

## **62nd St Site Redevelopment**

### *Neighborhood Planning Framework*

**Affordable Housing & Riverfront Development:** Development includes relocation of parking and industrial uses along the riverfront, including the West Penn Lot, to free up the riverfront for affordable housing and other compatible uses.

- Upper Lawrenceville Plan - Affordable housing (Appendix A)
- Green Boulevard Plan - Relocation of existing industry (Appendix B)
- Green Boulevard Open Space Appendix - Relocation of existing industry (Appendix C)

**Riverfront Ecology:** Development includes stormwater management, preservation and expansion of existing tree canopy, ecological restoration and riverbank stability, a publicly accessible riverfront trail, and opportunities for recreation. New uses are compatible with Tree Pittsburgh's Campus Vision and other adjacent businesses.

- Green Boulevard Plan - Riverbank stability, ecological improvements, and tree canopy (Appendix B)
- Green Boulevard Open Space Appendix - Ecological improvements, recreation, and stormwater management (Appendix C)
- Riverbank Stability Survey & Best Practices Study - Riverbank stability (Appendix D)
- Tree Pittsburgh Campus Vision - Compatible with Tree Pittsburgh (Appendix E)
- Upper Lawrenceville Plan - Green Streets (Appendix A)

**Mobility:** Development creates an easement for the Green Boulevard shared use path along the Allegheny Valley Railroad and plans for potential Park-and-Ride facilities for a future commuter rail. A comprehensive traffic and mobility plan for the Lawrenceville neighborhoods informs how truck traffic is routed, and there is commitment and funding put towards streetscape improvements for bicycle and pedestrian safety along Butler Street.

- Green Boulevard Plan - Shared use path and commuter rail (Appendix B)
- PRT's NextTransit - Allegheny Valley Rapid Transit Project (Appendix F)
- Better Streets Lawrenceville 2023 Capital Budget Request - Mobility planning; Streetscape improvements (Appendix G)
- Butler Streetscape Design Guidelines - Streetscape improvements (Appendix H)
- Bike(+) Plan - Bike lanes, shared use path (Appendix I)

**Parks:** Redevelopment is complemented by significant investment in public parks, including devoted funding to redevelop Leslie Park and improve, expand, or relocate other parks per the OpenSpacePGH Plan.

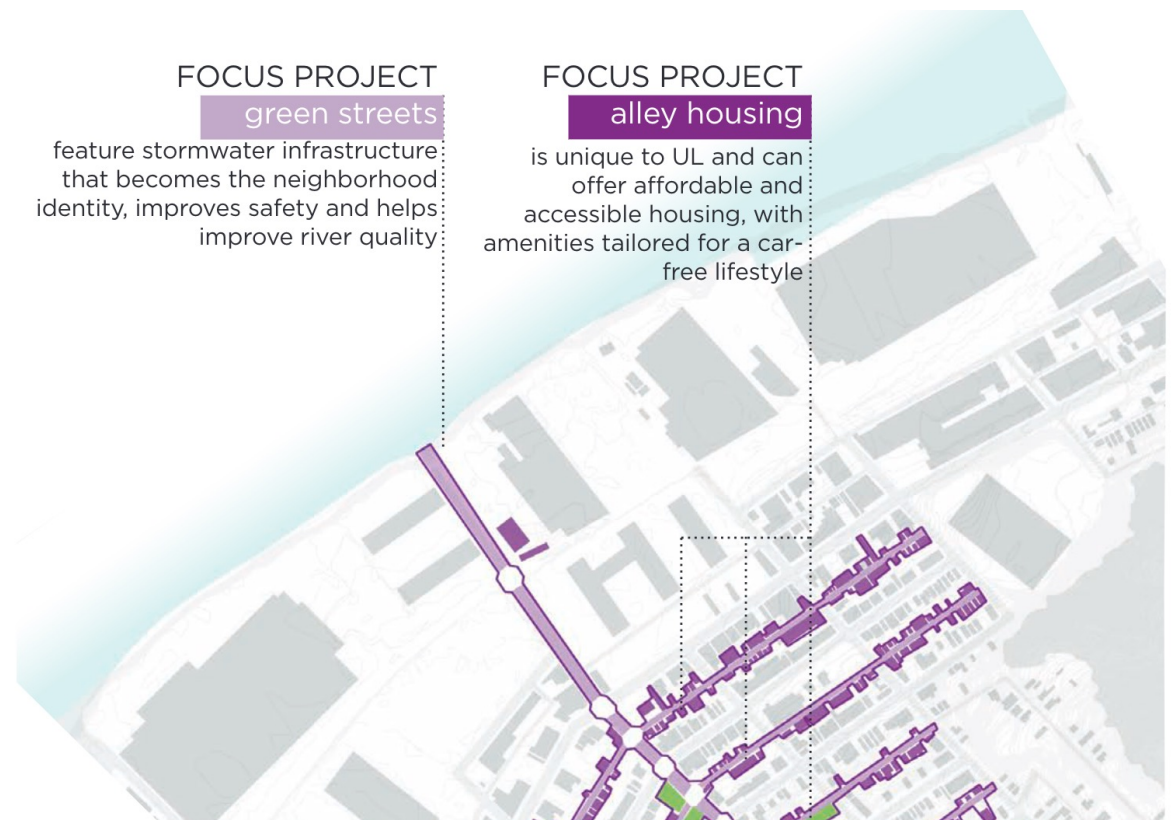
- OpenSpacePGH Plan - Park improvements (Appendix J)

