

PENN AVENUE CORRIDOR PHASING PLAN NEWSLETTER NO. 4 July 2009

PENN AVENUE CORRIDOR PHASING PLAN

The City of Pittsburgh, Department of Public Works, Bureau of Transportation and Engineering, is near completion and has provided recommendations for the Penn Avenue corridor from 34th Street to Negley Avenue. L. Robert Kimball & Associates (Kimball) provided the engineering consulting services in formulating and finalizing the Penn Avenue Corridor Phasing Plan. Utilizing Smart Transportation initiatives and guidelines, the project *prioritized transportation infrastructure investments that took into account the corridor's physical needs, safety, operational and quality of life needs, community vision, and budget constraints to create a phased schedule for implementation in programming transportation improvements along Penn Avenue.* The project corridor runs through the neighborhoods of Lawrenceville, Bloomfield, Garfield, Friendship, and East Liberty.

ENGINEERING & PLANNING TASKS

Kimball has completed a number of engineering and planning tasks for the Penn Avenue Corridor Phasing Plan. The following documents summarize Kimball's findings to date:

- **EXISTING LIGHTING CONDITIONS REPORT**
- **PAVEMENT & SIDEWALK CONDITION REPORT**
- **STREETSCAPING & STREET TREES REPORT**
- **NEIGHBORHOOD ASSETS REPORT**
- **EXISTING INFRASTRUCTURE DRAWINGS**
- **TRAFFIC & PEDESTRIAN REPORT**
- **ACCIDENT REPORT – EXECUTIVE SUMMARY**
- **BICYCLE REPORT**
- **TRANSIT REPORT**
- **PUBLIC MEETING FEEDBACK REPORTS**

All reports can be viewed via Kimball's Penn Avenue Project Web site at
www.kimballcorp.com/070661

NEEDS ANALYSIS & PROJECT COSTS

The Project Needs were quantified based on empirical data from the engineering and planning analysis Kimball performed for the various infrastructure categories.

Given the nature of the infrastructure improvement needs identified throughout the corridor, project costs were estimated for each intersection and block within the project limits. The costs summarized the total construction dollars and helped determine the phasing of the infrastructure improvements targeting the \$4-5 million dollar range for each phase.

Kimball's initial technical recommendation, solely based on the needs analysis and project costs, consists of the following sections on the Penn Avenue Corridor:

- **Phase I - Gross Street to Atlantic Avenue**
- **Future Phase: Atlantic Avenue to Roup Avenue**
- **Future Phase – 40th Street to 44th Street**

PENN AVENUE PUBLIC MEETING #2

The Penn Avenue Corridor Phasing Plan Committee (PACPPC) in conjunction with the City of Pittsburgh, PENNDOT, FHWA, and Kimball conducted a second public meeting for the Penn Avenue Corridor Phasing Plan Study on April 16, 2009.



Public Meeting No. 2 –
April 2009

The purpose of this meeting was to review the previous public meeting comments and community concerns; discuss what has been completed since the last Public Meeting including technical analyses, needs assessment and project

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identification; and detail the next steps leading to project implementation. The project team was present at the public meeting to discuss and provide a better understanding of the project needs.

PUBLIC MEETING #2 AGENDA

- 6:00 PM – Sign In / Refreshments
- 6:30 PM – Presentation and Q&A
- 7:30 PM – Information Stations
- 8:00 PM – Adjournment

Patrick Hassett, City of Pittsburgh Assistant Director of Public Works, Bureau of Transportation and Engineering, gave a presentation of the overall Penn Avenue Corridor Phasing Plan which included an overview of the investment envelope, a list of the community stakeholders, a summary of what work has been completed, an explanation of the needs assessment, potential projects and costs, and the future plans. Included in this presentation was Kimball's initial recommendation for Phase I of the project which included Gross Street to Atlantic Avenue. Future phases recommended by Kimball included Atlantic Avenue to Roup Avenue and 40th Street to 44th Street.

Following the presentation, there was a brief Q&A session where the public was offered the opportunity to ask questions. Some of the issues asked about included the stimulus money, street lighting, PWSA concerns, and financial responsibility for sidewalk repairs.

