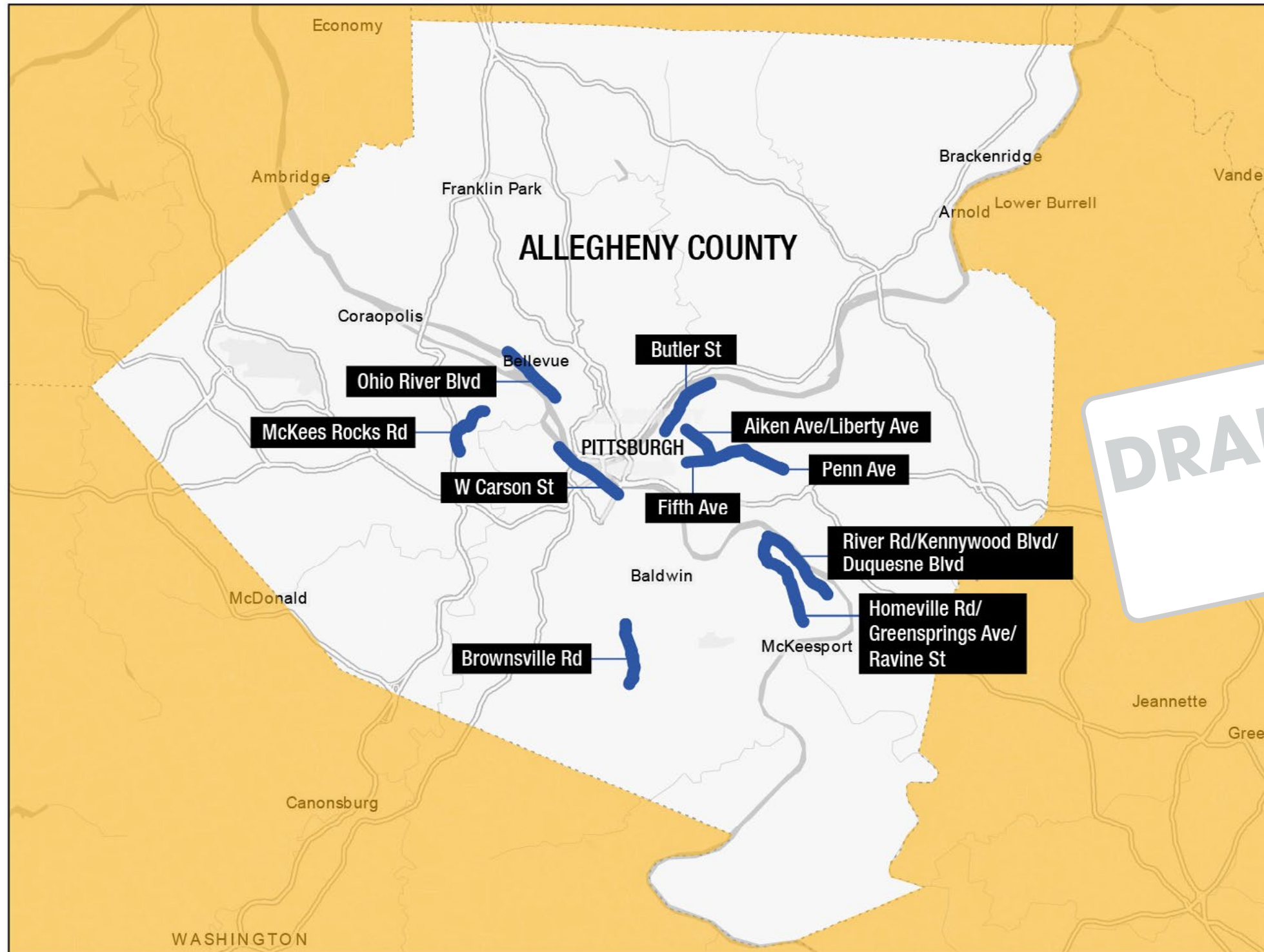


Top 10 Corridors for Safety Improvements



DRAFT FOR PUBLIC COMMENT

Project Sheet Legend

- **Access Management**
Install pavement markings, or curbing, to reduce conflict areas and manage access points to commercial driveways.
- **Advance Warning Signage**
Install advance warning signage to notify road users in advance of intersections, curves, pedestrian crossings, and more.
- **All-Way Stop Control**
Conduct a study to determine if All-Way Stop Control is warranted.
- **Bike Box**
Install designated areas at signalized intersection for bicyclists to wait ahead of vehicles.
- **Clearance Interval Times**
Check that the yellow, all-red and pedestrian times are adequate.
- **Crosswalk Installation**
Install a pedestrian crosswalk.
- **Curb-Bulbouts Installation**
Extend curb at crosswalk of intersection to shorten pedestrian walking distance and improve visibility for approaching drivers.
- **Curve Warning Signs**
Install Curve Warning Signs and Chevrons if warranted by study.
- **Delineation**
Add devices and markers on, and adjacent to, roadways to enhance visibility.

- **High Friction Surface Treatment**
Install High Friction Surface Treatment, an applied pavement treatment to increase friction of the roadway.
- **Improve Superelevation**
Determine if the slope of the roadway is adequate on curves and make necessary improvements.
- **Intersection 3-Way Crosswalk**
Install pedestrian crosswalks at a 3-way intersection.
- **Intersection 4-Way Crosswalk**
Install pedestrian crosswalks at a 4-way intersection.
- **Intersection Alignment**
Adjust geometry at intersections to create better visibility for users.
- **Install Signal Ahead Warning Sign**
Install or replace Intersection Warning Signs with nameplates.
- **Left-Turn Protective Phasing**
Conduct a study to determine if left-turns should be protected only.
- **Lighting Improvements**
Install or replace highway and/or pedestrian-level lighting to improve nighttime visibility.
- **Mid-block Crossing**
Install curb bulbouts and pedestrian crossings to break up longer breaks of roadway.
- **New Sidewalk**
Install new sidewalks where sidewalks are missing, or damaged.
- **No Turn on Red**
Conduct a study to determine if right turns on red should be restricted.

- **Paint Parking Lane Line**
Install pavement markings for the parking lane.
- **Parking Restriction Signage**
Install parking signage to designate where vehicles can be parked.
- **Pavement Markings**
Painted lines and markers on the road's surface to guide traffic.
- **Pedestrian Refuge**
Install a median with a refuge area for pedestrians crossing multi-lane roads.
- **Pedestrian Signals**
Install pedestrian signals to the existing signal structure for designated crossing times.
- **Protected Bike Lane**
Install bike lane with physical barriers to separate bicyclists from the motorized vehicle lane. The physical barrier could be planters, parked cars, or plastic delineators.
- **Rapid Flashing Beacons (RRFB)**
Install pedestrian actuated rapid flashing signal with pedestrian warning signage at crosswalk.
- **Remove Slip Access**
Compacts intersections to reduce pedestrian exposure.
- **School Zone Signage**
Install school zone signage to provide warning of an area that requires slower speeds and more cautious driving.

- **Sight Lines**
Conduct a study to determine if sight lines are adequate and make appropriate measures.
- **Signal Backplates**
Add reflective backplates to signal heads at intersection to improve visibility of signal for approaching drivers.
- **Slow Pavement Markings**
Install "SLOW" Pavement Markings prior to curve.
- **Speed Table**
Add speed tables at necessary spatial increments.
- **Supplemental Signal Head**
Add additional signal head on approach to signal to aid visibility.
- **Targeted Enforcement Sign**
Install targeted signage in areas to control speeding.
- **Transit Shelters**
Installation of transit shelters which include seating, garbage cans, lighting, etc.
- **Two-Way Center Left-Turn Lane**
Consider installing two-way center left-turn lane.
- **Variable Speed Signage**
Signage that dynamically adjusts speed limits based on real time road conditions.
- **Wayfinding**
Install wayfinding signage including key sites.
- **Widen Sidewalk**
Install wider sidewalks to meet recommended guidelines.

Fifth Avenue

CORRIDOR CHARACTERISTICS

- +

Location: Bellefield Avenue to Penn Avenue
- +

Length: 2.2 miles
- +

Municipality: Pittsburgh
- +

Road Owner: City of Pittsburgh
- +

Number of Intersections: 26
- +

Functional Classification: Other Principal Arterial
- +

Posted Speed Limit: 25 mph / 35 mph
- +

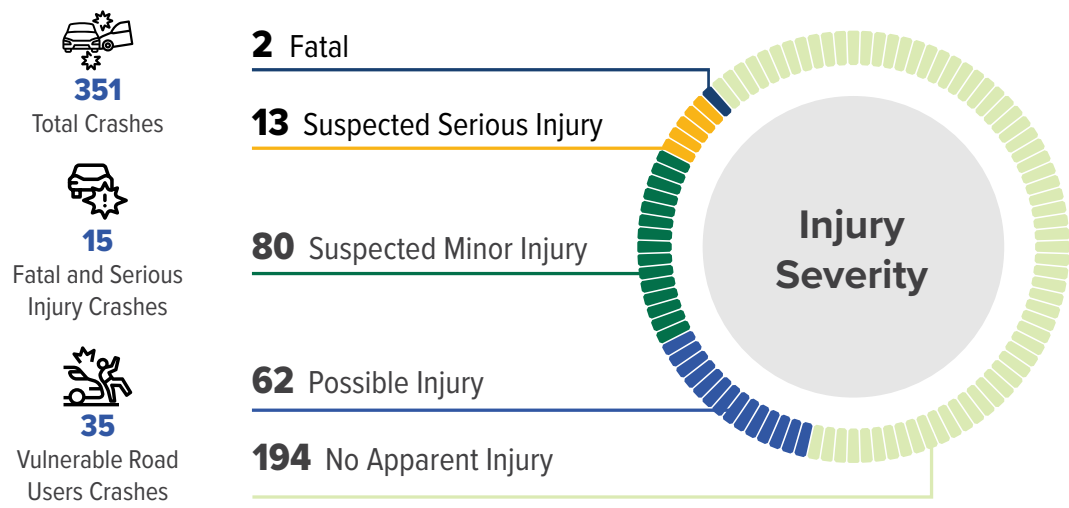
Context: Urban
- +

Underserved Community: Yes - Partially
- +

AADT (2024): 18,800 - 22,000
- +

Truck % (2024): 4%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

	Collision Type	52% Angle	13% Head-On/Sideswipe	15% Rear-End	10% Pedestrian Struck
	Road Condition	78% Dry	3% Wintry	18% Wet	
	Illumination	63% Daylight	34% Dark	3% Dawn or Dusk	
	Driver Actions	70% Aggressive	9% Distracted	9% Ran Red Light	9% Proceed w/o Clearance



PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Advance Warning Signage
- Crosswalk Installation
- Curb-Bulbouts Installation
- Intersection 3-Way Crosswalk
- Intersection 4-Way Crosswalk
- Intersection Alignment
- Lighting Improvements
- Mid-block Crossing (further study)
- Pedestrian Refuge
- Pedestrian Signals
- Protected Bike Lane (further study)
- Rapid Flashing Beacons (RRFB)
- Remove Slip Access
- Signal Backplates
- Targeted Enforcement Sign
- Transit Shelters
- Wayfinding
- Widen Sidewalk

DRAFT FOR PUBLIC COMMENT

Fifth Avenue

EXISTING CONDITIONS:

Fifth Avenue is a City-owned east-west corridor that handles multimodal traffic, including transit, vehicular traffic, walking, and cycling. The surrounding land use includes medium-density apartment complexes, single family residential, and parks, and the corridor serves many residents, college students, and commuters. This corridor provides a direct cross connection through 3 major neighborhoods in the city. Due to the current 4-lane roadway configuration, vehicular speeding is a recurring problem and a high rate of crashes has been noted due to many conflicts with left-turning traffic, buses, and high pedestrian activity. Three corridor typical sections are presented as alternatives to the current configuration.

SIDEWALK REDD UP:

