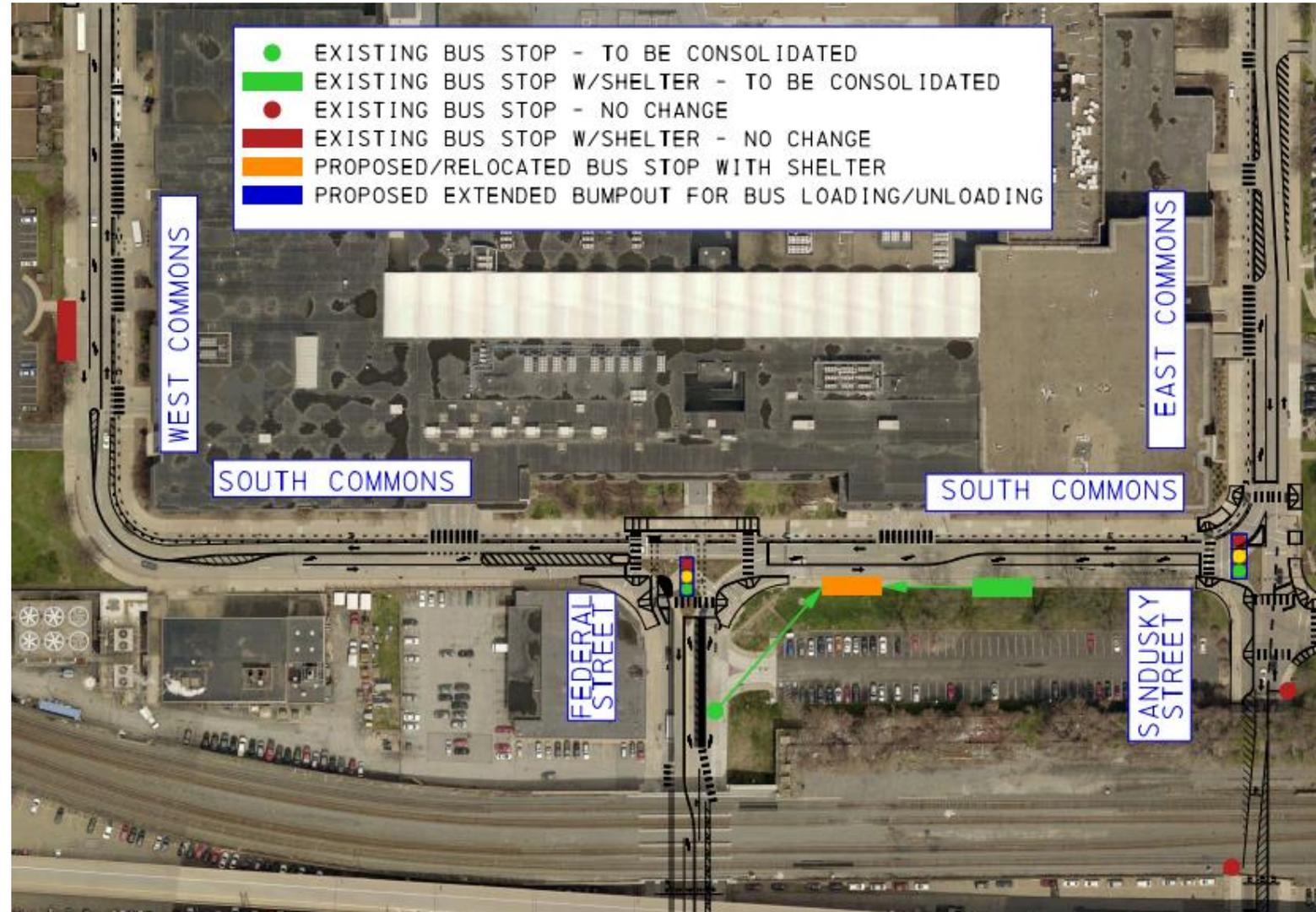
# Existing and Proposed Bus Stop and Shelter Locations – Northern Half

- 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**