**Community Engagement:** Process centers open, public, and transparent community engagement throughout, managed in a way that's consistent with existing community processes (i.e. ground rules, communication protocols, etc.), and with decision points driven by the community. New development takes into account the effect of construction and works to mitigate negative impacts on the adjacent community.

# UPPER LAWRENCEVILLE COMMUNITY VISIONING

## TARGETED DEVELOPMENT STRATEGY STUDY | APRIL 2013

WITH SUPPORT FROM  
LAWRENCEVILLE CORPORATION  
LAWRENCEVILLE UNITED  
DESIGN CENTER



### FOCUS PROJECT

#### green streets

feature stormwater infrastructure that becomes the neighborhood identity, improves safety and helps improve river quality

### FOCUS PROJECT

#### alley housing

is unique to UL and can offer affordable and accessible housing, with amenities tailored for a car-free lifestyle

Upper Lawrenceville will be a place where people want to live because it is **affordable** and **authentic**.

The neighborhood will remain affordable with a fabric that supports a **diversity of residents**—from homeowners to renters, including newcomers to long time residents.

The neighborhood will celebrate its **unique and local** identity, as one where homes, businesses and industry are woven together into a rich urban fabric.

### E-4 Bike Trail and River

The other significant boundary to Upper Lawrenceville is the Allegheny River. Creating safe and celebrated “on-ramps” with the planned railroad bike trail and to the river would connect the 10th Ward to larger networks like the Great Allegheny passage to Washington, DC and even to the mighty Mississippi! More likely, it will be a great attraction for alternative commuting to work, recreation and shopping from Downtown to Oakmont.



## Multi-purpose Path

The Green Boulevard multi-use path will accommodate pedestrians, bicyclists, individuals operating wheelchairs, and other users. Over its six-mile course, the width of the multi-use path varies slightly according to existing conditions and constraints. However, it is typically 12 feet wide and located at the edge of the Allegheny Valley Railroad right-of-way.

## Transportation Improvements

The new commuter rail and multi-use path are supported by transportation improvements to complete the mobility network of the neighborhoods adjacent to the Allegheny Riverfront Green Boulevard. The Green Boulevard plan aims to create priority connections that link neighborhoods to the river through multiple modes. Realization of a successful Green Boulevard also includes improvements to congested streets, difficult intersections, bicycle and pedestrian safety, and commercial truck traffic routing throughout the Strip District, Lawrenceville,



Proposed Condition at 43rd Street

## Riverfront Accessibility

A primary goal of the Green Boulevard is to increase the community's access to the riverfront—an aspiration that was echoed loudly by the community in project surveys and public meetings. In addition to the commuter path that will provide efficient mobility for bikers along the Green Boulevard, a continuous river's edge trail will be created that links Three Rivers Park to Highland Park. This trail builds on existing but discontinuous trails along the river and creates new links to complete the circuit. This riverfront trail will complement the commuter path with a complete recreation amenity that brings people closer to the river and provides access to a more natural environment. In total, the Green Boulevard plan creates seven miles of multi-use paths and trail connections.