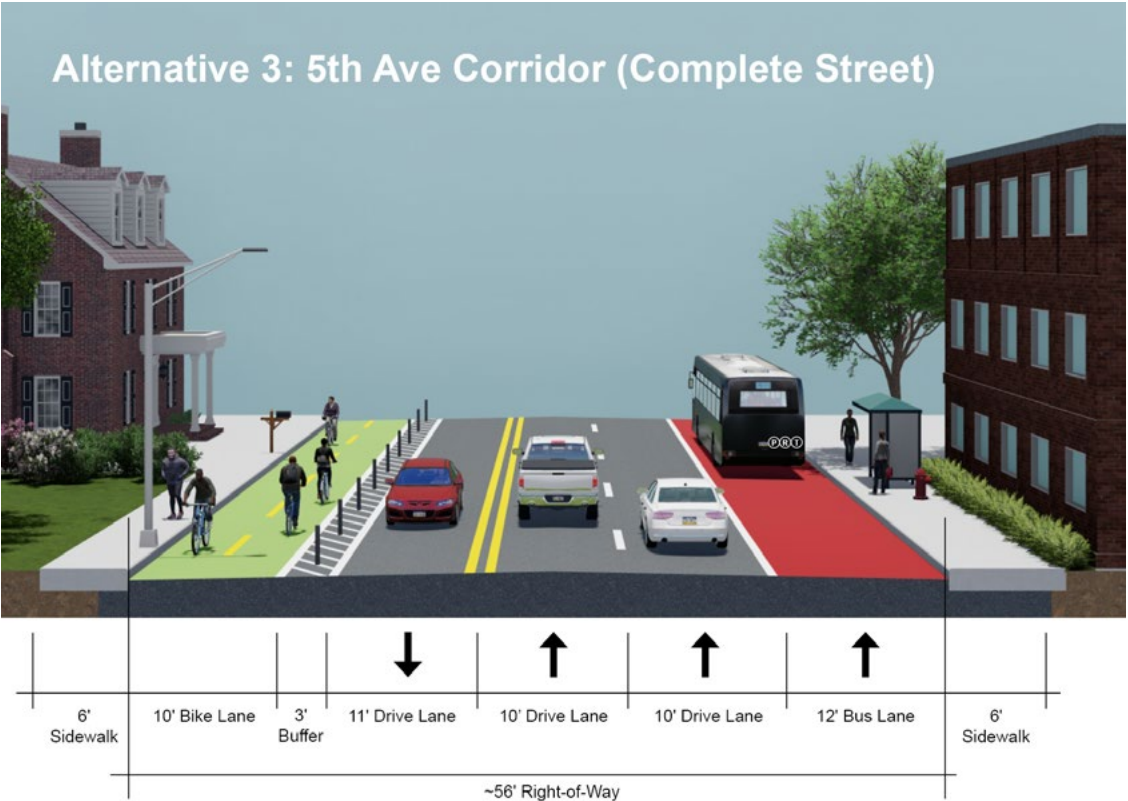
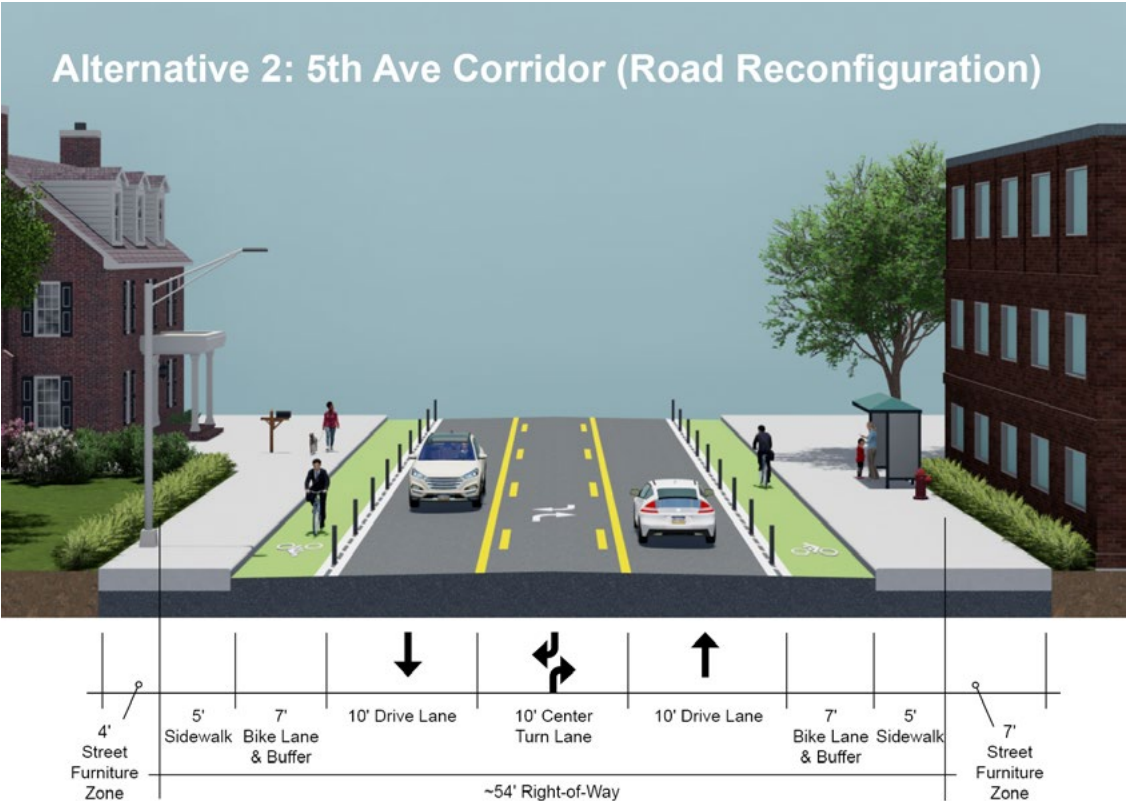
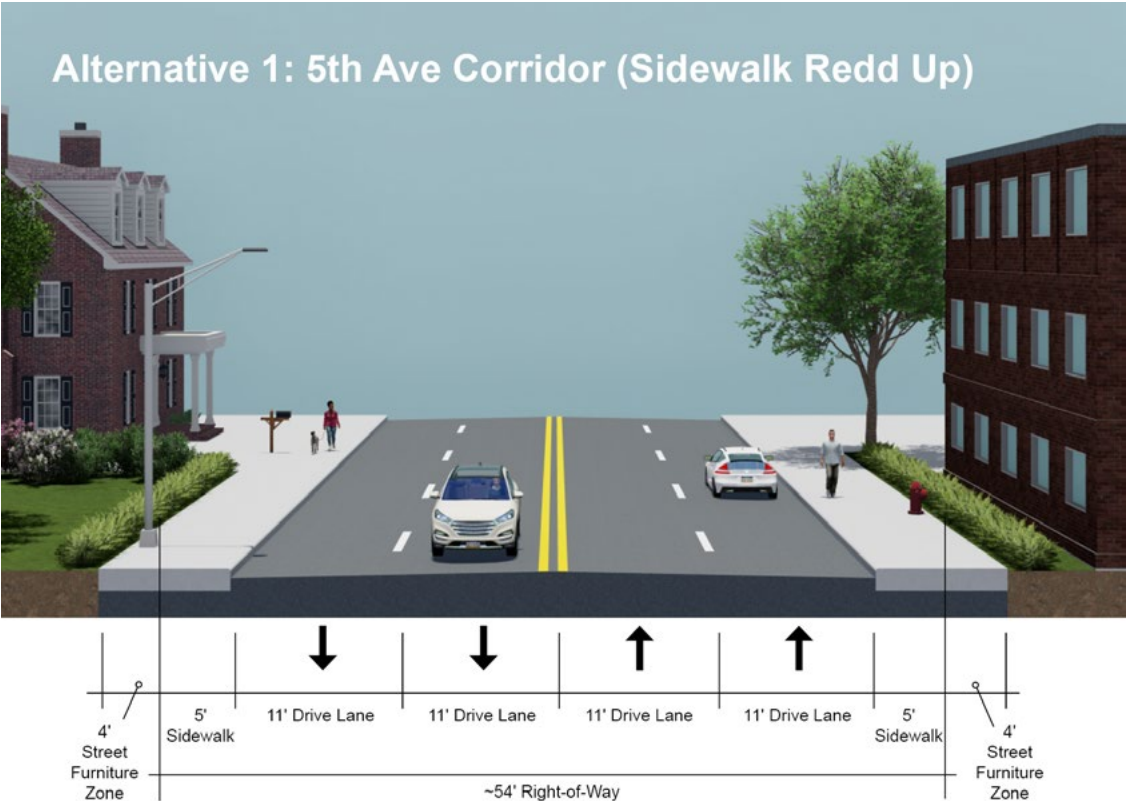
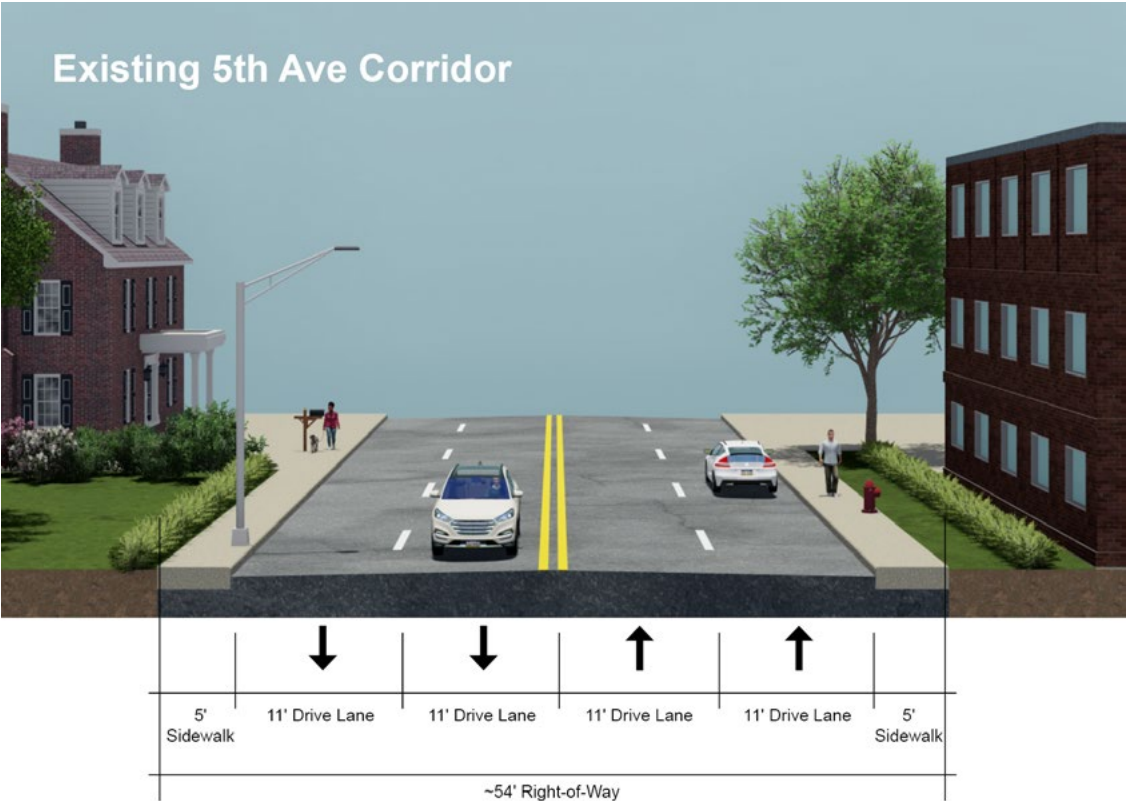
Sidewalks along Fifth Avenue east of Neville Street tend to feel narrow and are challenging for wheelchair users or people with strollers to navigate. To increase accessibility along the corridor, there is a need to “Redd Up” the clear path through the sidewalk. Noted through Google Streetview, there are numerous obstructions in the path of pedestrians, including sign posts, signal and light poles, fire hydrants, and mailboxes, which restrict the sidewalk below the recommended clear width. As part of the “Redd Up” alternative, obstacles would be programmatically relocated out of the sidewalk path to provide adequate sidewalk clear width for pedestrians, wheelchair users, and people with strollers.

ROAD RECONFIGURATION:

As part of the need to improve safety, convenience, and quality of life for all road users, the low-cost safety countermeasure “Road Reconfiguration” alternative can be accomplished through pavement markings and improved signage. This reconfiguration option converts the 4-lane configuration into a 3-lane configuration with a center left-turn lane and dedicated space for a cycle-track or bike lanes, which also help to buffer the sidewalk. The 3-lane reconfiguration helps to promote safety, reduce vehicle speeds, and reduce conflict points on the roadway. A detailed traffic and safety study would be required to provide block-by-block guidance to the design.

COMPLETE STREET:

To continue the Bus Rapid Transit (BRT) extension through Fifth Avenue, an alternative to reconfigure Fifth Avenue as a transit corridor was visualized. The concept repurposes two vehicular lanes to create a 10’ protected two-way cycle track and a dedicated 12’ bus-only lane for more efficient transit service. These concepts would foster lower speeds in the corridor, creating an environment that is more comfortable and safe to walk, bike, use transit, and commute. A detailed traffic and safety study would be required to provide block-by-block guidance to the design.



Aiken Avenue and Liberty Avenue

CORRIDOR CHARACTERISTICS

- +

Location: Fifth Avenue to Bloomfield Bridge
- +

Length: 1.5 miles
- +

Municipality: Pittsburgh
- +

Road Owner: City of Pittsburgh
- +

Number of Intersections: 25
- +

Functional Classification: Minor Arterial
- +

Posted Speed Limit: 25 mph
- +

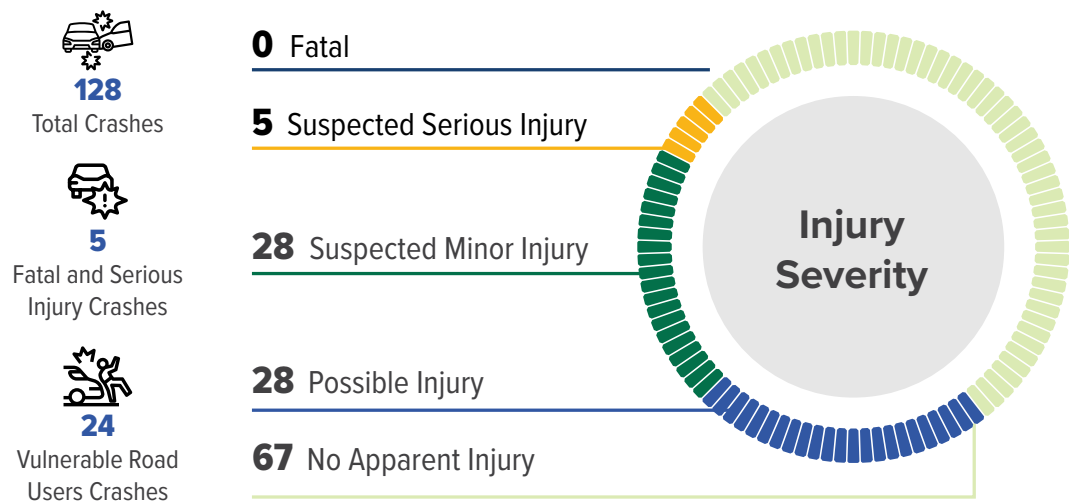
Context: Urban
- +

Underserved Community: Yes - Partially
- +

AADT (2024): 10,200
- +

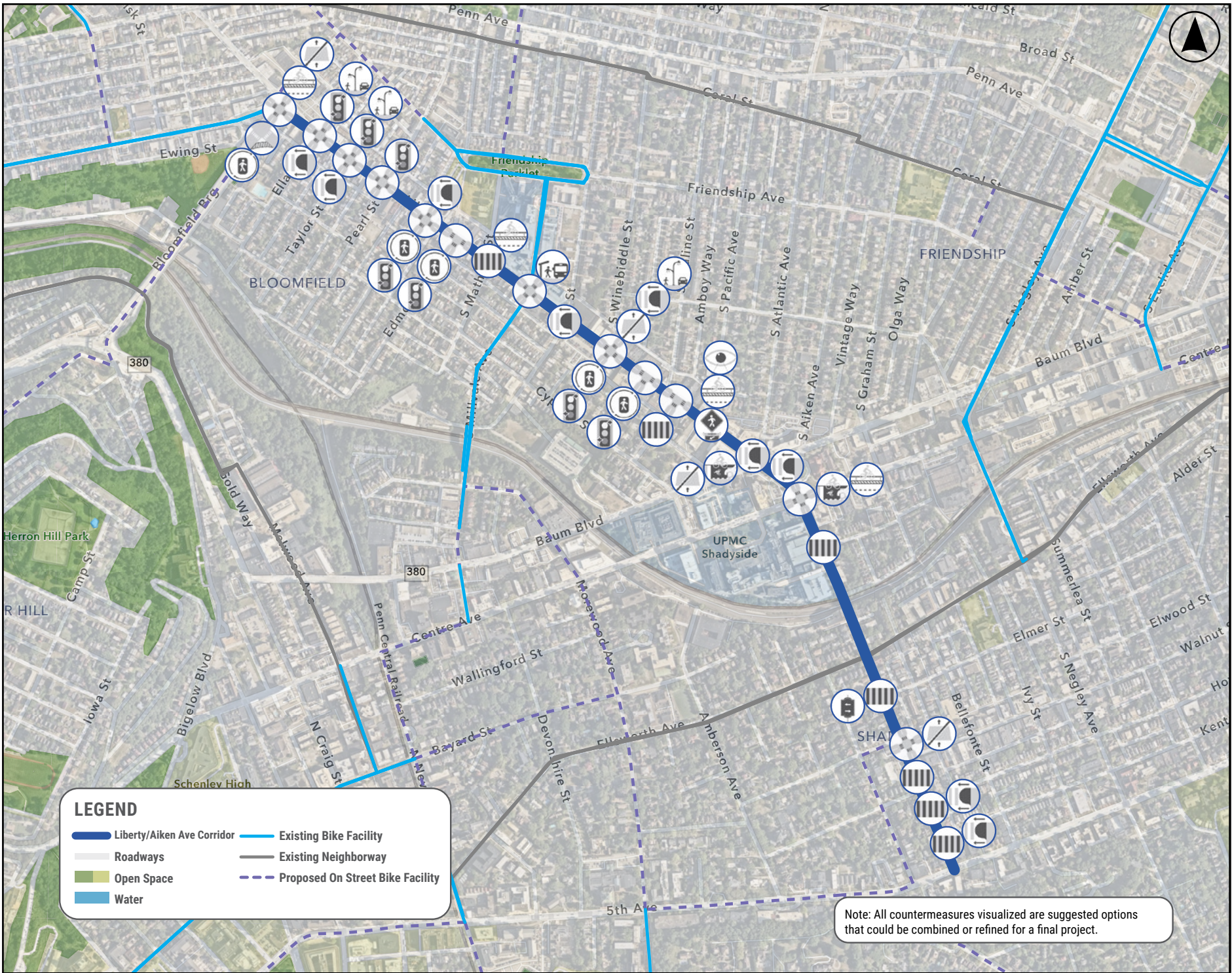
Truck % (2024): 3%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

