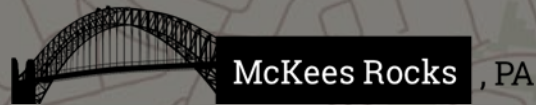


# Chartiers Ave. Streetscape & Roadway Improvements

## Public Meeting

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June 26, 2024



# Agenda



Introductions



Project Background & Overview



Engagement



Questions



Goals



Next Steps

# Project Team Members



**Jeb Feldman**  
*Director of Economic  
Development*

**Taris Vrcek**  
*Executive Director*



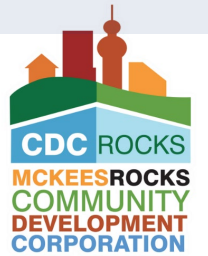
**Michael Krajcovic,**  
**PE**  
*Project Manager*

**Michael Baker**  
INTERNATIONAL

**Bill King, PE, PTOE**  
*Project Manager*

**TOOLE**  
DESIGN

**Katy Sawyer, PE**  
*Principal Engineer*  
**Kristin Saunders, RA**



# Engagement

We want your feedback!

- In-person
  - Raise your hand
  - Mentimeter
  - Complete the comment form
- For those online:
  - Use the chat feature to share your feedback
  - Mentimeter
  - Complete the comment form

**We will do our best to address everyone's questions.**



# Mentimeter Engagement Tool

- Go to [www.menti.com](http://www.menti.com) or the QR code
- Type in this access code: **6196 6974**
- Mobile devices provide the best experience
- All submissions are completely anonymous

A screenshot of a mobile browser displaying the Mentimeter poll page. The browser address bar shows 'menti.com'. The page features the Mentimeter logo, a text prompt 'Please enter the code', a text input field containing '1234 5678', and a blue 'Submit' button. Below the button, it says 'The code is found on the screen in front of you'. At the bottom, there is a dark blue cookie consent banner and a footer with 'Powered by Mentimeter' and 'Terms'.

# Goals & Priorities

Safety

Beautification

Placemaking

Economic  
Development

Stormwater  
Management

Streetscaping  
Design

Accessibility

Environmental

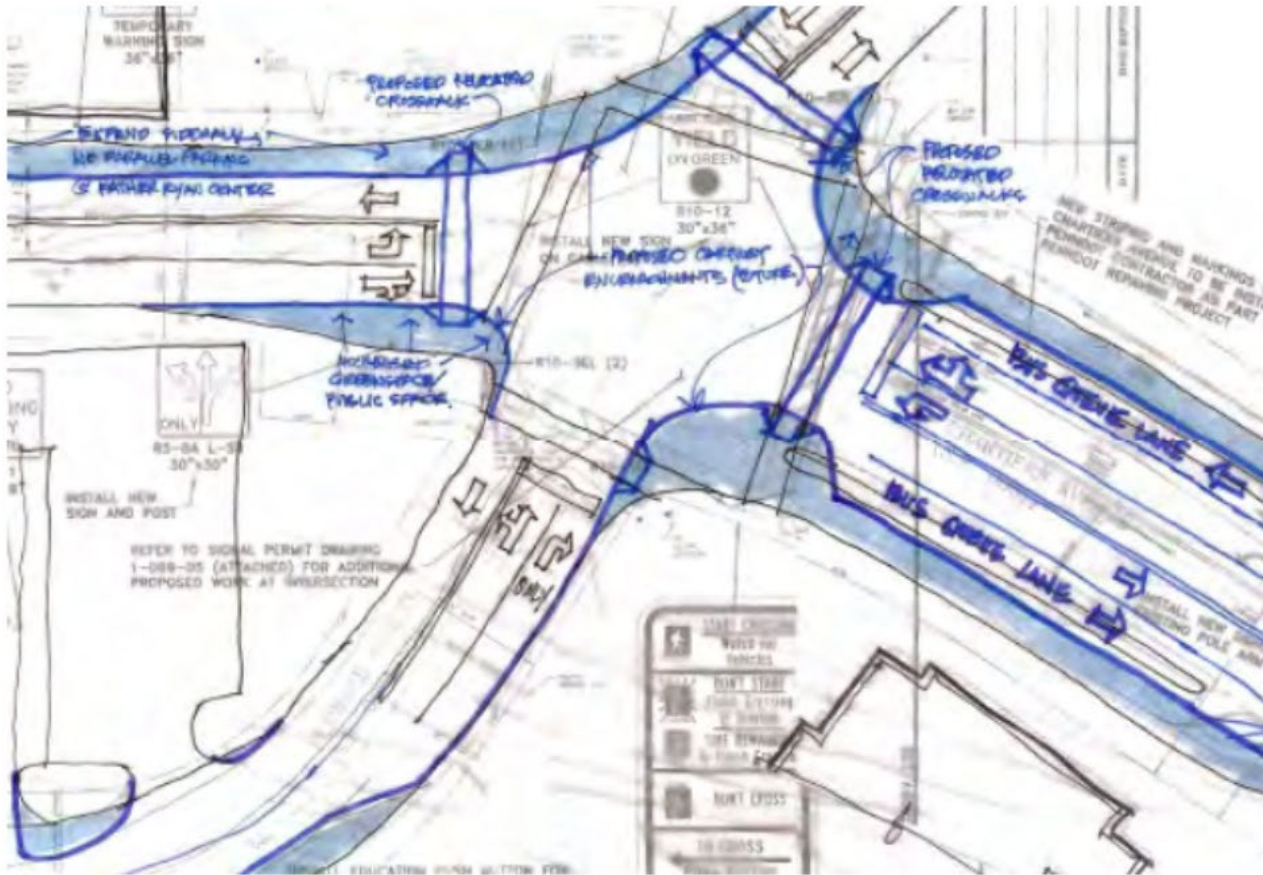


## What are your top priorities for the project?

- Safety
- Stormwater/Environmental
- Beautification/Placemaking
- Enhancing accessibility for all modes of travel
- Economic Development