## Keys to Implementation

Public investments in infrastructure improvements, public open space, and coordination of land ownership along the waterfront will be critical to success. Initial infrastructure investments in the 43rd Street District must reinforce connections to the Allegheny River, such as creation of the Green Boulevard multi-purpose path and 43rd Street Landing waterfront park. Funding priorities must include support for development of parking alternatives, such as the purchase of existing parking facilities and creation of new affordable parking alternatives.

The availability of existing commercial properties along the riverfront will also play a major role to catalyze development. For example, an early infrastructure move that is required to create appropriate parcels for waterfront housing is to relocate the railroad siding that accesses the McConway & Torley industrial site. Site acquisition should target 43rd Street core properties along Allegheny River waterfront. Two priority acquisitions are the 43rd Concrete Company site and the Buncher site.

## Riverbank Stabilization

While significant amounts of the river's edge have been modified, a critical goal of both the 2011 Vision Plan and the 2012 Green Boulevard plan is to encourage restoration and stabilization of the riverbanks. Riparian buffers along the river's edge help stabilize and, in some locations, restore the riverbank, while improving ecosystem functions such as habitat, flood mitigation, sediment and nitrogen removal, water temperature moderation, and aquatic food web. To adequately stabilize the riverbanks, historic and current analyses prefer a slope ratio of between 4:1 (run: rise) and 5:1. While the full extent of the Green Boulevard travels along an urbanized area of the river, the riverfront characteristics vary over the six-mile course. Considerations of property ownership and economic development will impact buffer recommendations and implementation.

The 2011 Vision Plan recommended a general 200-foot-wide buffer zone along the river that includes setbacks and development with green infrastructure. The Green Boulevard plan builds on this recommendation and encourages three different buffer zones that are tailored to the existing river's edge and development conditions. These three zones are dense urban development buffer zone (11th Street to 31st Street), mixed industrial and residential buffer zone (31st Street to 62nd Street), and ecological conservation and open space buffer zone (62nd Street to the city limit). Overall along the riverfront, a 95-foot setback or buffer zone is recommended, subject to private property rights and local, state, and federal regulations. Within this zone, development will stabilize the river's edge and promote health of the habitat. Wider buffers are recommended in the ecological conservation and open space buffer zone. Protecting buffer areas often involves public/private efforts formed through partnerships with landowners and shared knowledge of the benefits.

## Ecological Enhancements

The Green Boulevard plan takes a holistic approach to improving the environmental condition along the Allegheny River, with strategies that aim to protect and improve native plant species, enhance habitat, and increase tree canopy. The plan creates and enhances habitat corridors and patches, which provide two important elements of functional and regenerative ecosystems. Habitat patches function as stepping stones that are critical to species survival. Vegetative corridors also help improve and protect the biodiversity of species within the area. Riparian corridors provide broad and valuable benefits to the environment, including sediment control, clean water, and habitat for fish and other migratory populations.

The new streetscape investments, riverfront buffers, and open spaces in the Green Boulevard help achieve the 2011 Vision Plan's recommendations for 40% tree canopy within the Green Boulevard area. Enhanced tree canopy along the corridor provides windbreaks and microclimate controls, as well as recreation and respite areas for wildlife.

Recommendations for ecological enhancements along the Green Boulevard area include the following:

- Create strategies to control non-native invasive plant species and enhance native plant biodiversity and vegetative habitat.
- Enhance the existing urban tree canopy to address heat island effects, reconnect fragmented green corridors, and achieve the 40% canopy goal.
- Promote a 95-foot minimum buffer along the riverfront to enhance and restore riparian buffers.
- Address community health, access and connections, degraded conditions abatement and ecological improvements at combined sewer overflow outfall locations. Explore soil health and needs for nutrient cycling, water retention, bank stability, and supporting native plant communities.
- Promote stormwater infrastructure as part of all future development within the corridor.





