Beacon Street Bike Lane Upgrade - Wightman St to Schenley Park

Public Engagement Guide: Bike Lane Upgrades and Intersection Improvements

Link to guide: https://apps.pittsburghpa.gov/redtail/images/7843_Public_Engagement_Guide.pdf

Section 1. Project Overview	
Introduction	State briefly what the project is and why the community is/will be invested in the project outcomes. ● The purpose is to have simple language that can be shared broadly. ● This should be brief, clear and explain why the public should invest their time in the project. It should include all information relevant to potential Steering Committee members. --- MoveForwardPGH is an initiative of the City of Pittsburgh's Department of Mobility and Infrastructure to rapidly implement their new 2020 Bike (+) Plan. The Pittsburgh Bike (+) Plan establishes a vision to continue building a safe, comfortable, and convenient bike network for all types of riders and all types of trips. The proposed Bike (+) network is designed for All Ages & Abilities and a range of trip purposes. **What are All Ages & Abilities Bike Facilities:** Bicycle facilities that serve all ages and abilities provide a comfortable separation from motor vehicles and focus on intersection safety. These facilities include: ● Off-street trails - facilitates for two-way off-street bicycle use that may also be used by pedestrians, skaters, joggers, and other non-motorized users. ● Cycle tracks (Protected Bicycle Lanes) - facilities physically separated from motor vehicle traffic and distinct from the sidewalk; they may be one-way or two-way, and may be at street level or raised several inches above. ● Neighborhood greenways - residential streets with low motorized traffic volumes and speeds that are designated and designed to give bicycle and pedestrian safe and pleasant travel priority.

	The proposed Bike (+) network provides connectivity at both a citywide and localized scale: ● An extended, citywide system of routes provides direct connections to major employers/ job centers and supports longer commuter trips. ● A fine-grained network of local “neighborways” knits together low-speed, low-volume and residential streets to connect children and adults to community necessities and amenities including groceries, school, parks, and recreation centers. Streets that have been identified by the MoveForwardPGH program to receive “bike lane upgrades” will already have existing bike facilities that will be improved upon to increase safety, access, and comfort for bicyclists of All Ages & Abilities. Conventional bike lane benefits include: ● Increased bicyclist comfort and confidence on busy streets. ● Separation between bicyclists and automobiles. ● Increased predictability and ease of bicyclist and motorist positioning and interaction. ● Increased total capacities of streets carrying mixed bicycle and motor vehicle traffic. ● Visually reminds motorists of bicyclists’ right to the street. Typical bicycle facility applications are: ● Bike lanes are most helpful on streets with ≥ 3,000 motor vehicle average daily traffic. ● Bike lanes are most helpful on streets with a posted speed ≥ 25 mph. ● On streets with high transit vehicle volume. **On streets with high traffic volume, regular truck traffic, high parking turnover, or speed limit > 25 mph “<u>upgrades” or “advanced treatments”</u> are recommended to provide greater separation between bicycles and motor traffic such as**: ● **Bicycle Climbing Lanes:** A climbing lane is usually a 5’ wide painted lane beside a curb or parked cars for bicycles travelling uphill at a slower rate of speed than normal traffic. Bicycles traveling faster speeds downhill do not typically require a dedicated bike lane. . ○ Bicycle Climbing Lane Benefits: ■ Provides separation between bicyclists and vehicles for uphill roadway sections that are otherwise designated as shared roadways. ■ Allows bicyclists "wiggle room" as more space is needed for climbing

	• **Left-Side Bike Lanes:** Left-side bike lanes are conventional bike lanes placed on the left side of one-way streets or two-way median divided streets. Left-side bike lanes offer advantages along streets with heavy delivery or transit use, frequent parking turnover and drop off on the right side, or other potential conflicts that could be associated with right-side bicycle lanes.
	  ○ Left-side Bike Lane Benefits:
	  ■ Avoids potential right-side bike lane conflicts on streets.
	  ■ Improves bicyclist visibility by motorists by having the bike lane on the driver's side.
	  ■ Provides consistent facility configuration in locations where right-side travel lanes are subject to rush hour parking restrictions and other flexible uses.
	  ■ Minimizes door zone conflicts next to parking because of fewer door openings on the passenger side of vehicles.
	  ■ Fewer bus and truck conflicts as most bus stops and loading zones are on the right side of the street.
	