 Collision Type	38% Angle	14% Head-On/Sideswipe	20% Rear-End	17% Pedestrian Struck
 Road Condition	75% Dry	6% Wintry	19% Wet	
 Illumination	67% Daylight	32% Dark	1% Dawn or Dusk	
 Driver Actions	54% Aggressive	13% Distracted	7% Speeding	9% Proceed w/o Clearance



PROPOSED SAFETY IMPROVEMENTS

- 

Access Management
- 

Bike Box
- 

Crosswalk Installation
- 

Curb-Bulbouts Installation
- 

Intersection 3-Way Crosswalk
- 

Intersection 4-Way Crosswalk
- 

Lighting Improvements
- 

Pedestrian Signals
- 

Protected Bike Lane
- 

Rapid Flashing Beacons (RRFB)
- 

Remove Slip Access
- 

Sight Lines
- 

Signal Backplates
- 

Transit Shelters
- 

Wayfinding

DRAFT FOR PUBLIC COMMENT

Penn Avenue (SR 0008)

CORRIDOR CHARACTERISTICS

- +

Location: Fifth Avenue to Hay Street
- +

Length: 1.6 miles
- +

Municipality: Pittsburgh, Wilkinsburg
- +

Road Owner: PennDOT
- +

Number of Intersections: 17
- +

Functional Classification: Other Principal Arterial
- +

Posted Speed Limit: 35 mph
- +

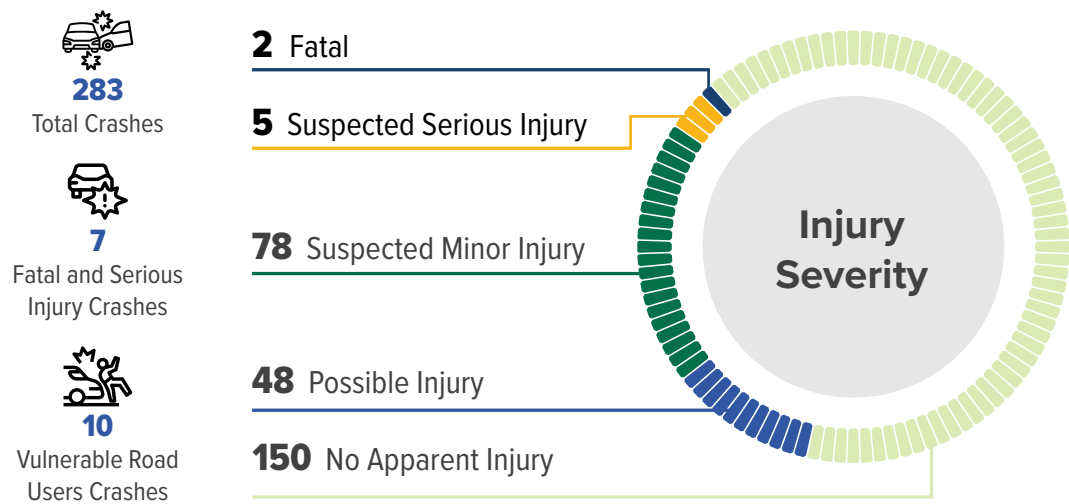
Context: Urban
- +

Underserved Community: Yes - Partially
- +

AADT (2024): 31,000
- +

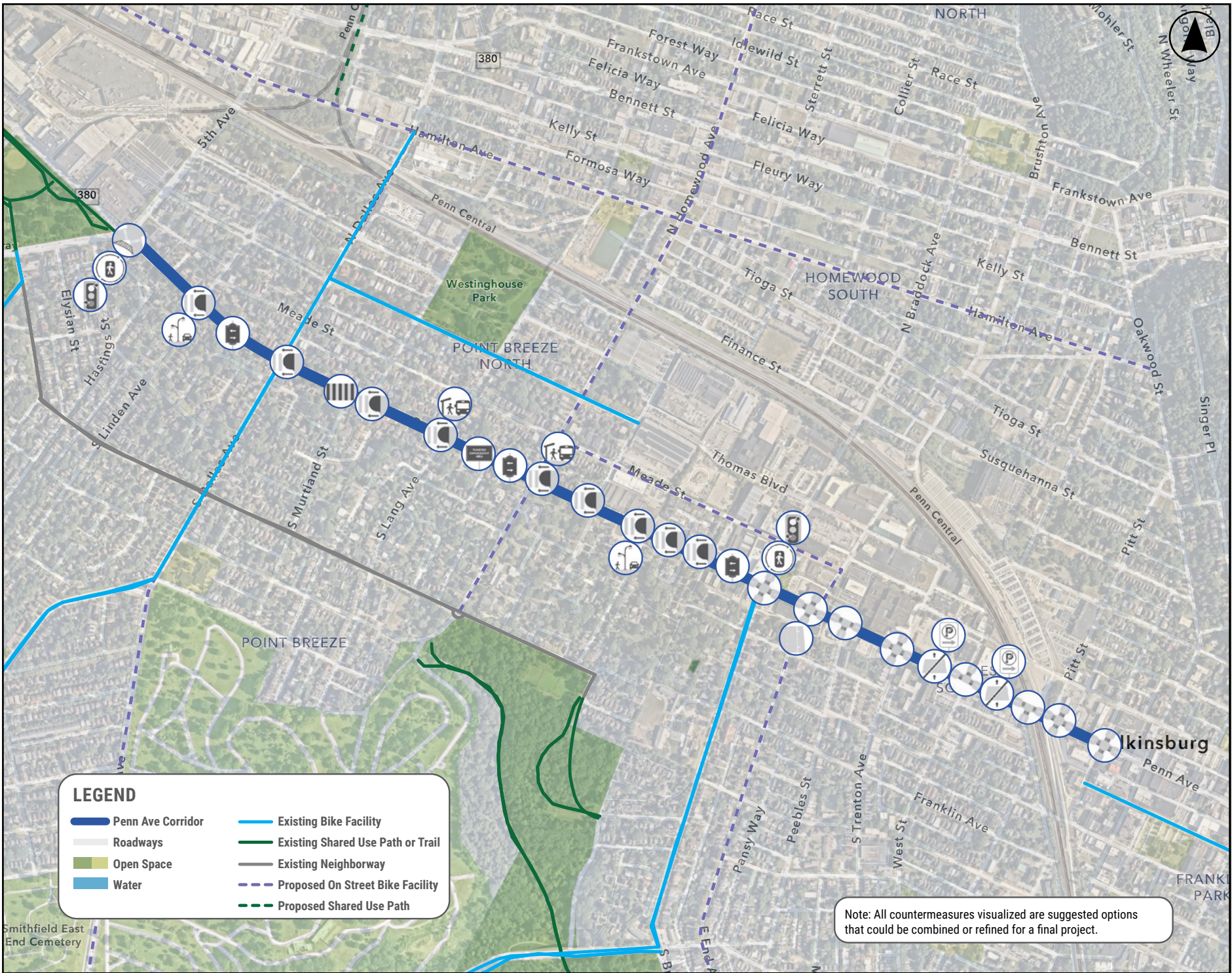
Truck % (2024): 4.5%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

	Collision Type	52% Angle	13% Head-On/Sideswipe	18% Rear-End	6% Hit Fixed Object
	Road Condition	83% Dry	1% Wintry	16% Wet	
	Illumination	65% Daylight	29% Dark	5% Dawn or Dusk	
	Driver Actions	76% Aggressive	7% Distracted	10% Speeding	9% Ran Red Light



- PROPOSED SAFETY IMPROVEMENTS

Access Management

Crosswalk Installation

Curb-Bulbouts Installation

Intersection 3-Way Crosswalk

Intersection 4-Way Crosswalk

Lighting Improvements

Parking Restriction Signage

Pavement Markings

Pedestrian Signals

Signal Backplates

Targeted Enforcement Sign

Transit Shelters

Wayfinding

DRAFT FOR PUBLIC COMMENT

Penn Avenue (SR 0008)

EXISTING CONDITIONS:

