



State of Mobility Report 2026

Department of Mobility & Infrastructure
(DOMI)

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Report Goals

- Meet Complete Streets Policy reporting requirements within the context of regional and national trends.
- Update Council on DOMI's Complete Streets projects undertaken during the 2023–2025 cycle.
- Provide an update on the completed action items in the Bike (+) Plan and Pedestrian Safety Action Plan (PSAP) and progress toward implementation.
- Highlight ongoing and completed Vision Zero and Safe Routes to School initiatives.
- Share key findings from the City's first State of Mobility & Safety Perception Survey.
- Identify future DOMI policy priorities informed by these efforts, outcomes, and emerging trends.

Executive Summary:

Through the [State of Mobility Report 2026](#), the Department of Mobility and Infrastructure (DOMI) is not only fulfilling its reporting responsibility, but also providing greater transparency to residents, community partners, and policymakers about where the City is investing in transportation and where future investments should be prioritized. The report provides an opportunity to assess progress, identify persistent gaps, and ensure that transportation investments continue to reflect the needs and priorities of the Pittsburgh community.

The survey findings indicate that [Pittsburgh is becoming increasingly multimodal](#), with more residents choosing transportation options beyond single-occupancy vehicles (SOVs). A majority of respondents expressed positive perceptions of the work DOMI is undertaking, while also identifying areas where additional investment is needed. Together, these findings suggest that the City is moving in a direction that is broadly supported by the community, while highlighting opportunities to make the transportation system more responsive to residents' everyday needs.

Between 2023 and 2025, DOMI implemented numerous projects focused on [multimodal mobility, safety, and accessibility](#). Findings from the State of Mobility Report and the Safety Perception Survey indicate that [these priorities are strongly aligned with community expectations](#). A review of previous recommendations from the Pedestrian Safety Action Plan (PSAP) and Bike+ Plan also demonstrates that, [despite financial, administrative, and jurisdictional constraints, DOMI has made substantial progress in implementing these plans by advancing transportation safety and multimodal access](#). Where progress has stalled or not yet begun, the primary barriers have generally been limited resources, project complexity, or responsibilities outside DOMI's direct jurisdiction—not a lack of commitment or interest.

At the same time, Pittsburgh faces a fundamental transportation capacity challenge. Following the COVID-19 pandemic, vehicle travel has continued to increase. The City cannot simply build its way out of congestion by adding roadway capacity. Pittsburgh's established built environment, constrained right-of-way, hills, rivers, bridges, and other topographic limitations make large-scale roadway expansion both difficult and, in many locations, impractical. [Encouraging more multimodal travel is therefore not simply a sustainability or quality-of-life objective; it is essential to the long-term functionality of the City's transportation system.](#)

Every trip shifted from an SOV to walking, bicycling, transit, or another shared mode can help preserve roadway capacity for trips that depend on driving including emergency response calls.

Executive Summary Continued:

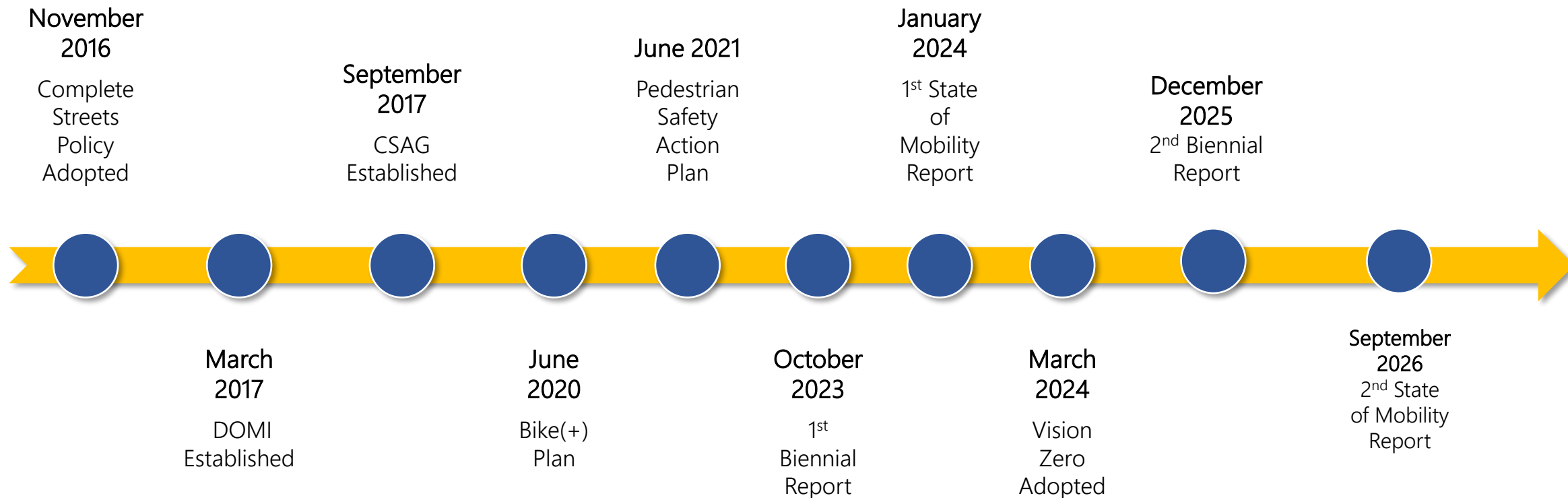
2025 was the first year in the past five years to show a concerning increase in high-severity crashes, despite an overall decline in total crashes. This highlights the need to look beyond overall crash trends and more directly target the locations and roadway types associated with the most serious outcomes.

The City's Neighborhood Traffic Calming Program, one of its most widely used safety programs, has generally focused on neighborhood streets. However, many of the City's highest-severity crashes occur on major arterials and collectors. Improvements on these corridors often depend on state or grant funding and require lengthy planning, design, and construction processes. This creates a mismatch between where the City can most readily implement safety improvements and where the most serious crashes are occurring. Nevertheless, the City's proactive traffic-calming efforts continue to provide meaningful safety benefits, and the overall reduction in crashes demonstrates the value of sustained investment in prevention and street safety.

The findings in this report also point to an important opportunity concerning public education, communication, and community trust. As Pittsburgh continues to evolve toward a more multimodal transportation system, improvements should be presented not simply as changes being imposed on established travel patterns, but as investments that can make everyday life safer, easier, and more convenient. Continued engagement and education can help long-term Pittsburgh residents understand how multimodal improvements benefit their neighborhoods, businesses, families, and daily routines while ensuring that transportation changes remains inclusive and responsive to community experience.

State Of Mobility Report History

As recommended by the Complete Streets Policy and Complete Streets Advisory Group, the **State of Mobility Report** is intended to fulfill the policy's biennial reporting requirement and provide Council and City residents with regular updates on the City's ongoing **Complete Streets, mobility, and safety initiatives**. This edition also provides an update on two previously completed citywide plans focused on **pedestrian and bicycle safety**, highlighting progress made toward implementing their recommendations and advancing the City's mobility and safety goals.



Reporting Requirements

Complete Streets Policy, Page 11 says "the City shall produce a report every two years measuring the progress made on the Complete Streets Policy & describing individual projects delivered."
The report shall include:

- Changes in Travel Behavior
- Projects complete in low to moderate income communities. **In this presentation we use J40 designation to report on low to moderate income communities:**
 - Sidewalks, steps, bike lanes and bike racks in linear miles or number of projects
 - Number of pedestrian safety improvements and intersections upgraded to ADA
- Number & rate of pedestrian, bicycle & vehicle crashes & fatalities

In 2022, the City Controllers office provided 8 recommendations for reporting data which have also been incorporated in our reports.

Data Sources

City of Pittsburgh – GIS Data

Cartegraph – Asset Management Software

- Sidewalk, steps, traffic signals, ADA ramps, bicycle parking, and bus shelters

Western Pennsylvania Regional Data Center

PoGoH Bike Share

Pennsylvania Crash Information Tool – Crash Data

Texas A&M transportation Institute & INRIX

Streetlight-Big Data Platform

Mobility Metrics 2023 – 2025

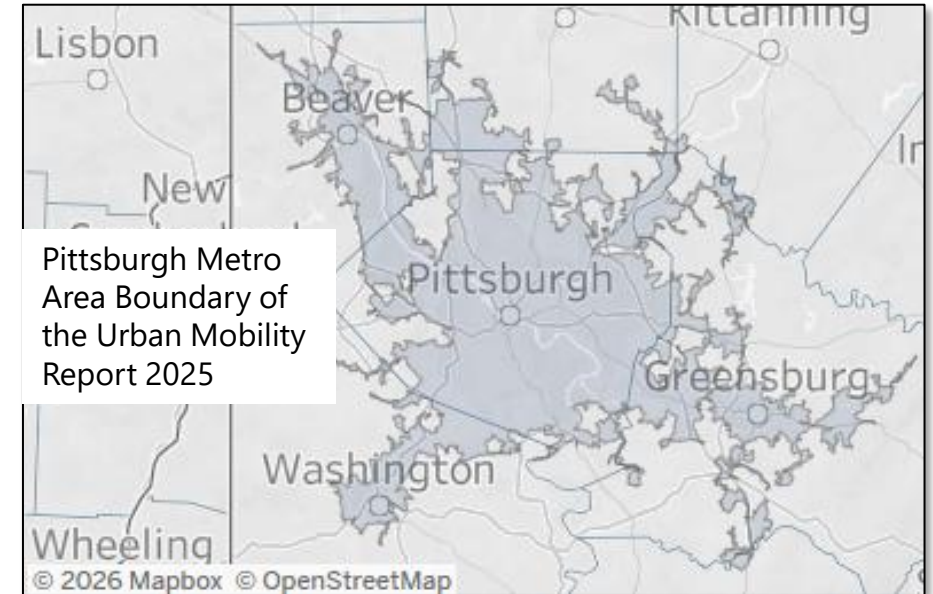
Between 2022 to 2024, due to recovery from COVID-19, on an average weekday, in the city of Pittsburgh the overall **Vehicle Miles Traveled (VMT) has increased by 29%** which has resulted from average trip length increase of 30% (Streetlight data 2025). This includes city, state, and the interstate system within the city boundary.

This is consistent with Pittsburgh Metropolitan area's overall trend. According to 2025 Urban Mobility Report Produced by Texas A&M Transportation Institute & INRIX, in the Pittsburgh Urbanized Area the total 2024 traffic delay was 57.56 million hours. This amount is 10% more than the 2023 total traffic delay. Total Truck Traffic delays also increased by around 12% from 2023 to 2024.

Pittsburgh metro ranked 35th most congested among the top 101 urban areas for delay in 2024. Congestion times peaked Tuesday to Friday between 3 PM to 5 PM. Every year, an average commuter in Pittsburgh metro lost \$1,450 in lost productivity & wasted fuel due to congestion.

Between 2019-2024, in the metro area, Vehicles Miles Traveled increased by 7.6% on freeways and increased by 24.5% on arterial roadways.

Our Streets are getting more congested year by year which reiterates our need to invest in multimodal transportation.

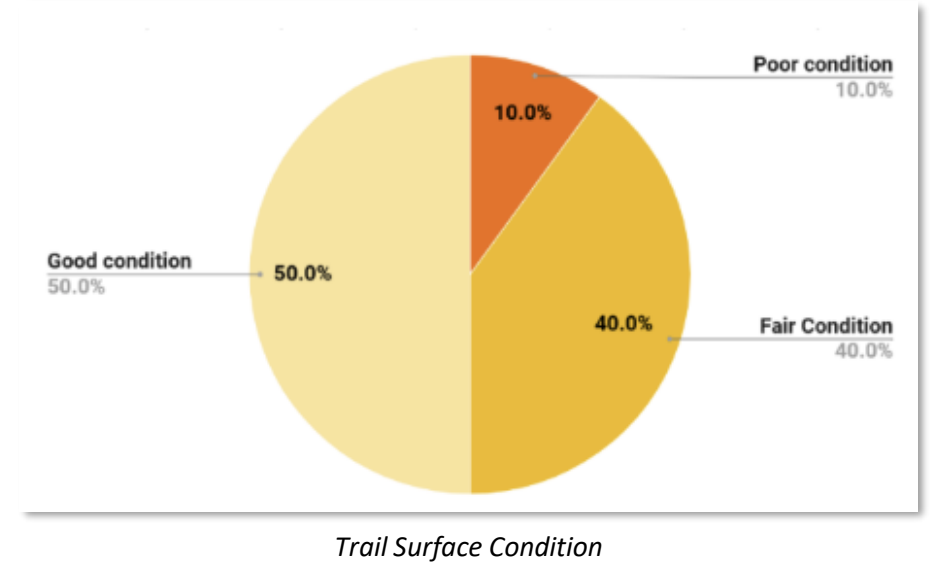
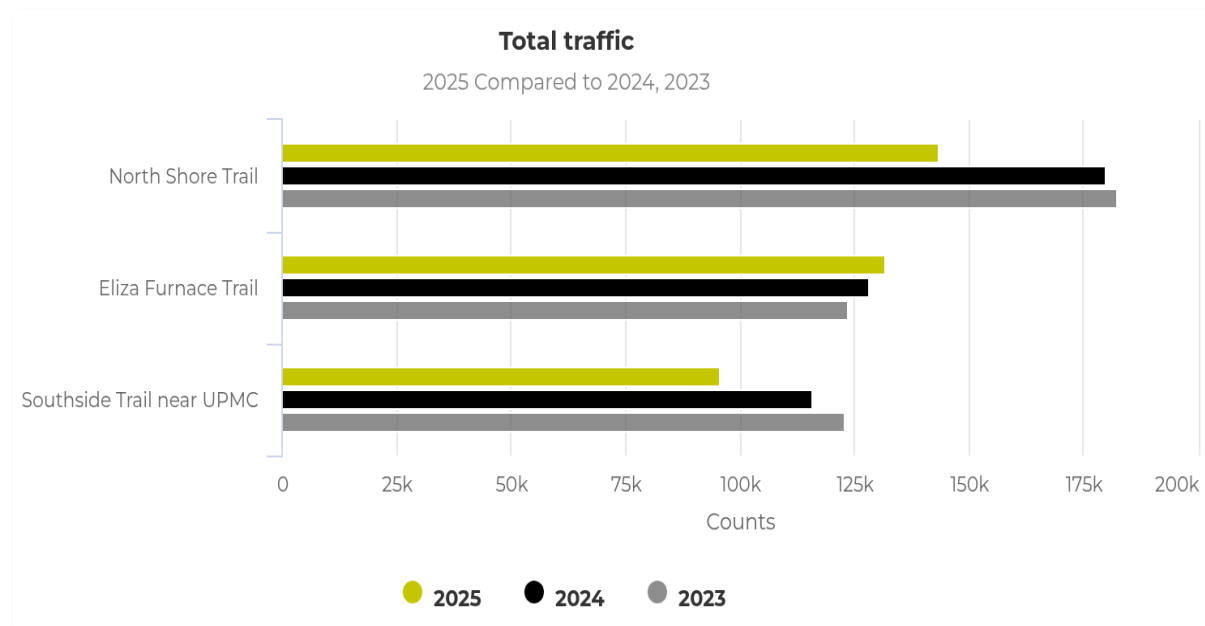