	• **Buffered Bike Lanes**: Buffered bike lanes are conventional bicycle lanes paired with a designated painted buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
	  ○ Buffered Bike Lane Benefits:
	  ■ Provides greater shy distance between motor vehicles and bicyclists.
	  ■ Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane.
	  ■ Encourages bicyclists to ride outside of the door zone when the buffer is between parked cars and the bike lane.
	  ■ Provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane.
	  ■ Appeals to a wider cross-section of bicycle users.
	  ■ Encourages bicycling by contributing to the perception of safety among users of the bicycle network.
	
	• **Protected Bike Lanes**: Protected Bike Lanes are one way street level bike lanes that use a variety of methods for physical protection from passing traffic. Typically includes "bike lane" wording, symbol, arrow, related street markings, along with buffer pavement markings and appropriate signage. These facilities may be combined with a parking lane or vertical elements such as flex posts, concrete medians, or planters to physically separate the bike lane and motor vehicle travel lane.
	  ○ Protected Bike Lane Benefits:
	  ■ Dedicates and protects space for bicyclists in order to improve perceived comfort and safety
	  ■ Eliminates risk and fear of collisions with over-taking vehicles.

	■ Reduces risk of 'dooring' compared to a bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle. ■ Prevents double-parking, unlike conventional bike lanes ● **Two-Way Cycle Track:** Two-way cycle tracks are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road. Two-way cycle tracks share some of the same design characteristics as one-way tracks, but may require additional consideration as well as entering and exiting the cycle track at driveway and side street crossings. A two-way cycle track may be configured as a protected cycle track at street level with a parking lane or other barrier between the cycle track and the motor vehicle travel lane and/or as a raised cycle track to provide vertical separation from the adjacent motor vehicle lane. ○ Two-Way Cycle Track Benefits: ■ Dedicates and protects space for bicyclists by improving perceived comfort and safety. Eliminates risk and fear of collisions with over-taking vehicles ■ Reduces risk of 'dooring' compared to a bike lane, and eliminates the risk of a doored bicyclist being run over by a motor vehicle. ■ On one-way streets, reduces out of direction travel by providing contra-flow movement. ■ Low implementation cost when making use of existing pavement and drainage and using parking lanes or other barriers for protection from traffic. ■ More attractive to a wide range of bicyclists at all levels and ages. ● **Contra-Flow Bike Lanes**: Contra-flow bicycle lanes are bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. Contra-flow lanes are separated with yellow center lane striping. Combining both direction bicycle travel on one side of the street to accommodate contra-flow movement results in a two-way cycle track. ○ Contra-Flow Benefits: ■ Provides connectivity and access to bicyclists traveling in both directions. ■ Reduces dangerous wrong-way riding. ■ Decreases sidewalk riding. ■ Influences motorist choice of routes without limiting bicycle traffic. ■ Decreases trip distance, the number of intersections encountered, and travel times for bicyclists by eliminating out-of-direction travel. ■ Allows bicyclists to use safer, less trafficked streets. **Other bike lane upgrades can include improvement to intersections to increase safety, access, and comfort. These include, but are not limited, to:**

- **Bike Boxes:** A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.
    - Bike Box Benefits:
        - Increases visibility of bicyclists.
        - Reduces signal delay for bicyclists.
        - Facilitates bicyclist left turn positioning at intersections during red signal indication. This only applies to bike boxes that extend across the entire intersection.
        - Facilitates the transition from a right-side bike lane to a left-side bike lane during red signal indication. This only applies to bike boxes that extend across the entire intersection.
        - Helps prevent 'right-hook' conflicts with turning vehicles at the start of the green indication.
        - This is especially important in areas with high volumes of right-turning vehicles and/or trucks, whose high cabs make it difficult to see a bicyclist on the right, and who begin their turning maneuvers by going straight, which can deceive a bicyclist into thinking the truck is not turning.