# Project Background & Overview



Existing



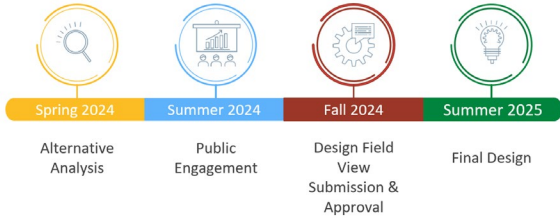
Proposed Design



# Chartiers Master Plan



### Phase 1 Design Schedule

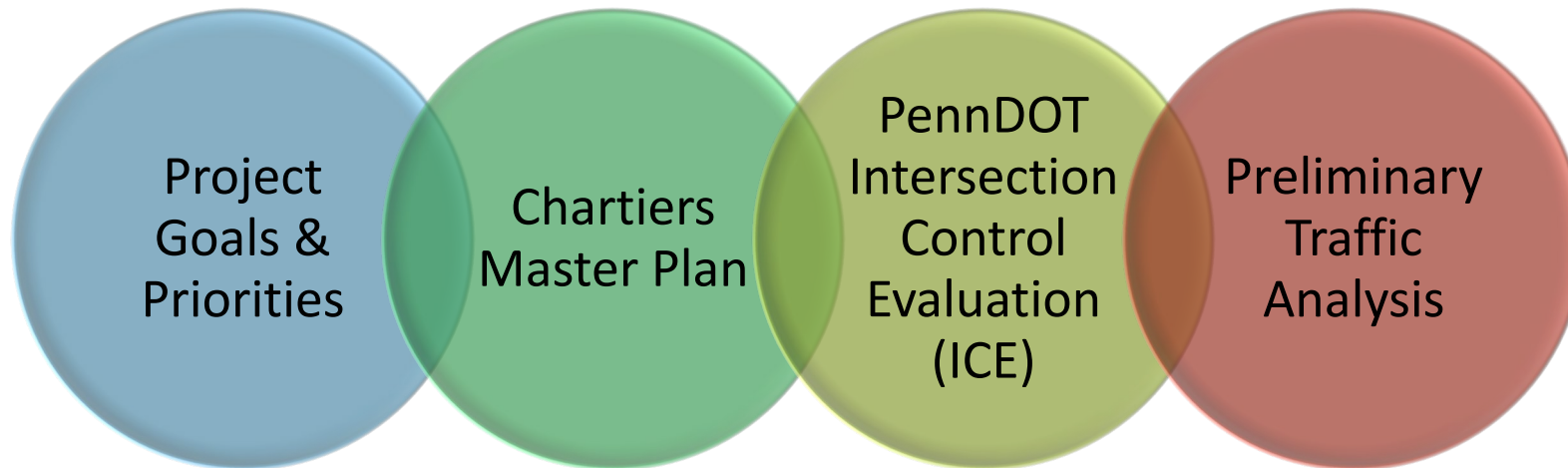


- Phase 1 improvements will consider:**
- Intersection and safety improvements
  - Streetscaping enhancements
  - Stormwater management upgrades

 - Phase 1

# What is a concept design?

- Higher level designs (~5%) meant to assist in the analysis of alternatives and selection of a preferred alternative.
- Contain general design features to be considered in preliminary and final design phases.
- Will address big picture project goals but may not consider all design elements.
- Concepts were developed based on:



# Traffic Analysis – AM

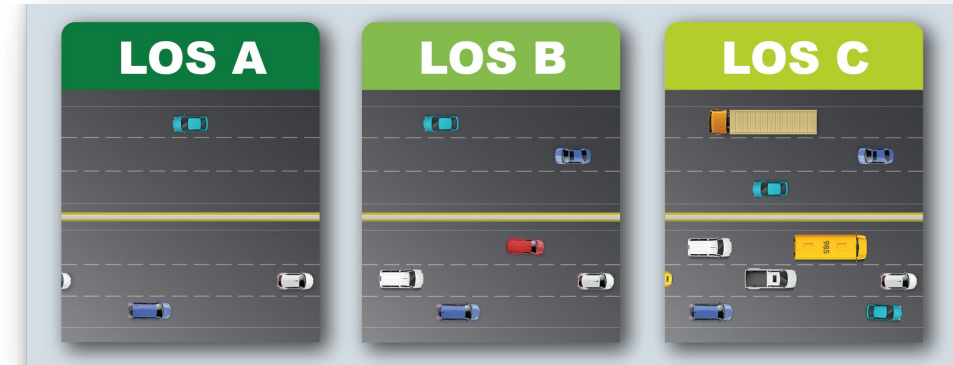
## Intersection LOS & Delay (seconds)

Analysis Year & Peak Period:		AM Peak - 2024 Existing & 2045 Design Year					
Intersection:		SR 51 Chartiers Ave/Linden Ave & Furnace St Ext					
Approach/ Street Name	Movement	2024 Existing	2045 No Build	2045 Single Lane Roundabout	2045 Reduced Lanes Signalized		
					Opt. 1	Opt. 2	
EB Furnace St Ext.	Left	B (16.1)	B (16.0)	A (7.2)	B (19.2)	B (16.3)	
	Thru					B (19.3)	
	Right	C (20.8)	C (20.9)		B (19.0)		
	<b>Approach</b>	<b>C (20.3)</b>	<b>C (20.3)</b>		<b>B (19.2)</b>	<b>B (19.0)</b>	
WB Plaza Approach	Left	B (16.2)	B (16.2)	A (4.9)	B (16.3)	B (16.5)	
	Thru					B (16.5)	
	Right	<b>B (16.2)</b>	<b>B (16.2)</b>		<b>B (16.3)</b>	<b>B (16.5)</b>	
	<b>Approach</b>	<b>B (16.2)</b>	<b>B (16.2)</b>		<b>B (16.3)</b>	<b>B (16.5)</b>	
NB SR 51 Linden Ave	Left	A (8.2)	A (8.6)	A (6.5)	A (8.4)	A (8.2)	
	Thru	B (10.2)	B (10.7)			B (10.2)	B (10.0)
	Right	A (7.7)	A (7.9)		<b>A (10.0)</b>	<b>A (9.8)</b>	
	<b>Approach</b>	<b>A (9.8)</b>	<b>B (10.3)</b>		<b>A (6.5)</b>	<b>A (10.0)</b>	<b>A (9.8)</b>
SB SR 51 Chartiers Ave	Left	A (7.7)	A (7.9)	A (7.1)	A (7.8)	A (7.7)	
	Thru	B (11.7)	B (12.6)			B (11.2)	B (11.0)
	Right	<b>B (11.4)</b>	<b>B (12.1)</b>		<b>A (7.1)</b>	<b>B (10.9)</b>	<b>B (10.7)</b>
	<b>Approach</b>	<b>B (11.4)</b>	<b>B (12.1)</b>		<b>A (7.1)</b>	<b>B (10.9)</b>	<b>B (10.7)</b>
<b>Overall</b>		<b>B (12.4)</b>	<b>B (12.9)</b>	<b>A (6.8)</b>	<b>B (12.1)</b>	<b>B (11.9)</b>	

