

Appendix O

Complete Streets Prototypes

COMPLETE STREETS PROTOTYPES

Criteria

To illustrate complete streets principles, the study team has selected three sites to serve as example projects. Following are the criteria used in selecting the sites:

- Arterial or collector roadway
- Average daily traffic greater than 5,000
- Volume demand does not exceed capacity
- At least minimal pedestrian activity
- Proposed bike route and/or existing transit route
- Existing pedestrian and bicycle facilities are not ideal
- Economic growth area (identified as “places” in the Active Allegheny Land Use Plan) or otherwise identified for economic development

As these projects are advanced, it is recommended that municipalities focus on those areas that meet vital planning goals, and thus consider the additional criteria below:

- *Alignment of other public investments:* Is the county, municipality or another public entity planning on making investments in the areas under study?
- *Land use impacts:* Will the complete street designation impact land use decisions in the areas adjacent to the designated streets?
- *System preservation and enhancement:* Are other transportation investment scheduled for the areas being proposed, and if so, can a complete streets approach be incorporated into the planned improvement?
- *Density and capture area:* Is the roadway in proximity to a good population base of pedestrians and bicyclists?

Complete Streets Prototypes

The complete streets prototypes are:

- **Freeport Road, Blawnox Borough and O'Hara Township**
- **South Braddock Avenue/Belmar Place, Swissvale Borough**
- **Broadway Avenue, Beechview, Pittsburgh and Dormont Borough**





These roadways were selected from the candidate list as representative projects (see **Table 1**). The three prototypes were selected based on diversity in location and roadway type to serve as examples for the other candidates.

The roadways represent three different types. Broadway Avenue has more roadway capacity than needed to accommodate vehicular traffic, and has potential to upgrade bicycle accommodations, in particular. Freeport Road dramatically changes character as it transitions from the traditional downtown center of Blawnox Borough to the strip commercial corridor of O’ Hara Township (just west of the Waterworks Mall); solutions discussed for this corridor can be applied to many other locations in the region where urban areas adjoin busy suburban retail corridors. South Braddock Avenue is a constrained roadway in an older urban neighborhood, with a poorly maintained pedestrian infrastructure in Swissvale. Options for major roadway reconfiguration are limited, but the pedestrian infrastructure can be upgraded, making a clear difference in the lives of the many residents that depend upon walking (including walking to transit) as their primary mode of transportation.

TABLE 1. COMPLETE STREETS CANDIDATES

| Roadway | Municipality | AADT | Roadway Cross-Section | Sidewalk | Pedestrian Corridor in Plan | Proposed Bike Route in Plan | Transit Route | “Economic Growth Area” | Proximate to Trail |
|--------------|--------------|---------------|---------------------------------------|---|-----------------------------|-----------------------------|---------------|------------------------|--------------------|
| Route 837 | Clairton | 8,500-9,300 | Two 18-ft lanes; parking both sides | Narrow/deteriorated | Y | Y | Y | Y | Y |
| Route 837 | Homestead | 15,000-17,000 | Two 11-12 ft lanes; 9 ft parking lane | Sidewalks both sides | Y | N | Y | Y | Y |
| Route 837 | Duquesne | 19,000 | Four 11-ft lanes; physical median | On one side of street, narrow in segments | Y | Y | Y | Y | Y |
| Ridge Avenue | Rankin | NA | Four 11-12 ft lanes | Both sides, good condition | Y | Y | Y | Y | Y |





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|------------------------------------|--------------|-------|---|--|-----------------------------|-----------------------------|---------------|------------------------|--------------------|
| Kenmawr Avenue | Rankin | NA | Above Ridge: two 14-ft lanes; below Ridge: 28 ft, parking one side | Both sides, good width | Y | Y | Y | Y | Y |
| South Braddock Avenue/Belmar Place | Swissvale | NA | Upper section: 34 ft, two lanes, parking one side; Lower section: two 14-ft lanes | Both sides, narrow | Y | Y | Y | Y | Y |
| Chartiers Avenue | McKees Rocks | NA | Two-lane, 34 ft, parking both sides. | Both sides | Y | N | Y | N | Y |
| Furnace Street | McKees Rocks | NA | Eastern section: two-lane, 58 ft, angle parking; western section: two-lane, 28 ft, no parking | Both sides, but missing segments | Y | N | Y | N | Y |
| Island Avenue | McKees Rocks | 8,500 | Two-lane, 38 ft, intermittent parking both sides | Both sides, but missing segments, poor condition | Y | N | Y | Y | N |