- **Two-Stage Turn Queue Boxes:** Two-stage turn queue boxes offer bicyclists a safe way to make left turns at multi-lane signalized intersections from a right side cycle track or bike lane, or right turns from a left side cycle track or bike lane. The typical international best practice is a two-stage turn (also referred to as a hook turn, box turn, or Copenhagen left). Two positions are available for queuing boxes, depending on intersection configuration.
    - Two-Stage Turn Queue Boxes Benefits:
        - Improves bicyclist ability to safely and comfortably make left turns.
        - Provides a formal queuing space for bicyclists making a two-stage turn.
        - Reduces turning conflicts between bicyclists and motor vehicles.
        - Prevents conflicts arising from bicyclists queuing in a bike lane or crosswalk.

- **Intersection Crossing Markings:** Bicycle pavement markings through intersections indicate the intended path of bicyclists through an intersection or across a driveway or ramp. They guide bicyclists on a safe and direct path through the intersection, and provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane.
    - Intersection Crossing Markings Benefits:
        - Raises awareness for both bicyclists and motorists to potential conflict areas
        - Reinforces that bicyclists have priority over turning vehicles or vehicles entering the roadway (from driveways or cross streets).
        - Guides bicyclists through the intersection in a straight and direct path, reducing the likelihood of bicyclists veering right when entering the intersection and then back to the left at the far side.

	■ Reduces bicyclist stress by delineating the bicycling zone. ● **Cycle Track Intersection Approach:**This treatment covers guidance for cycle track design at intersection approaches with the purpose of reducing turn conflicts for bicyclists or to provide connections to intersecting bicycle facility types. ○ Cycle Track Intersection Approach Benefits: ■ Increases visibility of bicyclists and motorists in advance of the intersection. ■ Mitigates the risk of “left or right-hook” crashes with turning motorists. ■ May be less expensive than using full bicycle signals. ● **Bicycle Signals** ● **Protected Intersections** Additional information on bike lane upgrades and intersection improvements available in the 2011 NACTO Urban Bikeway Design Guide: https://nacto.org/wp-content/uploads/2011/03/NACTO_UrbanBikeway_DesignGuide_MRez.pdf
Project Area & Demographics	**Gather background information about the affected population you intend to reach (ex. population, race, income, language or dialect spoken, customs, historical or geographic data, relevant data reports, etc.)** ● **For example, see the Comprehensive Plan State of the City report (2020).** ● **What other research will you need to better know and understand the relevant public?** ● **How will you identify community strengths and assets?** ● **Include a map or representation of the affected geography.** **----------** ● Major points of connection ○ Hillel Academy ○ Farmers Market ○ New Light Congregation ○ Schenley Park ○ Bob O’Connor Golf Course ○ St. Edmund’s Academy ○ Giant Eagle Supermarket ○ Connects to Wightman existing bike lanes ○ JCC

Project Goals & Outcomes	**Explain what you hope to achieve by completing this project.** ● **What is your main purpose for involving community members?** ● **What are the key issues that the project will address?** ● **How have you addressed the equity implications of your project (pages 22-23)?** **----------** The goal of the bike lane upgrade and intersection improvement projects is to build and provide a completed Bike (+) network by using safer, low-traffic streets that prioritize pedestrians, bicycles, and other non-vehicular traffic and offer a safer, more comfortable alternative to busy arterial streets. By completing this project the City will have: improved safety on the project corridor for all modes of travel, especially for bicyclists and pedestrians and will have increased connectivity (on a larger, more significant scale) to the existing and proposed bike facilities identified in the 2020 Bike (+) Plan. The main purpose for involving community members is to inform them about the bike lane upgrade and intersection improvement project, get specific feedback about certain aspects of the project, and gather overall feedback about what the community would like to see in a Neighborway. The key issues that will be addressed are safety, connectivity, and accessibility for all road users through the lens of having a completed bike(+) network. The City Recognizes that there are many factors that relate to equity including but not limited to: ● Racial ● Social ● Economic ● Gender ● Environmental ● Ability ● Immigration Status ● Sexual Orientation ● Religion ● Housing ● Transportation

