

**PENN AVENUE CORRIDOR PHASING PLAN
 NEWSLETTER NO. 3
 APRIL 2009**

PENN AVENUE CORRIDOR PHASING PLAN

The City of Pittsburgh, Department of Public Works, Bureau of Transportation and Engineering, is in the final stages of the Penn Avenue Corridor Phasing Plan. L. Robert Kimball & Associates (Kimball), the selected engineering firm is currently providing consultant services in formulating a Penn Avenue Corridor Phasing Plan. The goal of the project is *“to develop a prioritized list of transportation infrastructure investments that address physical, safety, operational and quality of life needs in the corridor; recognizes recent investment and the community’s vision; and creates a phased schedule for implementation which will advise the City in programming transportation improvements along Penn Avenue.”*

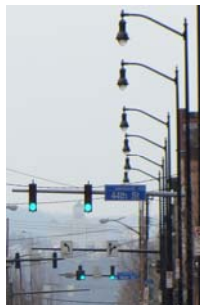
The project extends along Penn Avenue for approximately 2 miles from 34th Street to Negley Avenue. The project includes 31 intersections, 14 of which are signalized. To address safety, congestion, and infrastructure needs, the project footprint covers the entire street from building line to building line including the cartway, sidewalks, traffic signal equipment, streetscapes, and utilities. The project corridor runs through the neighborhoods of Lawrenceville, Bloomfield, Garfield, Friendship, and East Liberty.

ENGINEERING AND PLANNING TASKS

Kimball has completed a number of engineering and planning tasks for the Penn Avenue Corridor Phasing Plan. A brief summary of the tasks follows:

➤ ***STREET LIGHTING***

A comprehensive lighting analysis was performed for the entire corridor identifying the illumination in different areas as very poor, poor, and fair. In summary, the average illumination levels are adequate, however they are not uniform.



Recommendations include replacing the lighting system with new fluted poles and teardrop style luminaires spaced to provide uniform illumination as well as utilizing a more energy efficient lighting source such as light-emitting diode (LED).

➤ ***PAVEMENT / SIDEWALK / CURB***

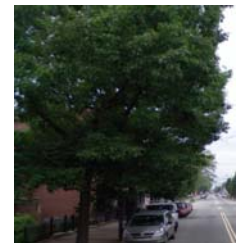
A pavement and sidewalk condition survey was completed that included a professional engineering assessment of all pavement, sidewalk and curb sections. For each item, pavement, sidewalk and



curb sections were categorized as good, fair, poor, and very poor. The results concluded that nearly 68% of the total pavement within the project limits is in need of rehabilitation or reconstruction. Likewise, 39% of the corridor’s total sidewalks are in need of replacement.

➤ ***STREET TREES and STREETSCAPING***

This assessment was completed with assistance of Pittsburgh’s Urban Forester. Recommendations included replacing, eliminating and nurturing existing trees, locations for new trees, as well as locations for street furniture, bus shelters, bike racks, and waste receptacles. Based on the assessment, 180 new trees are recommended along Penn Avenue, mostly in blocks where there are currently few or no trees.



➤ ***NEIGHBORHOOD ASSETS***

This planning document includes the mayor’s initiatives for the five corridor neighborhoods (Bloomfield, Lawrenceville, Friendship, Garfield, and East Liberty), community vitality, public safety, and core services.

➤ ***EXISTING CONDITIONS***

This was an extensive engineering investigation of the existing utilities (water, sewer, gas, electrical) underground vaults, drainage features (inlets, pipe, etc.), parking spaces and parking meters, street

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and way finding signage, pavement markings and delineators, and traffic signal hardware and equipment.

➤ **TRAFFIC and PEDESTRIAN**



A comprehensive traffic analysis was completed (based on the traffic data collection efforts in spring of 2008) analyzing existing conditions, build conditions (2010) and future conditions (2030). Pedestrian analysis was performed to better

assess the flow of pedestrians throughout the corridor. Also, Intelligent Transportation Systems (ITS) devices were reviewed for possible implementation. Recommendations include reconfiguring heavily congested intersections (such as Main Street and Friendship Avenue), optimizing the traffic signal timings, adding pedestrian timings and crosswalk markings, and recommending variable message signs.