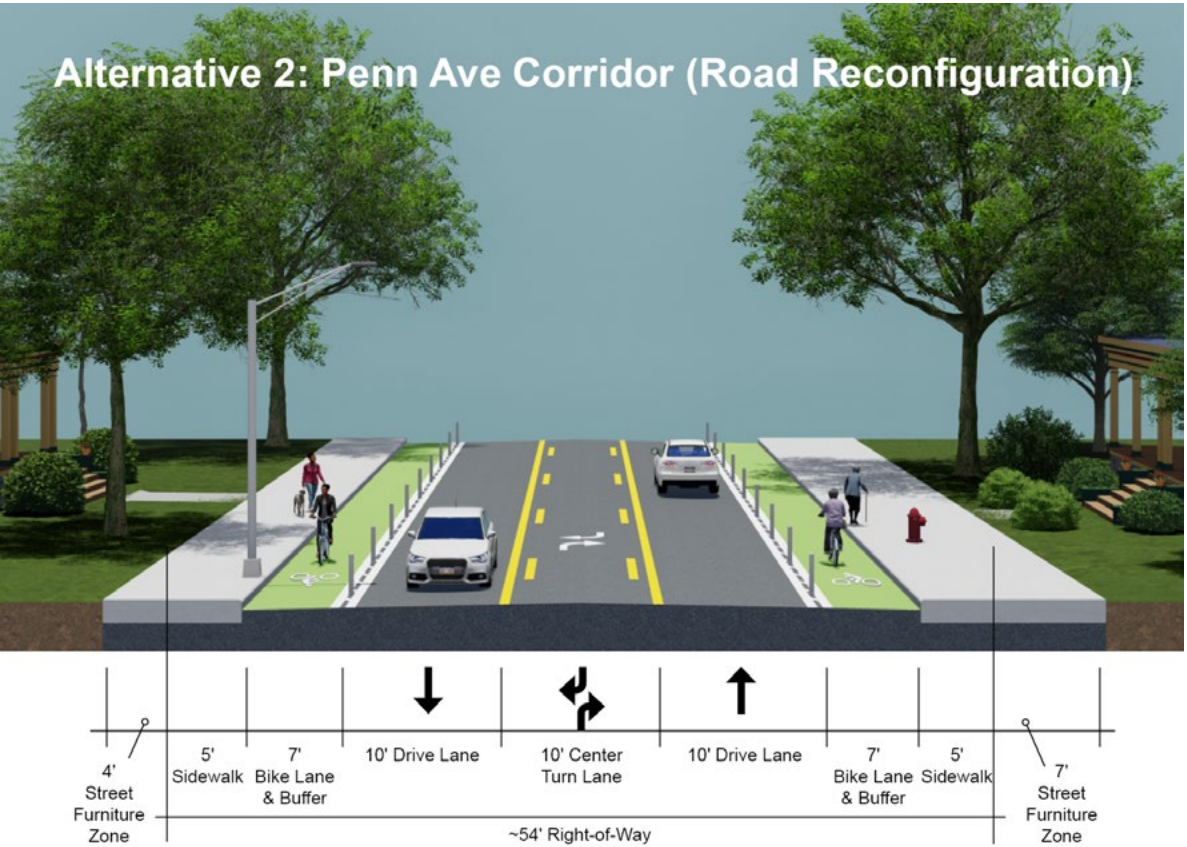
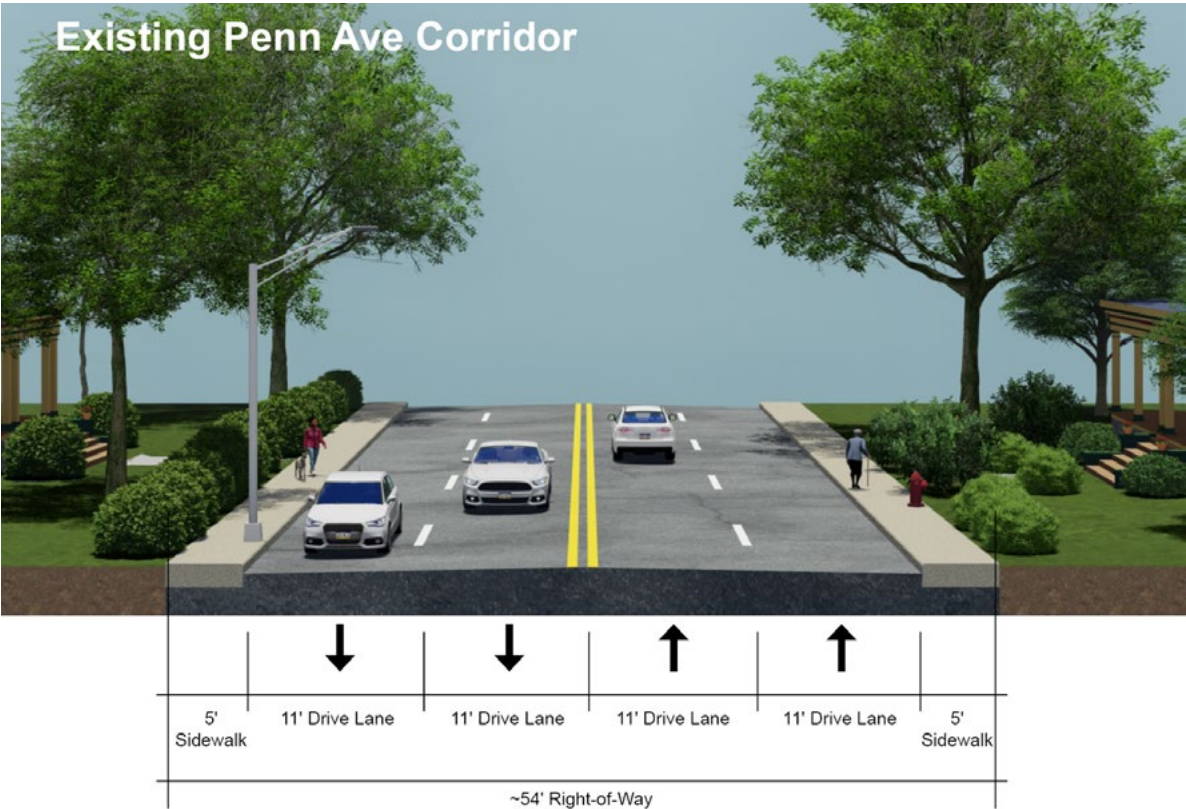
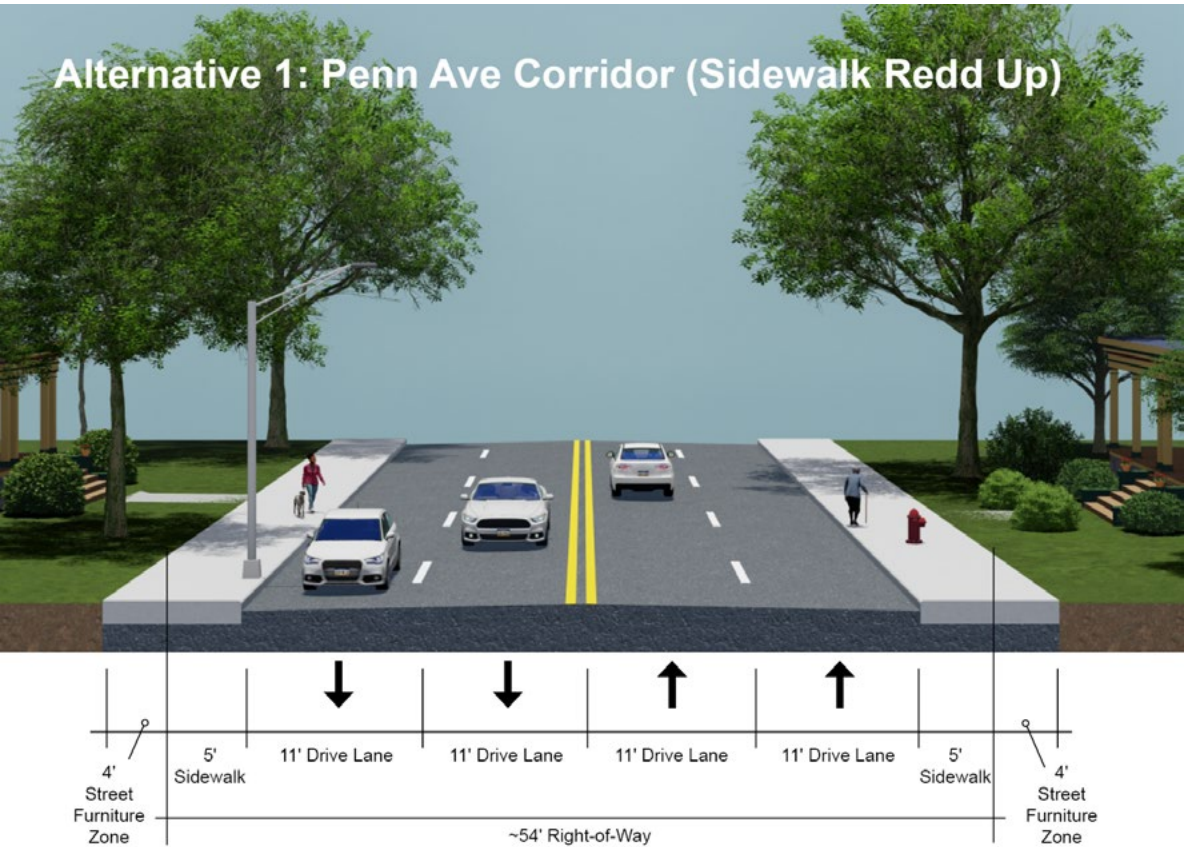
Penn Avenue is a State-owned, generally east-west corridor (Route 8) that handles multimodal traffic, including transit, vehicular traffic, and walking. This corridor is an entrance to the City from Wilkinsburg and runs parallel to the Martin Luther King Jr. East Busway. The surrounding land use includes apartment buildings, single family residential, and commercial uses. Due to the current 4-lane roadway configuration, vehicular speeding is a recurring problem. A high rate of crashes has been noted due to conflict points with driveways, turning traffic, buses, and high pedestrian activity.

SIDEWALK REDD UP:

Sidewalks along Penn Avenue east of Fifth Ave tend to feel narrow and are challenging for wheelchair users or people with strollers to navigate. To increase accessibility along the corridor, there is a need to “Redd Up” the clear path through the sidewalk. Noted through Google Streetview, there are numerous obstructions in the path of pedestrians, including sign posts, signal and light poles, fire hydrants, and mailboxes, which restrict the sidewalk below the recommended clear width. As part of the “Redd Up” alternative, obstacles would be programmatically relocated out of the sidewalk path to provide adequate sidewalk clear width for pedestrians, wheelchair users, and people with strollers.

ROAD RECONFIGURATION:

As part of the need to improve safety, convenience, and quality of life for all road users, the low-cost safety countermeasure “Road Reconfiguration” alternative can be accomplished through pavement markings and improved signage. This reconfiguration option converts the 4-lane configuration into a 3-lane configuration with a center left-turn lane and dedicated space for a cycle-track or bike lanes, which also help to buffer the sidewalk. The 3-lane reconfiguration helps to promote safety, reduce vehicle speeds, and reduce conflict points on the roadway. A detailed traffic and safety study would be required to provide block-by-block guidance to the design.



Butler Street (SR 2122)

CORRIDOR CHARACTERISTICS

- +

Location: 34th Street to 62nd Street Bridge (SR 0008)
- +

Length: 2.5 miles
- +

Municipality: Pittsburgh
- +

Road Owner: PennDOT
- +

Number of Intersections: 33
- +

Functional Classification: Other Principal Arterial
- +

Posted Speed Limit: 25 mph / 35 mph
- +

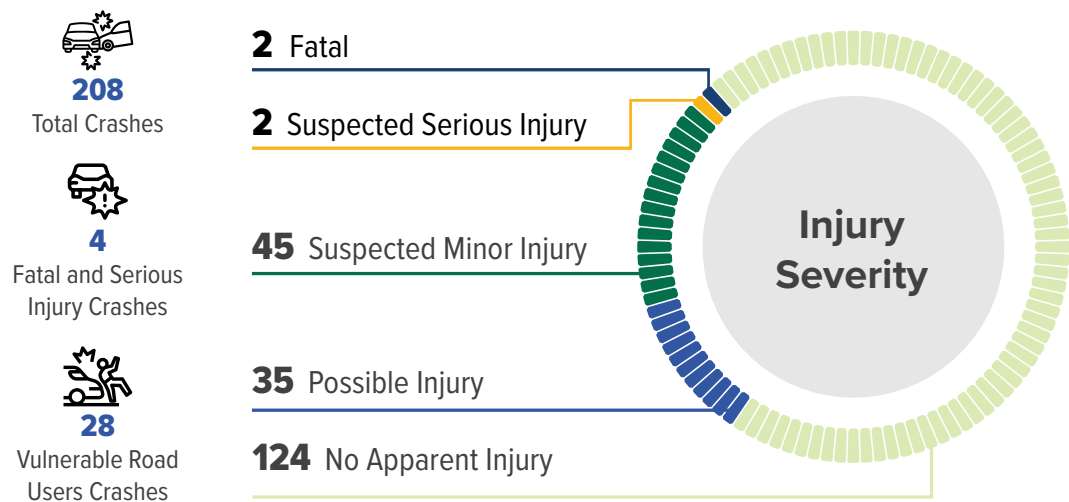
Context: Urban
- +

Underserved Community: Yes - Partially
- +

AADT (2024): 8,800
- +

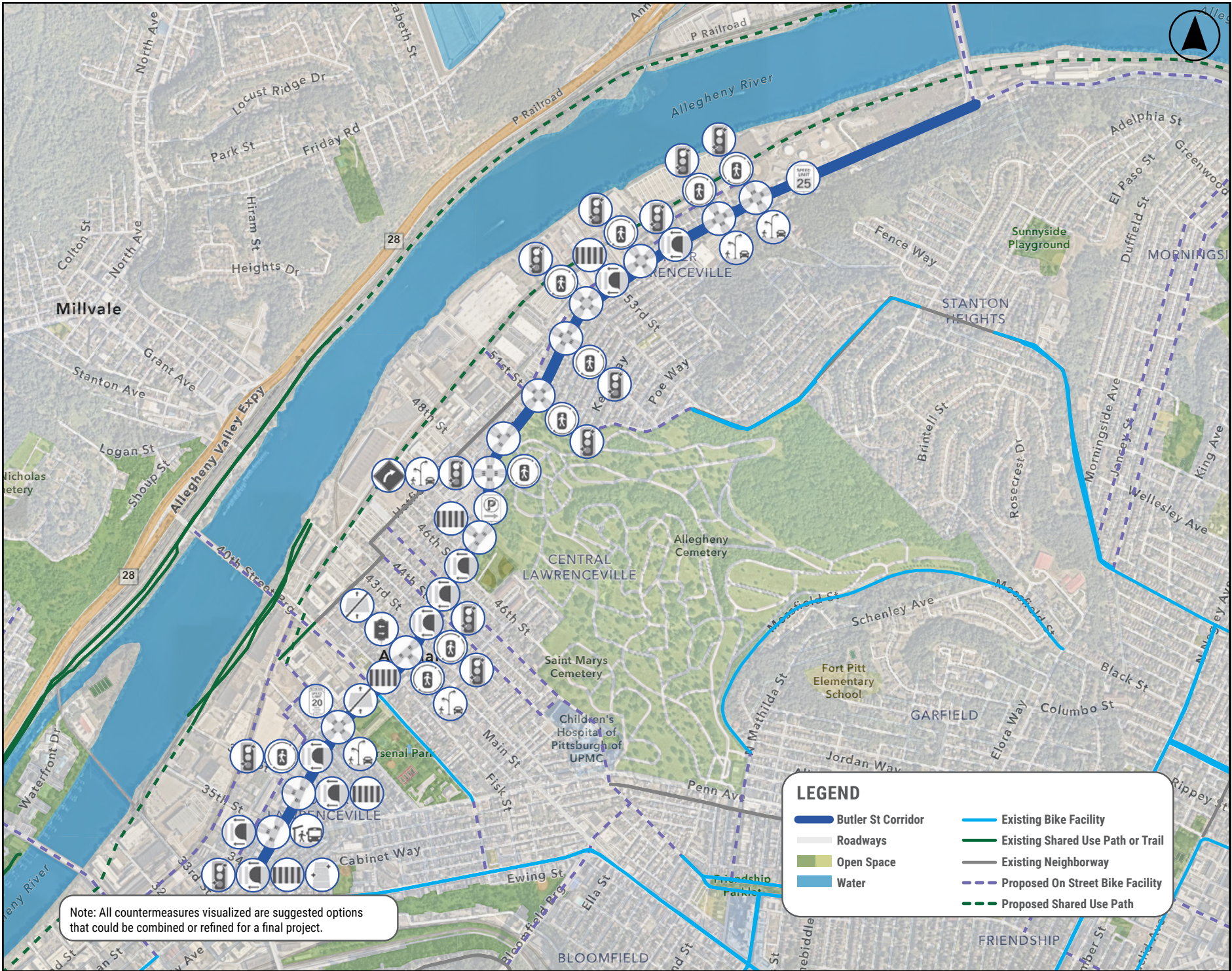
Truck % (2024): 7%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

Collision Type	29% Angle	13% Head-On/Sideswipe	19% Rear-End	13% Hit Fixed Object	12% Pedestrian Struck
Road Condition	77% Dry	5% Wintry	17% Wet		
Illumination	54% Daylight	42% Dark	3% Dawn or Dusk		
Driver Actions	43% Aggressive	14% Distracted	10% Speeding	10% Alcohol/Drug	



PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Crosswalk Installation
- Curb-Bulbouts Installation
- Curve Warning Signs
- Intersection 3-Way Crosswalk
- Intersection 4-Way Crosswalk
- Lighting Improvements
- New Sidewalk
- Parking Restriction Signage
- Pedestrian Signals
- School Zone Signage
- Signal Backplates
- Transit Shelters
- Variable Speed Signage
- Wayfinding

DRAFT FOR PUBLIC COMMENT

W Carson Street (SR 0051 /SR 0837) and Arlington Avenue

CORRIDOR CHARACTERISTICS

- +

Location: P.J. McArdle Roadway to Corliss Street

+

Length: 2.8 miles

+

Municipality: Pittsburgh

+

Road Owner: PennDOT
- +

Number of Intersections: 24

+

Functional Classification: Other Principal Arterial

+

Posted Speed Limit: 35 mph

+

Context: Urban
- +

Underserved Community: Yes - Partially

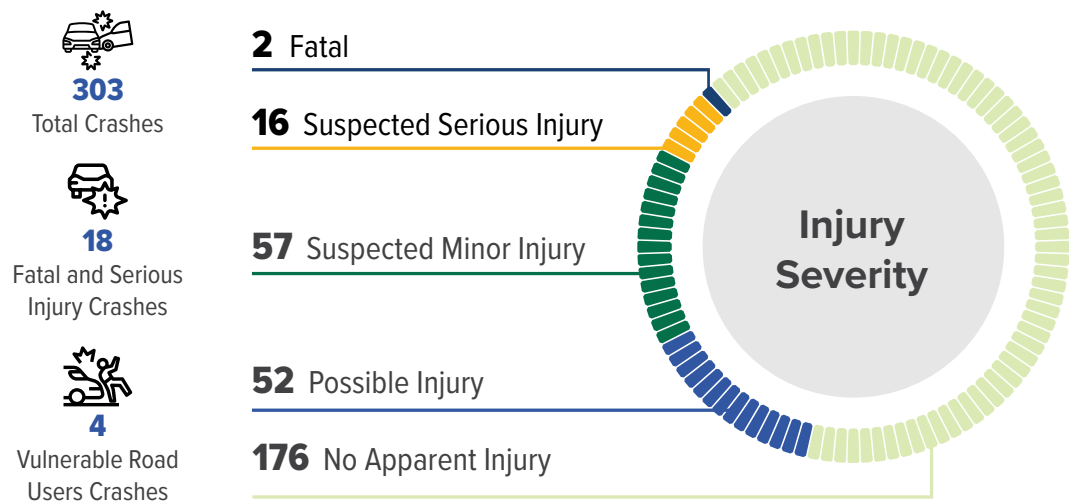
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AADT (2024): 12,000 - 23,000