	We believe that we are addressing these issues in the following ways, but are always open to hear your feedback and welcome it especially with ways that we can improve our work and efforts in this area. The Bike (+) Plan lays out Mobility Goals for the City of Pittsburgh with the intent of improving equity in multimodal travel. These goals include: Goal 1: No one dies traveling on city streets. Goal 2: All households can access fresh fruits and vegetables within 20 minutes travel of home, without requiring a private automobile. Goal 3: Walking and bicycling are the most joyful mode for short distance trips. Goal 4: No household must spend more than 45% of household income for basic housing and mobility. Goal 5: Pittsburgh streets and right of ways reflect the values of our community Critical network gaps are highlighted in the Bike(+) Plan. In some cases, a preferred route for new or improved bike facilities is identified, and what remains is the selection of the appropriate facility type (neighborway, bike lane, separated bike lane, etc.). In other instances, where multiple route options remain, the Plan identifies steps to determine the most beneficial and viable route option. Biking in Pittsburgh Tomorrow (after 10-year network is built): • 123 miles of new on-street bike facilities • 27 miles of new trails • 243 total miles of facilities (existing + proposed) for bicycles and similar light-weight devices Infrastructure solutions will go a long way in encouraging more individuals of all ages and abilities to get on two wheels for quick trips around Pittsburgh. However, supportive policies and strategies are critical to achieving the outlined mobility goals. Such policies and strategies include: • Pursuit of “Vision Zero” design strategies to reduce traffic-related serious injuries and fatalities to zero • Improved accessibility of bike facilities and curbside destinations for those with mobility impairments • Increased inclusive bike-related education among students and the general public • Defined policies that help prepare for the introduction of new two- and three-wheeled low-speed mobility devices • Promotion of non-car travel through progressive transportation demand management strategies • Expanded integration of transit and bike(+) mobility

	• Enhanced bikeshare system and utilization • Enhanced bicycle and bike(+) data collection • Collaboration with the Department of Public Safety to improve reporting of crashes involving people on bicycles • Increased supply of convenient short-term, and secure long-term, bike(+) parking Through rain and shine, up hills and along rivers, getting around on two feet or two wheels is in Pittsburgh's DNA. The 2020 Bike(+) Plan is the City of Pittsburgh's playbook to make biking safe, easy, and joyful for everyone regardless of age, ability, and economic or geographic location Equity engagement specific to MoveForwardPGH Projects include: ● A public engagement plan that will act as a guide and living document, meaning it can be updated if need be based off community feedback ● Informing the neighborhood planner for the project in the outreach process ● Reaching out to Registered Community Organizations and anchor institutions to aid in informing public of upcoming project ● Providing public engagement option that allows residents to leave feedback and easily access summarization of combined feedback of the community ● Considering all ages and abilities in the design process for all MoveForwardPGH projects
Project Timeline	**Complete a table timeline for your project.** ● **Example timeline can be found in the Appendix on page 52.** **----------** General MoveForwardPGH CONSULT (POTENTIAL INVOLVE)Project Timeline:
Project Resources	**Outline your resources for the overall project.** ● **Provide broad terms such as funding sources, overall budget for engagement, food and advertising, and capacity being dedicated.** **----------** Funding and Partnership Sources: ● City of Pittsburgh's 2020 and 2021 Capital Budget