## Open Space and Riverfront Access Appendix

### 2013 Strategic Plan Technical Appendix

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#### **3. 62nd Street marina and reach from street to riverfront**

This location has intriguing built infrastructure along the river shoreline in the form of the closed marina which could be reused to demonstrate a new innovative living shoreline treatment, in a floating wetland park. This park would incorporate floating wetlands placed within the framework of the piers in a way that provides habitat and creates a new outdoor learning environment and river open space accessible from 62<sup>nd</sup> Street. These floating wetlands may be augmented with a river mussel pilot project. The street access extension from Butler could also serve as a green infrastructure streetscape that is treating stormwater flowing toward the river and providing enhanced tree canopy that connects both to the riparian corridor and to the existing woodland patch upland of the industrial corridor on the edge of the Morningside and Stanton Heights neighborhoods. The demolition of the existing industry and the suggested relocation of some of the Buncher warehouses to this location along 62<sup>nd</sup> Street highlights the opportunity for integration of further green infrastructure treatment practices in the redevelopment, including green roofs, bioretention, and onsite water reuse. Green roofs would add another layer of habitat opportunity for birds and pollinators and in effect widen the riparian buffer along this portion of the river shoreline (Figures 41 to 45).



Figure 41. The abandoned marina to the south of the 62<sup>nd</sup> street bridge crossing provides a unique opportunity for integration of floating wetlands as a public park space.



Figure 42. Floating wetlands create habitat in an otherwise challenging ecological environment in the urban contexts. © Biohabitats, Inc.



**US Army Corps  
of Engineers®**  
Pittsburgh District

# Riverbank Stability Assessment and Applied Best Practices Guide

Pittsburgh, PA

June 2021



## Riverbank Condition Assessment & Mapping

The study team characterized and evaluated critical attributes controlling riverbank erosion and failure throughout the study area, including bank material and condition, slope, the presence and type of vegetation, extent of impervious surfaces within the riparian area, and the presence and/or extent of existing features that can further contribute to bank instability (e.g., existing erosion and/or undercutting). Bank material, bank condition, and slope were used to establish riverbank segments and define 31 distinct riverbank typologies. Each riverbank segment was given an overall condition score of either poor, fair, or favorable, depending on its underlying typology. The presence and extent of erosion and undercutting and extent of adjacent impervious surface was then used to further refine each riverbank segment's overall condition and stability rating. A total of 11.9 miles of riverbank received a 'favorable' condition assessment rating, 24.1 miles received a 'fair' rating, and 6.7 miles received a 'poor' rating (Figure ES1).

Assessment data for each reach, along with photographs depicting the characteristics of each segment were published to ArcGIS Online and an application was created to display the characteristics. The Web Map Application can be used to visually assess riverbank conditions throughout the study area and facilitate planning and management decisions, such as prioritizing areas for future restoration actions. This interface is live and accessible at the following location:

<https://pittsburghpa.gov/innovation-performance/interactive-maps>.

## Riverbank Stabilization Techniques and Applied Best Practices

Results of the riverbank assessment informed a Best Practices Guide designed to assist with identifying the most effective riverbank stabilization and rehabilitation techniques for each riverbank typology. Riverbank stabilization approaches included in this report fall within the broad categories of bioengineering (i.e., engineering techniques that utilize nature-based materials and processes to encourage riverbank stabilization and ecological diversity), erosion and sediment control, stormwater management, and geotechnical techniques.



# Vision and Playbook for Tree Pittsburgh's Campus

## FINAL REPORT

### Campus Goals

#### •Offer simultaneous events and programs:

Run revenue-generating events and educational events simultaneously without negative impacts to either.

•**Optimize workflows:** Provide infrastructure for time-efficient and resource-effective nursery and tree maintenance.

•**Show not tell:** Be an example of regenerative practices and healthy urban forestry. Tell the story of the lifecycle of a tree.

•**Broaden access:** Remove accessibility barriers and invite users with disabilities to experience the full extent of programs and spaces on site. Work towards a long-term future where the public may visit the site outside of an event or appointment.

•**Rebalance short- and long-term efforts:** Reorganize mindset and resources towards long-term planning to ensure adequate capacity and quality for future programs

### Campus Opportunities

#### •Improve and celebrate access to the river:

Create expanded opportunities for recreational boating, restoring the riverfront ecosystem, and inspiring visitors with both serendipitous and curated riverfront experiences

•**Leverage vibrant event space:** Engage and invite event attendees to engage with the site, learn something new, and build a lasting connection to Tree Pittsburgh

•**Expansive site:** Though the site is long and narrow, capacity to support additional projects across the 5 acres remains.

•**Unique offering within neighborhood:** Provide immersive access to nature for neighbors whose day-to-day experiences in nature are typically limited.

•**Net-zero development:** Sustainable design features provide the potential to minimize the operational carbon footprint moving forward.