Mobility Metrics 2023 – 2025

Trail Ridership & Condition Trend

DOMI collects trail traffic at select locations along some of Pittsburgh's premiere trails. These permanent counters have shown a downward trend in traffic over the last few years.

Based on available data from three permanent counters along the Three river heritage trail system **overall trail traffic is down by 13.5 % between 2023 and 2025.**



DOMI's recently completed Three Rivers Heritage Trail Maintenance and Management Plan assessed the surface condition of the entire 26 mile riverfront trail network. This analysis showed that 10% of the network's trail surface is considered in Poor Condition. **The plan also identified nearly \$200K of urgent maintenance that is needed and over \$3M in total maintenance needs across the entire network.**

To learn more, Please visit:

<https://engage.pittsburghpa.gov/three-rivers-heritage-trail-maintenance-plan>

Mobility Metrics 2023 – 2025

PRT (Transit) Ridership

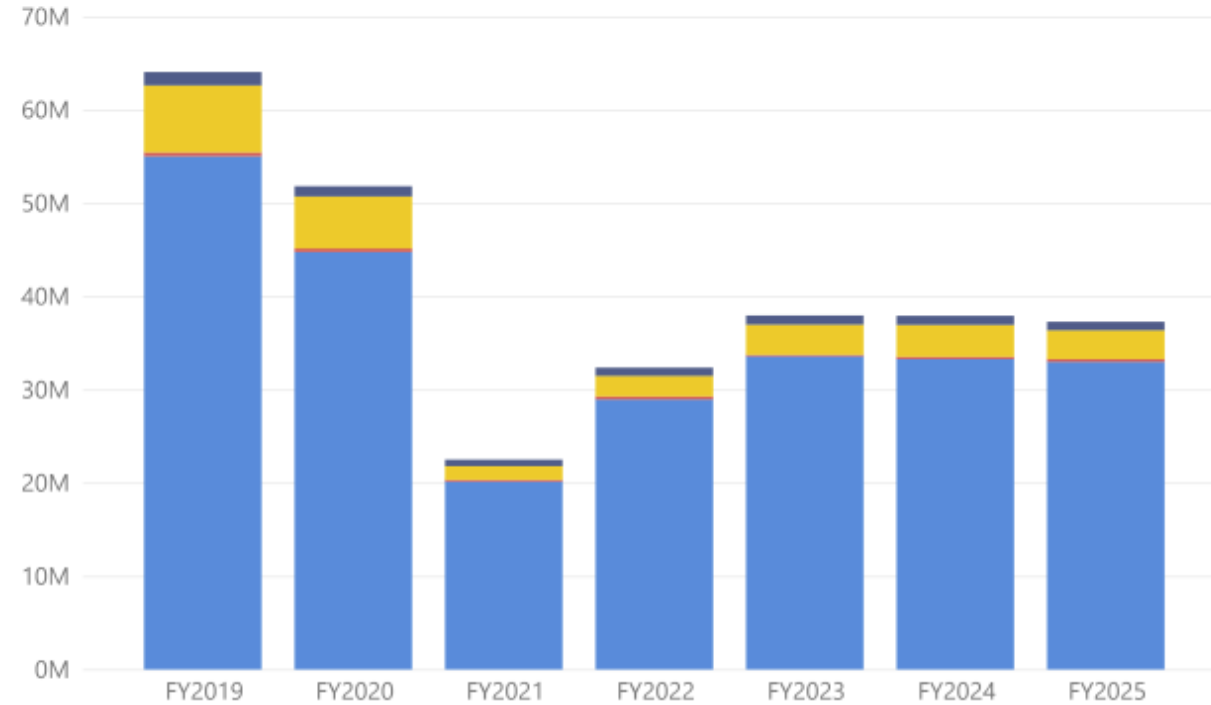
Adopted from PRT Annual Service Report 2025

PRT ridership has yet to return to pre-COVID levels despite increasing ridership in FY22 and FY23. In FY25 total ridership across all modes totaled 37,243,401 riders. This represents a decrease of 1.7% systemwide compared to FY24.

Year-over-year bus ridership declined by 0.9% between 2024 and 2025. Light-rail ridership declined by 8.5%, and paratransit ridership declined by 8.5% as well over the same time period. However, the inclines saw a 7.4% year-over-year increase in ridership.

Historical Ridership By Mode

Mode ● Bus ● Incline ● Light Rail ● Paratransit



Graph: Historical ridership by mode from FY19 to FY25. PRT updated its automatic passenger counter (APC) software on buses in FY24, which complicates year-over-year comparisons between FY25 and prior years. Staff believe that the updated APC software provides more accurate ridership data, as it is closer in line with farebox ridership. The gap between farebox and APC ridership shrunk by about 7% from FY23 to FY24. Thus, comparisons pre-FY24 should take this into account.



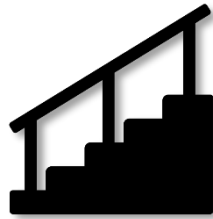
Complete Street Project Updates 2023-2025

Complete Street Project Updates at a Glance

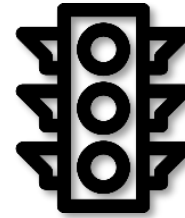
Timeline: 2023 to 2025



Sidewalks
32 Projects



City Steps
14 Projects



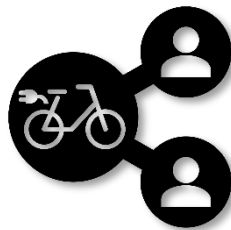
Signalized
Intersections
90 Projects



ADA Ramps
2669



Bicycle
Facilities
18 Projects



Bike Share
60 Projects



Traffic Calming
46 Projects



Vulnerable Road User
Crossings
14 Projects

Complete Street Project Updates at a Glance

Precent in High Need Communities (HNC) and on the High Injury Network (HIN)

Project Type	# of Projects	% in HNC	% on HIN
Sidewalks	32	72%	32%
Steps	14	21%	7%
Signalized Intersections	90	34%	40%
Bicycle Facilities	18	50%	39%
Bike Share (POGOH)	60	35%	48%
Traffic Calming	46	65%	22%
Vulnerable Road Users	14	43%	43%

Pedestrian Infrastructure

Sidewalk Restoration

Between 2023 and 2025 DOMI completed 32 sidewalk restoration projects. This work restored 9.7 linear miles of sidewalk around the city.

Hamilton St 2025



Homer & Buente 2024



S. 18th St 2025



Pedestrian Infrastructure Steps Projects

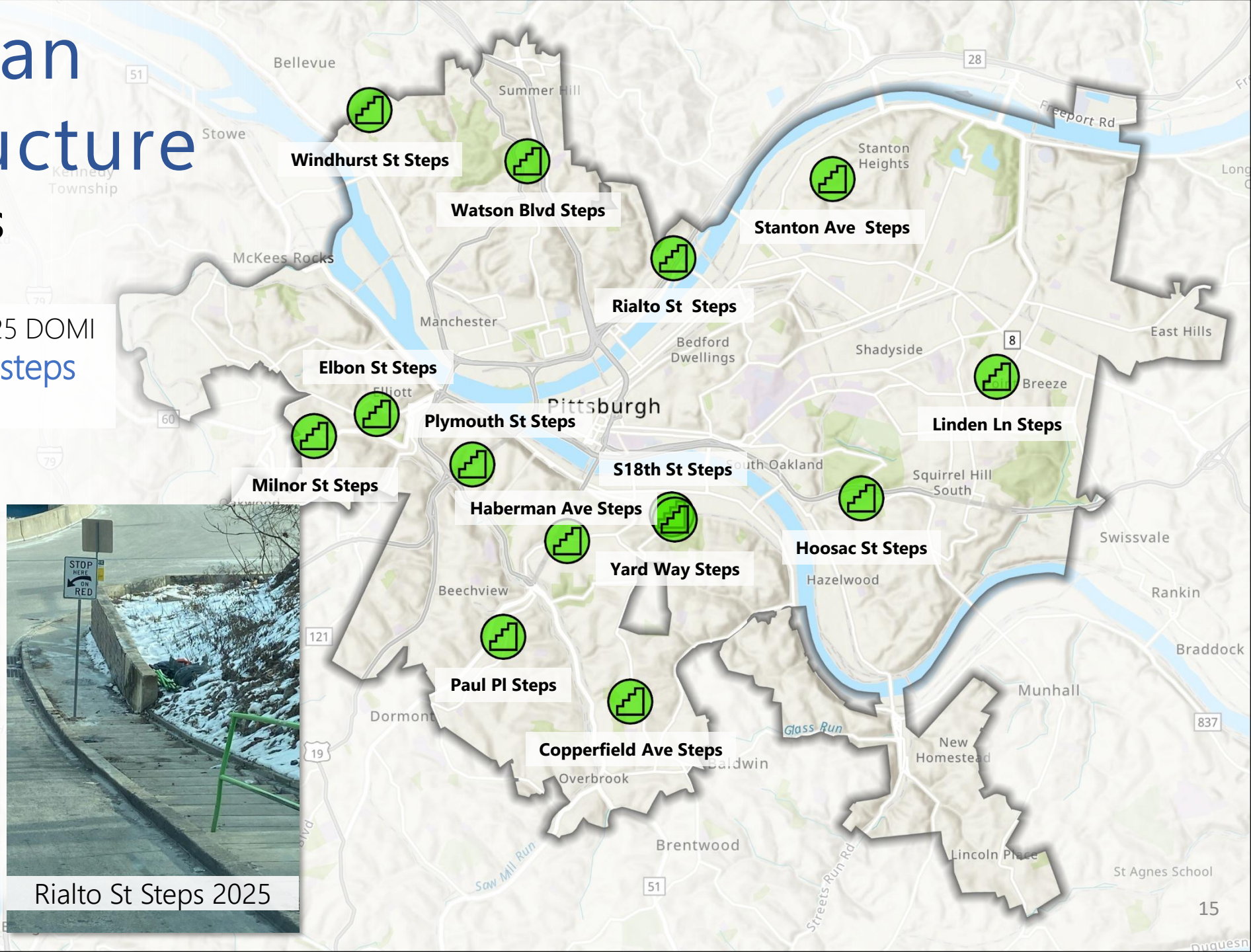
Between 2023 and 2025 DOMI completed 14 city steps restoration projects.



Stanton Ave Steps 2025



Rialto St Steps 2025



Signalized Intersections

The City of Pittsburgh has 615 signalized intersections around the City. This number is down from 623 in 2023.

Between 2023 and 2025 DOMI **completed 90 projects** at signalized intersections around the city. This work consisted of multiple project types including: pedestrian upgrades, signal replacements, signal removals, and other vulnerable road user (VRU) safety improvements.



Brighton & Jacksonia 2024



Aiken & Ellsworth 2025



Allies & Ward 2025

Bicycle Infrastructure

Between 2023 and 2025 DOMI completed
19 bicycle infrastructure projects
totaling nearly **10.07 miles**.

These new facilities serves more than 1/3rd of
the city population, 110,000 residents (within
a half mile buffer).

These facilities also serve 14,000 (5% of the
total population) residents in High Need
Communities.