	● People for Bikes - MoveForwardPGH award includes: ○ Coordination between partners: ■ City of Pittsburgh Department of Mobility and Infrastructure ■ BikePGH ■ Healthy Ride ○ Provides Technical Assistance ○ Provides Resources/Case Studies People Resources ● Department of Mobility and Infrastructure ○ 3 engineers working on projects part time ○ 1 principal planner working on projects ¾ of the time ○ 1 assistant director working on projects ¼ of the time ■ Providing support to the principal planner and engineers ○ 1 director guiding and leading projects ■ Providing support to assistant director, planner, and engineers ● Healthy Ride ○ 1 outreach staff - working on outreach full time ○ 1 staffer - working on outreach part time ● Bike PGH ○ 2 staffers working on this part time ○ 2 staffers working on communications part time ● Contracted Construction Workers ○ Many on a rolling basis, contracted through the City
Previous Planning	**List previous planning or policy created on this topic and how it is related to this project**. **----------** ● Complete Streets Policy (2016) ● Bike (+) Plan (2020) ● Pending Pedestrian Safety Action Plan ● DOMI's Department's Goals (2020) ● 2070 Mobility Vision Plan (2020) ● City of Pittsburgh Climate Action Plan ● Port Authority First and Last Mile Plan

Concurrent Efforts & Coordination	**Discuss what concurrent planning or policy is underway in existing Neighborhood Plans across the City that may impact your project. Consider what impact it may have on your process, or your outcomes.** **----------** ● Nothing immediate. Most plans are master or comprehensive plans with their related policies which require a decade or more to achieve. These documents provide overarching guidance and vision for MoveForwardPGH projects.
Decision Making Process	**What decisions will be made as a result of this process, who decides them, and how does the engagement fit into the overall decision-making process?** ● **Do you have representation from affected communities in decisions?** ● **What decisions need to be made after the engagement and how will the community be involved in that process?** ● **How will the affected community be informed of final decisions?** **----------** Decisions will be made as to what traffic calming measures will be implemented on the identified corridor to reduce crashes and improve the overall safety of the Neighborway street. The design decisions will be made by the Department of Mobility and Infrastructure (DOMI) planners and traffic engineers who will gather data and utilize federal, state, and municipal supported traffic calming countermeasures to enhance the design and safety of the street for all users. DOMI will engage with neighborhood planners, registered community organizations (RCOs), stakeholder and advocacy groups, and the surrounding community throughout the project (see Section 2 Stakeholders). Engagement around MoveForwardPGH projects will involve informing the public about the designs and upgrades to the street via engagement with neighborhood planners and RCOs, sending out mailers, engaging in public presentations to educate residents on the project and receiving feedback. Sometimes, engagement will also involve consulting or engaging with the public to obtain feedback on analysis, alternatives, and/or directing infrastructure designs. The community will be informed of the final project decisions via the MoveForwardPGH.org project website page and mailers that indicate that construction will be occurring soon.

Section 2. Public Engagement Process

Stakeholder & Issues Assessment

Identify key stakeholders using the Stakeholder and Issues Assessment Worksheet (pg. 53).

- **Who is affected by, involved in, or has interest in the project issues?**
- **What steps will you take to ensure impacted communities that were not historically included in the decision-making process are included?**

_____

Issue	**Stakeholders**		
	Stakeholder Group	**Geographic Frame of Reference**	**Contacts**
1. ADA Compliance	Age Friendly Greater PGH ACCESS Paratransit Services	City/County Wide	Laura Poskin Cassandra Masters
	City-County Task Force on Disabilities (CCTFD)	City/County Wide	Hillary Roman (City ADA Coordinator) Paul O'Hanlon
2. Public Schools	Pittsburgh Public Schools	City Wide	
3. Resident Awareness	Neighborhood Community Group - different for each project	City Wide	

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<tr><td>4. Businesses</td><td>TBD for each project</td><td>City Wide</td><td></td></tr>
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<tr><td>Project Team & Steering Committee(s)</td><td>List all members of the project team and their contact information. Explain how the Steering Committee is chosen; list all members and their affiliations.
● What stakeholder type are they and are there any conflicts of interest?
_____