After the Q&A session, information stations were available to provide information on the engineering and planning work that has been prepared by Kimball. The stations were broken up into the following areas:

- Station 1: Traffic & Pedestrian Conditions
- Station 2: Transit & Cycling Opportunities
- Station 3: Street Lighting Conditions
- Station 4: Pavement/Sidewalk/Curb Conditions
- Station 5: Corridor Plans (Planning Studies)
- Station 6: Streetscaping & Street Trees
- Station 7: PWSA Concerns



Information Stations at Public Meeting No. 2

Members of Kimball, the City of Pittsburgh, and the PACPPC attended to each of the above stations and were available to answer any questions and record comments from the public. In addition, reports and plans were available

for review at each station.

Comment forms were supplied at the meeting in order to obtain any feedback from the public. Comments on these forms included issues regarding bike lanes, bike racks, handicapped accessibility, and concern regarding beginning the project at an unsignalized intersection.

PACPPC RECOMMENDATION

The phasing of the infrastructure improvements should align with the public comments from the first and second public meetings held in March of 2008 and April 2009 (see the *Public Meeting Feedback Reports*), the *Penn Avenue Corridor Master Plan* (Surdna Foundation Study), as well as the *Penn Avenue Corridor Phasing Plan Vision*.

The Committee concurred with Kimball that based on the Corridor Phasing Plan analysis of need, the area of Penn Avenue in the greatest physical and operational need extends from Mathilda Street to Aiken Avenue. This segment is also consistent with the established Arts Commercial Area designated in the Penn Avenue Master Plan and with the core of Garfield's business district. Given the \$5 million budgetary limit on the immediate improvements, priority for the programming and investment of federal funds was targeted by the committee to a four block area from Mathilda Street to Evaline Street. This section of Penn Avenue has been recommended as Phase I.

This phase should be followed up by a Phase Two project using federal funds to extend the improvements

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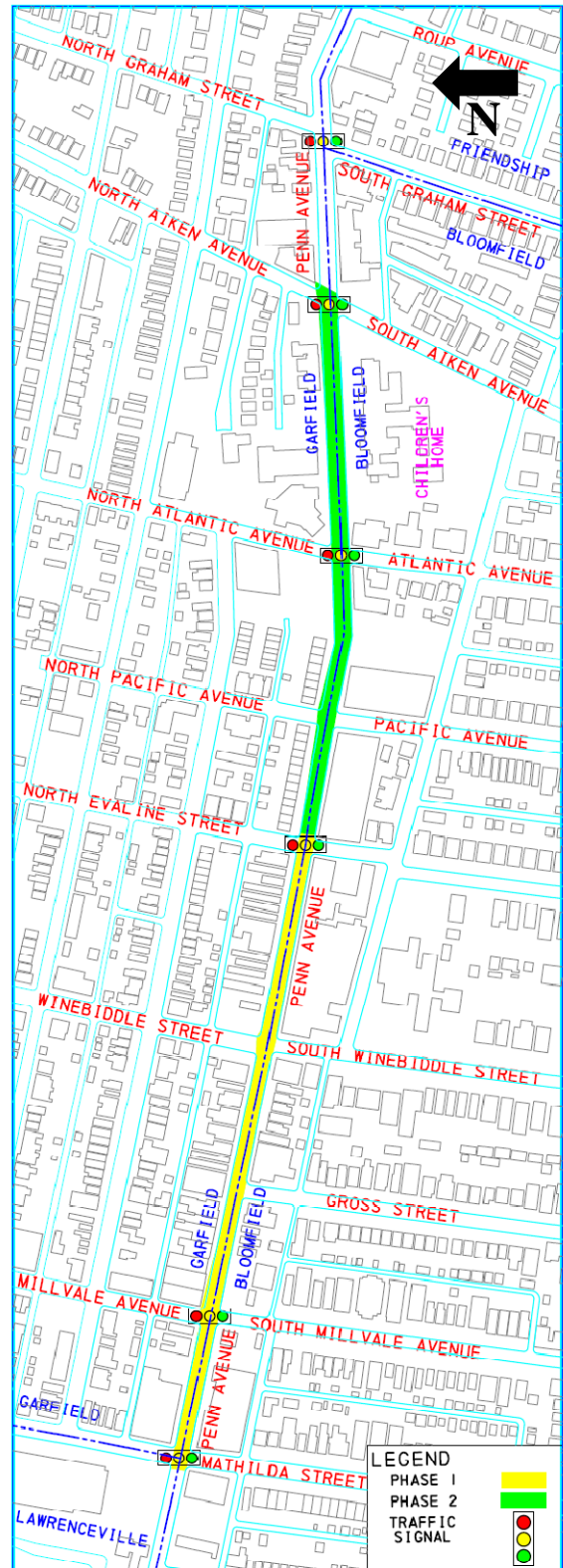
from Evaline Street to Aiken Avenue. Phase Two improvements will address the remaining needs of this segment and complete the Arts Commercial/Garfield Business District improvements. The following table shows the PACPPC's recommendations for the first two phases and estimated costs:

Phase	Phase Cost	Intersection	Total Cost	% Total Need
Phase 1	\$5,006,861	Penn/Mathilda	\$468,604	19.3%
		Mathilda-Millvale	\$845,754	
		Penn/Millvale	\$473,525	
		Millvale-Gross	\$610,457	
		Penn/Gross	\$80,949	
		Gross-Winebiddle	\$827,383	
		Penn/Winebiddle	\$128,960	
		Winebiddle-Evaline	\$1,111,228	
Phase 2	\$4,203,721	Penn/Evaline	\$460,001	15.1%
		Evaline-Pacific	\$678,206	
		Penn/Pacific	\$107,299	
		Pacific-Atlantic	\$975,637	
		Penn/Atlantic	\$495,961	
Atlantic-Aiken	\$1,458,212			
		Penn/Aiken	\$488,405	

PROJECT PRIORITIZATION

There are five steps to prioritization in the Penn Avenue Corridor Phasing Project. The first step includes a technical assessment by the Project Consultant Team (Kimball) assessing the needs and project costs along the corridor. The second step includes general public input. The project was presented to the public via this second Public Meeting where the public asked questions and voiced their opinion.

The project has moved into the third step of prioritization which includes the PACPPC's assessment and formulation of a revised recommendation based on Kimball's recommendations and the public's comments. In addition, this step will allow the PACPPC to interject the qualitative needs into the deliberation. Completion of this step took place at the June PACPPC meeting. At





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this meeting, the PACPPC motioned and approved of the above Phase 1 and Phase 2 projects.

The last two steps of prioritization will follow the PACPPC recommendation; the first being the concurrence of public officials, PENNDOT, and the FHWA. Each organization will have an opportunity to comment on the proposed project, and they will be asked to approve the recommendation and continuation. The final step of prioritization includes the approval of the City of Pittsburgh Mayor's office. The Mayor will review the final set of recommendations and notify the Department of Public Works, Bureau of Transportation and Engineering to initiate preliminary engineering and final design for Phase 1.

SCOPE FOR PHASE I & PHASE 2

The scope of work for this project includes total pavement reconstruction, including the curbs and sidewalks, new ADA curb ramps and detectable warning strips, utility relocations, drainage updates, new signing and pavement markings, new bus shelters, bicycle racks, street furniture, waste receptacles, new street lighting, streetscaping elements, new traffic signal hardware, and safety improvements at the intersections.

Phase I will begin at the intersection of Penn Avenue and Mathilda Street and continue to the intersection of Penn Avenue and Evaline Street. This section includes five (5) total intersections, three (3) of which are signalized including the intersections of Penn Avenue at Mathilda Street, Millvale Avenue, and Evaline Street.

Phase II will begin at the intersection of Penn Avenue and Evaline Street and continue to the intersection Penn Avenue and Aiken Avenue. This section includes three (3) total intersections, two (2) of which are signalized including the intersections of Penn Avenue at Atlantic Avenue and Aiken Avenue.

TIMELINE / SCHEDULE

- ❖ TECHNICAL / PRICE PROPOSAL (KIMBALL) – SUMMER/FALL 2009
- ❖ PHASE 1 PRELIMINARY ENGINEERING – FALL 2009 - WINTER 2010
- ❖ PHASE 1 FINAL DESIGN – WINTER 2010 – WINTER 2011
- ❖ PHASE 2 PRELIMINARY ENGINEERING – WINTER 2010

INFORMATION SOURCES

- www.pittsburghfederalproject.com – City of Pittsburgh Federal Project Web site
- WWW.KIMBALLCORP.COM/070661 – Kimball's Project Web site
- <http://groups.google.com/group/pennavepgh> – Penn Avenue Community Online Discussion Group

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