

Scoping Field View
Meeting Minutes
Ohio River Trail (ORT) South Shore Phase 1 Project
Coraopolis, Pennsylvania

Scoping Date- October 20, 2014
Attendance- Refer to Sign In Sheet (Attached)
Minutes submitted by Mackin Engineering Company

The project purpose is to create an extension of a pedestrian and bicycle connector route between the Montour Trail System, at 4th Avenue and Ferree Street in Coraopolis, and extending to the Sewickley Bridge. This connector will be part of the Ohio River Trail; a planned trail system that will connect the State of Ohio to the State of Pennsylvania; which will links to the Montour Trail System and the Great Allegheny Passage Trail to Washington DC.

The project limits are 4th and 5th Avenue from Ferree Street to Thorn Street in Coraopolis, and SR51 (University Boulevard) to the Sewickley Bridge.

Below are items to be considered in the trail connector project:

The connector in Coraopolis is an on-road bike route for 4th and 5th Avenues. These roadways are State Route 51 and marked as PA Bicycle Route A. The project would include adding signing and pavement markings for a bicycle shared lane marking system (sharrows) and/or bike lanes. 4th Avenue is a one way, westbound, 2 lane road with parallel parking on each side, and a posted speed of 35 mph. 5th Avenue is a one way eastbound, single lane road with parallel parking on each side; the posted limit is 25 mph.

- **Speed Management and Traffic Calming**

- The Borough of Coraopolis would like to request a speed study for 4th Avenue to reduce the speed (equal to that of 5th). 5th Avenue is posted at 25 mph; and 4th Ave. is part of the same community street system, same pedestrian crossings, is marked as PA Bicycle Route A, and is planned to be marked with bicycle sharrows and/or bike lanes.
- Roadway delineation of lane widths and parking spaces to increase safety, calm traffic, manage speeds to the posted limits. *This is very important for the safety of all people who live in the area- for drivers, walkers and bikers.*
- According to the Borough Manager, the Borough of Coraopolis has a separate project for the installation of pedestrian facilities at the existing pedestrian crossings along 4th Avenue (this is not part of the ORT South Shore Phase-1 scope).
- And, that PennDot does plan on paving 5th Avenue with asphalt in 2015. The delineation of travel lanes on 5th, parking spaces, crossings, and bicycle markings should be coordinated with this project.

- **Bike Lane and Bike Shared Lane Markings (SLM's)** The project is to include delineating the roadway with the following:

- Lane width reconfiguration, delineated parking spaces, bicycle route markings and signs, regulatory and warning signs. It is recommended that both 4th and 5th Avenues are marked to better delineate travel lanes and adjacent parking spaces.

- Primary Route signing and pavement markings will be considered for both 4th (westbound) and 5th Avenues (eastbound) marked and signed with SLMø. Currently both roadways are designated as PA Bike Route A.
- *Alternate Route signing and pavement markings* will be considered as an alternate alignment for travelers along lower ADT routes using Broadway to 1st Ave, to Birch to Watt and back to 4th. *This will provide a route with less auto traffic for most trail users.*
- Along 5th Avenue, an eastbound buffered bike lane may be considered between Thorn Run (park-n-ride) and Chess Street. This would provide safety for cyclist and not impact the current lane configuration.
- Delineation of travel lanes, parking spaces, and a bicycle sharrow marking is proposed for the remaining 5th Avenue to Ferree Street.

- **Pedestrian Crossings and ADA accessibility**

- Install pedestrian crossing improvements at the following three traffic signals:
 - Thorn Run- pavement markings and ped sign
 - Ambulance Way- pavement markings and ped sign
 - Sewickley Bridge- pavement markings and ped sign, new push button, guide rail modifications, curb ramp at bridge sidewalk

- **Trail Design for a separated two-way bicycle and walking trail; between Thorn Run and Ambulance Way** along the north side of SR51/University Boulevard

- The separated trail will be designed for pedestrians and cyclists. Safety fencing and/or privacy buffers will be considered between the trail and private property.
- Paved trail aprons may be installed to eliminate tracking of stone dust onto roadways, to control skidding and stopping distance for cyclists, and to apply safety and travel lane markings at stop conditions.
- Access treatments may be considered to control vehicle use on trail. Access gate, fence or bollards, will be provided for emergency and maintenance use only.



- **2-Way Bicycle Lane Design for a protected/separated bike lane between Ambulance Way and the Sewickley Bridge** along the south side of SR51/University Boulevard

- The trail will be designed for two-way bicycle traffic to accommodate cyclists.
- Alternative designs for safety barrier, between the trail and roadway may be considered.
- This section must consider drainage and the roadway setback for the barrier that divides the road and bike lane.
- This section of trail may be paved with asphalt to control drainage and to delineate the two-way, separated bike lane.



- **Signing and Wayfinding for trail users** (walkers and cyclists)
 - MUTCD signing and markings will be proposed for safety, regulatory devices.
 - Wayfinding signs, appropriately marked and places, is an important component to bring consumers to local businesses and services. *One of the points to having a trail is to benefit from the economic commerce generated by trail users and cycling commuters.*
 - Alternate routes may be signed for trail users not comfortable traveling along 4th and 5th Avenues. The alternate routes will be first coordinated with the project sponsor.

- **Structures**

- A drainage structure modification is necessary westbound along 4th Avenue to span the Thorn Run tributary to create a separated & safe trail. The type of structure will be explored based on construction method, roadway impacts, economic solution and best practices for pedestrian-bicycle accommodation (possibly extend the existing concrete culvert or span the stream).
- Geotechnical investigation may be necessary for foundation support- depending on the type of structure proposed.
- A General Permit (GP-11) may be necessary for culvert extension construction.
- Overhead sign structure relocation is necessary to provide clearance for the proposed bike lane on the south side of SR 51 near Ambulance Way.



- **Drainage Design**

- Drainage improvements are necessary along a portion of SR51 (south side of SR51) between Ambulance Way and the Sewickley Bridge.
- Alternate typical sections will be explored to provide drainage and bike lane design. Alternate designs will be based on construction methods, roadway impacts, economical solutions, and best practices to accommodate a safe pedestrian-bicycle facility, drainage, and a barrier between road and bike lane.



- **Right-of-Way Clearance**

- Discussions with Mr. Bill Sweterlitsch were that ROW agreements are on file for Tri-State Hose and Supply and American Bridge. Outstanding agreements remain for the Duquesne Light Company Property.
- Mackin will provide ROW review and clearance with in-house services to expedite the project.
- Mackin is to contact Ms. Jacqueline Evans to review ROW prior to writing the scope.

- **Utility Clearance**

- ROW plan investigations are necessary to determine ownership of utility lines between Thorn Run tributary and Ambulance Way.
- Duquesne Light power pole/transformer relocation may be necessary at Thorn Run.
- Other utilities may include drainage structure relocations/adjustments, and miscellaneous water valve and gas valve top adjustments.
- Mr. Sweterlitch said the owner of parcel adjacent to Thorn Run requested a cage over utilities.

- **Environmental Clearance**

- At this time we are anticipating a CEE Level 1A document

- **Permits**

Necessary permits may include:

- Signal modification permit (for pedestrian upgrades)
- Highway Occupancy Agreement for work within and crossing SR ROW
- PA Department of Environmental Protection General Permit