Woods Run



Terrace St & De Soto St



Stanton & Highland



Stanton Ave

Bicycle Infrastructure

POGOH Bikeshare

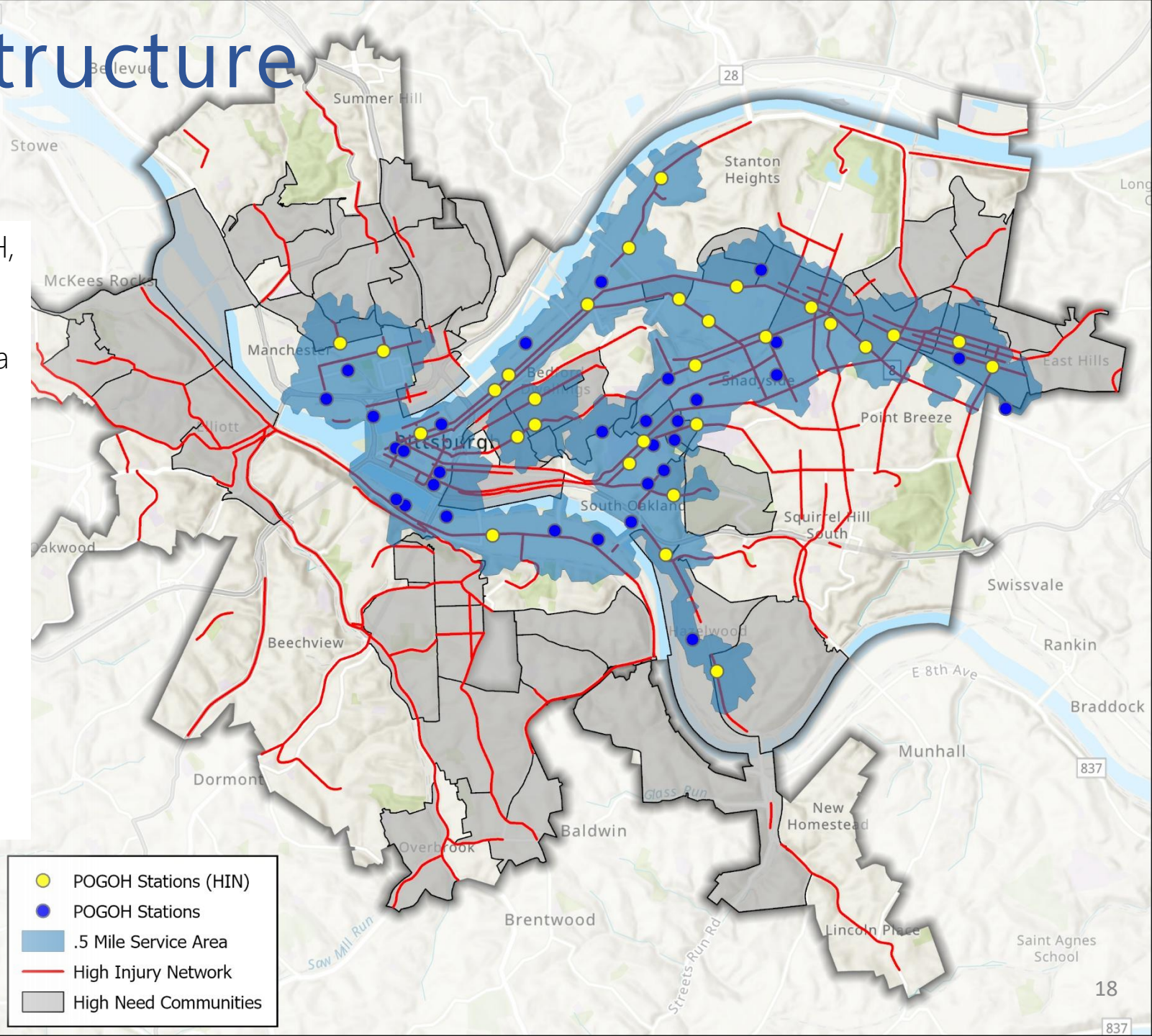
Pittsburgh's bikeshare operator, POGOH, has 60 stations throughout Pittsburgh.

42% of the City population lives within a half mile distance of a station.

In 2023 POGOH **added 22 new stations** to their network. No additional stations were added in 2024 and 2025.

2023-2025 Total Ridership:
1,245,894

Total ridership Increase: 170%.



Neighborhood Traffic Calming

DOMI's Neighborhood Traffic Calming program is one of the department's most popular programs. The Department receives over 250 requests for traffic calming every year and has received a total of 1233 requests since establishing the request portal.

Between 2023 and 2025 DOMI completed **46 neighborhood traffic calming projects**.

Tripoli St 2024



S. 18th St. 2025



Stanton Ave 2023

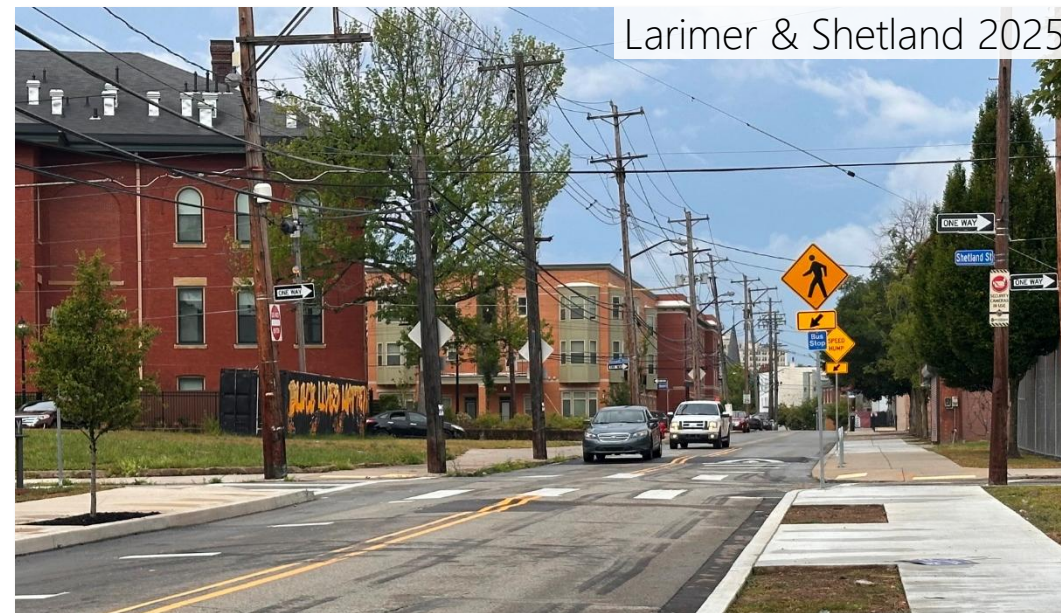


Vulnerable Road User Projects

Between 2023 and 2025 DOMI completed
14 vulnerable road user projects.

Project Locations:

1. North and Galveston
2. Federal and Parkhurst
3. 10th and Muriel
4. Sarah Street
5. Baum and Beatty
6. Mossfield Bike Lanes
7. Greenwood Ave
8. Black and Chislett
9. Larimer and Shetland
10. Lincoln and Rowan
11. Hamilton Avenue Safe Crossings
12. Forbes and Denniston
13. Darlington and Wightman
14. Beacon and Wightman



Transit Amenities

Bus Shelters

DOMI oversees the maintenance of 273 bus shelters within the City limits.

A total of **28 bus shelters** were installed between 2023 and 2025, including **three (3) installations with bus platforms & other transit amenities.**



Shady Ave transit amenities enhancement



Brownsville Rd & Knox Ave



Hamilton Ave

Traffic Safety Trends

For more information , please visit: [City of Pittsburgh Crash Data Dashboard](#)

2023 to 2025 Overall Crash Trend

Total Reported Crashes: 9,859

Crashes reduced 4.5% between 2023 to 2025 across all roads (City, State, & Interstate).

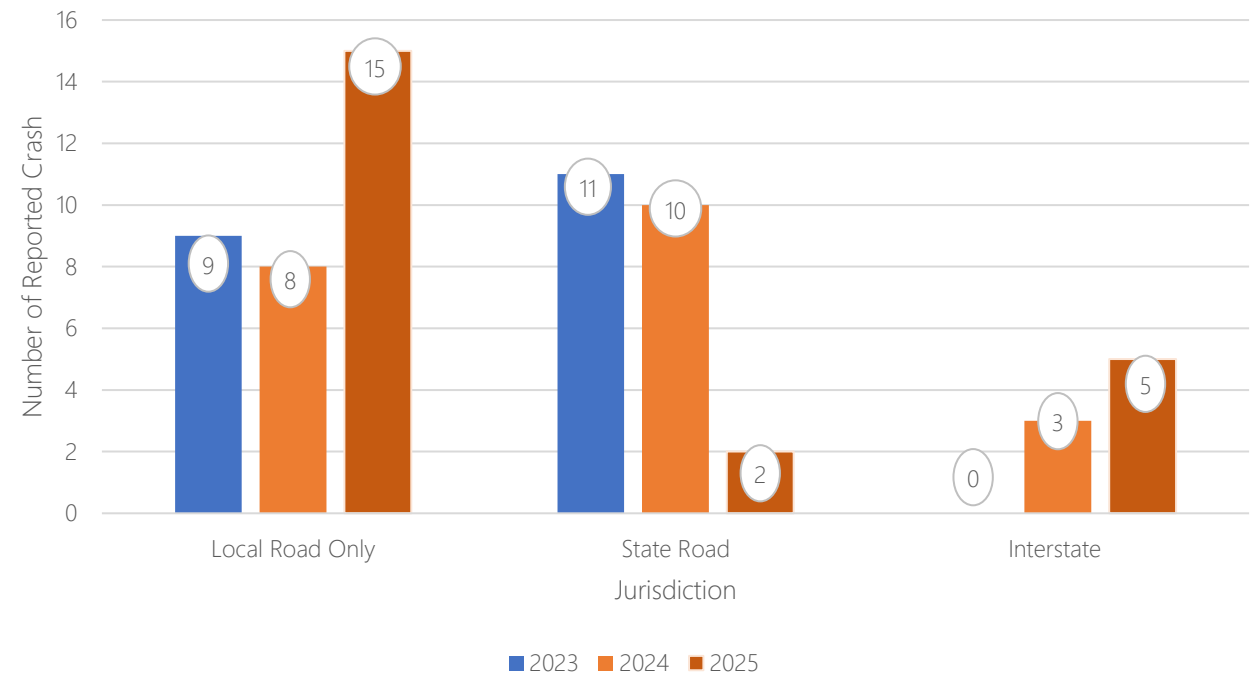
- Change on City roads: Reduction of 4.8%
- Change on State roads: Reduction of .75%
- Change on Interstates: Reduction of 13%

Though the overall crash number is going down, the fatal crash number is rising every year with 22 as the highest among the last 3 years.

In 2025, our city streets saw higher fatal crashes than state or interstate roadways.

3 Year Total Reported Fatal Crashes: 63

Fatal Crash Trend 2023 to 2025
City of Pittsburgh



Vulnerable Road Users (VRU) Crash Trend 2023-2025

Total Reported VRU Crashes: 576

Crashes increased 0.5% between 2023 to 2025 across all roads (State & Local).

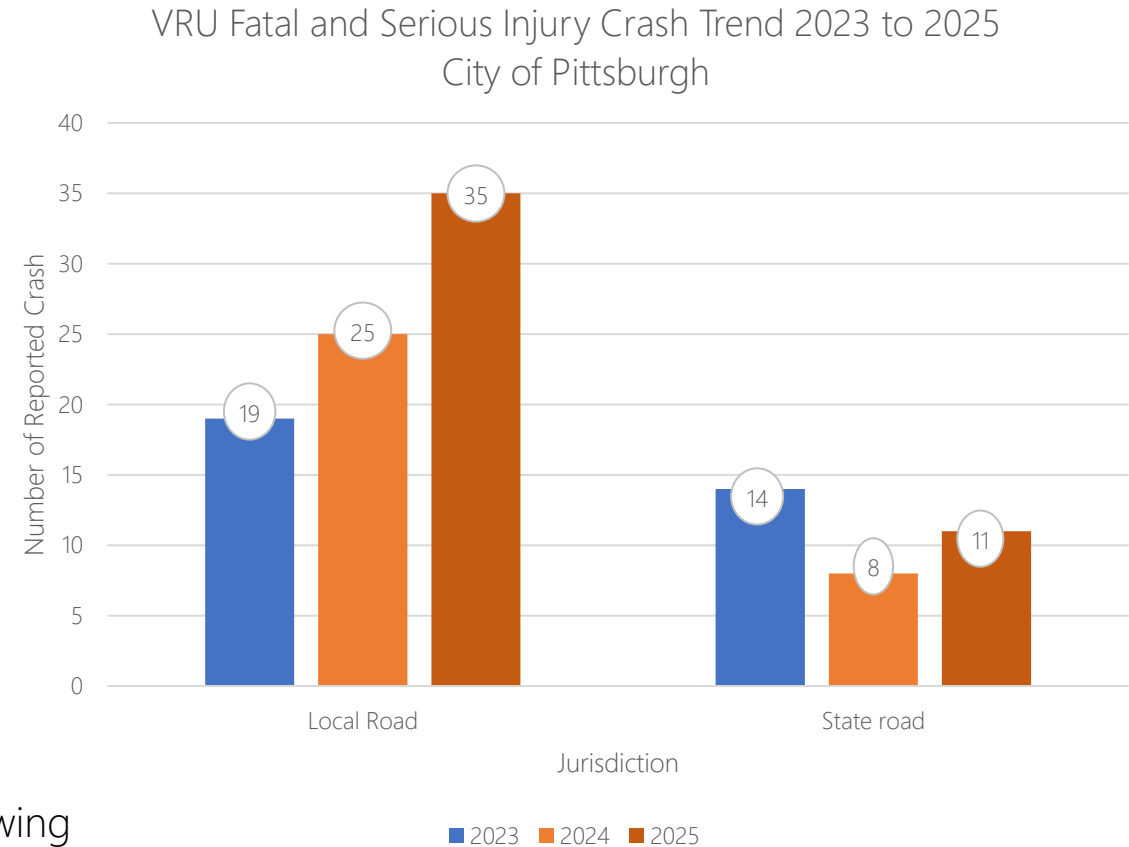
- Change on City roads: Increase of 16%
- Change on State roads: Reduction of 39%

Total Reported 2025 Fatal VRU Crash: 7

- Local: 5
- State: 2

Overall VRU crashes are in a steady trend but city roads are showing an increase in high severity (Fatal or Serious Injury) VRU crashes.