### Campus Challenges

•**Rough around the edges:** Invasive species, volunteer-based maintenance capacity, and the realities of day-to-day operations result in a place that can feel unkempt, rough, or under-maintained.

•**Reaching workspace capacity:** Office space and wifi bandwidth are approaching their limits for fully supporting staff headcount.

•**Transportation barriers:** Circuitous bus routes and a dangerous street crossing create barriers for inviting stakeholders and new volunteers to the campus.

•**Maintaining safety as access expands:** Though staff enjoy sharing the site with visitors, at times their presence can be disruptive to daily operations. The site is not yet ready to invite visitors outside staff hours.

## Overview of Plays

### PLANNING & POLICIES:

Recommended changes to policies and areas that require additional planning efforts

- Develop Accessibility Plan
- Create a Sustainability Plan
- Create a Long-term Campus Maintenance Plan
- Create Lighting Plan Across the Site
- Update Campus Site Plan
- Embed Learning Experiences for all campus users: Volunteers, Children, General Visitors

### INFRASTRUCTURE:

Improvements to infrastructure that directly supports Tree Pittsburgh's day-to-day work

- Build Material Bays
- Install Security Camera System
- Purchase and Maintain Fuel Efficient Vehicles
- Create Separation between Public and Work Zones
- Increase WiFi Bandwidth
- Design and Implement New Workspace Layout and Buildout
- Install Additional Solar Arrays
- Organize to Improve the Pedestrian Experience
- Expand Tool Storage and Organization
- Expand Potable Water Storage
- Expand Public Restrooms

### VISITOR EXPERIENCE:

Improvements focused on visitor experiences connected to Advocacy and Education

- Create Interpretive Signage and Wayfinding Features
- Create/Improve Outdoor Classroom
- Create Demonstration Gardens (pollinator, food forest)
- Improve Access to the River
- Promote Biodiversity
- Create a Natural Play Area for All Ages
- Create the "Lifecycle of a Tree" Trail
- Remove Industrial Junk
- Identify Camping-friendly Area
- Create a Secondary Entrance
- Construct Lightweight Boat Storage
- Create Separate Nursery Sales/Demonstration Area



# Allegheny Valley Rapid Transit

The Allegheny Valley Rapid Transit project could provide rapid transit connections from New Kensington in Westmoreland County all the way to Downtown Pittsburgh, enabling faster and more direct connections to and from communities along the corridor. The proposed line could connect into Downtown via the East Busway at a new Strip District hub location and/or could also connect to the East End and Oakland via the Brilliant Branch. Cross-river connectivity can be pursued at various points along the Allegheny Valley, including a rapid transit connection potentially using the Brilliant Bridge that directly links the Highland Park, Larimer, and Homewood neighborhoods of Pittsburgh to Aspinwall and adjacent job centers like Waterworks. Further connectivity across the river could be enabled by using the PA Turnpike crossing and the Tarentum Bridge.

Although further study will be needed to determine an ideal and feasible corridor for rapid transit, key elements of this project would emphasize maximizing connections to job centers, neighborhood centers, and major transit routes. The new line could serve commercial centers through the Allegheny Valley from the Strip District and Lawrenceville to Oakmont, Verona, and New Kensington, bringing improved connectivity to neighborhood centers. The project will begin planning with a proposal to utilize the current Allegheny Valley Railroad right of way as a transit-exclusive facility to minimize delays and traffic congestion between stations. As the line currently carries very light industrial freight traffic, both light rail and bus modes can be evaluated, as options for conversion to a transit facility could include development of a transit-only roadway or a running surface that has rail embedded in it to allow for overnight freight operations.

- NATRONA HEIGHTS
- TARENTUM
- NEW KENSINGTON**
- OAKMONT
- VERONA
- PENN HILLS
- ASPINWALL
- J** BRILLIANT BRIDGE
- LINCOLN-LEMINGTON
- WASHINGTON BLVD
- PITTSBURGH ZOO
- STANTON HEIGHTS
- LAWRENCEVILLE
- STRIP DISTRICT HUB







May 9th, 2022

Councilmember Deborah Gross  
City-County Building  
414 Grant Street  
Pittsburgh, PA 15219



Dear Councilmember Gross,

Better Streets Lawrenceville is a group advocating for multimodal transportation options throughout Lawrenceville and adjacent neighborhoods. Our meetings are open to the public, and our members include pedestrians, bicycle users, Port Authority users, and drivers.