City - Department of Mobility and Infrastructure (DOMI)
● Director, Assistant Director, Principal Planner of Active Transportation, Senior Transportation Planner, Municipal TrafficEngineer, Project Engineers, Staff Engineers, Safe Routes to School Coordinator, and additional DOMI staff working on various aspects of transportation policy, equity, research, design and engineering
Healthy Ride
● Executive Director, Communications, and Outreach staff are all working to make sure that the MoveForwardPGH program has clear communication, equitable outreach, and
Bike Pittsburgh
● Advocacy Team - messaging, outreach
● Communications Team - social media, website upkeep</td></tr>
<tr><td>Public Engagement Overview & Tools</td><td>Briefly describe how you intend to engage the public about your project. Explain in detail each engagement opportunity, where it falls in the Public Engagement Spectrum, and what engagement tools will be used.
● Use the worksheet for Assessing Public Impact and the following onepager on Determining the Level of Engagement (pg. 56-57)
● Use Engagement Process Table to map out your engagements (pg. 58-59.)
● To choose engagement tools, refer to the Public Engagement Toolkit (separate Appendix document).
● Why, and with what frequency/geography will each tool be used?
● Who are the key audiences for each intended engagement?
● Do you or others in the project team have appropriate partnerships or contacts to initiate and support the determined level of engagement?
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ASSESSING THE PUBLIC IMPACT	Very Low	Low	Mod-erate	High	Very High
1. What is the anticipated level of conflict, controversy, opportunity or concern on this or related issues?			X		
2. How significant are the potential impacts to the public?			X		
3. How much do the major stakeholders care about this issue, project or program?				X	
4. What degree of involvement does the public desire?			X		
5. What is the potential for public impact on the potential decision or project?			X		
6. How significant are the benefits of involving the public?			X		
7. How serious are the potential ramifications of NOT involving the public?			X		
8. What level of public participation does the Mayor and/or City Council desire or expect?		X			
9. What is the possibility that the media will become interested?		X			
10. What is the probable level of difficulty in solving the problem or advancing the project?				X	
Count the number of checks in each column		2	6	2	
Multiply number of checks by the weight	**x1**	**x2**	**x3**	**x4**	**x5**
Enter column score		4	18	8	
Add total of all five column scores	30				
Divide total score by the number of questions	**30/ 10**				

	PUBLIC IMPACT SCORE (number is out of five) | 3.0 CONSULT (POTENTIAL INVOLVE)
Communications Strategy	**Identify a plan identity and name. Explain your Communications Strategy (pg.58-59).** ● **Consider how you will use various communication tools and why.** ● **Consider the Logistics of Community Engagement (pg. 60). Apply accessibility considerations (per p.60)** ● **Use communications tools such as comment cards (pg. 61) and a project website (pg. 62-63)** ● **Establish consistent messaging (including branding) from the outset** _____
Public Engagement Principles	**How does your chosen engagement process realize the City's Public Engagement Principles (pg. 34)?** ● **Are there trust issues among members of the public or a community that may prevent or make difficult full engagement?** ● **How will you address the differences among affected communities?** ● **Is there community and public support for your project?** _____

Section 3. Accountability & Evaluation

Feedback Loop	**What is in place to inform the community of benchmarks or progress about the project during the process, and after completion?** ● **How will you recognize the contribution of community members?** ● **Will there be opportunities for formal project/program updates and feedback (ex. meetings, website updates, phone calls, emails)?** ● **Who will inform the community on impacts of final decisions?** ● **After each engagement, complete the following:** ○ **Engagement Log (pg. 64)** ○ **Engagement Report (pg. 65)** _____

Evaluation & Monitoring of Success	**Determine how you will evaluate the success of your project both in terms of process and outcomes. Use Exit Surveys (ex. Engagement Survey, pg. 66, and Demographic Survey, pg. 67) at large public meetings to assess the impact of engagement. Summarize Exit Surveys after each phase of engagement into short reports uploaded to the project website that cover the following:** ● **Were you able to successfully reach the intended audience? See sample sign in sheets on pages 68-69.** ● **Did people receive necessary information to make a relevant response?** ● **Was the right type or level of engagement chosen?** ● **Was feedback from the community positive or negative?** ● **Did the community feel like they received proper feedback on the results of previous engagements?** ● **How does the project outcome reflect the specific feedback and insight you received through the engagement process?** ● **Did attendees indicate they want to be part of a similar process again?** ● **Why?** ● **How can you adapt going forward to make the process better, more inclusive, and more impactful?** **_____**