Opt. 1 NB & SB Left Turn Lanes

Opt. 2 NB & SB Left Turn Lanes + EB Right Turn Lane Overlap

## Level of Service (LOS)



# Traffic Analysis – PM

## Intersection LOS & Delay (seconds)

Analysis Year & Peak Period:		PM Peak - 2024 Existing & 2045 Design Year				
Intersection:		SR 51 Chartiers Ave/Linden Ave & Furnace St Ext				
Approach/ Street Name	Movement	2024 Existing	2045 No Build	2045 Single Lane Roundabout	2045 Reduced Lanes Signalized	
					Opt. 1	Opt. 2
EB Furnace St Ext.	Left	B (16.8)	B (17.6)	A (7.7)	B (19.0)	B (16.3)
	Thru					B (16.6)
	Right	B (19.4)	C (20.4)		B (16.6)	
	<b>Approach</b>	<b>B (18.7)</b>	<b>B (19.6)</b>		<b>A (7.7)</b>	<b>B (19.0)</b>
WB Plaza Approach	Left	B (18.7)	B (19.8)	A (7.5)	B (18.0)	B (18.4)
	Thru					B (18.4)
	Right	B (18.7)	B (19.8)		B (18.0)	B (18.4)
	<b>Approach</b>	<b>B (18.7)</b>	<b>B (19.8)</b>		<b>A (7.5)</b>	<b>B (18.0)</b>
NB SR 51 Linden Ave	Left	A (9.9)	B (10.3)	A (8.4)	B (10.1)	A (9.9)
	Thru	B (15.7)	B (16.4)		B (16.4)	B (15.9)
	Right	A (9.7)	A (9.8)		B (15.5)	B (15.0)
	<b>Approach</b>	<b>B (14.6)</b>	<b>B (15.2)</b>		<b>A (8.4)</b>	<b>B (15.5)</b>
SB SR 51 Chartiers Ave	Left	B (10.2)	B (10.6)	A (7.6)	B (11.0)	B (10.7)
	Thru	B (14.3)	B (14.8)		B (13.9)	B (13.5)
	Right	B (13.6)	B (14.2)		B (13.4)	B (13.0)
	<b>Approach</b>	<b>B (13.6)</b>	<b>B (14.2)</b>		<b>A (7.6)</b>	<b>B (13.4)</b>
<b>Overall</b>		<b>B (15.3)</b>	<b>B (16.0)</b>	<b>A (7.9)</b>	<b>B (15.6)</b>	<b>B (15.0)</b>

Opt. 1 NB & SB Left Turn Lanes

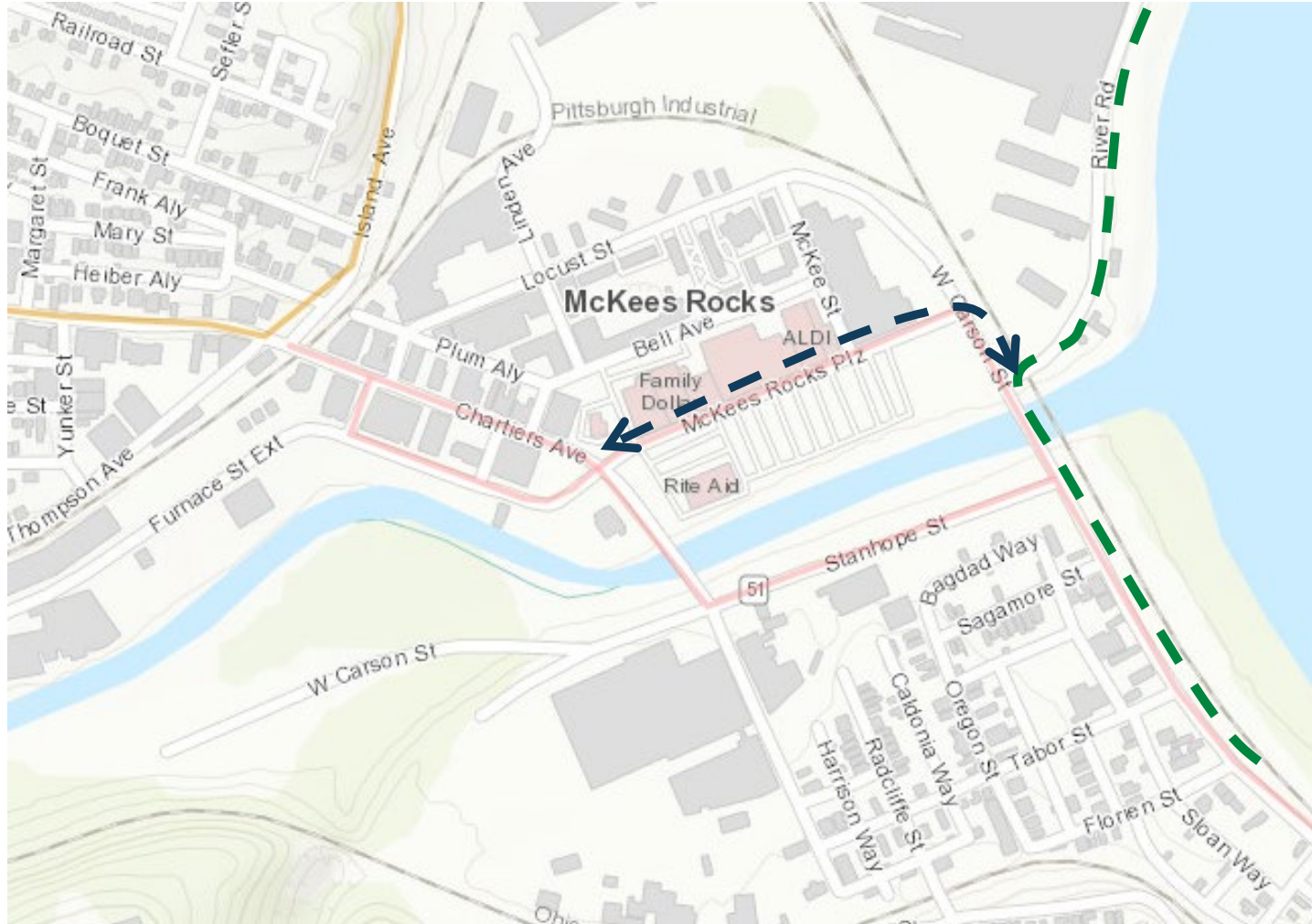
Opt. 2 NB & SB Left Turn Lanes + EB Right Turn Lane Overlap

## Level of Service (LOS)





# Biking to the Business District



- Shared Lanes (*Bike PGH, 2023*)
- Shared Lanes – Cautionary (*Bike PGH, 2023*)
- - - Potential Trail (*Pittsburgh to Coraopolis Feasibility Study, 2013*)
- - - Potential Business District Connection (*Pittsburgh to Coraopolis Feasibility Study, 2013*)



# Intersection Concepts

## Existing Intersection



### Observed issues:

- Wide crossings mean pedestrians must push a button for the pedestrian crossing phase to come on.
- Lower vehicle volumes on Furnace Street Extension result in not enough time for pedestrians to cross Chartiers unless a pedestrian button is pushed.
- Rolling right turns on red, especially from Furnace Street and the shopping plaza.