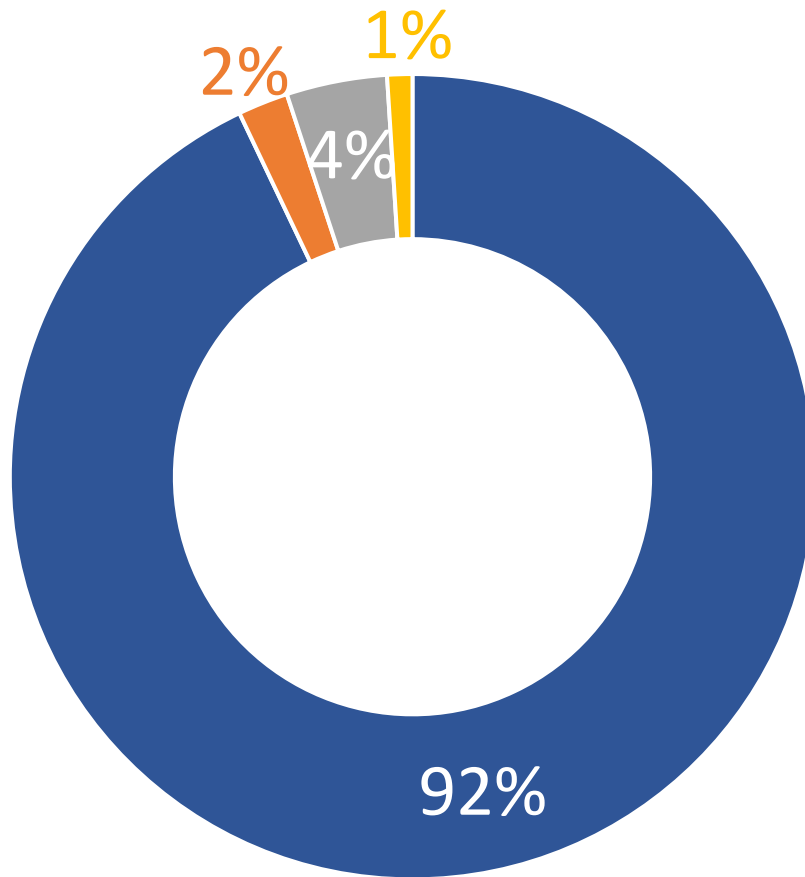
33% of the reported fatal crashes in 2025 are VRU.



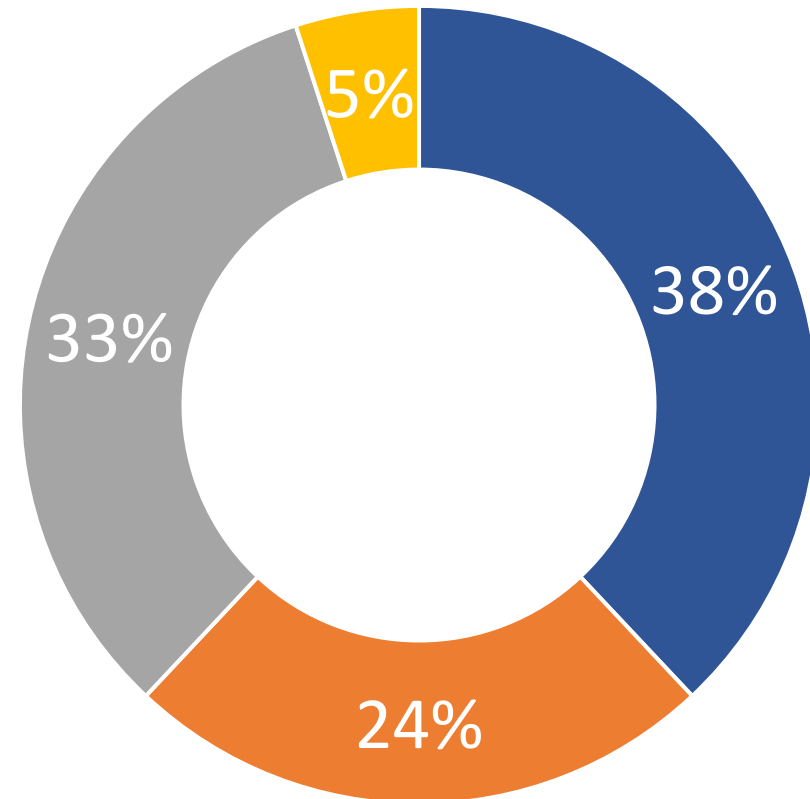
In Pittsburgh ,Who is most vulnerable to die in a Crash?

People outside of vehicles are more likely to be killed in a crash, particularly **pedestrians and motorcyclists**.

People Involved in All Crashes



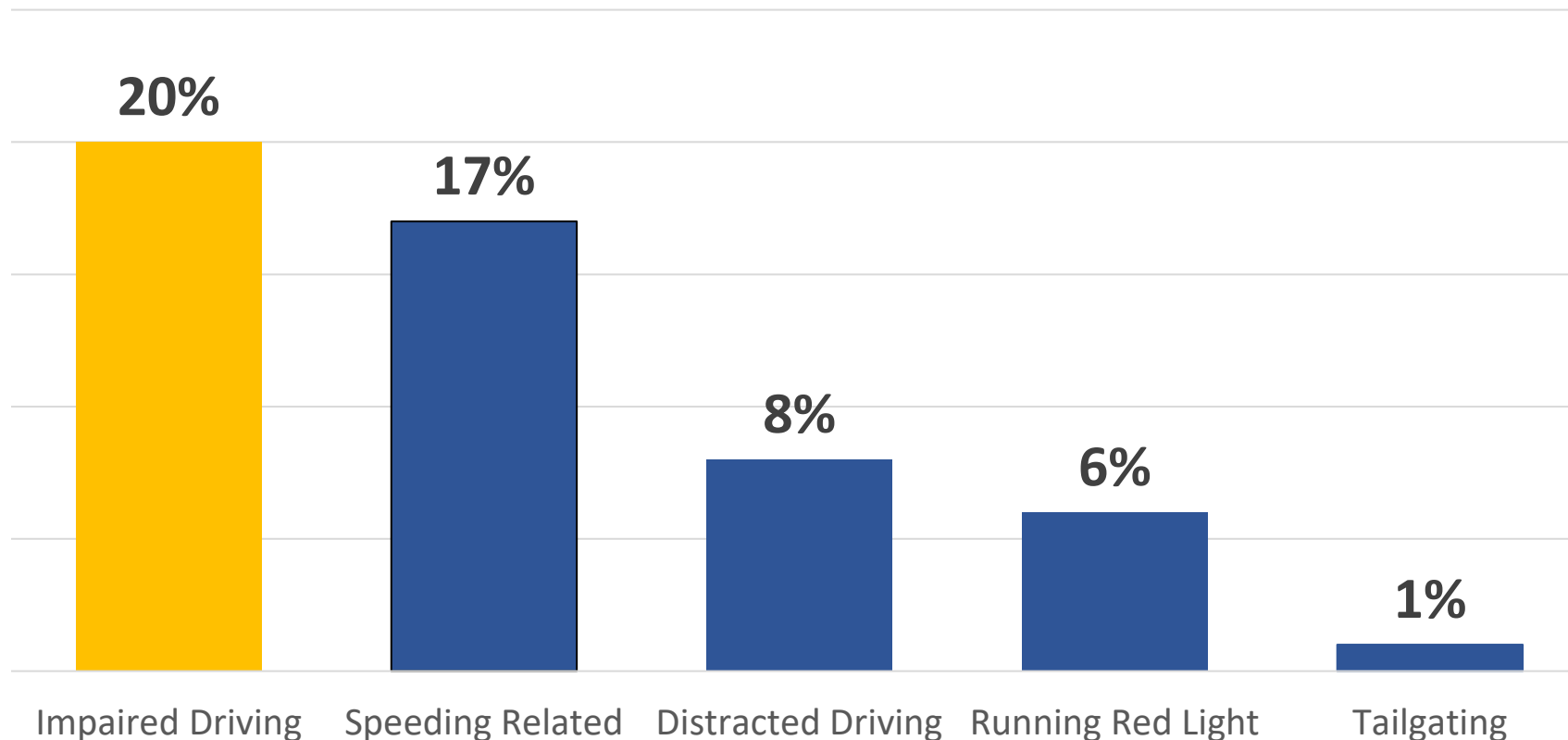
People who get Killed



Factors Contributing to High Severity Crashes in Pittsburgh

Impaired driving and speeding are the two leading factors contributing to high-severity crashes, underscoring the need for continued emphasis on [safer speeds, enforcement, and responsible driving](#).

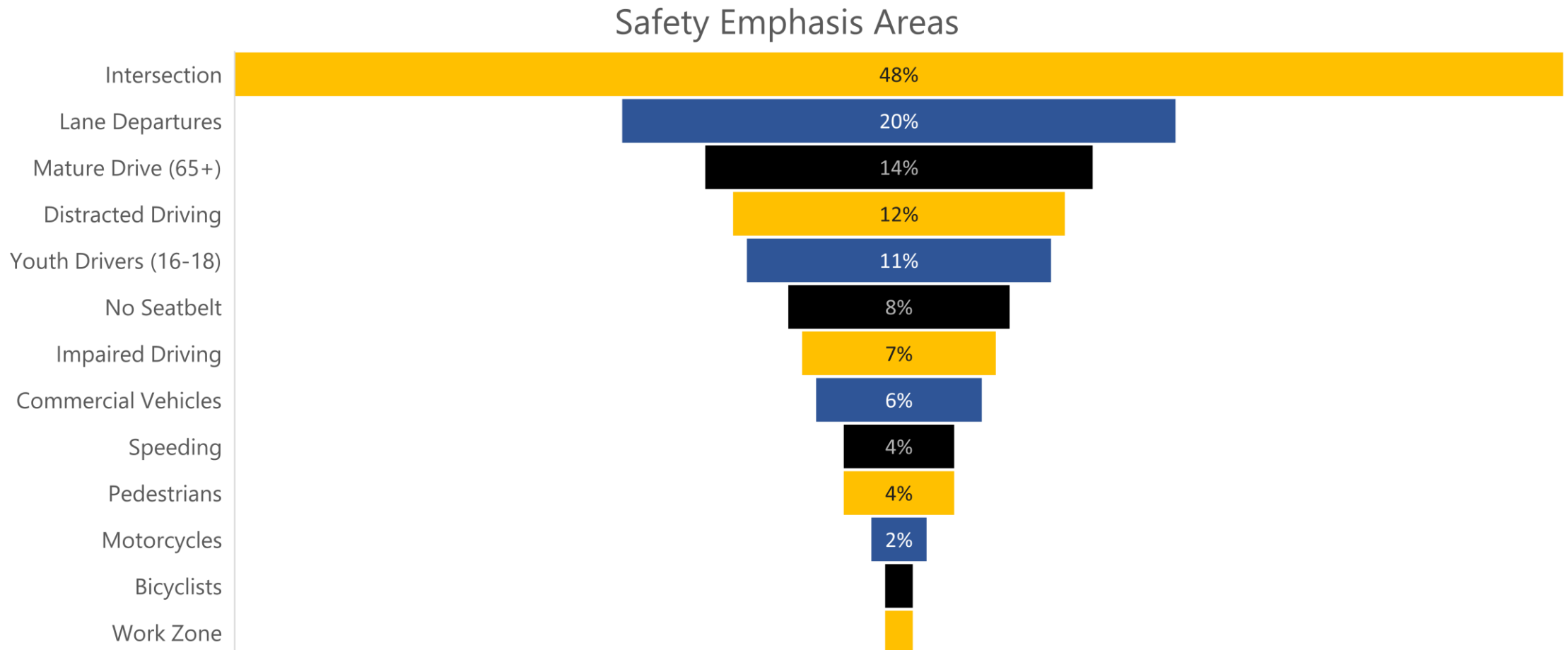
While infrastructure plays a critical role in creating safer streets, [individual choices and shared responsibility are equally important in making our roadways safer for everyone](#).