We want to thank the city for the improved traffic signals on Butler & 40th, including the leading pedestrian interval, and for your continued support of the Green Boulevard multimodal commuter path. We have identified a few key areas in the neighborhood where we hope 2023 capital budget funds can be used to continue to enhance the safety and accessibility of our streets. In addition, at the end of this document we share some additional safety goals which fall outside of the scope of a capital budget request.

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**Additional Requests**

In addition to the capital budget requests, we have identified additional projects that would improve safety and mobility in Lawrenceville:

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**3. Bike lanes in Upper Lawrenceville along Butler St. (above 57th St.) and Redesign of the 62nd St. and Butler St. Intersection**

Adding bike lanes along Butler St. above 57th St. will provide a safer connection between Lawrenceville, Morningside, Highland Park, Etna, and Sharpsburg. Butler St. is the primary route between these neighborhoods and the only route to Etna and Sharpsburg (via the 62nd St Bridge). Currently, the high-speed traffic on the upper reaches of Butler St. make this dangerous for cyclists and vehicles. Given the wide roadway, a bike lane along this stretch of Butler is ideal both as a bike safety measure and as a general traffic calming measure that will benefit cyclists, vehicles, and pedestrians. Bike lanes along this section of Butler are part of the "Proposed Priority Network" identified in the Bike(+) Plan. Additionally, the 62nd St. and Butler St. intersection is especially dangerous for cyclists and pedestrians. We suggest evaluating this intersection for improvements that may include, among other things, adding signage, changing the signaling pattern, and adding sidewalk curb cuts.

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**5. Safety & Mobility Improvement Plan**

The [East Liberty Safety & Mobility Improvement Plan](#) seeks to find high-priority safety improvement projects in that neighborhood. We would like to see DOMI lead a similar effort in Lawrenceville.

We appreciate your consideration and support.

Sincerely,

Armin Samii  
Chair, Better Streets Lawrenceville

CC: Acting Director Kim Lucas, Department of Mobility & Infrastructure  
Michael Malloch, Department of Mobility & Infrastructure  
Eric Boerer, BikePGH  
Lauren Byrne Connelly, Lawrenceville Corporation  
David Breingan, Lawrenceville United  
Kelsey Ripper, Friends of the Riverfront



## Plan Development

Lawrenceville Corporation developed the following set of planning strategies to guide future upgrades to Butler Street. These strategies are in line with their vision for a 21st century street:

- Ensuring that safe, convenient and comfortable transportation options are available for pedestrians, bicyclists, motorists and public transit users.
- Creating the best pedestrian experience in Pittsburgh.
- Designing a corridor that values local commerce and social exchange more than the movement of vehicles.
- Promoting environmental sustainability and energy efficiency using green infrastructure principles.
- Using design to accentuate and support local culture and community while preserving authenticity.

With these strategies in place, and in adherence with recommendations from Pittsburgh's *Complete Streets Policy*, four essential design components - bumpouts, sidewalk organization, placemaking and street character - were identified and used as the foundation upon which these *Design Guidelines* were developed.

### A Complete Street Approach

Complete Streets are designed to allow pedestrians, bicyclists, motorists and public transit users to cohesively exist together. Complete Streets help to create desirable, accessible, walkable neighborhoods that are also bike- and car-friendly. On a Complete Street, buses have designated stops with amenities, pedestrians have safer crossings, and landscape elements are intentionally part of the public realm.

In 2016, the City of Pittsburgh adopted its *Complete Streets Policy*, aiming "to be a livable community with enhanced mobility, equity and vitality in all neighborhoods through the design, maintenance and use of Pittsburgh's public rights-of-way."

A Complete Street approach, in line with the community's vision of a 21st century Butler Street, provides a coherent framework for assessing existing streetscape conditions, and proposing improvements that would reorganize the public realm to better allow competing users to safely use the same corridor.

