

BAYFRONT WEST IMPROVEMENT CONCEPTS

Improvement Description	Reduces Congestion & Improves Operations (Y/N)	Provides Multi-Modal Connection Along the Bayfront (Y/N)	Property and Utility Impacts (High, Medium, Low)	Engineering/ Constructability Concerns (Y/N)	Estimated Delivery Time - Short Term (1-2 years) Mid Term (3-4 years) Long Term (5 or more years)	Conceptual Construction Cost Range < 10K - > 1M	Potential Funding Sources*
11. Variable message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	No	No	Low	No	Short Term	10K - 100K	TIP, HSIP
12. Shared bike lane along Lincoln Ave. and 8th St.	No	Yes	Low	No	Short Term	<10K	LF, TA
13. Arch gateway treatment over roadway near Greengarden Blvd.	No	No	Low	No	Short Term	100K - 1M	LF, P
14. Modify W. 8th St. intersection to include one through lane, one shared through/right-turn lane (eastbound) with merge after intersection	Yes	No	Low	No	Short Term	<10K	TIP, LF
15. Reversible managed lanes from 8th St. to Sassafras St. Ext.	Yes	Yes	Medium	No	Short Term	100K - 1M	ARLE, G, TIP, MMTF
16. Rapid Flash Beacon for ped/bike crossing at Cranberry St. and the intersection of W. 8th St. and Greengarden Rd.	No	Yes	Low	No	Mid Term	10K - 100K	TIP, LF, TA
17. Restrict left turns from Cranberry St. during peak hours	Yes	No	Low	No	Short Term	<10K	LF

*Potential Funding Sources

ARLE – Automated Red Light Enforcement Fund
 G – Greenlight Go
 LF – Local Funding
 TIP – Transportation Improvement Program

P – Private Funding
 TA – Transportation Alternatives
 TIGER – Transportation Investments Generating Economic Recovery

MMTF – PA Multimodal Transportation Fund
 HSIP – Highway Safety Improvement Program

BAYFRONT CENTRAL IMPROVEMENT CONCEPTS

Improvement Description	Reduces Congestion & Improves Operations (Y/N)	Provides Multi-Modal Connection Along the Bayfront (Y/N)	Property and Utility Impacts (High, Medium, Low)	Engineering/ Constructability Concerns (Y/N)	Estimated Delivery Time - Short Term (1-2 years) Mid Term (3-4 years) Long Term (5 or more years)	Conceptual Construction Cost Range <10K - >1M	Potential Funding Sources*
18. Construct a two-way marginal access road from Liberty Park to State St. and extend multi-use trail	Yes	Yes	Medium	Yes	MidTerm	>1M	P, LF, TA, MMTF, TIGER
19A. Dual-lane roundabout at Marginal Access Road and Bayfront Parkway. Sassafras Ext becomes right in/right out only. OR	Yes	No	Medium	Yes	LongTerm	>1M	TIP, TIGER
19B. Construct a signalized intersection to connect Marginal Access Road and Bayfront Parkway. Sassafras Ext becomes right in/right out, only.	Yes	No	Medium	Yes	LongTerm	>1M	TIP, TIGER
20A. Pedestrian bridge over Bayfront Parkway connecting to an elevator equipped building within the Bayfront Place development OR	No	Yes	High	Yes	Mid Term	>1M	P, MMTF, TA, TIGER, HSIP
20B. Pedestrian bridge over the Bayfront Parkway near Peach St.	No	Yes	High	Yes	Mid Term	>1M	MMTF, TA, TIP, TIGER, HSIP
21. People mover system within the central Bayfront with a dedicated route	Yes	Yes	Low	No	Mid Term	10K - 100K	P
22A. Dual-lane roundabout at State St. with separate service road to UPMC Hamot OR	Yes	No	High	Yes	Long Term	>1M	TIP, TIGER, HSIP
22B. Realign travel lanes at State St. intersection and extend left turn lanes on the Bayfront Parkway OR	Yes	No	Medium	Yes	Mid Term	100K - 1M	TIP, HSIP
22C. Grade Separation - Enhanced Modal Access	Yes**	Yes	High	Yes	Long Term	>1M	TIP, MMTF, TIGER, HSIP
22D. Grade Separation - Westbound/ Eastbound Full Ramp Access	Yes	Yes	High	Yes	Long Term	>1M	TIP, MMTF, TIGER, HSIP
23. Pedestrian bridge over Bayfront Parkway connecting to an elevator equipped building within the Harbor Place development	No	Yes	High	Yes	Mid Term	>1M	P, MMTF, TA, TIGER, HSIP
24A. Dual-lane roundabout at Holland St. OR	Yes	Yes	High	Yes	Long Term	>1M	TIP, TIGER, HSIP
24B. Redesign Holland St. intersection to extend left turning lanes on the Bayfront Parkway, add turning lanes on Holland St.	Yes	Yes	High	Yes	Long Term	>1M	TIP, TIGER, HSIP
25. Create a new multi-use trail connecting the promenade at East German St. down the bluff to Holland St.	No	Yes	High	No	Long Term	100K - 1M	TA, MMTF, LF
26. Four lane roadway on the Bayfront Parkway from Holland St. to Port Access Rd.	Yes	No	Medium	No	Long Term	100K - 1M	TIP, P, MMTF

** Based upon upgrades to 12th Street

*Potential Funding Sources

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 LF – Local Funding
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BAYFRONT EAST IMPROVEMENT CONCEPTS

Improvement Description	Reduces Congestion & Improves Operations (Y/N)	Provides Multi-Modal Connection Along the Bayfront (Y/N)	Property and Utility Impacts (High, Medium, Low)	Engineering/ Constructability Concerns (Y/N)	Estimated Delivery Time - Short Term (1-2 years) Mid Term (3-4 years) Long Term (5 or more years)	Conceptual Construction Cost Range <10K - >1M	Potential Funding Sources*
27. Narrow travel lanes to 11 ft. from Port Access Rd. to E. 12th St.	No	Yes	Low	No	Short Term	100K - 1M	TIP, TA, HSIP
28. Pedestrian refuge at intersections from E. 6th St. to E. 10th St.	No	Yes	Low	No	Short Term	100K - 1M	TIP, ARLE, TA, MMTF, HSIP
29. Two bus pull-off areas (one east side and one west side between 8th St. and 10 St.) and relocate multi-use trail around the bus pull-off	Yes	Yes	Low	No	Short Term	10K - 100K	TIP (Transit), MMTF
30. Gateway treatments at E. 12th St.	No	No	Low	No	Short Term	10K - 100K	LF, P
31. Add speed display signs at E. 12th St.	Yes	Yes	Low	No	Short Term	10K - 100K	ARLE, MMTF, HSIP
32. Dual-lane roundabout at E. 12th St.	Yes	No	High	Yes	Long Term	>1M	TIP, MMTF, HSIP
33. Variable message signs entering the Parkway along I-79 N. and the Bayfront Connector displaying travel time	No	No	Low	No	Short Term	10K - 100K	TIP, HSIP

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