Safety Emphasis Areas

A safety emphasis area is a prioritized focus factor that represents a crash type, behavior, or roadway user that is disproportionately associated with fatal and serious injury outcomes. [Safety emphasis areas hold the greatest potential for reducing fatalities and serious injuries.](#)

The following emphasis areas were identified in the Allegheny County Safety Action Plan for the county. The reporting below is city specific showing percentage (%) of crashes occurred between 2023-2025 on those same safety emphasis areas.



Plans & Programs Update

- Pedestrian Safety Action Plan- 5 year Look Back
 - Bike + Plan- 5 year Look Back
 - Vision Zero Program Update
- Safe Route of School Program Update

Pedestrian Safety Action Plan (PSAP)

Background

The City of Pittsburgh's Pedestrian Safety Action Plan (PSAP) was published in 2020. The plan includes 10 distinct strategies with **43 action items** to improve pedestrian safety on the City's roadways.

- 32 action items are either ongoing or completed.
- Work has yet to start on 11 of the action items.

Dangerous by Design 2026 , a report published by Smart Growth America, put Pittsburgh as the 6th Safest Metro for Pedestrian Safety out of 101 large metropolitan areas.

Metrics	Baseline (2020)	Latest (2025)
Crash Involving Walking	249 (219)	154
Crash rate (crashes/population) for people walking	.83 crashes per 1,000 residents (2019)	.50 crashes per 1,000 residents (2025)
Number of RSAs/walkability audits conducted per year	0	8
Annual City budget (including grant funding) for signal, lighting, sidewalk, and intersection projects that seek to improve pedestrian safety.	\$15,222,441 (2021 Budget Estimate)	\$16,646,947 (2025 Budget estimate)

Note: 2 of the baseline metrics outlined in the plan are missing here.

- Percent of streets with ADA compliant sidewalk data was not available on the baseline timeline and still not available.
- A citywide travel and safety perception survey started this year. Pedestrian count and commuting info is not available at this moment.

Pedestrian Safety Action Plan (PSAP)

Ongoing strategies and action items

Since its publication in 2020 DOMI has been working to implement the strategies outlined in the PSAP. These strategies have helped to transform the way the department works and have proven to be successful and popular city initiatives:

- Data informed project selection and evidence based countermeasures.
- Leveraging existing capital budget outside of safety realm like paving and partnering with utility and state, county agencies.
- Project & safety data transparency.
- Complete Street design guide development.
- Night time Lighting improvement .
- Establishment of Sidewalk gap program and Safe route to School program.
- Recurring survey to find out people's travel behavior and safety comfort.
- Enforcement agencies (PPA, PBP) & DOMI collaboration.
- Automated enforcement program establishment.
- Bus Stop amenity enhancement.
- Development of a formalized Transportation demand management program (TDM)

Pedestrian Safety Action Plan (PSAP)

Future implementation targets

DOMI has begun or completed many of the action items outlined in the PSAP. However, many key items and strategies are still unaddressed. Most of them will need significant financial and staff resources that department currently lacks.

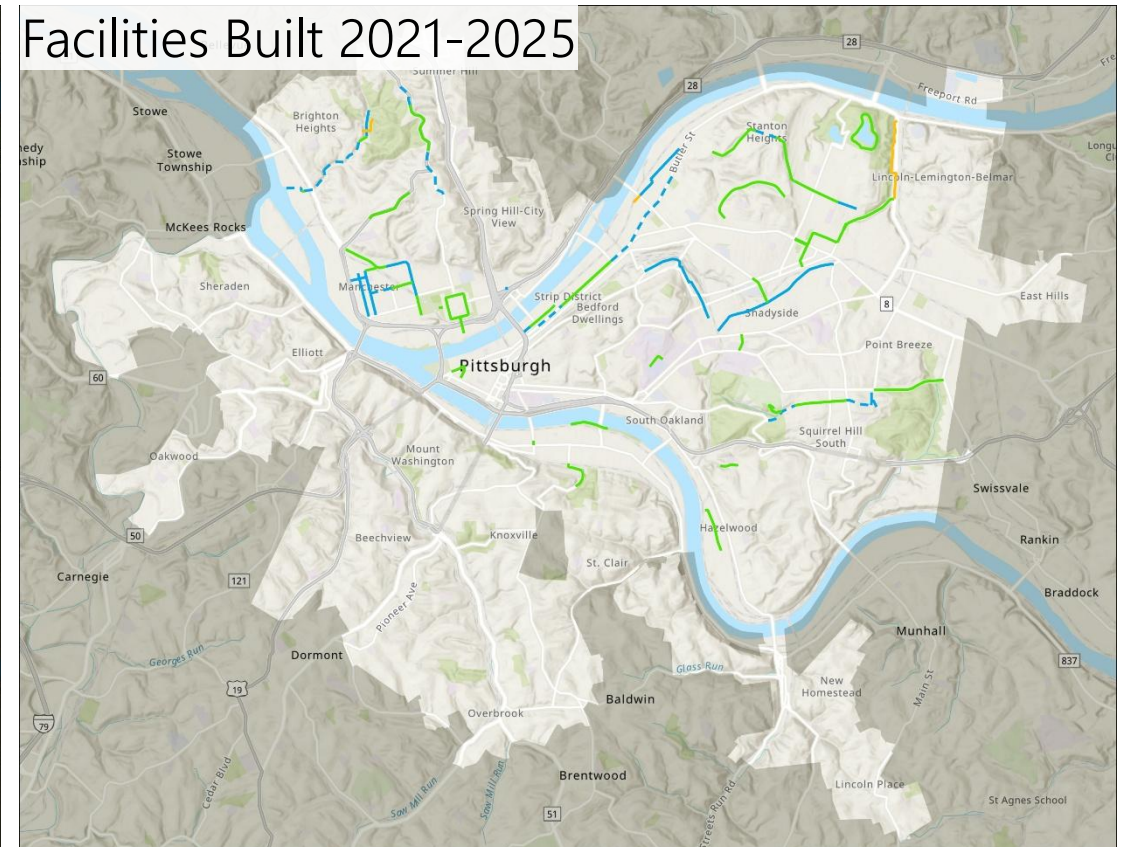
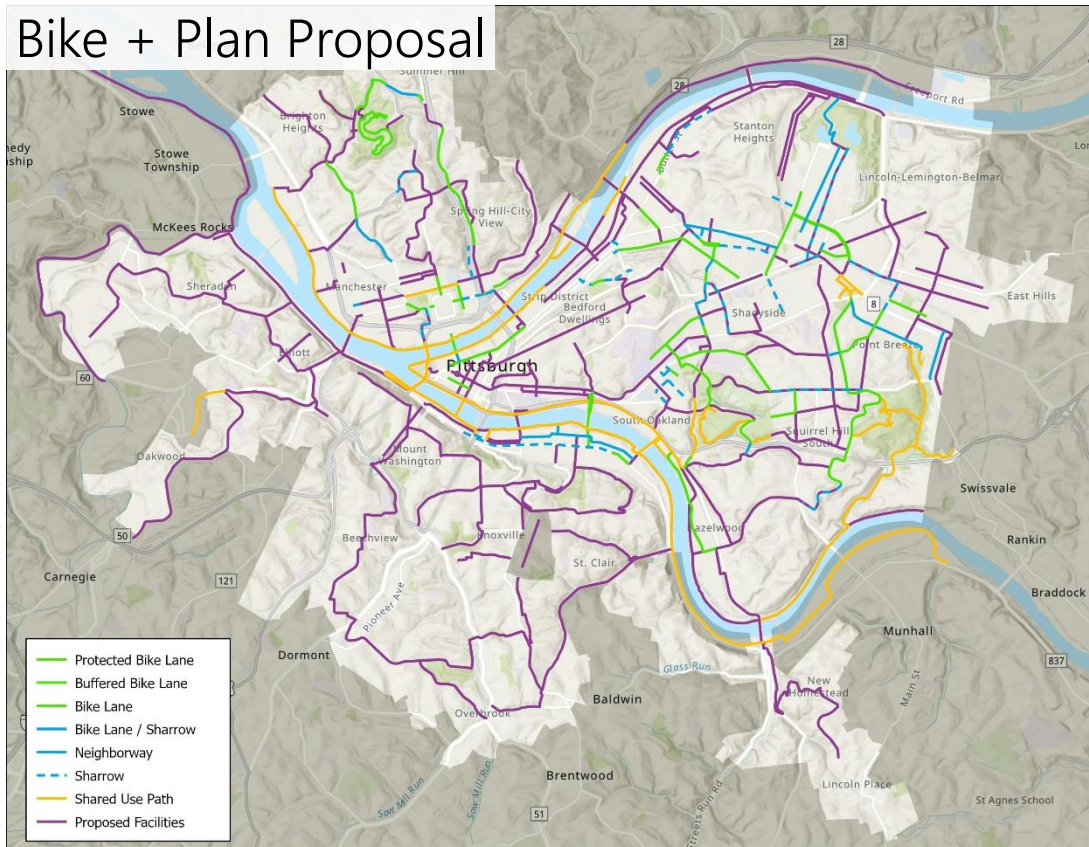
Some of the key strategies include:

- Clear thresholds and guidelines for treatments such as Leading Pedestrian Interval (LPI) , Pedestrian all-walk phase, pedestrian recall and other signal related enhancements.
- Provide cost estimate to close all known sidewalk gaps with goal of completing the whole network in 10 years.
- Include at least one youth representative as a stakeholder in a Capital Project related to pedestrian safety.
- City wide Near Miss data collection system.
- Expand the geographic coverage of pedestrian counts or develop another method for determining pedestrian exposure throughout the city.
- Prioritize enforcement of non-moving infractions, particularly on high risk corridors or within neighborhood business districts.
- Establish yearly workshops to discuss new bicycle and pedestrian design standards with the disability community to ensure that they understand the intent of the design & update the Americans with Disabilities Act (ADA) Transition Plan.
- Create “mobility hubs” that cluster various travel options in a single location.
- Create partnerships with public health officials, local health providers, and senior living centers to implement programs and policies that encourage walking to support mental and physical health.

Bike (+) Plan

5-Year Update

The Bike(+) Plan is the city's 10 year roadmap to transform existing infrastructure into a 243 mile network of protected lanes, trails, and neighborways for riders of all ages and abilities. Reaching 2026 triggers the plans mandated 5 year check in, allowing DOMI to report progress, address current policy bottlenecks, and recalibrate for the remaining five years.



Bike (+) Plan

Bicycle Facilities

The City of Pittsburgh's Bike Network consists of 114 miles of bicycle facilities. This includes:

9.7 miles of Protected Bike Lane

9.4 miles of Buffered Bike Lane

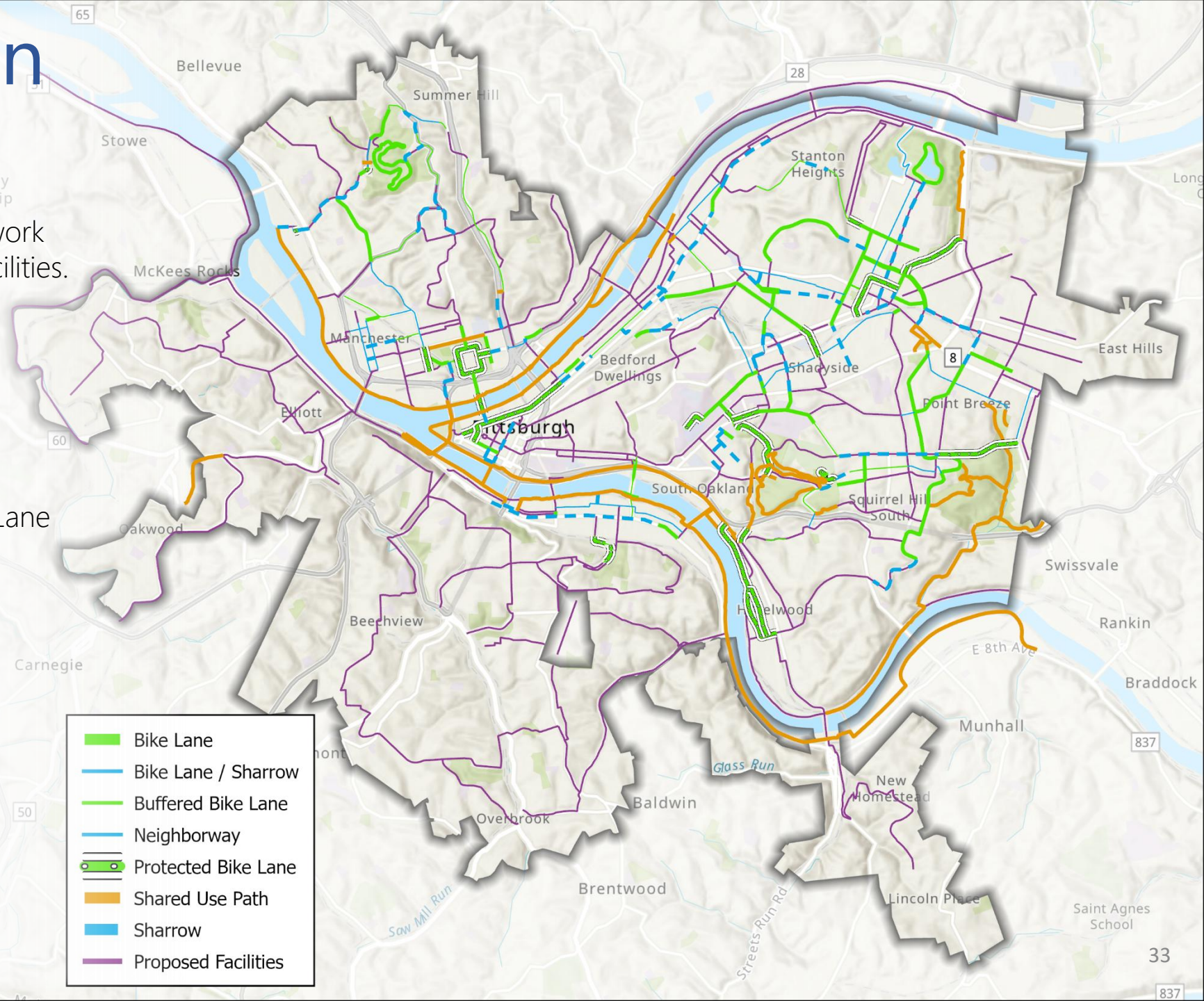
26.7 miles of Non-Buffered Bike Lane

9.7 miles of Neighborway

38.6 miles of Shared Use Path

19.6 miles of Shared Lanes

42% of these facilities and wayfinding markings are contained within or cross into High Need Communities.



