Rejected Route: McKees Rocks Alignment

The alternative route using Stanhope Street was rejected. This option explored implementation of a road diet of the 54' wide Stanhope Street roadway (SR51) and installation of 5' wide bike lane on each side of the road. Modifications would include decreasing lane widths from 12.5' to 11' each and removing the 4' center median. The bike lane condition would change to a 'share the road condition' once reaching the traffic signal at the intersection of Linden Avenue & Furnace Street and entering the downtown business district (parking would be maintained along the walks).

Pedestrian improvements include traffic signal upgrades at intersections, a sidewalk extension to the bus stop on Stanhope and marking pedestrian crossings at Chartiers Avenue, to delineate pedestrian crossings at the Shoppes at Chartiers Crossing.

A curb ramp is recommended at the sidewalk of the west bound lane of Chartiers (at Locust) to allow cyclist access onto the sidewalk behind the protection barrier and through the Chartiers-Island Avenue intersection. The walk would be signed to 'dismount and walk bicycles'. The sidewalk option will offer cyclist a chance to traverse the narrow intersection and stay clear of truck turning movements as they pass under the narrow railroad structure. A second curb ramp would be installed west, and clear, of the intersection to re-enter the bike lane condition along Island Avenue.

Cyclists heading east, through the same intersection, would exit a bike lane condition at Island Avenue and enter a 'shared road' condition- and take the travel lane- to Furnace Street. The travel lane is recommended to be marked with 'sharrows'.

The one way, 40+ foot wide road of Furnace Street is recommended for a road diet and an eastbound bike lane installed directing travelers back to the intersection of Furnace, Linden, and Chartiers Crossing Shoppes. Once reaching the Furnace / Linden intersection, the bike lane would offer a through lane to the Chartiers Crossing Shoppes and continue right as a bike lane toward Stanhope, West Carson and Pittsburgh.

Rejected Route: Island Avenue (SR51) Stowe Township; Chartiers/Island Ave. Intersection to McKees Rocks Bridge

Segment Length 3,157 LF (0.60 miles); Posted Speed Limit= 25 MPH; 16,000 ADT.

Island Avenue is a 36' wide road with a single travel lane in each direction and sidewalks on each side of the road. Parallel parking exists along each side of the road near the residential and business district just east of the McKees Rocks Bridge intersection.

Recommendations

The direct route recommendation extends along Island Avenue (SR51) toward the McKees Rocks Bridge and then west to the Fleming Park Bridge and Neville Island (a total distance of 2 miles).

Improvements are recommended as a bike lane condition between the signalized Chartiers / Island Ave intersection and railroad overpass westbound to Bradley Street and eastbound to John Street. Bike lane installation on the roadway includes a 'road diet' with the addition of 5' bike lanes, pavement markings and signs on each side. ***Refer to Figures 8, Rejected Route- Island Avenue at Bouquet Street (McKees Rocks).***

Extending west, the road includes a parallel parking condition. Parking is to remain to support the adjacent residential and business use and a 'shared the road' condition is the direct improvement. ***Refer to Figures 9, Rejected Route- Island Ave. East of McKees Rocks Bridge (Stowe Twp).***

Island Avenue includes multiple bus stop locations. Each could provide alternate access to transportation. **_Refer to Figure 4, Rejected Route- Direct Along SR51, Local at Bottoms._**

Notice that an alternate route proposes to guide bicycle traffic under the McKees Rocks Bridge intersection. The alternate route would extend from Island Avenue, down Churchill Street to Harriet Street and through the existing underpass at the McKees Rocks Bridge. We examined both Bradley and Cutler Streets; Bradley didn't connect and Cutler was too narrow with limited sight distance, poor pavement surfacing, and too steep.

The alternate route allows users to follow local roads and alleys and re-enter the direct route at Margaret Street outside of the 20,000 ADT McKees Rocks Bridge, Tunnel Way and McCoy Street intersections. Conversely the alternate route would offer the same for eastbound cyclists. The alternate route is approximately 3,200 LF, or 0.61 miles.

Rejected Route: McKees Rocks Bridge (SR51) to Tunnel Way in Stowe Township

Segment Length 1,777 LF (0.34 miles); Posted Speed Limit= 25 MPH; 20,000 ADT.

Recommendations

The direct route recommendation would traverse the intersection of the bridge and allows users to enter the bridge and access the north side of the Ohio River. Note that this segment is a much higher ADT and is rated below average for cycling by SPC.

The direct route is meant to offer experienced cyclists the most direct route; and the above described proposed alternate route is recommended for less seasoned cyclists and for locals to avoid this intersection.

A proposed bike lane is recommended through the intersection for westbound and eastbound travelers. This may provide traffic calming- by decreasing the travel lane width and provide for a visible route for cyclists.

As Island Avenue (SR51) extends west, the roadway is 36' wide with 8' sidewalks. The roadway segment reaches toward McCoy Road and Tunnel Way. After Tunnel Way the ADT drops to 8,900.

Improvements to the roadway, between the McKees Rocks Bridge and Tunnel Way, include a 'sharrow' pavement marking in the travel lane for both westbound and eastbound cycling.

Rejected Route: Island Avenue (SR51) Stowe Township, Tunnel Way to Fleming Park Bridge

Segment Length 5,730 LF (1.09 miles); Posted Speed Limit= 25 MPH; 11,000 ADT.

The section of SR51 between Tunnel Way and Duke Street is curbed and includes sidewalks and parallel parking spaces being used sporadically in segments along the north and south road shoulders. **_Refer to Figures 11, Rejected Route- Island Ave. West of Tunnel Way, (Stowe Twp)._**