

Forbes Avenue Project

Questions from Public Meetings

- Will signage/pavement markings be placed to allow diagonal crossings at 4 way crossings during an all walk phase? **Per the Vehicle code, diagonal crossings are only allowed where signed. This is not part of the design.**
- Will any curb work be done on Beeler? A previous study looked at visibility issues related to the curb in this area. **No, only new curb associated with the ADA Ramps will be installed.**
- How will bus stop issues at Craig and Schenley Drive Extension be addressed? Bike/Bus Conflicts? ADA issues? Bus Pull Off? Will bus stop be moved? There is an issue with busses pulling up to drop people off. While this is being done it will block the bike lane. Possible yield to bus or bike signs? **Any moving of the bus stop would be the decision of the Port Authority and would need to be initiated by them. The addition of yield to bus or bike signs will be evaluated by the Traffic Unit.**
- Will construction schedule be provided/coordinated with DPW/Utilities? **Yes, the contractor will be in constant contact to provide DPW and other Utility Companies regarding the construction schedule. Meetings will also be held periodically with the Department, Contractor and Utility Companies**
- Will existing issues with Pedestrian push buttons be resolved? ADA access, Etc. **New audible pedestrian push buttons and ADA ramps will be placed throughout the corridor.**
- Will other transit methods be notified? Z-Trip, Access? **Yes, the department or the contractor will notify these parties prior to any possible disruptions.**
- How with signage be installed to avoid access issues? Sand bagged based has in the past caused issues. **Contractor will look into possibly anchoring signs to curb/sidewalk or existing poles in areas where ped path is narrow or in high ped volume areas.**
- **How will Left turn lanes at Carnegie Museum be signalized, with the Carnegie Museum Parking Lot get a signal? No left signal will be installed. Timings TBD.**
- How will Dust be mitigated? Particularly near the Hospitals and Central Business District? **Wet saw cutting will be done. Silica quality control plans will also be in place.**
- How will Access to the Cathedral of Learning be maintained? Renovations are to occur on 5 floors with the expectations of 5+ dumpsters entering and leaving the loading dock overnight as they fill up. How will this be accommodated? **This should not be an issue besides on days where milling/paving operations occur. Contractor will be in contact with Pitt rep prior to these dates to coordinate.**
- What does the term "Manhole Adjustment" mean? **The term "manhole adjustment" refers to replacing or resetting the existing manhole casting and adjusting them so they sit flush with the new roadway grade.**
- **What does the term "Adaptive Signals" mean? TBD.**
- Who is responsible for Quality Control? **The department as well as the contractor.**
- Will the new Pedestrian signal at David Lawrence Hall be complete before students return in the fall? **As per the current construction schedule, it should be up and functional prior to the fall semester.**
- Will Temporary Loading zones be established when Loading zones are blocked by construction? Will parking issues be coordinated with the Parking Authority? **Parking issues will be coordinated with the Parking Authority. Temporary loading zones will be discussed with affected property owners.**
- Post Construction, if traffic patterns do not work as expected or other issues arise, who should be contacted? **If this issue arises, the PENNDOT PM – Jonathan Grimm can be contacted.**
- **Provide info on timings of crosswalks and advance lead time. TBD.**
- Will meeting be held with EMS to coordinate any possible conflicts and establish any possible detours during restrictions? **A meeting will not necessarily be held but EMS will be contacted well in advance of any significant restriction that would require a detour of their vehicles.**
- There was a concern with curb cuts at T-Intersections for bike left turn boxes. Will there be sufficient room for ped traffic in these areas due to the encroachment on the existing sidewalk.

The left turn boxes will cut into the existing curb line approximately 4'-4" for a length of about 10' at Bellefield and Morewood. There should be more than enough room at Morewood due to the large existing sidewalk space. The location at Bellefield will be looked into by our designers to maximize the allowable sidewalk space while accommodating the left turn box.

- Concern with signal timings at Craig St. Especially with left turn movements into Museum. Can timing of movements be provided? **TBD.**
- Can an optional left turn lane be placed at Craig St.? An optional left turn lane can not be placed at Craig St. There will be a left turn only lane as well as a thru lane. Due to the new proposed traffic configuration, there will only be 1 thru lane from the eastern side of Craig St. on Forbes Ave. to Margaret Morrison St. Making the "left turn only" lane an "optional left turn lane" would cause 2 lanes of traffic to converge into 1 lane on the eastern side of Craig St. which would be very unsafe.
- Will railings be installed to channel pedestrians to the new David Lawrence Hall Crossing? Railings are not planned as part of this project. This is something that The University of Pittsburgh would have to consider and implement.
- Will Port Authority be contacted regarding any Bus Stop restrictions when work is being done in the area? Yes, the contractor will be in regular communication with the Port Authority regarding any times when bus stops will be restricted. Any temporary closure and/or moving of a bus stop will be done by the Port Authority as they feel needed based on the restrictions the contractor has in place.
- Concern regarding bikes going through the intersections during an all walk phase. Can anything be done? The department will look into adding signs to indicate bicycles will need to stop along with motorists at intersections with an all walk phase.
- **How will the timings of the Bike movements and lane movements be coordinated? TBD.**
- Is it possible for the manholes to be texturized in areas where they are in the bike lanes? There was a concern brought up about them currently being slippery when they are wet. This will be investigated by PENNDOT and the Designers to see if this can be implemented.