Bike (+) Plan

5-Year Update

DOMI has been working to implement all of the strategies and action items identified in the Bike (+) Plan.

Complete

Of the **116** items identified, **74** are either complete or in progress, some of these include:

- Fully established the citywide TDM Coordinator position/program, the Safe Routes to School (SRTS) program, Communications and Vision Zero coordinator roles.
- Developed an obstruction permit standard to require continuity for bicycle and pedestrian facilities through active work zones.
- Supported POGO's Adaptive Bicycle Fleet and system wide expansion

Not Started or Stalled

Of the **116** items identified, **22** are stalled or not started, some of these include:

- Scooter/Micromobility : Ten separate action items regarding shared e-scooter regulations, operating rules, multi-media safety campaigns, and parking painted corrals are stalled. DOMI is holding on education and enforcement rules until explicit PA state legislation passes.
- City Fleet Education: Efforts to formally train DPW, PLI, and other municipal drivers on bicycle safety laws are stalled; discussions continue regarding translating BikePGH curricula or hiring League Cycling Instructors (LCIs).

Call to Action (Next 5 years)

- Continue to build out bike infrastructure (redefine policy and gap priorities) and identify new connections that can be added to Bike(+) network
- Advocate for State Enabling Laws: Partner with statewide transit advocates to press Harrisburg for clear legislation defining and permitting shared micromobility devices (e-scooters) so DOMI can safely regulate their use locally.
- Find recurring Capital Allocation & Infrastructure funding
- Institutionalize Dedicated Lane Sweeping: Formalize the DPW protected bike lane priority mapping into a permanent service standard, ensuring consistent staffing for the city's specialized narrow sweepers.

2023- 2025 Update

Budget

- New line items include a Vision Zero Coordinator position and funds for promotional materials.

Enforcement

- Improved data sharing between DOMI and Police Bureau for serious injury crashes.
- Automated Red Light Enforcement (ARLE)
 - Verra Mobility was selected as the vendor.
 - The contract has been executed and project started in August 2026.



Vision Zero Engagement at Glory Daze Motorcycle Show

Engagement, Education, and Communications (EEC)

- Launched the Community Safety Agreement, with promotional yard signs and bus ads.
- Creating traffic calming education content for social media.
- Vision Zero Summit with BikePGH.
- Addition of Complete Street Advisory Group Chair to vision zero EEC meetings.
- Safe Driver employee trainings.

Policy

- Outlined administrative priorities for City staff to work on:
 - Developing Roadway Design Guidelines
 - Updating Transportation Study Guidelines
 - Paving and Coordination Selection

Safe Routes to School

Overview

The mission of Safe Routes to School (SRTS) is to increase the number of students biking and walking to school through education, encouragement, and safety improvements, helping to create healthy communities by providing safer walking, bicycling, and riding routes.

Goals of the Safe Routes to School program include:

- Educate school-aged children in safe walking and biking practices
- Encourage children to use an active mode of transportation
- Engage with community members and work with existing community organizations in how Safe Routes to School initiatives begin
- Provide engineering safety improvements around crosswalks, signage, and sidewalks
- Evaluate the effectiveness of the program activities and safety improvements



Safe Routes to School

Champion School Projects

Champion schools Infrastructure Projects are collaborative safety projects between schools, parents, and DOMI staff to deliver safety focused improvements to the routes students take to get to school.

- **Pittsburgh Faison K-5** – Crosswalk improvements which include new paint, signage and a pedestrian refuge island on Braddock Ave.
- **Pittsburgh King Pre K-8** – A comprehensive safety improvement on Allegheny Circle, Federal St, East Ohio St, and Ridge Ave around the King Elementary. Improvements include a protected bike, crosswalk improvements, traffic signals, and pedestrian signals.
- **Pittsburgh Arlington Pre K-8** – New and improved sidewalk connections.
- **Propel Hazelwood Charter School** – Traffic calming, sidewalk improvements, and crosswalk updates.



Braddock Avenue- Susquehanna St. Crossing Improvement

Safe Routes to School

Program Updates 2023-2025

Walk & Roll to School Day

A bi-annual event held in the spring and fall to encourage schools, students and families to walk, bike and roll to school on the same day, promoting safety, physical activity, and community engagement through the City of Pittsburgh. Between 2023 to 2025, 56 schools participated in this event.

Safety Town

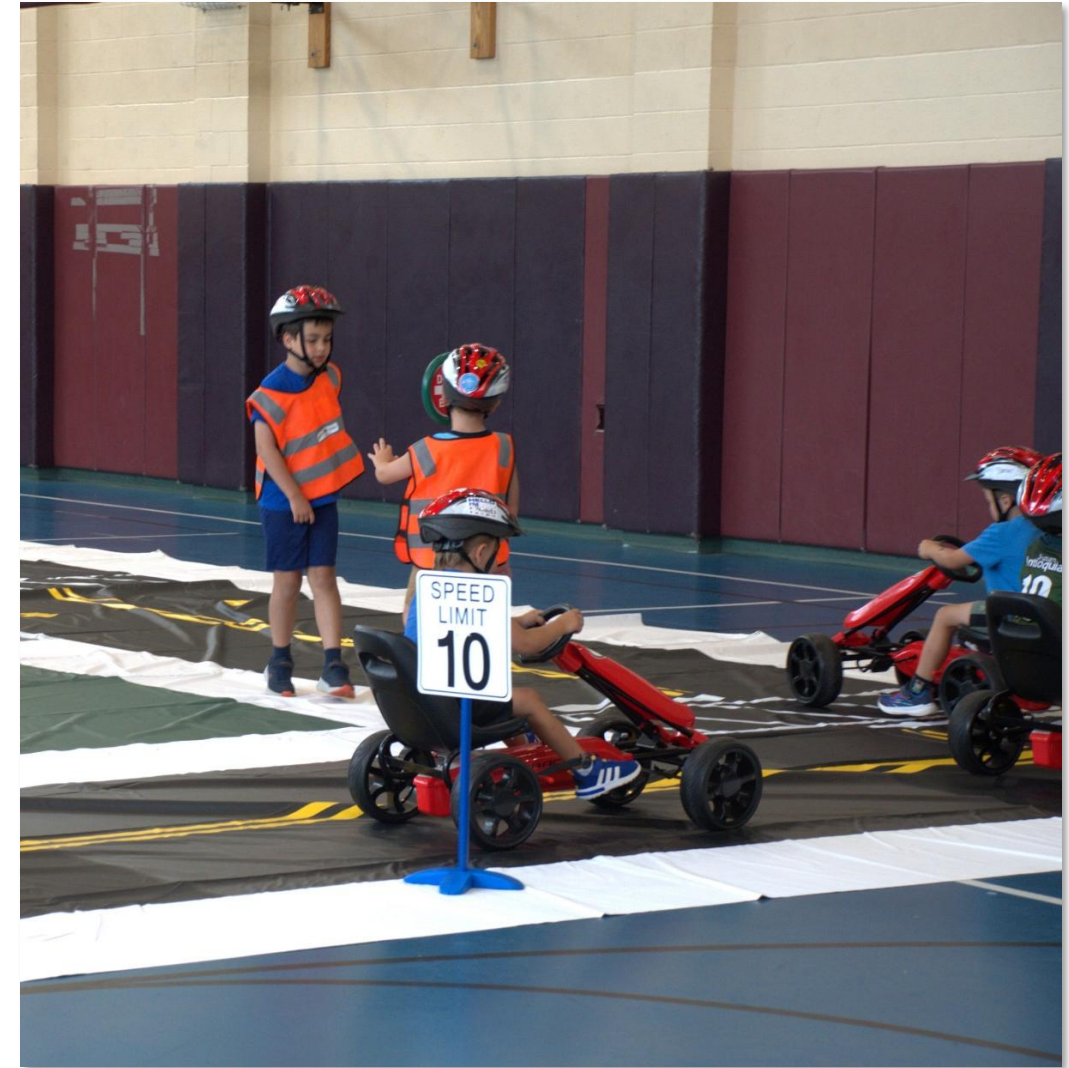
An interactive educational program designed to teach children ages 4-6 about pedestrian and traffic safety implemented as an activity combined with academic enrichment. Students cycle through a miniature town complete with streets, sidewalks, stop signs and working traffic signal. In 2023, city partnered with Pittsburgh Faison Elementary K5 & in 2024 forward it is taking place in Phillips Recreation Center in partnership with Citiparks Tot Camp.

Safety Week

A partnership with BikePGH, PennDOT, PRT and Safe Kids Allegheny visiting school classrooms sharing safety tips about pedestrian, bicycle, school bus and public transportation.

Transportation Academy (*NEW*)

A program piloted with 1NationMentoring and Pittsburgh Brashear High School to encourage growth beyond the classroom with safety mobility tips and learning careers in transportation, planning and engineering industries.



State of Mobility & Safety Perception Survey Results

In Partnership With



Background of This Effort

The City of Pittsburgh Department of Mobility & Infrastructure conducted a citywide State of Mobility & Safety Perception Survey to better understand how individuals who live and/or work in the city travel, how safe they feel using different transportation modes, and what improvements would most enhance mobility and safety across the city.

This effort will establish a data-driven baseline understanding to inform policy, planning, and investment decisions. The information gathered in this survey will also support the city's future transportation priorities and improve ongoing initiatives such as infrastructure maintenance, Complete Streets, traffic calming, and Vision Zero.

Survey Medium : Online

Engagement: Online engagement through Mayor's office, city's official engagement platforms, regional and survey partner agencies online platforms, RCO & council offices, newspapers & TV channel, multiple in person engagements on University of Pittsburgh & Carnegie Mellon University.

Who Took the survey

Anyone who *lives or works in the city of Pittsburgh municipal boundary* was encouraged to participate.

- **"Live"** includes anyone who resides in the city—homeowners, renters, and students—even if only part of the year.
- **"Work"** includes anyone whose job, school, or regular activity is based in City of Pittsburgh—whether full-time, part-time, remote, or occasional. If someone commutes in, visit frequently, or spend part of their week here, their experience matters to us.

Why This Survey Matters

Traditional transportation data tells us what is happening—traffic volumes, speeds, and crashes.

This survey captures what that data cannot: *how people experience the system*.