# Intersection Concepts

## Intersection Concept 1 – Traffic Signal

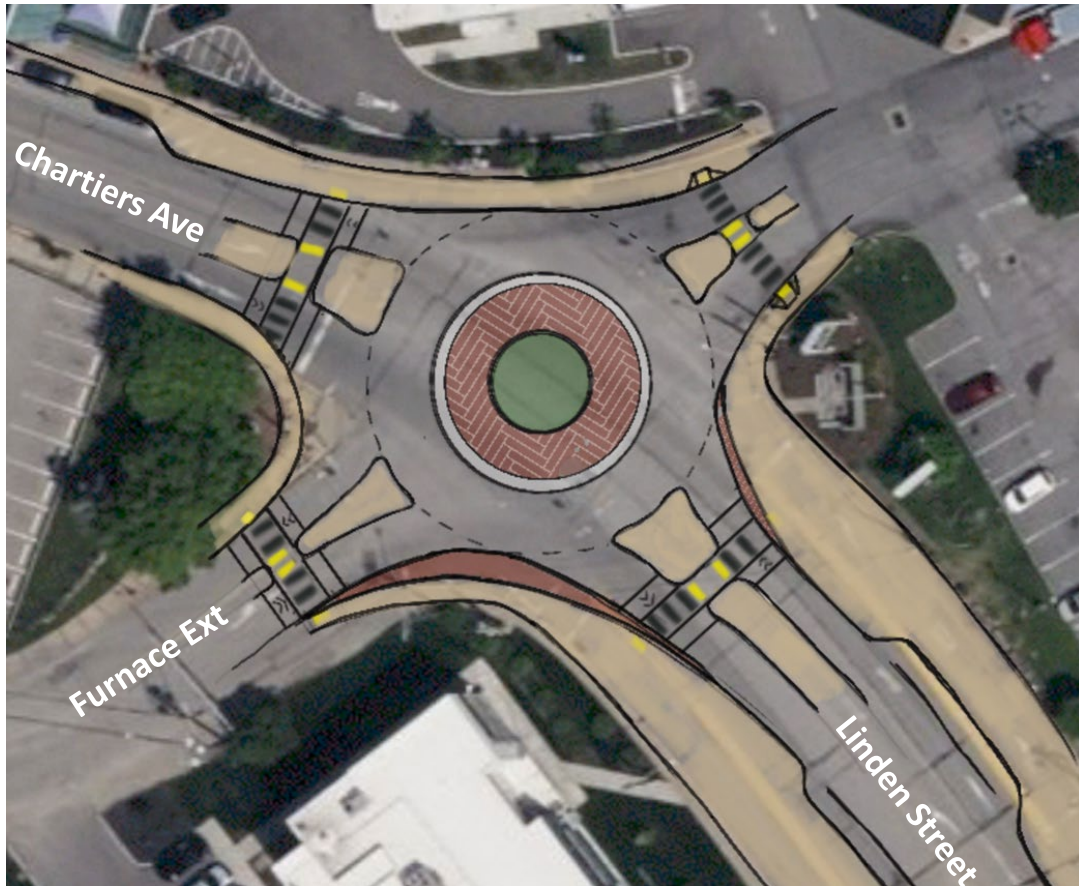


1. Reduce number and/or width of travel lanes
  - ✓ Minimizes pedestrian exposure to motorists
  - ✓ Can allow for pedestrian phases to automatically be included in every signal cycle
2. Reduce corner radii
  - ✓ Slows turning vehicle speeds



# Intersection Concepts

## Intersection Concept 2 – Roundabout



Eliminating a traffic signal:

- ✓ Reduces or eliminates some types of vehicle crashes
- ✓ Allows traffic to continually move through intersection

Roundabout risks:

- Providing safe pedestrian crossings
  - ✓ Managing motorists' speeds through geometry design
  - ✓ Raised crossings