➤ **ACCIDENT ANALYSIS**

A comprehensive accident analysis report was completed to assess the overall safety within the project limits along Penn Avenue, focusing on crashes over a three-year period between January 2005 and December 2007. There were a total of 84 accidents occurring in the three-year period, with the crash rate (for the two miles of Penn Avenue) at 1.5 times higher than the crash rate for similar urbanized roadway segments in Pennsylvania. Several countermeasures were recommended to aid in the reductions of these crashes.

➤ **BICYCLES**

A bicycle report was completed that summarized the number of existing cyclists using the corridor and a need for cycling within the project limits. Recommendations included designating Penn Avenue as a Class Three Bike Route for Type A



Cyclists, investigating Coral Street as a Class Two Alternative Bicycle Route, providing signing for cyclists, and installing several new bike racks (Three Rivers Design) at key destinations throughout the corridor.

➤ **TRANSIT**

A transit analysis was performed to determine the presence and use of transit along the study corridor. Recommendations included consolidating and moving bus stops, adding bus shelters, and determining the traffic operation impacts if a bus stop is moved near-side, far-side, or midblock.

➤ **PUBLIC MEETING FEEDBACK REPORTS**

Public meeting feedback reports will be prepared for all public meetings. This includes the first Public Meeting (held in March 2008) as well as the second Public Meeting scheduled for April 2009 (see below).



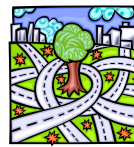
All documents and reports can be viewed via Kimball's Penn Avenue Project Web site at www.kimballcorp.com/070661

PENN AVENUE PUBLIC MEETING #2

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



Public Meeting No. 1 – March 2008



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The purpose of this meeting is threefold: 1) review the previous public meeting comments and community concerns; 2) discuss what has been completed since the last Public Meeting including technical analyses, needs assessment and project identification; and 3) detail the next steps leading to project implementation. The project team will be present at the public meeting to discuss and provide a better understanding of the project needs and prioritized transportation improvements.

The Penn Avenue Corridor Phasing Plan Committee (PACPPC) – is an ad hoc group consisting of community representatives from the Bloomfield-Garfield Corporation, Friendship Development Associates, Garfield-Jubilee Association, Friendship Preservation Group, Lawrenceville United, and Lawrenceville Corporation as well as local and state public official representatives.

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

The information stations will provide information on the engineering and planning work that has been prepared by Kimball. The different stations will consist of the following:

- Traffic & Pedestrian Conditions
- Transit & Cycling Opportunities
- Street Lighting Conditions
- Pavement/Sidewalk/Curb Conditions
- Corridor Plans (Planning Studies)
- Streetscaping & Street Trees
- PWSA Concerns

Kimball, City of Pittsburgh, and PACPPC Members will be facilitating each of the above stations and will be available to answer questions and record comments. In addition, reports and plans will be available for review.

PROJECT NEEDS AND COSTS

A Project Needs Quantification was completed by the City of Pittsburgh to better assess where the infrastructure investments should be focused throughout the corridor. The Project Needs were quantified based on empirical data from the engineering and planning analysis Kimball performed for the various infrastructure categories.

The quantifications take into account the condition of the corridor’s pavement, sidewalks, curbs, lighting, street trees, and signal equipment, as well as intersection safety and delay. The quantifications were mathematically weighted to reflect varying needs throughout the corridor.

The accompanying chart on the following page displays the magnitude of infrastructure improvement needs for each block and major intersection along Penn Avenue from 34th Street to Negley Avenue. Intersection need is a combined measure of the condition of the signal equipment, intersection crash history, and traffic delays. Block need is a combined measure of the condition of pavement, sidewalk, curb, street lighting, and street trees within each block. The black bars measure intersection need and the grey bars measure block need. The longer the bars are, the greater the need for physical improvements in the block or intersection. While these needs only reflect quantifiable needs, the chart serves as a point of departure for targeting investments along Penn Avenue to sections in greatest need.

However, the phasing of infrastructure investments must also align with the public comments from the first public meeting held in March of 2008 (see July 2008 Newsletter #2 and the *Public Meeting Feedback Report*), the *Penn Avenue Corridor Master Plan* (Surdna Foundation Study), as well as the *Penn Avenue Corridor Phasing Plan Vision*.