Timeline: May 1st, 2026 - August 7th, 2026

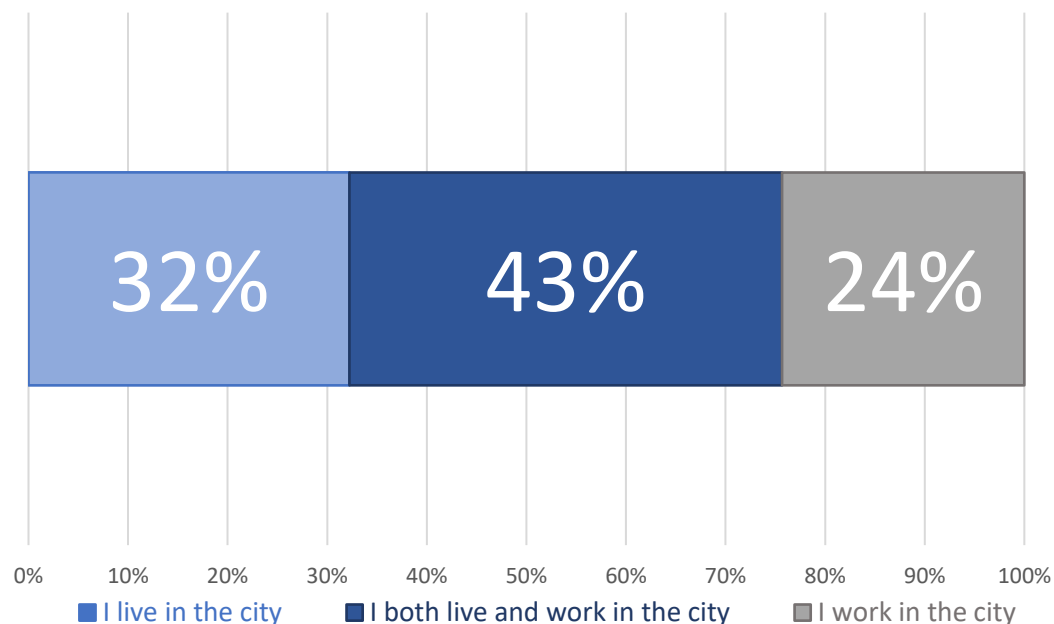
Total response received: 3,689

Who took the Survey

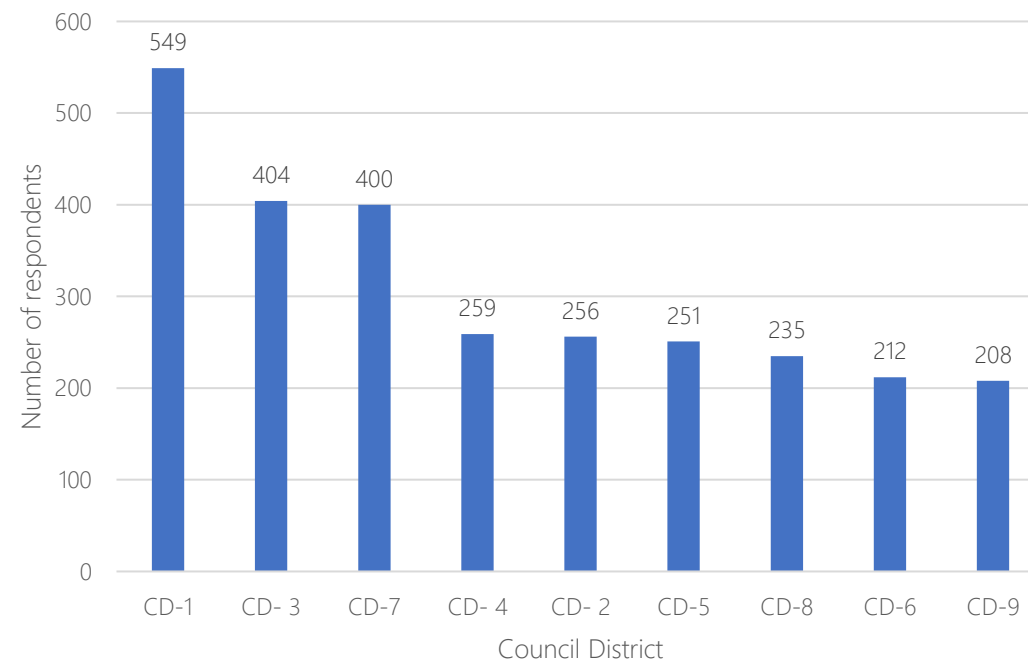
More than 75% of survey respondents reported that they either live or live and work in the city, with Council Districts 1, 3, and 7 receiving the most responses. The survey reached 87 of Pittsburgh's 90 neighborhoods, with no responses from St. Clair, South Shore, or Homewood West.

Allegheny Center, Bloomfield, and Shadyside had the highest number of responses among the neighborhoods.

What is your relationship to the city?



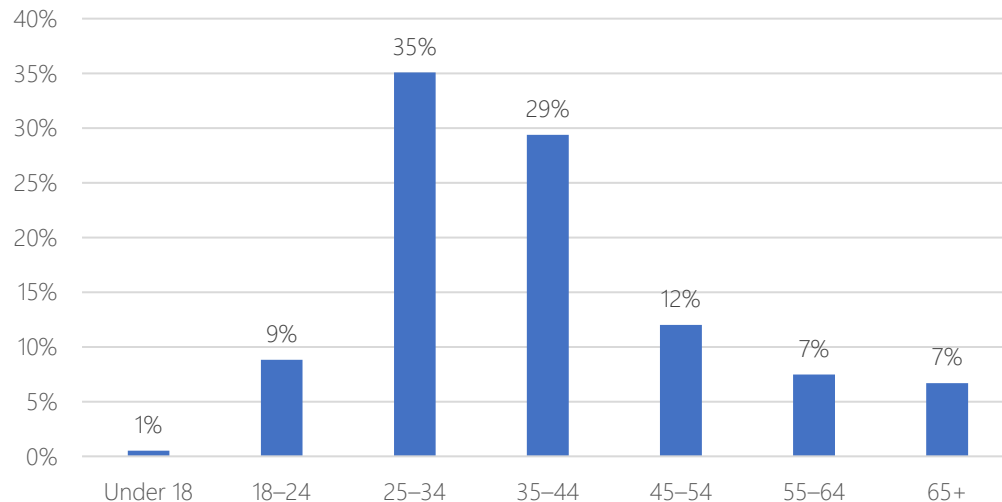
Number of Respondents By council district



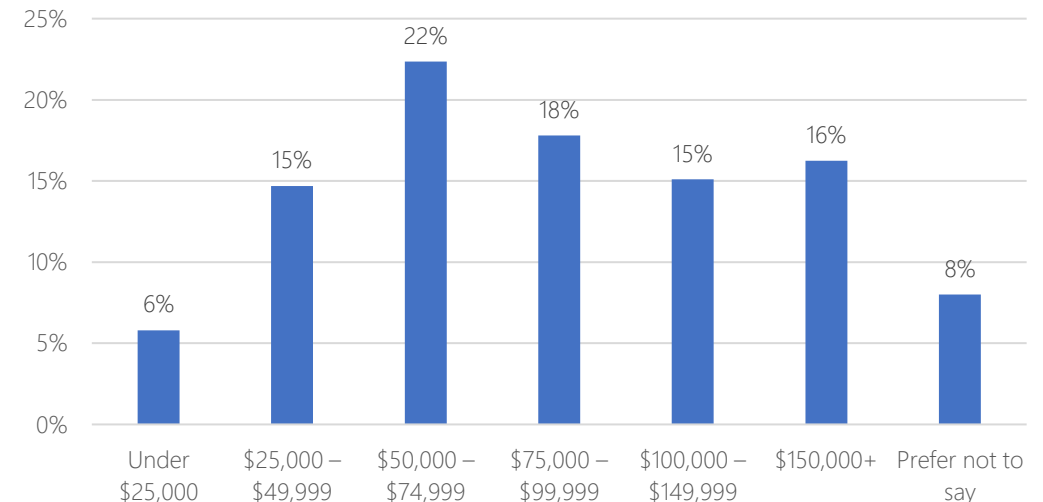
Who took the Survey

- The survey responses broadly reflect the region's population by age, with the **largest share coming from adults ages 25–44**. Response rates among residents **55 and older were lower than the city average**.
- By gender, **46% of respondents identified as female, 49% as male, and 3% as non-binary/third gender**.
- In terms of race and ethnicity, **74% identified as White, 12% as Black, and 6% as Hispanic or Latino**.
- The majority of respondents reported **household incomes at or above the city's median household income of \$66,945**.
- The top five employment sectors represented were **Technology, Education, Government/Public Sector, Healthcare & Social Assistance, and Retail & Service**.

What age group are you in?



Household Income of the respondents

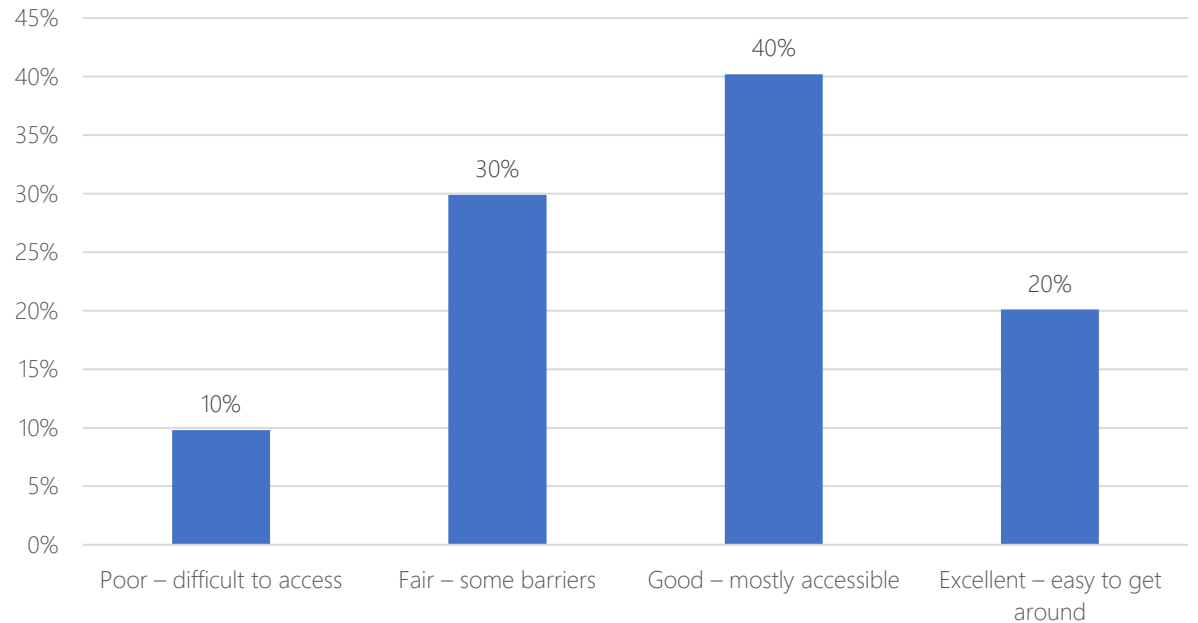


How would you rate accessibility in Pittsburgh?

Overall, 60% of respondents rated Pittsburgh's mobility infrastructure as good or excellent, while 30% rated it fair with barriers and 10% considered it difficult to access. These results suggest that the City's ongoing efforts to incorporate accessibility into infrastructure planning, design, and policy are moving in the right direction.



How would you rate accessibility in Pittsburgh?

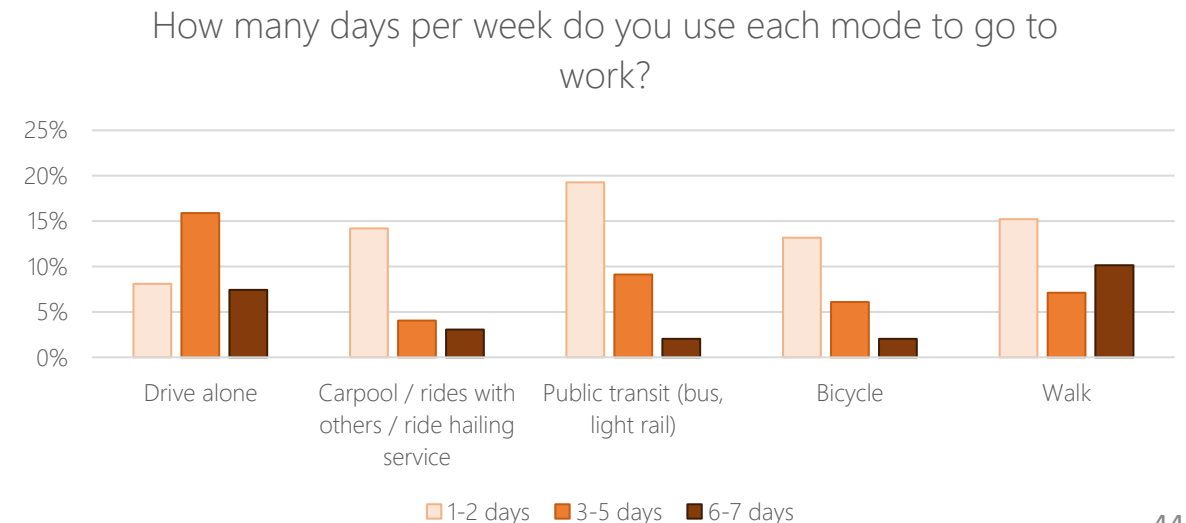
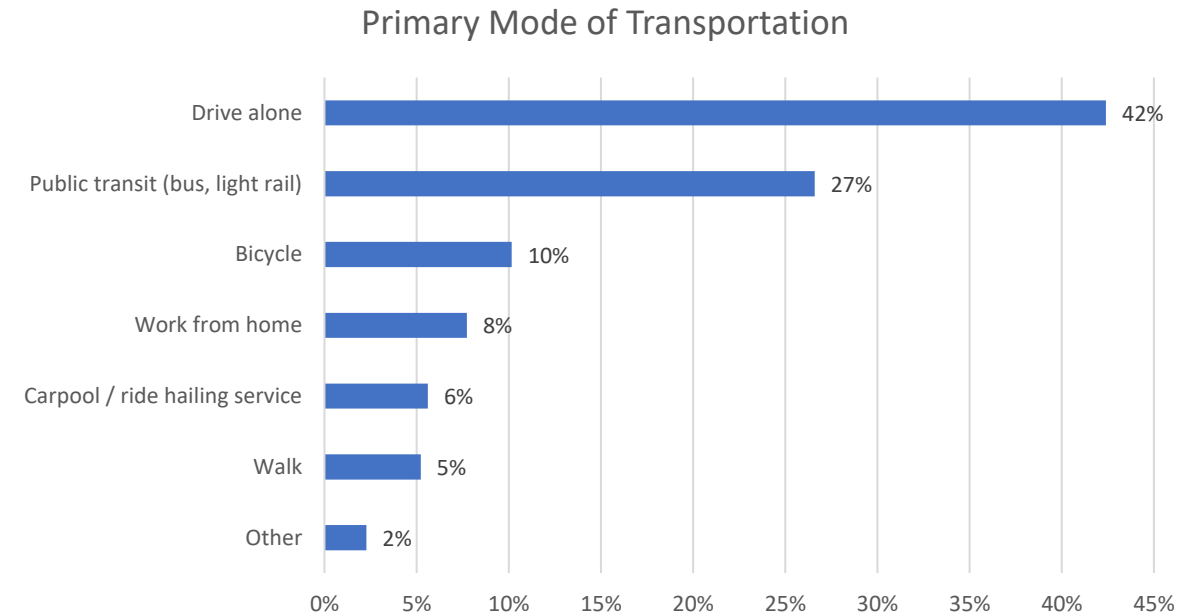


However, significant challenges remain, particularly with sidewalk conditions and sidewalk parking, which forces people using wheelchairs and other mobility devices into travel lanes or over curbs to navigate around obstructions.