+

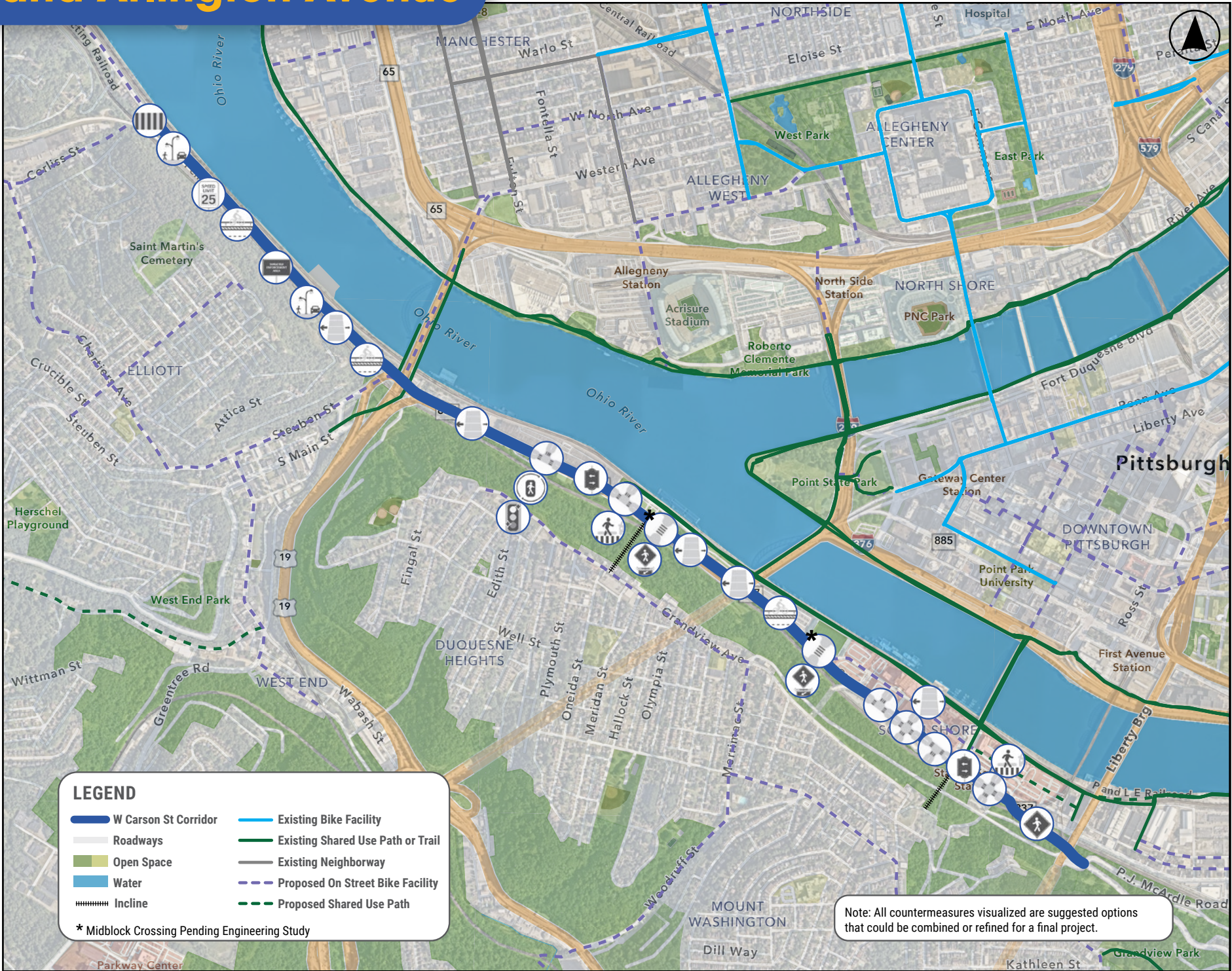
Truck % (2024): 7%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

Collision Type	27% Angle	10% Head-On/Sideswipe	34% Rear-End	18% Hit Fixed Object
Road Condition	79% Dry	5% Wintry	16% Wet	
Illumination	51% Daylight	46% Dark	2% Dawn or Dusk	
Driver Actions	56% Aggressive	15% Distracted	11% Speeding	8% Tailgating



PROPOSED SAFETY IMPROVEMENTS

- Advance Warning Signage
- Crosswalk Installation
- Intersection 3-Way Crosswalk
- Intersection 4-Way Crosswalk
- Lighting Improvements
- Mid-block Crossing (further study)
- New Sidewalk
- Pedestrian Refuge
- Pedestrian Signals
- Protected Bike Lane (further study)
- Rapid Flashing Beacons (RRFB)
- Signal Backplates
- Targeted Enforcement Sign
- Variable Speed Signage
- Wayfinding
- Widen Sidewalk

DRAFT FOR PUBLIC COMMENT

Ohio River Boulevard (SR 0065)

CORRIDOR CHARACTERISTICS

- +

Location: McKees Rocks Bridge (SR 3104) to Laurel Avenue
- +

Length: 2.4 miles
- +

Municipality: Avalon, Bellevue, Ben Avon, Pittsburgh
- +

Road Owner: PennDOT
- +

Number of Intersections: 16
- +

Functional Classification: Other Principal Arterial
- +

Posted Speed Limit: 40 mph / 55 mph
- +

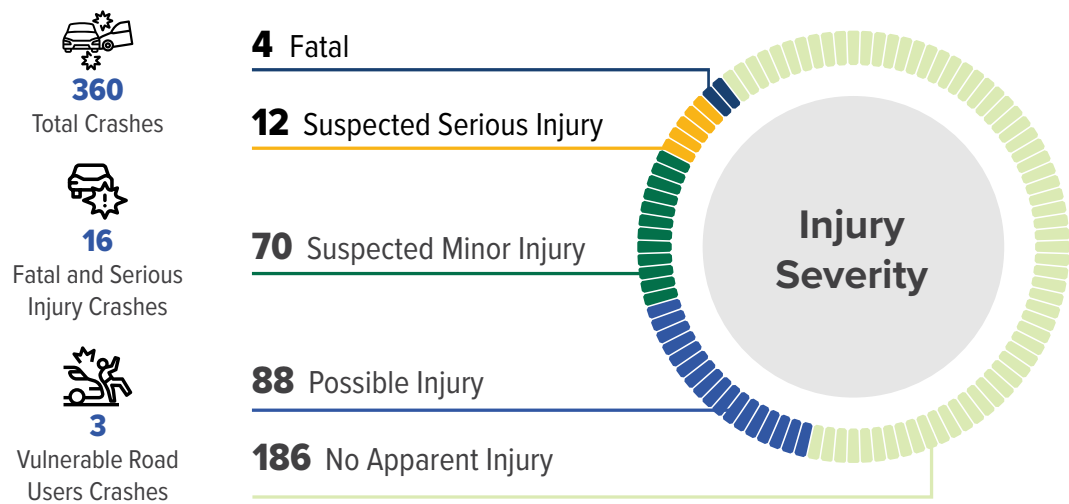
Context: Urban
- +

Underserved Community: No
- +

AADT (2024): 26,000
- +

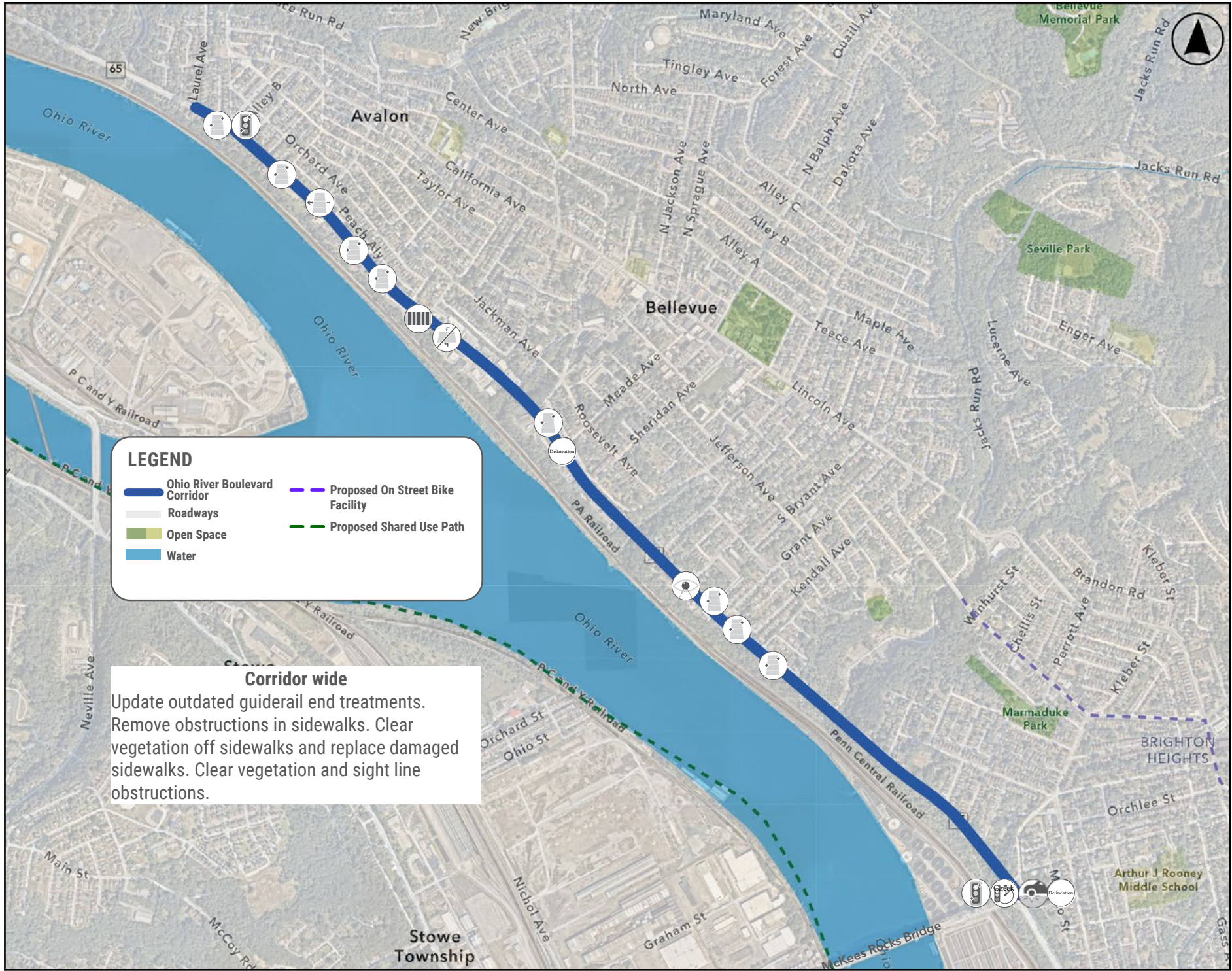
Truck % (2024): 4%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

	Collision Type	31% Angle	7% Head-On/Sideswipe	34% Rear-End	16% Hit Fixed Object
	Road Condition	81% Dry	3% Wintry	16% Wet	
	Illumination	66% Daylight	31% Dark	3% Dawn/Dusk	
	Driver Actions	64% Aggressive	14% Distracted	13% Speeding	12% Tailgating



PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Advance Warning Signage
- Clearance Interval Times
- Crosswalk Installation
- Delineation
- High Friction Surface Treatment
- New Sidewalk
- Pavement Markings
- Sight Lines
- Signal Backplates
- Wayfinding
- Widen Sidewalk