Given the nature of infrastructure improvement needs identified throughout the corridor, project costs are being estimated for each intersection and block within the project limits. The costs will summarize the total construction dollars and will further assist the City

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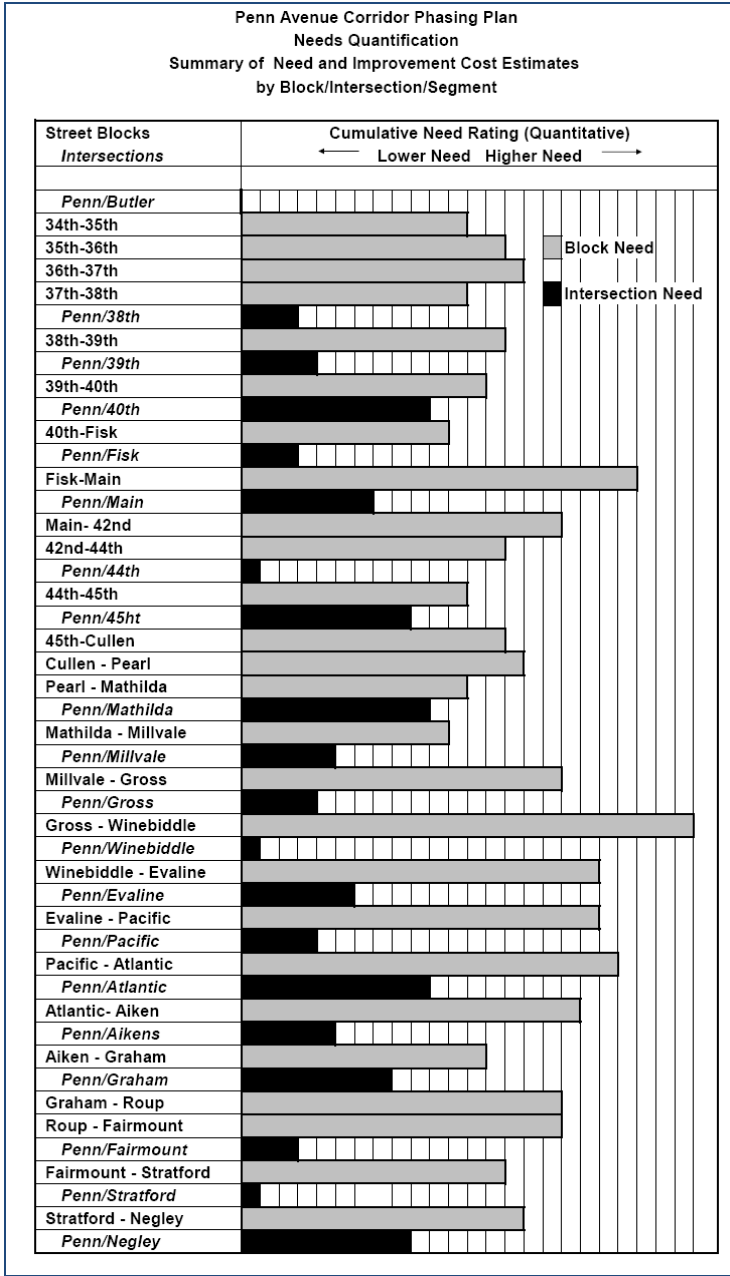
in determining the phasing of infrastructure investments targeting \$4-5 million dollars for each "Phase."

TIMELINE / SCHEDULE

- ❖ PUBLIC MEETING – APRIL 16, 2009
- ❖ CORRIDOR PHASING PLAN – MAY 2009
- ❖ TECHNICAL / PRICE PROPOSAL (KIMBALL) – JUNE 2009
- ❖ PHASE I DESIGN – SUMMER 2009 / WINTER 2010

INFORMATION SOURCES

- <http://pittsburghfederalprojects.com> - City of Pittsburgh Federal Project Web site
- www.kimballcorp.com/070661 - Kimball's Project Web site
- http://groups.google.com/group/penna_vepgh - Penn Avenue Community Online Discussion Group



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