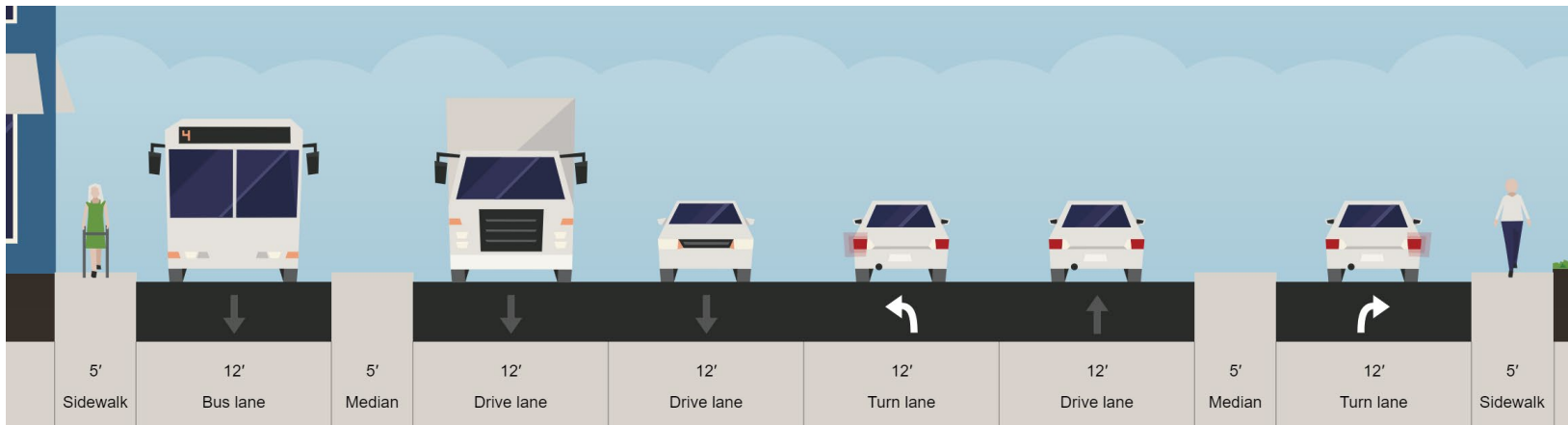
# Linden Avenue Concepts

## Existing Street



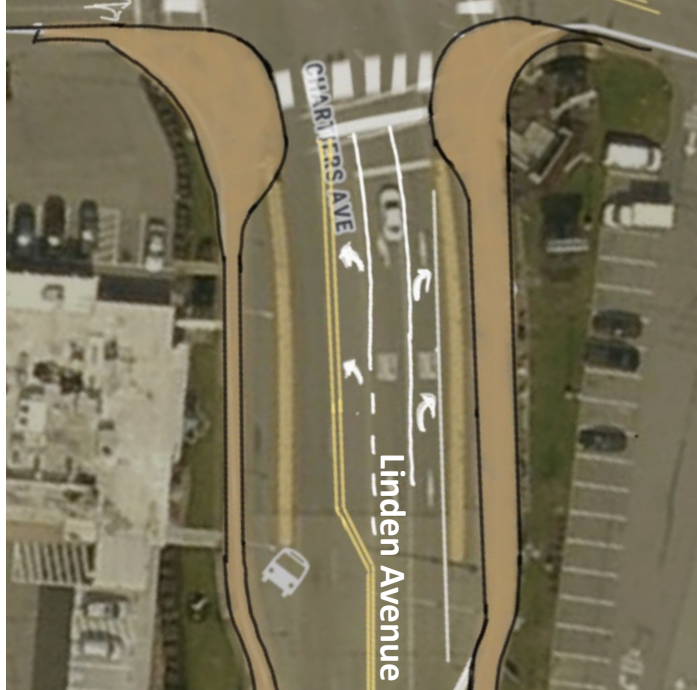
### Observed issues:

- More/wider travel lanes than necessary lead to increased speeds.
- Limited sidewalk space for pedestrians and transit users.
- Confusing lane assignments.

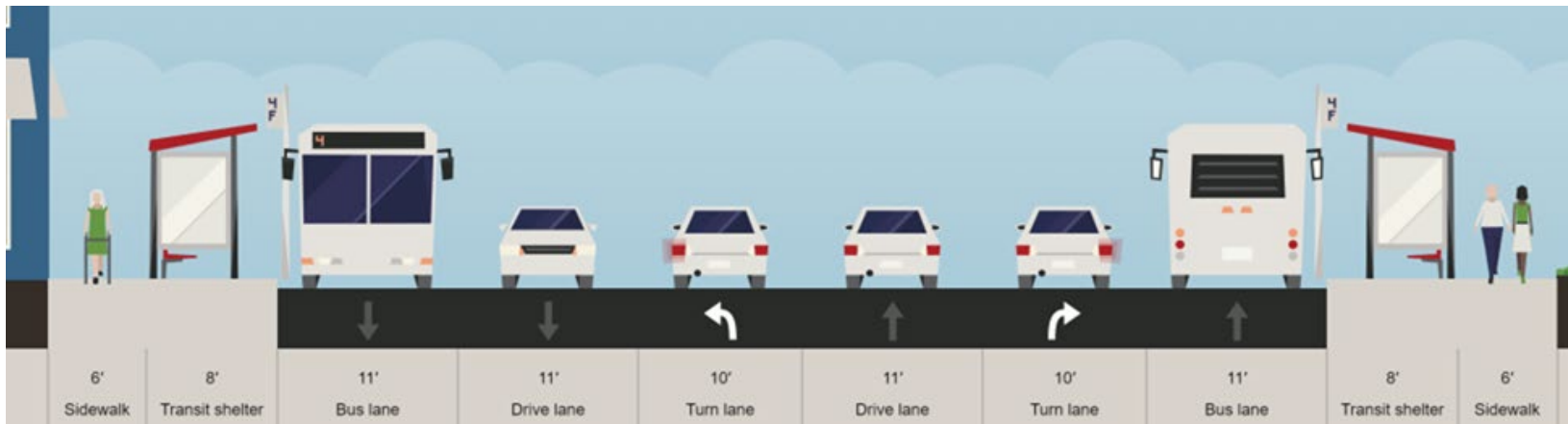


# Linden Avenue Concepts

## Linden Avenue – Concept 1



- Reduce roadway width and widen sidewalks.
- Maintain existing inbound lanes – left, through, and right.
- Provide bus pull out lanes.
- Can create space for:
  - Transit shelters or street trees