The *Complete Streets Design Guidelines* designate Butler Street as a Neighborhood Commercial Street. The following design recommendations are appropriate and relevant to the Butler Street context:

- Use the narrowest possible travel lane to slow traffic and minimize pedestrian crossing distances. Provide bumpouts at key intersections and at specific mid-block locations along long Butler Street blocks.
- Provide crosswalks at signalized and uncontrolled crossings. Update and expand existing crosswalks, and add missing crosswalks at key locations.
- Provide generous sidewalks with adequate buffering from vehicular traffic. Butler Street buildings tend to be built up to the property line, limiting opportunities to expand sidewalks or roadways. Install curbside bumpouts to expand the pedestrian realm.
- Design streetscapes to accommodate sidewalk seating, curb extensions and intentional open space. Include seating and plantings within proposed bumpouts along Butler Street.
- Provide on-street parking with sufficient and convenient bicycle parking. Instead of reducing on-street parking, illegal parking spaces are replaced with curbside bumpouts to improve the streetscape and make crossings safer.
- Manage parking to optimize occupancy while providing limited but continuously-available access. Along the Butler Street corridor, new development projects will need to have an off-street parking strategy. Shared parking strategies should also be pursued in the future.



- Encourage public transit use by providing amenities at bus stops that improve riders' experience. Add bus shelters at key bumpouts locations with transit seating and wayfinding information.
- Discourage and minimize curb cuts and driveways along Butler Street. Existing curb cuts should be reduced or eliminated throughout the district.

- Promote green infrastructure. Include robust planting zones, with rain gardens and street trees, within new bumpouts, and plant street trees where they are missing.
- Use high-quality materials in pedestrian areas. The materials palette, provided in the Appendix of this document, includes recommendations for sourcing street furniture, though custom street furniture can be a public art opportunity.

- Encourage public art, wayfinding and other unique place-making features throughout the Butler Street corridor.
- All development and public realm improvement projects proposed for Butler Street should embody the integrative spirit and intent of the *Complete Streets Design Guidelines* to create vibrant, coherent and safe urban streetscapes.

## Upper Lawrenceville | 57th & Butler Street



### EXISTING CONDITIONS

It is anticipated that when Contemporary Craft opens, at the northwestern corner of Butler and 57th Street, this intersection will become the new eastern gateway to Upper Lawrenceville's business district. The underutilized 57th Street Park is located half a block northward, and 57th Street may someday provide access to the Allegheny River.

### RECOMMENDATIONS

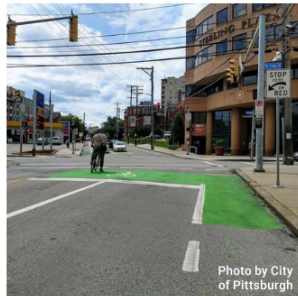
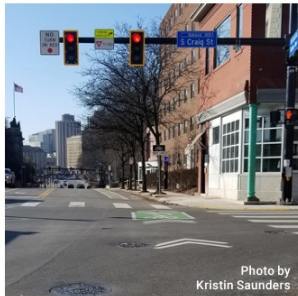
The following recommendations are possible ways to improve the pedestrian and vehicular realm at this intersection.

1. Create bumpouts on all four corners of the intersection at Butler and 57th. Extend the sidewalk and reduce pedestrian crossing distances, to slow traffic and make it safer for pedestrians to cross. Provide a bus shelter at the existing inbound bus stop and a kiosk or public art installation to celebrate the new eastern gateway to Upper Lawrenceville.
2. Seating, street trees and understory plantings will enhance the extended bumpouts on Butler Street and 57th Street while helping to calm traffic.
3. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.
4. Enhance the public realm by installing additional street trees. Use updated standards for tree pit dimensions.
5. Reduce or eliminate curb cuts along Butler Street and 57th Street, as per the recommendations in Pittsburgh's *Complete Streets Policy*.

# Bike(+) Master Plan

City of Pittsburgh  
June 2020

## Intersection Treatments



### Two-stage Turning Boxes

- Provide a place outside of a travel lane for a left-turning bicyclist to wait for the signal to change
- Persons on bicycles cross with cross traffic

### Protected Intersections

- Intersection with extended corner refuge islands and bicycle-friendly signal phasing to separate bicycle movements – both straight and turning – from turning or straight traveling vehicles

### Bike Box

- Designated area at the front of a traffic lane at a signalized intersection that provides a safe and visible way for bicyclists to get ahead of queuing traffic during the red phase