DRAFT FOR PUBLIC COMMENT

McKees Rocks Road and Lorish Road

CORRIDOR CHARACTERISTICS

- +

Location: Steubenville Pike (SR 0060) to Heckel Road
- +

Length: 2.1 miles
- +

Municipality: Kennedy, McKees Rocks, Robinson
- +

Road Owner: Allegheny County
- +

Number of Intersections: 15
- +

Functional Classification: Minor Arterial
- +

Posted Speed Limit: 35 mph
- +

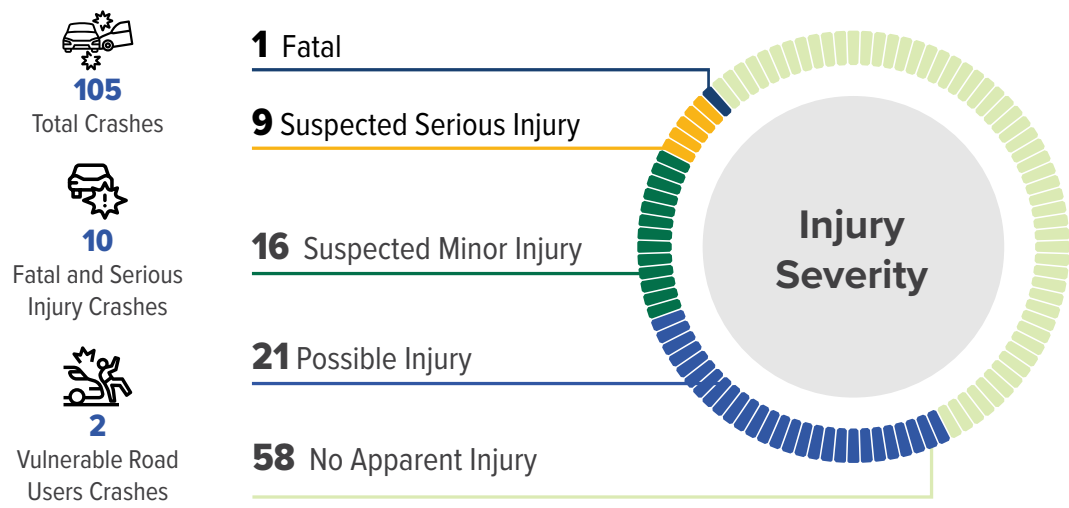
Context: Suburban
- +

Underserved Community: No
- +

AADT (2024): 9,500
- +

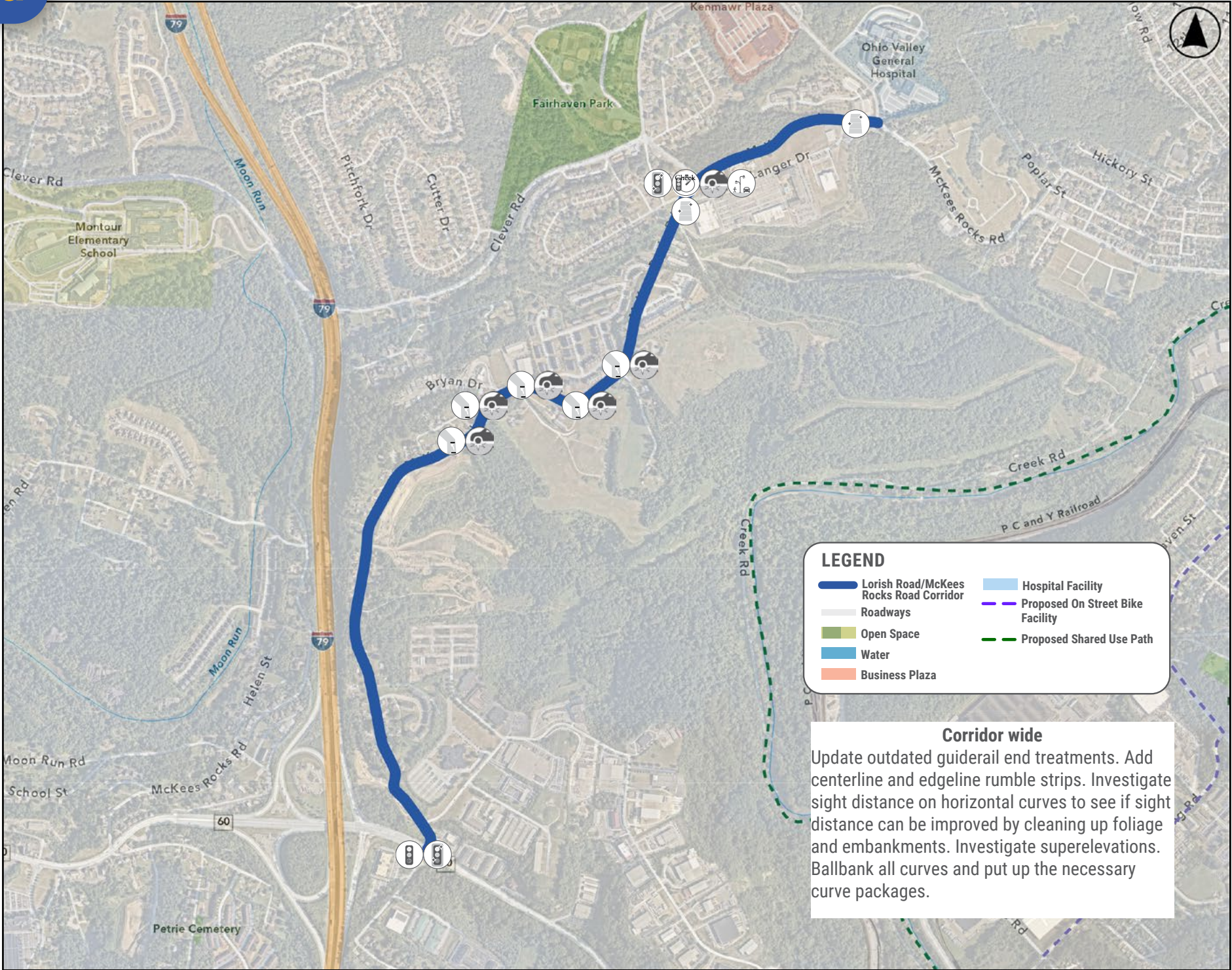
Truck % (2024): 6.6%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

	Collision Type	39% Angle	19% Head-On/ Sideswipe	13% Rear-End	25% Hit Fixed Object
	Road Condition	80% Dry	4% Wintry	16% Wet	
	Illumination	67% Daylight	29% Dark	5% Dawn or Dusk	
	Driver Actions	56% Aggressive	15% Distracted	13% Speeding	15% Alcohol/Drug



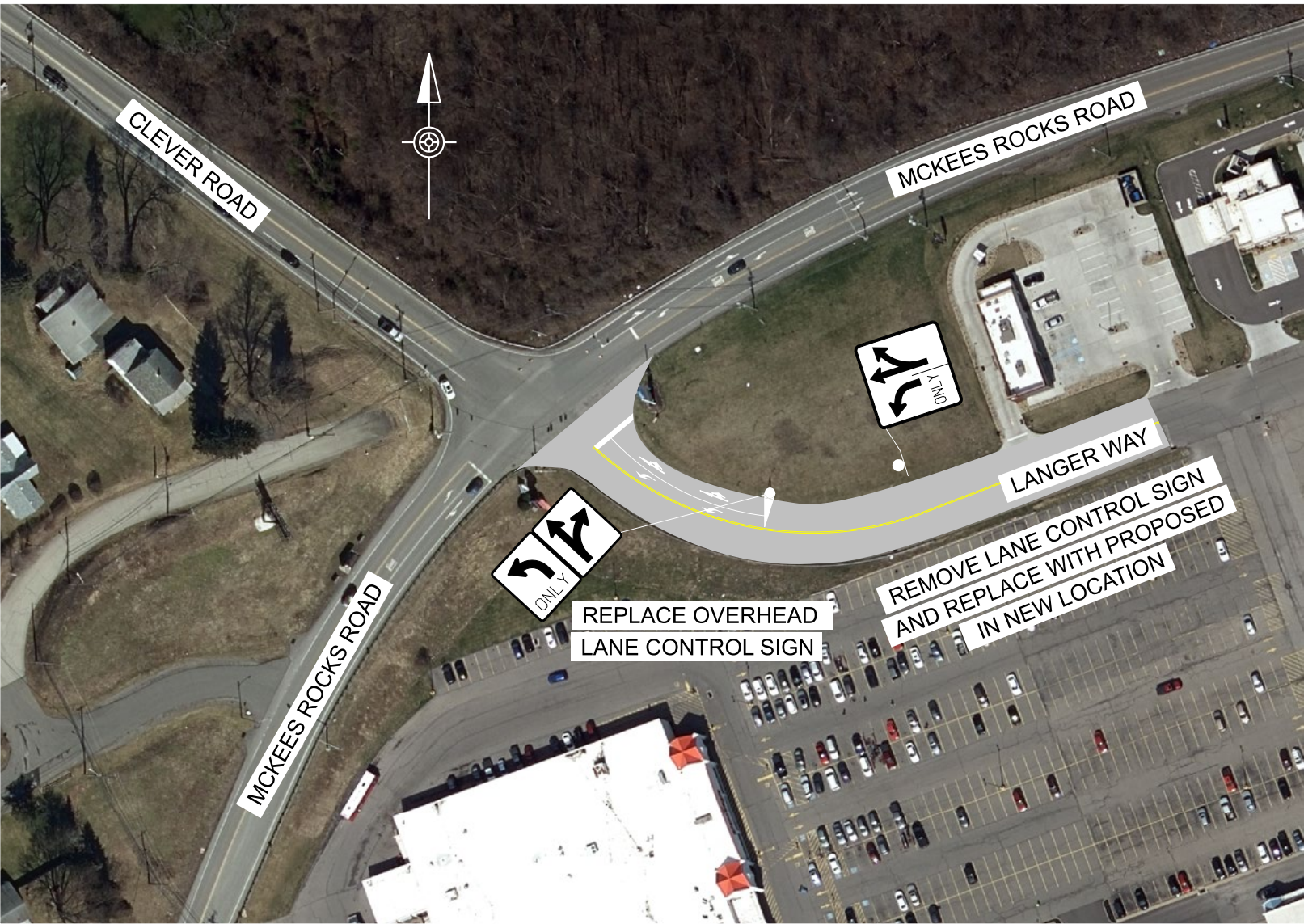
PROPOSED SAFETY IMPROVEMENTS

- All-Way Stop Control
- Clearance Interval Times
- Curve Warning Signs
- Delineation
- High Friction Surface Treatment
- Left-Turn Protective Phasing
- Lighting Improvements
- New Sidewalk
- Pavement Markings
- Sight Lines
- Signal Backplates
- Slow Pavement Markings

DRAFT FOR PUBLIC COMMENT

McKees Rocks Road and Lorish Road

CLEVER ROAD



SR 60 AT LORISH RD



Homeville Road, Greensprings Avenue, and Ravine Street

CORRIDOR CHARACTERISTICS

- +

Location: Homestead
Duquesne Road to 8th Avenue
- +

Length: 3.7 miles
- +

Municipality: Munhall,
West Mifflin
- +

Road Owner: Allegheny
County, Munhall Borough
- +

Number of Intersections: 25
- +

Functional Classification:
Minor Arterial
- +

Posted Speed Limit:
25 mph / 35 mph
- +

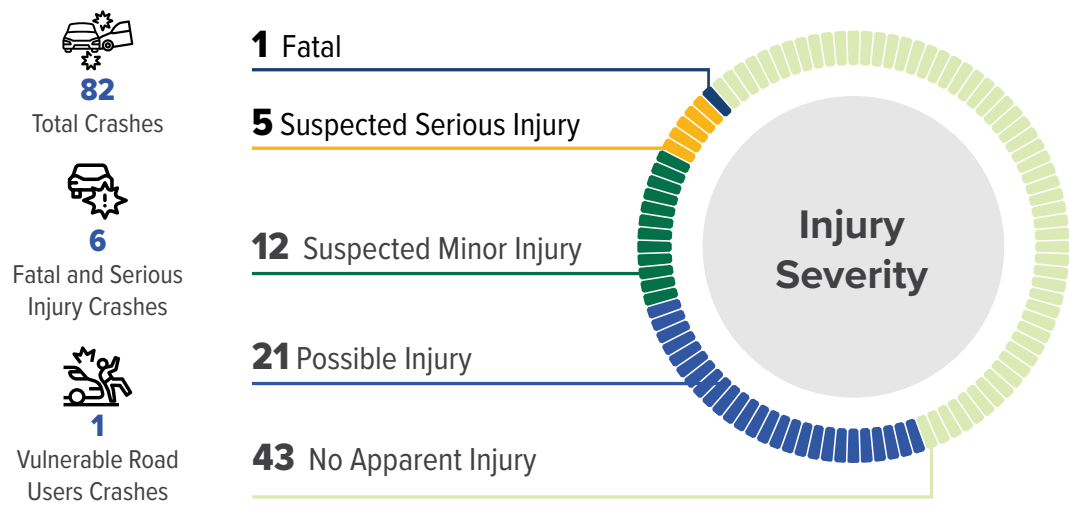
Context: Suburban
- +

Underserved Community:
Yes - Partially
- +

AADT (2024):
2,000 - 7,000
- +

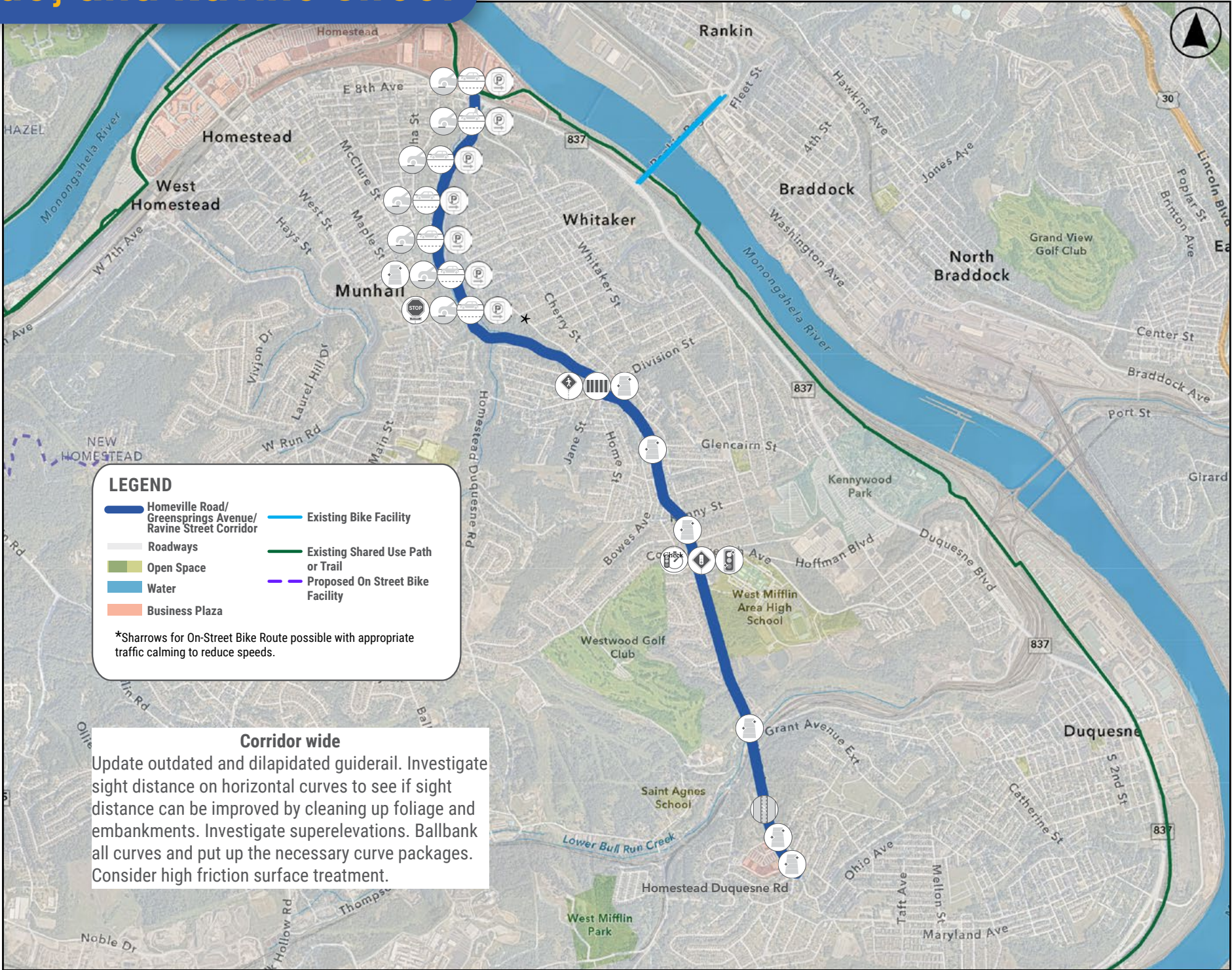
Truck % (2024):
5.7% / 2.7%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