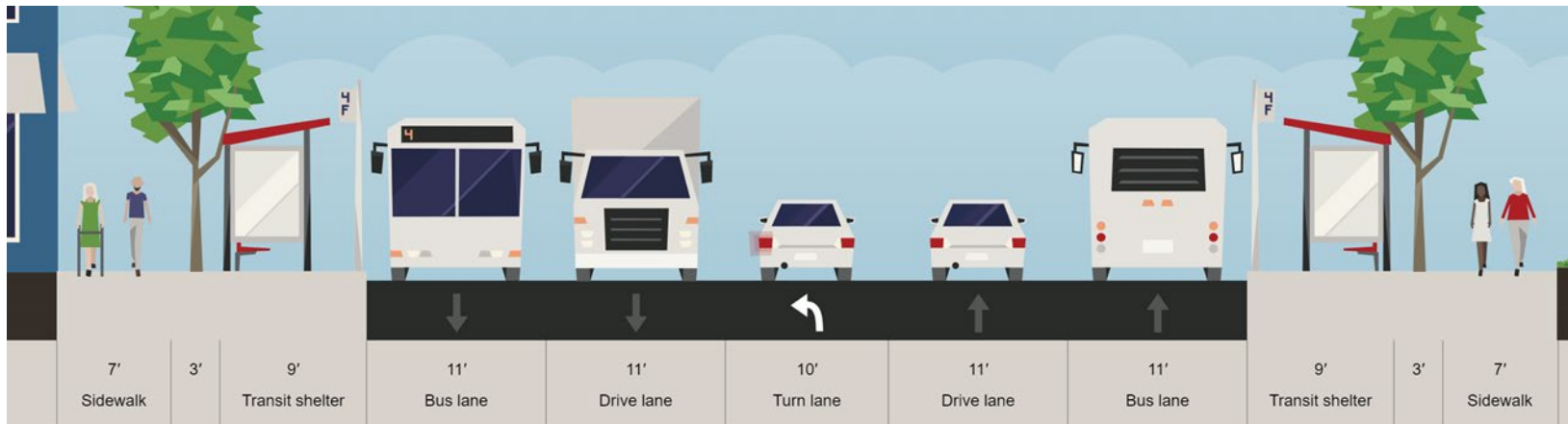


# Linden Avenue Concepts

## Linden Avenue – Concept 2

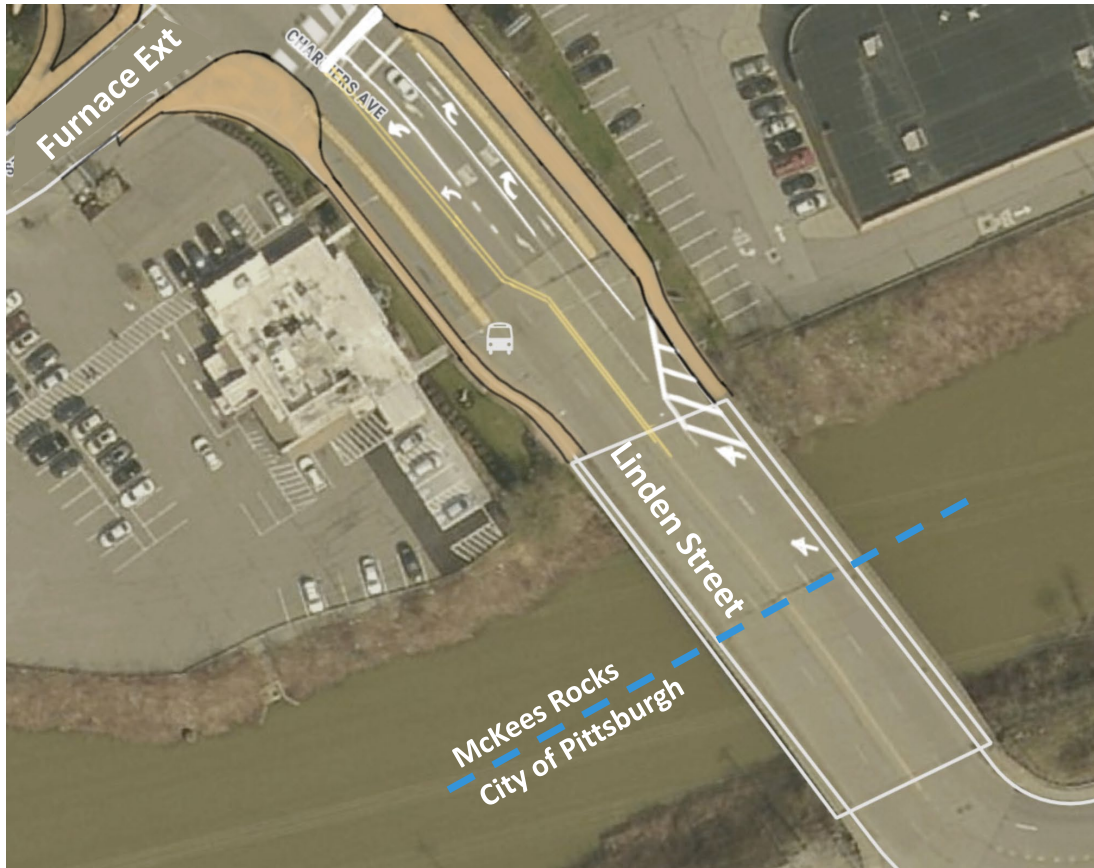


- Remove right turn lane into shopping plaza and widen sidewalks further than Concept 1.
- Can create space for:
  - Larger transit shelters
  - Street trees
  - Sidewalk level bike lanes



# Linden Avenue Concepts

## Tie-in to Existing Lanes on Bridge



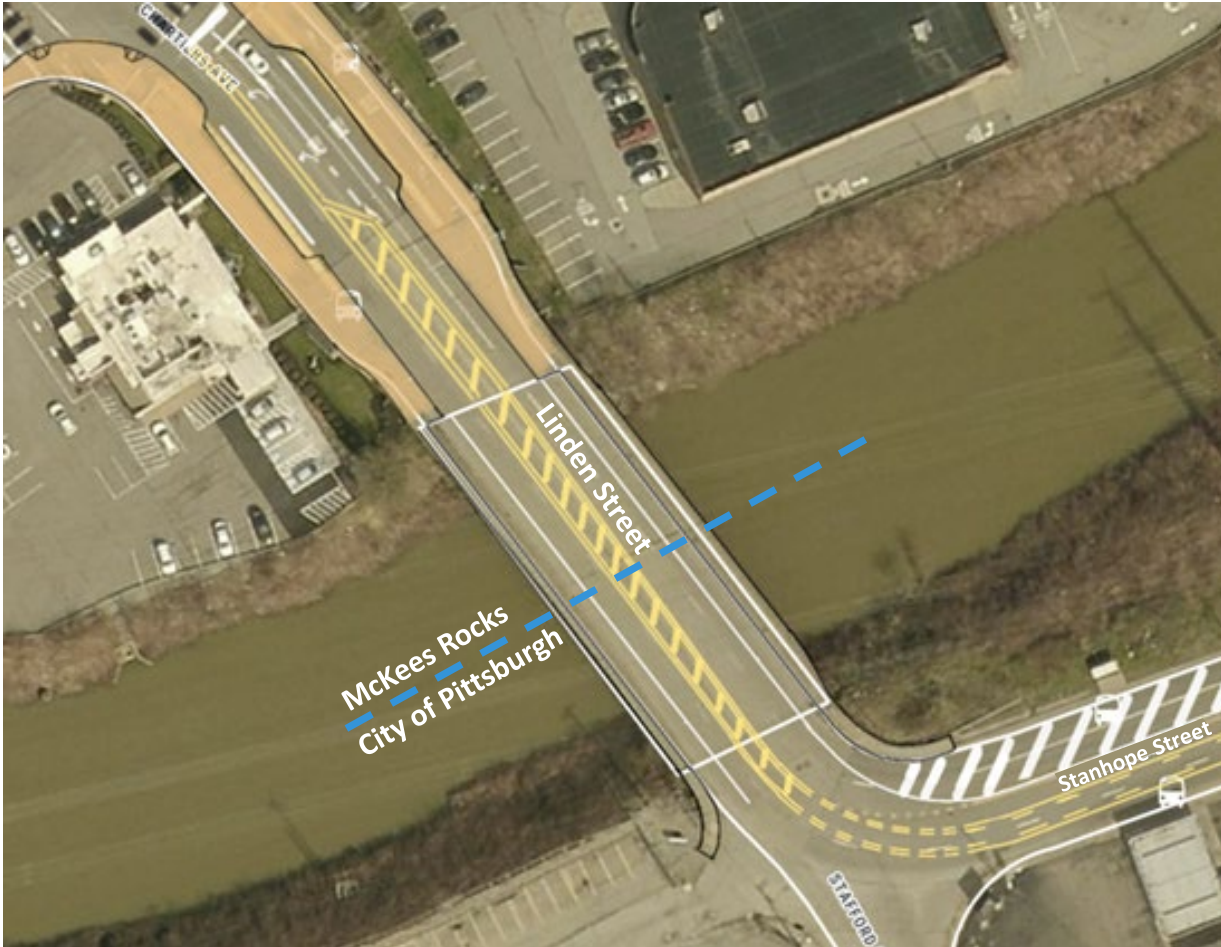
Tie changes at intersection to existing four-lane street on Linden Street at Borough limits.