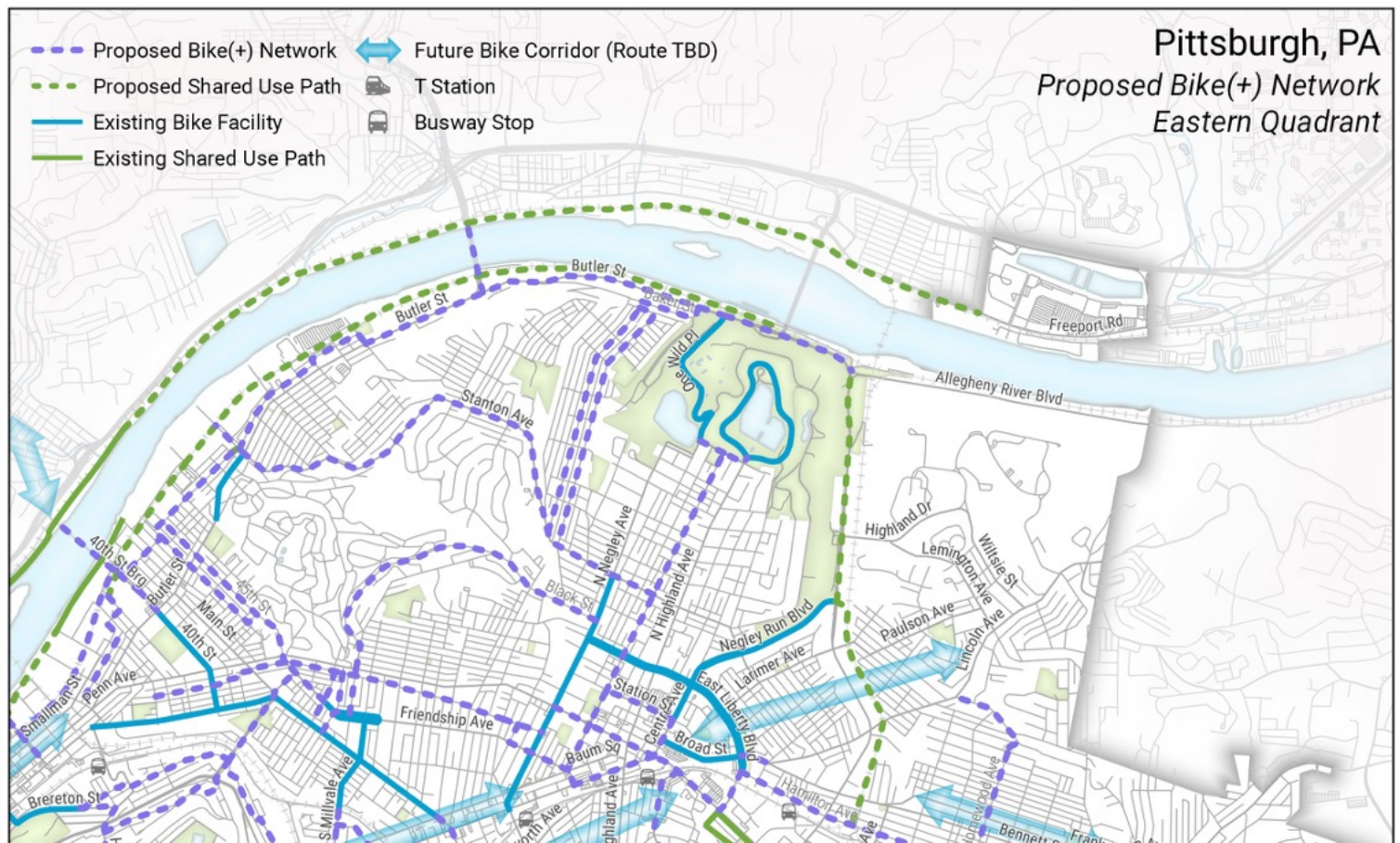
### Through Bike Lanes

- Dashed lines or chevrons extending through a complicated intersection indicating the appropriate and expected route of bicycle travel

### Mixing Zones

- Dashed bike facility lines, often with dashed green paint extending across the lane, indicating an area where vehicles may cross, or cross into the bicycle facility

Figure 11: Proposed Bike(+) Network Eastern Quadrant





Adopted July 9, 2013

## Recommendations

- 57<sup>th</sup> Street Parklet – Invest & Relocate (\$)
- Duncan Park – Invest & Naturalize (\$)
- McCandless Park – Redevelop & Expand (\$)
- Leslie Park – Redevelop (\$\$)