 Collision Type	39% Angle	10% Head-On/ Sideswipe	10% Rear-End	35% Hit Fixed Object
 Road Condition	84% Dry	4% Wintry	12% Wet	
 Illumination	50% Daylight	46% Dark	4% Dawn or Dusk	
 Driver Actions	50% Aggressive	15% Distracted	16% Speeding	20% Alcohol/Drug



PROPOSED SAFETY IMPROVEMENTS

-  Advance Warning Signage

 All-Way Stop Control

 Clearance Interval Times

 Crosswalk Installation

 Curve Warning Signs

 Delineation

 High Friction Surface Treatment

 Install Signal Ahead Warning Sign

 New Sidewalk

 Paint Parking Lane Line

 Parking Restriction Signage

 Sight Lines

 Signal Backplates

 Speed Table

 Two-Way Center Left-Turn Lane (limited locations)

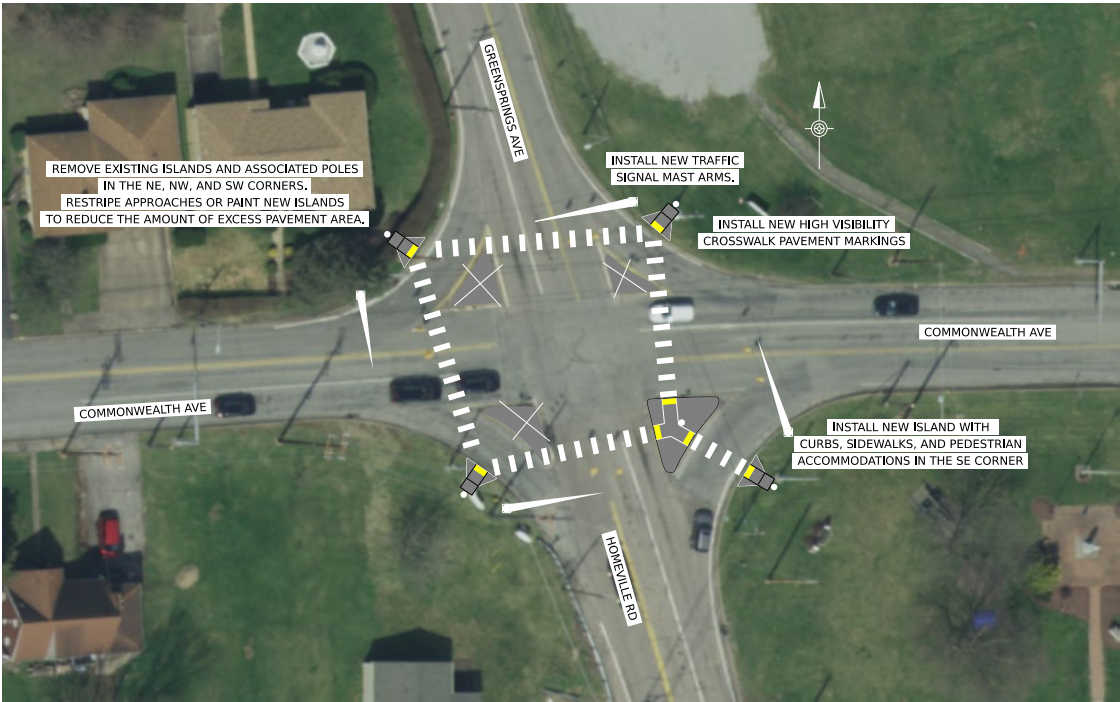
DRAFT FOR PUBLIC COMMENT

Allegheny County Comprehensive Safety Action Plan

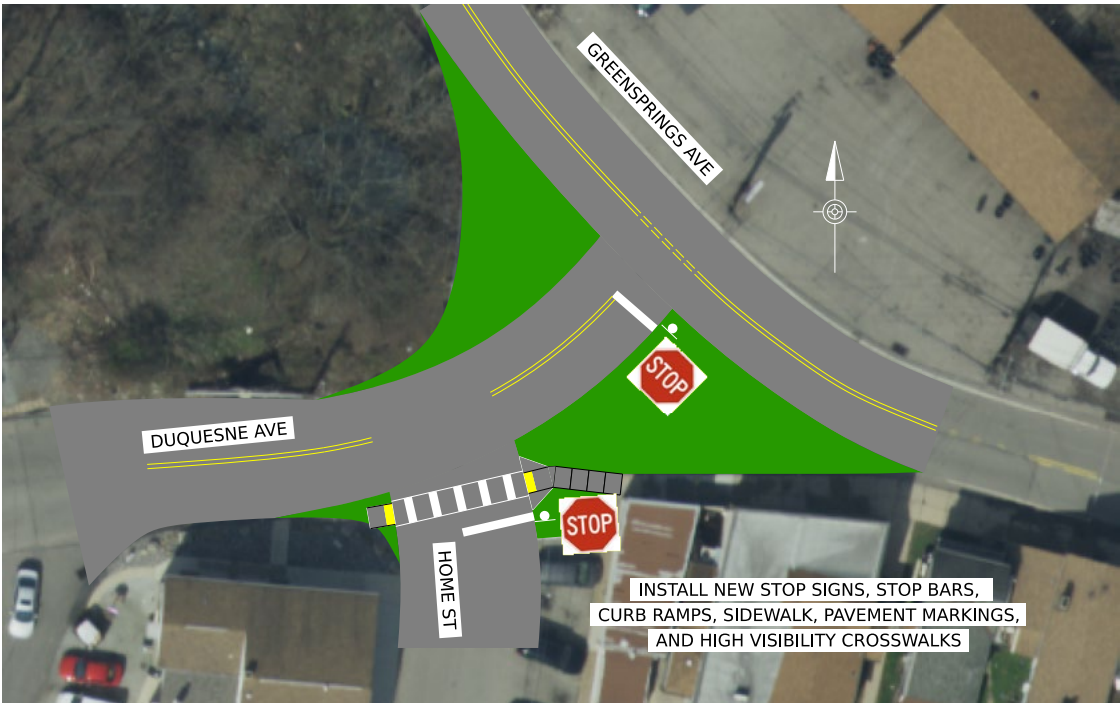
14

Homeville Road, Greensprings Avenue, and Ravine Street

HOMEVILLE ROAD AT COMMONWEALTH AVENUE



GREENSPRINGS AVENUE AT DUQUESNE AVENUE REALIGNMENT: ALTERNATIVE 1



+ Some sign revisions shown in Alternative 2 may be applied to Alternative 1

GREENSPRINGS AVENUE AT DUQUESNE AVENUE SIGN REVISIONS:ALTERNATIVE 2



Brownsville Road

CORRIDOR CHARACTERISTICS

- +

Location: Broughton Road to Baptist Road
- +

Length: 2.3 miles
- +

Municipality: Baldwin, South Park, Whitehall
- +

Road Owner: Allegheny County
- +

Number of Intersections: 23
- +

Functional Classification: Minor Arterial/ Other Principal Arterial
- +

Posted Speed Limit: 35 mph
- +

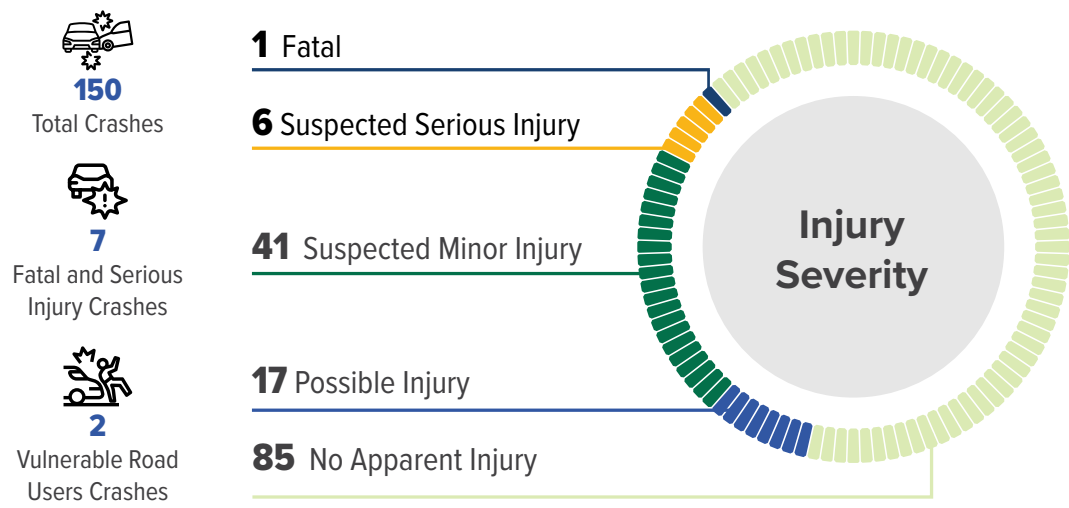
Context: Suburban
- +

Underserved Community: Yes - Partially
- +

AADT (2024): 11,500/28,000
- +

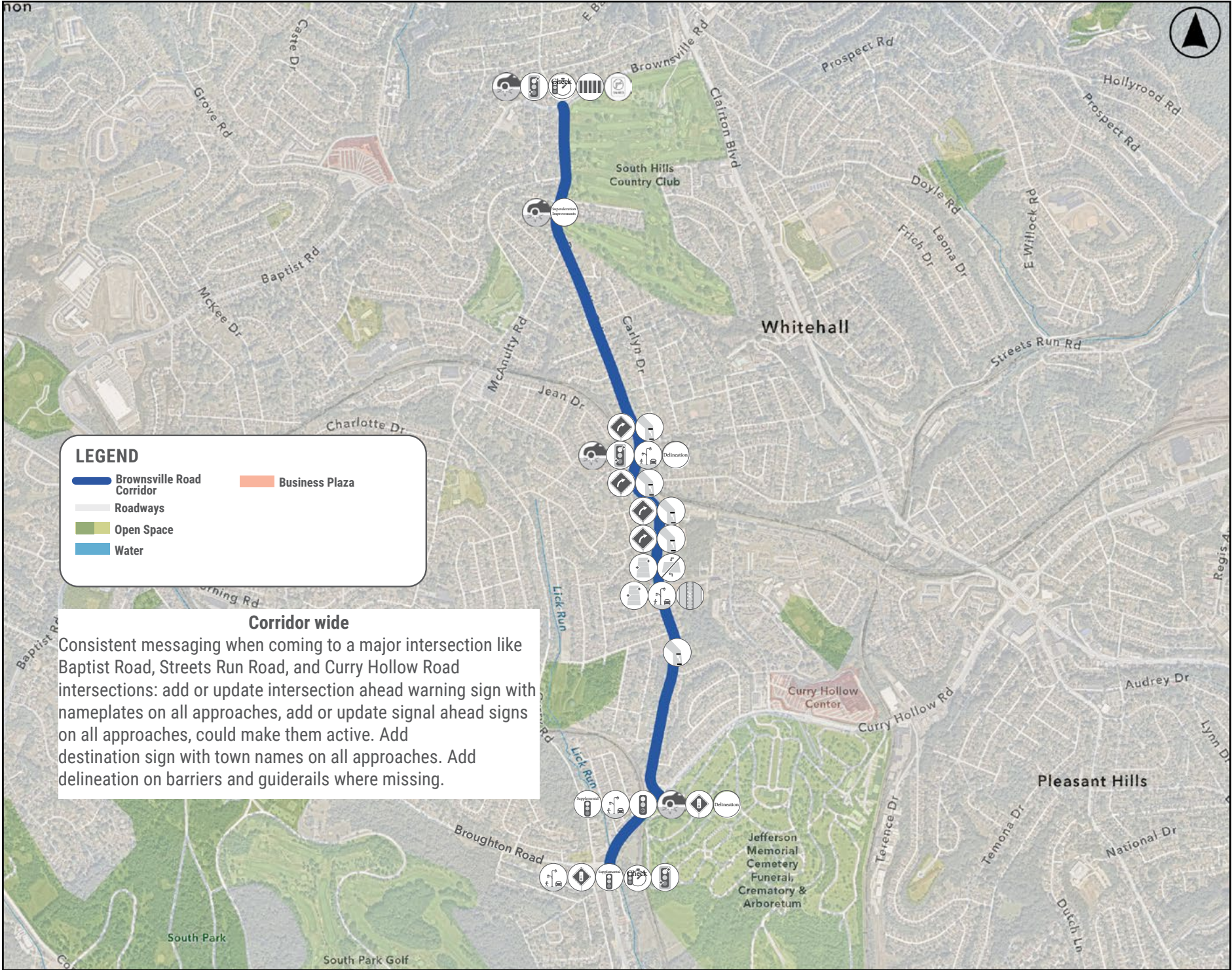
Truck % (2024): 5%/ 3%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

 Collision Type	38% Angle	9% Head-On/ Sideswipe	31% Rear-End	15% Hit Fixed Object
 Road Condition	82% Dry	3% Wintry	15% Wet	
 Illumination	63% Daylight	34% Dark	3% Dawn or Dusk	
 Driver Actions	48% Aggressive	23% Distracted	7% Speeding	12% Alcohol/Drug



PROPOSED SAFETY IMPROVEMENTS

-  Access Management

 Clearance Interval Times

 Crosswalk Installation

 Curve Warning Signs
-  Delineation

 High Friction Surface Treatment

 Improve Superelevation

 Install Signal Ahead Warning Sign

 Left-Turn Protective Phasing
-  Lighting Improvements

 New Sidewalk

 No Turn on Red

 Signal Backplates

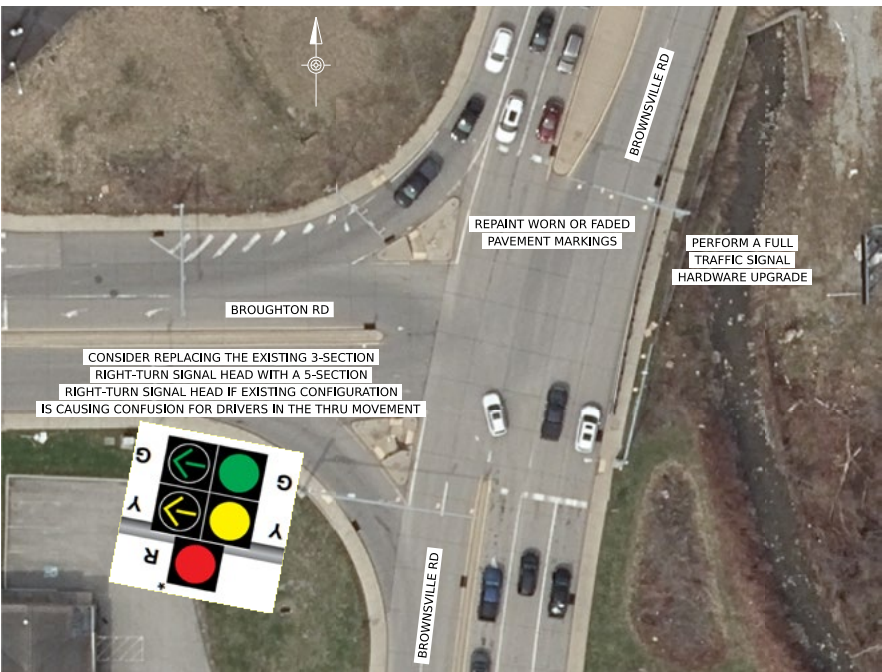
 Slow Pavement Markings
-  Supplemental Signal Head