Inbound traffic will need to merge from two lanes to one lane:

1. Merge lane on bridge, or
2. Right through lane becomes right turn lane approaching shopping plaza

# Linden Avenue Concepts

## Lane Reduction on Linden and Stanhope



Reduce travel lanes on Linden and Stanhope Streets to reduce motorists' speeds.

Additional considerations:

- Extends outside project limits
- Requires additional coordination with PennDOT and City of Pittsburgh



# Linden Avenue Concepts

## Lane Reduction on Linden and Stanhope With Bike Lanes



Use space created from lane reduction to add a two-way bike facility into McKees Rocks business district

Additional considerations:

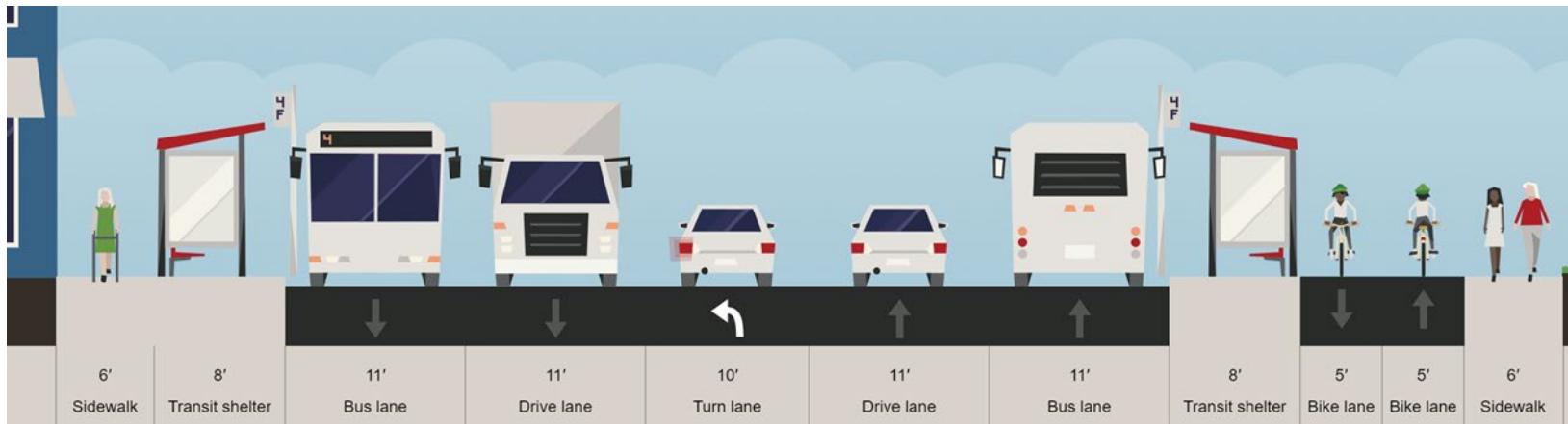
- Extends outside project limits
- Requires additional coordination with PennDOT and City of Pittsburgh

# Linden Avenue Concepts

## Linden Avenue - Concept 2 with Bike Lanes



- Two-way sidewalk level bike lanes.
- Can be a future project.





# Biking to the Business District



Potential bike connection through Shoppes at Chartiers Crossing  
(Rendering: Pittsburgh to Coraopolis Feasibility Study, 2013)



Separated Bike Lanes on Linden Avenue  
(Precedent Image)



# Biking in the Business District



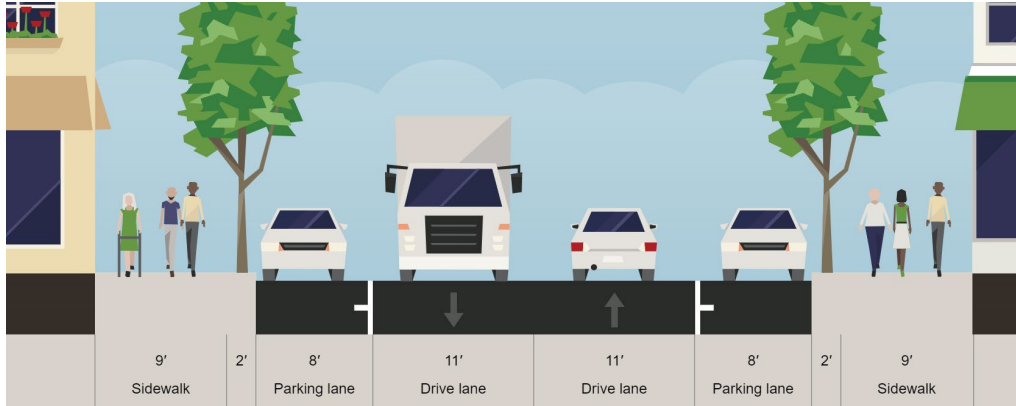
Downtown Bike Path  
(Precedent Image: Indianapolis Cultural Trail in Indianapolis, IN)



Shared Lane Markings

# Chartiers Avenue Concepts

## Chartiers Avenue Concept 1 – Widened Sidewalk



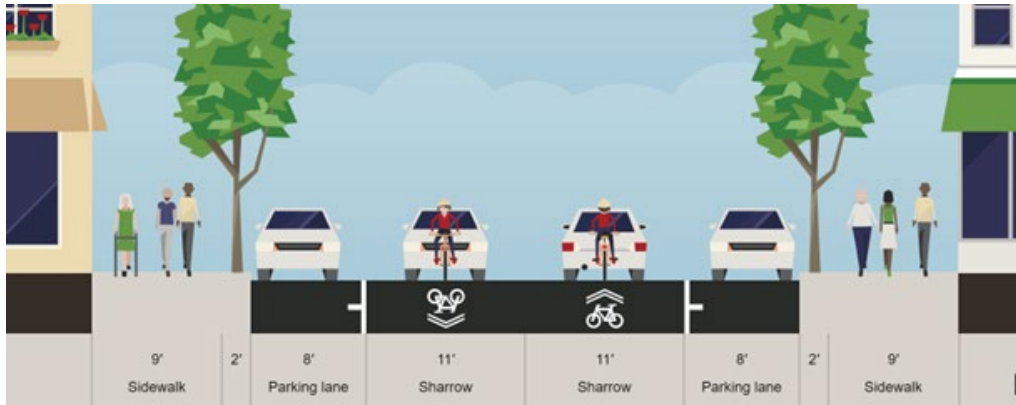
- Narrows travel lanes and widens sidewalk.
- Shortens crosswalks and physically restricts illegal parking near crosswalks.
- Maintains legal parallel parking spaces on either side of street in business district.