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|---------------------|-----------------|--------|---|---|-----------------------------|-----------------------------|---------------|------------------------|--------------------|
| Braddock Avenue | Braddock | NA | Two-lane, 40 ft, parking both sides | Both sides | Y | Y | Y | Y | Y |
| Beadling Street | Mt. Lebanon | NA | Two 12-ft lanes | Narrow, typically present only one side | Y | N | N | N | N |
| River Road | Haysville | NA | 22-24 ft | None | Y | N | N | N | N |
| Beaver Road | Glen Osborne | NA | 32 ft, parking one side | Both sides | Y | Y | Y | Y | N |
| McLaughlin Run Road | Bridgeville | 6,900 | Outside village - Two 11-ft lanes, 3-5 ft shoulders; Inside village - Two 14-ft lanes | Outside village - none; inside village - both sides | Y | Y | N | N | N |
| McLaughlin Run Road | Upper St. Clair | 15,000 | Two 11-ft lanes, 5-6 ft shoulders | Narrow sidewalk, present one side | Y | Y | N | N | N |
| Brownsville Road | Brentwood | NA | 38 ft, parking both sides | Both sides | Y | N | Y | N | N |
| Campbells Run Road | Robinson | NA | Two 11-ft lanes, 3-4 ft shoulders | None | Y | Y | Y | N | N |
| Steubenville Pike | Robinson | NA | Multilane, 12 ft lanes | None | Y | N | Y | Y | N |
| Park Manor Drive | Robinson | NA | Multilane, 12 ft lanes | Present on portions | Y | Y (connection) | Y | Y | Y |





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|--------------------------------|---------------|--------|--|--|-----------------------------|-----------------------------|---------------------|------------------------------------|--------------------|
| Robinson Town Center Boulevard | Robinson | NA | Multilane, 12 ft lanes | None | Y | N | Y | Y | N |
| Business Route 22 | Monroeville | 44,000 | Multilane, 12 ft lanes, auxiliary lanes | Sidewalk missing along much of corridor | N | N | Present in segments | No, but identified for development | N |
| McKnight Road (Truck Route 19) | Ross Township | 44,000 | Multilane, 11 ft lanes | Sidewalk missing along much of corridor | N | N | Y | Y | N |
| University Boulevard | Moon Township | 14,000 | Multilane, 11-12 ft lanes, shoulders | Sidewalk missing along much of corridor | N | N | Y | No, but identified for development | N |
| West Liberty Ave (Route 19) | Dormont | 22,000 | 46 ft roadway, 2 lanes, parking both sides | Sidewalk both sides, good width in some sections | N | N | Y | Y | N |
| Washington Road (Route 19) | Mt. Lebanon | 19,000 | Four 11 ft lanes | Narrow sidewalk, immediately adjoining road | N | N | Y | No, but identified for development | N |
| Main Street | Carnegie | 14,000 | 34 ft roadway, 2 lanes, parking | Sidewalk present, bulbouts, streetscaping | N | N | Y | N | N |





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|---------------------------|--------------------------------------|---------------|--|-------------------------|-----------------------------|-----------------------------|-----------------------|------------------------|--------------------|
| Allegheny River Boulevard | Pittsburgh, Verona, Oakmont | 13,000-24,000 | Two 12 ft lanes in Pittsburgh; 44 ft roadway, 2 travel lanes and parking, Verona; 40 ft two lanes and parking, Oakmont | In boroughs | N | Y | In Oakmont and Verona | In Oakmont | Y |
| Broadway Avenue | Pittsburgh | NA | 52 ft upper segment; 2 20 ft sections lower segment | Present, typically 5 ft | N | N | Y | N | N |
| Freeport Road | O’ Hara Township and Blawnox Borough | 16,000-32,000 | 40 ft with 2 travel lanes in Blawnox, 40-44 ft with 2-4 travel lanes in O’ Hara | In Borough | N | Y | Y | Y | Y |
| Mt. Royal Boulevard | Etna Borough | 13,000 | Two 11 ft lanes, minimal shoulders | Present in segments | N | N | Y | N | N |
| Babcock Boulevard | McCandless Township | NA | Two 10 ft lanes, 3-6 ft shoulders | None | N | Y, in parts | Y, in parts | N | Y |



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|-------------------------------|--------------|--------|--|-------------------------------------|-----------------------------|-----------------------------|---------------|------------------------|--------------------|
| West Carson Street (Route 51) | Pittsburgh | 19,000 | Varies – 3 to 4 lanes, 12 ft width; minimal shoulders | None | N | Y | Y | N | Y |
| Bigelow Boulevard | Pittsburgh | 24,000 | Four 11 ft lanes | Present in segments | Y | Y | Y | Y | N |
| Steuben Street | Pittsburgh | NA | 28 ft; 10 ft lane, and 18 ft lane with parking permitted | Both sides | N | N | Y | N | N |
| Gold Way | Pittsburgh | NA | 30 ft, parking permitted both sides | Present in segments, poor condition | Y | Y | N | Y | N |
| Thomas Boulevard | Pittsburgh | NA | 52 ft, 2 lanes, parking permitted both sides | Both sides | Y | Y | Y | N | N |