 Two-Way Center Left-Turn Lane (limited locations)

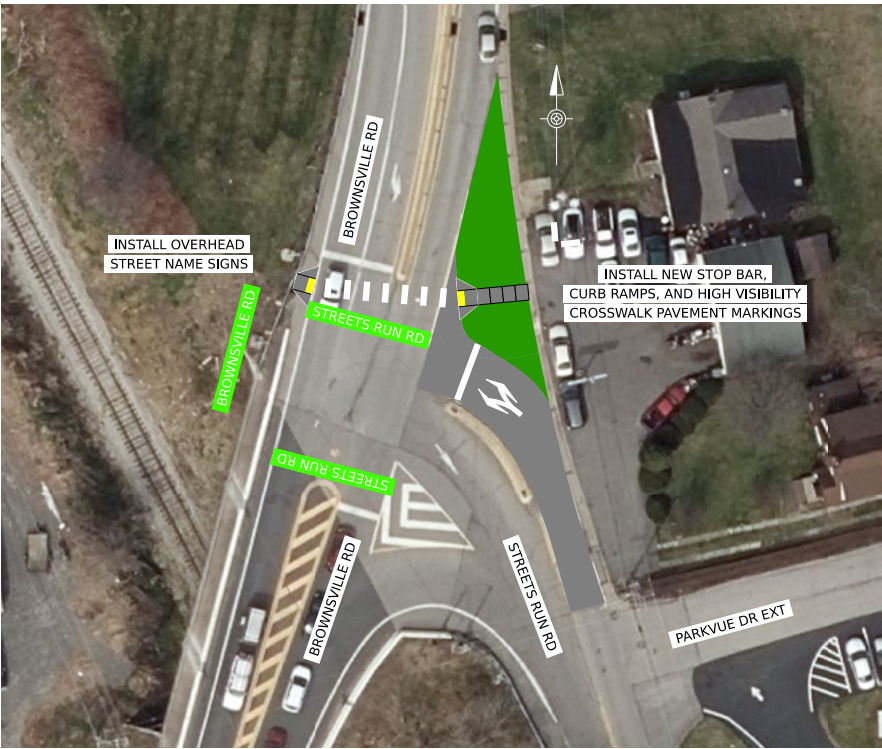
 Wayfinding

DRAFT FOR PUBLIC COMMENT

BROWNSVILLE RD AT BROUGHTON RD



BROWNSVILLE RD AT STREETS RUN REALIGNMENT



BROWNSVILLE ROAD TRAIN OVERPASS SIGNAGE



River Road / Kennywood Boulevard / Duquesne Boulevard

CORRIDOR CHARACTERISTICS

- +

Location: Ravine Street to Overland Avenue
- +

Length: 3.1 miles
- +

Municipality: Munhall, Whitaker, Duquesne, West Mifflin
- +

Road Owner: PennDOT
- +

Number of Intersections: 23
- +

Functional Classification: Other Principal Arterial
- +

Posted Speed Limit: 35 mph
- +

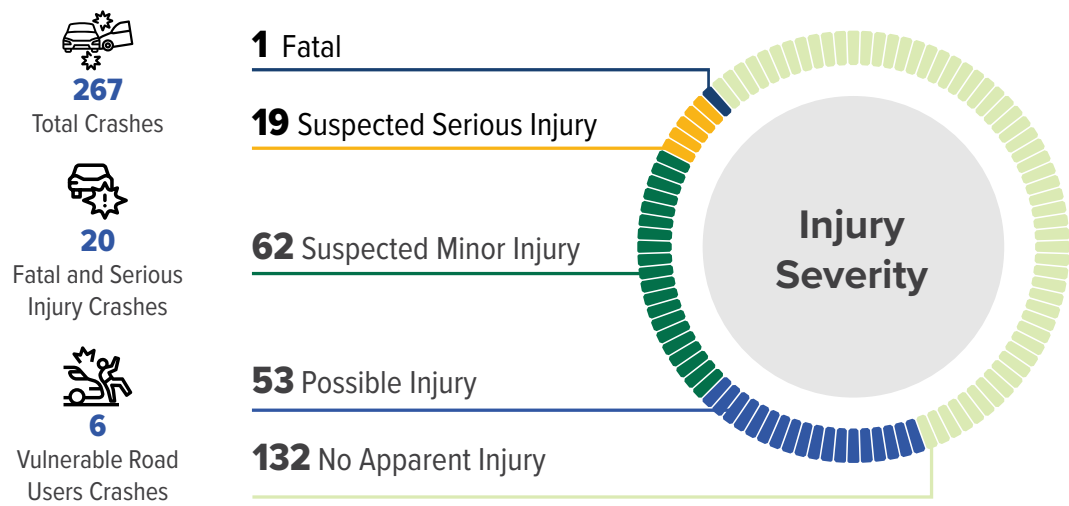
Context: Urban
- +

Underserved Community: Yes - Partially
- +

AADT (2024): 22,000
- +

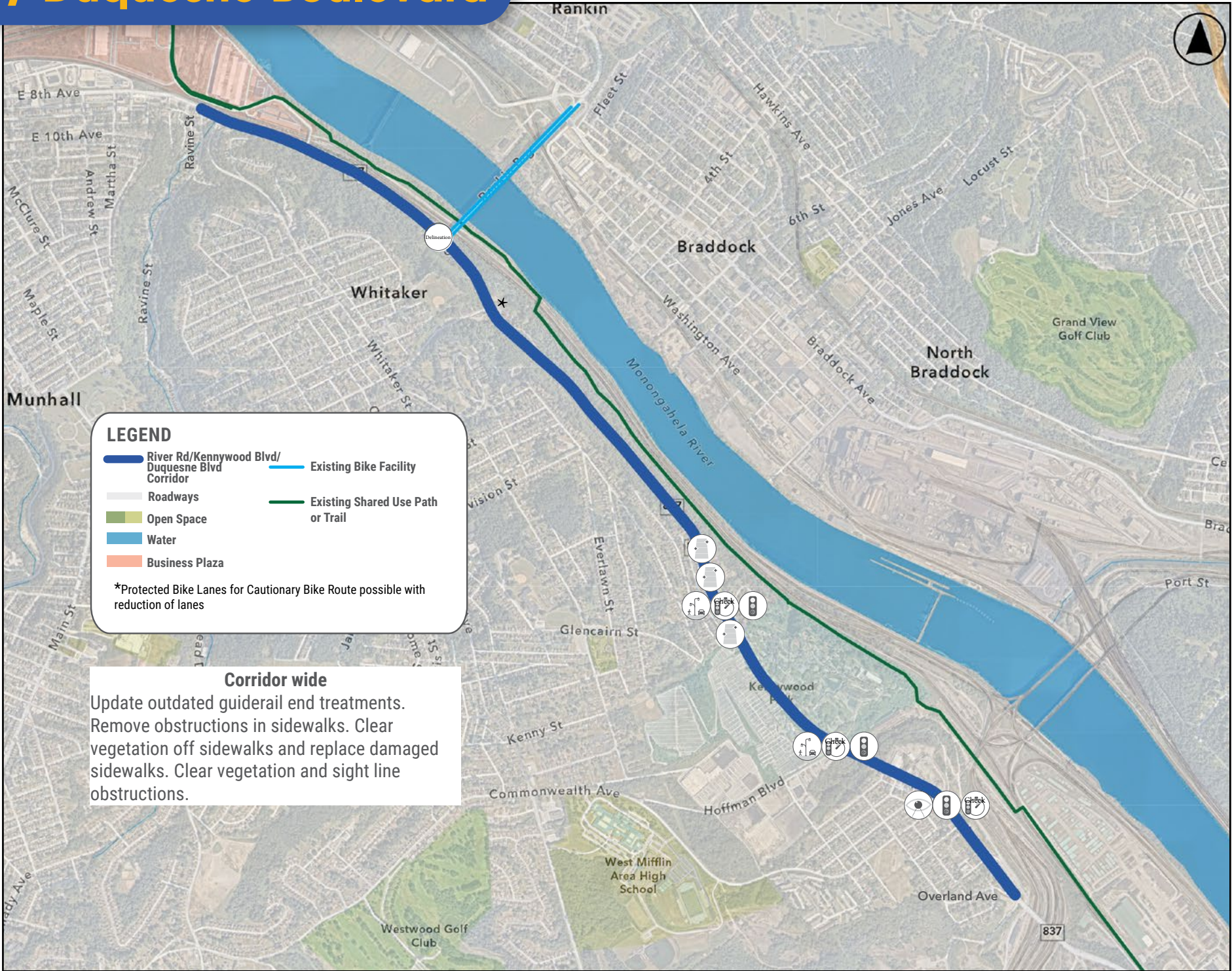
Truck % (2024): 6%

CRASH AND SEVERITY DATA (2019-2023)



CRASH CHARACTERISTICS

 Collision Type	31% Angle	11% Head-On/Sideswipe	26% Rear-End	22% Hit Fixed Object
 Road Condition	82% Dry	3% Wintry	14% Wet	
 Illumination	56% Daylight	41% Dark	3% Dawn or Dusk	
 Driver Actions	59% Aggressive	21% Distracted	19% Speeding	12% Alcohol/Drug



PROPOSED SAFETY IMPROVEMENTS

- 

Clearance Interval Times
- 

Delineation
- 

Left-Turn Protective Phasing
- 

Lighting Improvements
- 

New Sidewalk
- 

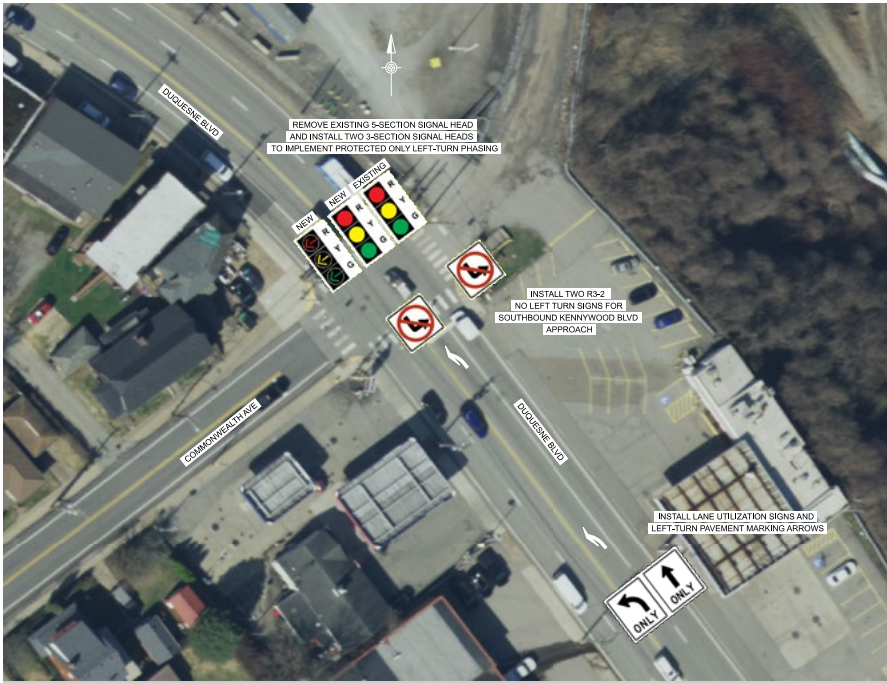
Pavement Markings
- 

Sight Lines

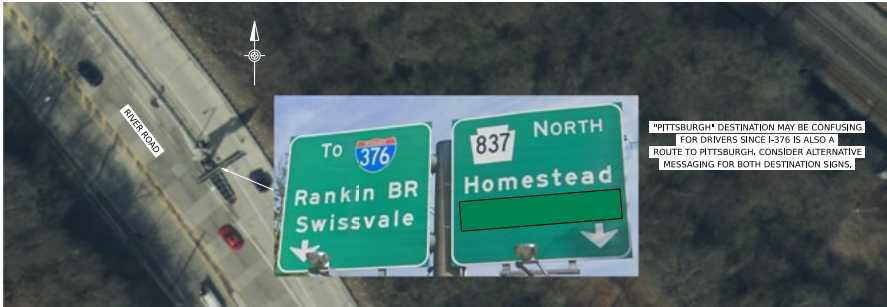
DRAFT FOR PUBLIC COMMENT

River Road / Kennywood Boulevard / Duquesne Boulevard

DUQUESNE BOULEVARD AT COMMONWEALTH AVENUE



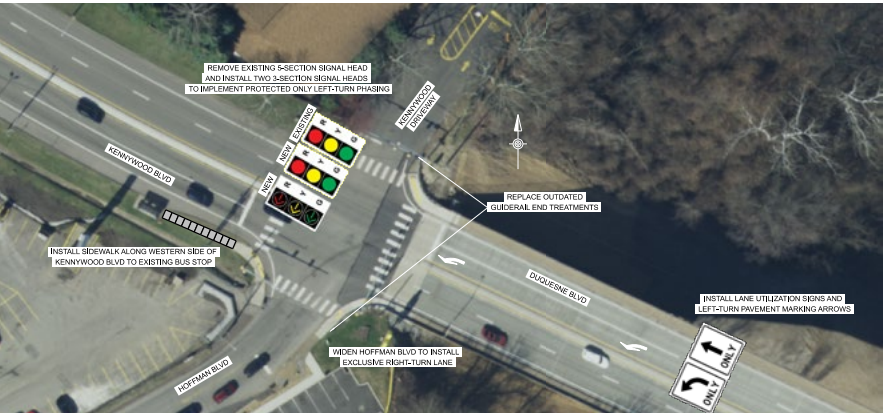
RANKIN BRIDGE DESTINATION SIGNS



KENNYWOOD BOULEVARD AT GLENN STREET



KENNYWOOD BOULEVARD AT HOFFMAN BOULEVARD



RANKIN BRIDGE INTERSECTION