# Chartiers Avenue Concepts

## Chartiers Avenue Concept 2 – Widened Sidewalk and Bike Lanes on Linden Avenue

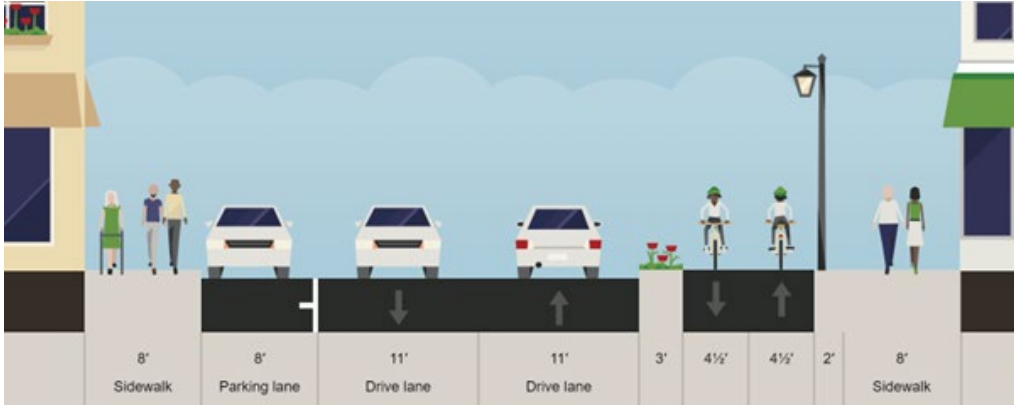


- Narrows travel lanes and widens sidewalk.
- Shared lane markings in business district.
- Intersection designed to accommodate bicyclists entering and exiting business district.
- Maintains legal parallel parking spaces on either side of street in business district.



# Chartiers Avenue Concepts

## Chartiers Avenue Concept 2 – Downtown Bike Path



- Narrows travel lanes and widens sidewalk.
- Shared lane markings in business district.
- Intersection designed to accommodate bicyclists entering and exiting business district.
- One lane of parallel parking would be removed in business district, depending on side of bike facility.



# Mentimeter Questions

- Go to [www.menti.com](http://www.menti.com) or the QR code
- Type in this access code: **6196 6974**
- Mobile devices provide the best experience
- All submissions are completely anonymous

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# Question | What's Important to You?

## How would you rank the importance of the following elements?

- Traffic calming
- Landscaping
- Pedestrian space
- On-street parking
- Bike lanes



What safety concerns do you have within the project area? (e.g., speeding, truck traffic, crosswalks)

- Word Cloud





# Question | Roundabout Preference

Would you be in favor of a roundabout instead of a traffic signal?

- Yes
- No
- I don't know



# Question | Number of Lanes

To improve accessibility on Linden Ave., are you in favor of decreasing the number of lanes from four to two?

- Yes
- No
- I don't know



# Question | Bicycle Facilities

## How would you like bicyclists to access the business district?

- Shared lanes
- Bike lanes
- Bike trail
- Not interested in bike facilities





# Question | Multimodal Transportation

What types of multimodal transportation improvements should be considered?  
(e.g., enhance bus facilities, wider sidewalks)

- Open Ended



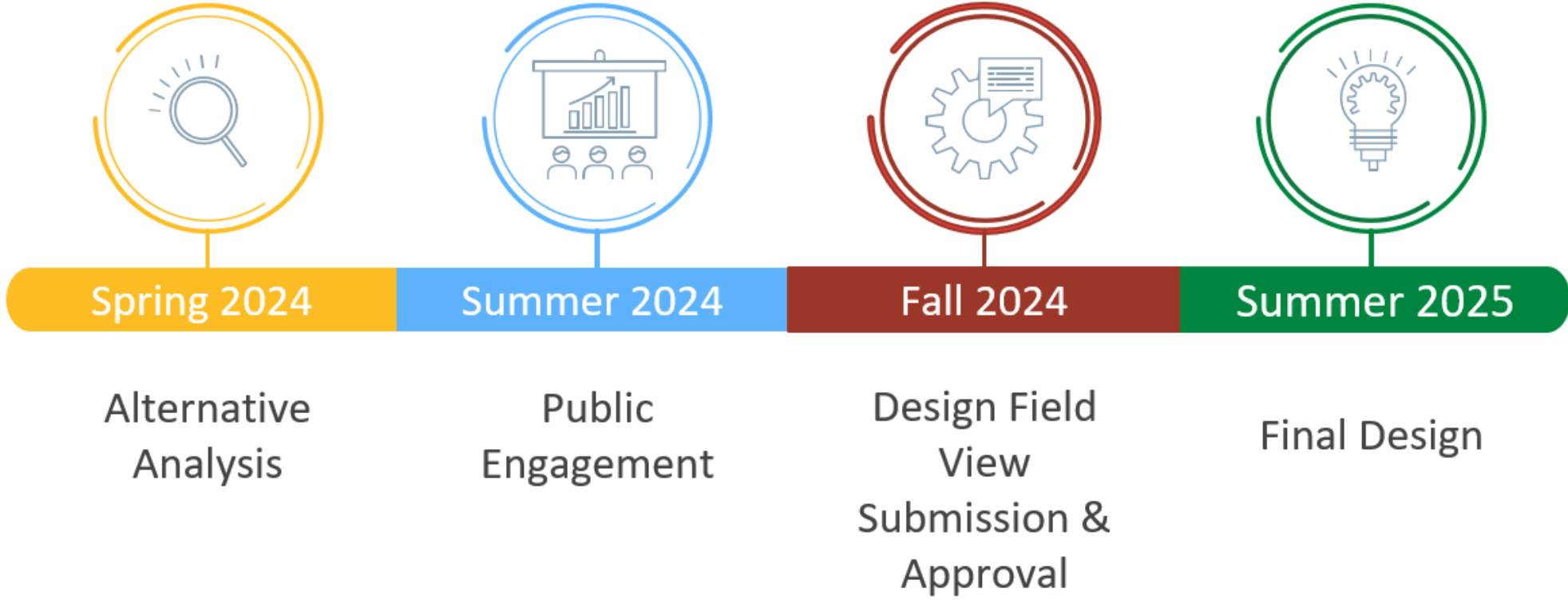
# Open Discussion

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Please submit your questions and comments.



# Next Steps





# CONTACT

Jeb Feldman  
Director of Economic Development  
McKees Rocks CDC  
jfeldman@mckeesrocks.com  
(415) 518-9921

Bill King, PE, PTOE  
Project Manager  
Michael Baker International, Inc.  
william.king@mbakerintl.com  
(215) 442-5358