What is your Primary Mode of Transportation for Work commute?

The city is becoming more multimodal and reiterates the need to create a safer space for all mode of transportation, however Single-Occupancy Vehicle(SOV) travel is still the dominant commute mode across all respondent groups. Whether respondents live and work in the city or commute into the city for work, driving alone accounts for the highest share of trips, followed by public transit. Public transit use is notably higher among respondents who both live and work in the city, a pattern that is also reflected among those who walk or use a bicycle as their primary commute mode. Carpooling and ride-hailing represent smaller but consistent shares across all groups. Most respondents who work from home also live and/or work within the city.

There is also a clear relationship between commute frequency and travel mode. Respondents who travel to the workplace more frequently are more likely to drive alone (SOV), while greater work flexibility is associated with increased use of public transit, walking, and bicycling.

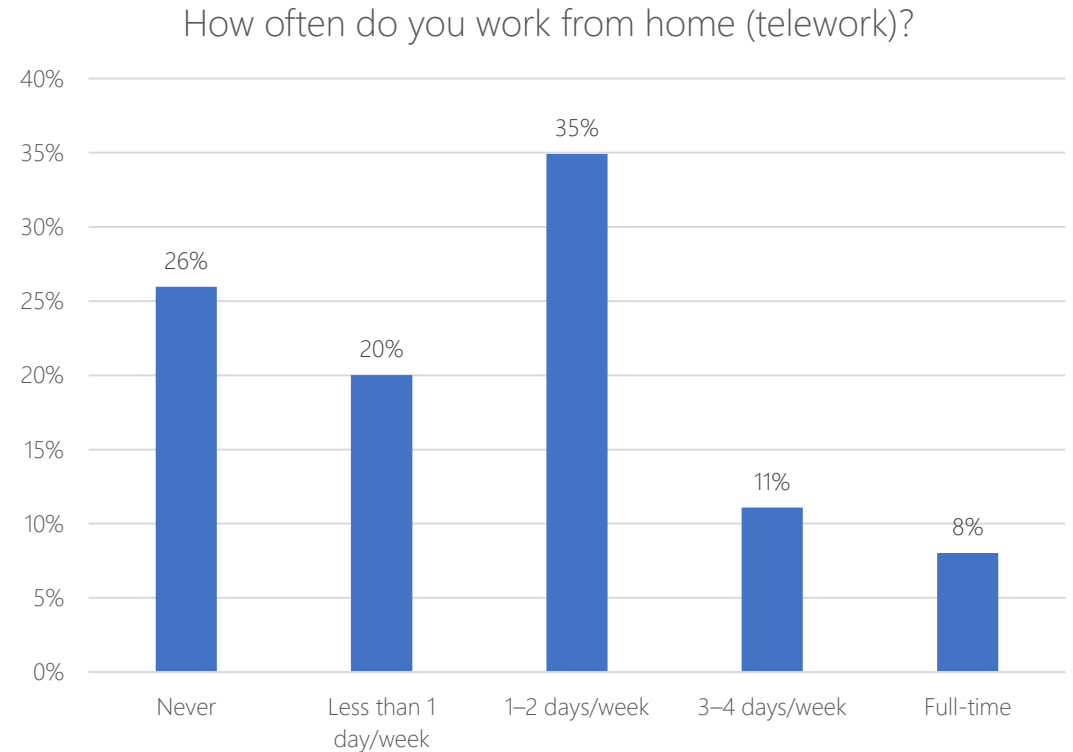


How often do you work from home (telework)?

Despite its origins and widespread adoption during COVID-19, work-from-home remains an important part of today's work environment.

74% of respondents have some level of work-from-home flexibility, including 8% who can work remotely full-time.

However, 26% have no remote-work flexibility, with many of these respondents working in the healthcare sector.



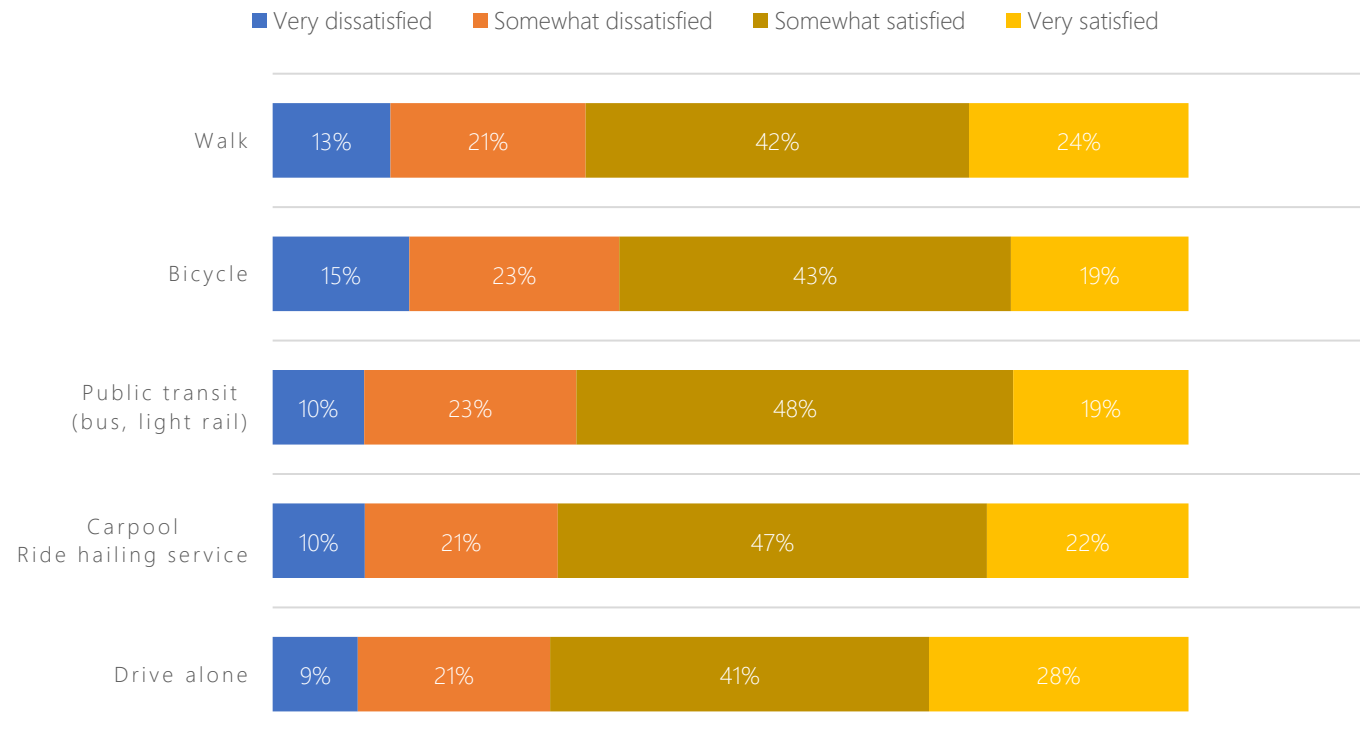
How satisfied are you with your typical commute by mode?

Our infrastructure investments have a direct impact on how people perceive and experience their daily commute, and the survey data reflects this trend.

Satisfaction is highest among respondents who drive alone in a motor vehicle, consistent with the significant investment in car-oriented infrastructure. In contrast, dissatisfaction is highest among those who bike, suggesting that bicycle infrastructure and investment have not kept pace with the resources dedicated to automobile travel.

Another notable finding is the relatively high satisfaction among people who walk to work. This reinforces the findings from the accessibility question and highlights a clear opportunity to further invest in walking infrastructure. The benefits are already evident, and expanding these investments could further improve accessibility, mobility, and overall quality of life.

How satisfied are you with your typical commute by mode?



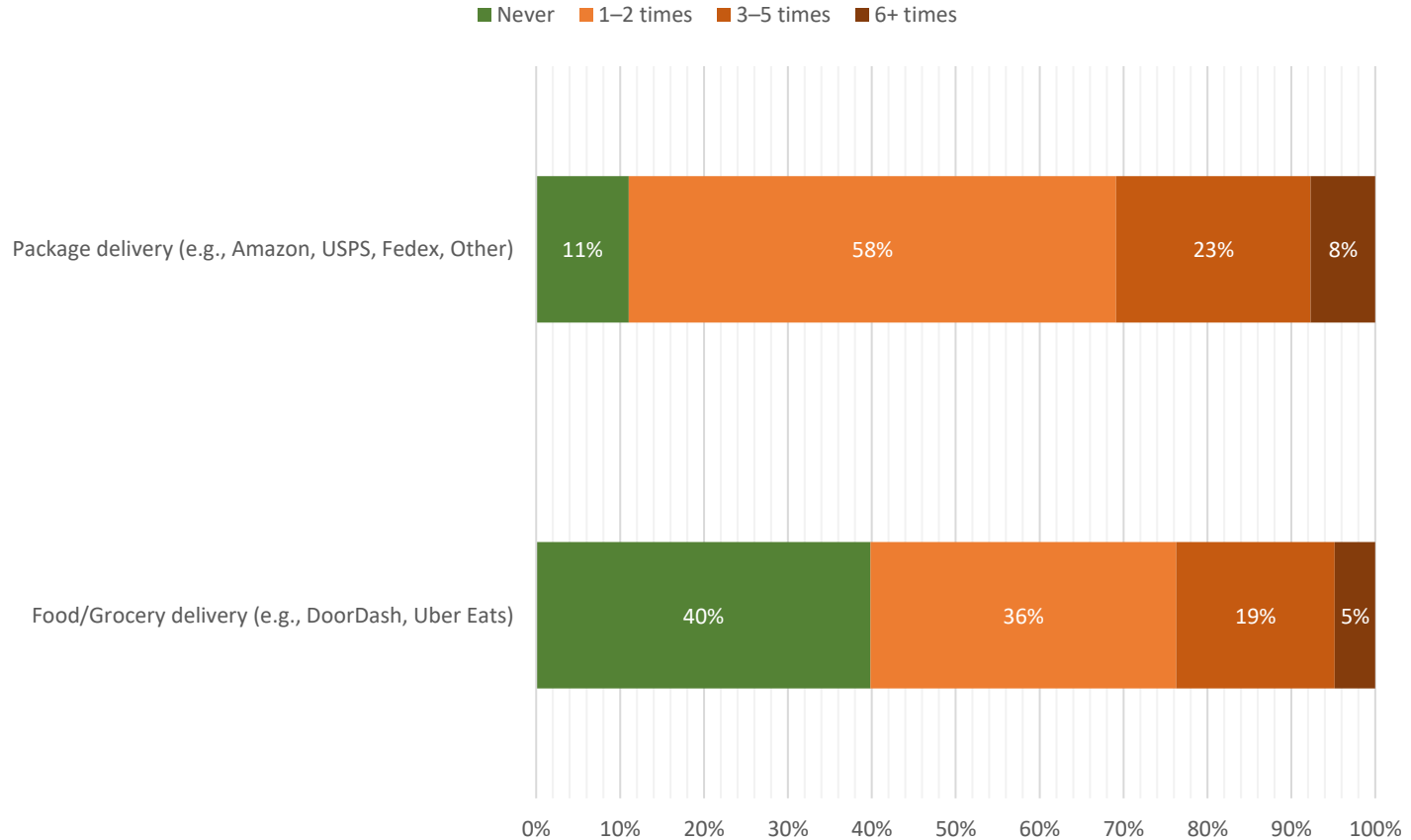
How often do you use delivery services ?

Online shopping has become an integral part of everyday life, and delivery services are here to stay. Our future transportation policies and recommendations should recognize this growing demand and ensure that our transportation system can accommodate it effectively. [Survey results show that 81% of respondents use delivery services in some capacity each week.](#)

Package delivery services are used more frequently than food and grocery delivery services. A majority of respondents use both types of services at least once or twice per week. Notably, 8% of respondents receive package deliveries six or more times per week, while 5% use food and grocery delivery services at the same frequency.

These trends highlight the growing role of delivery activity in our transportation system and the need to account for it in future planning and policy decisions.

Delivery service use per week



What are the biggest barriers for biking more?

Nearly half of respondents (46%) reported using a bicycle to commute to work to some extent, although bicycling is the primary commute mode for only 4% of respondents.

The findings indicate a strong relationship between bicycle infrastructure and perceived comfort while commuting.

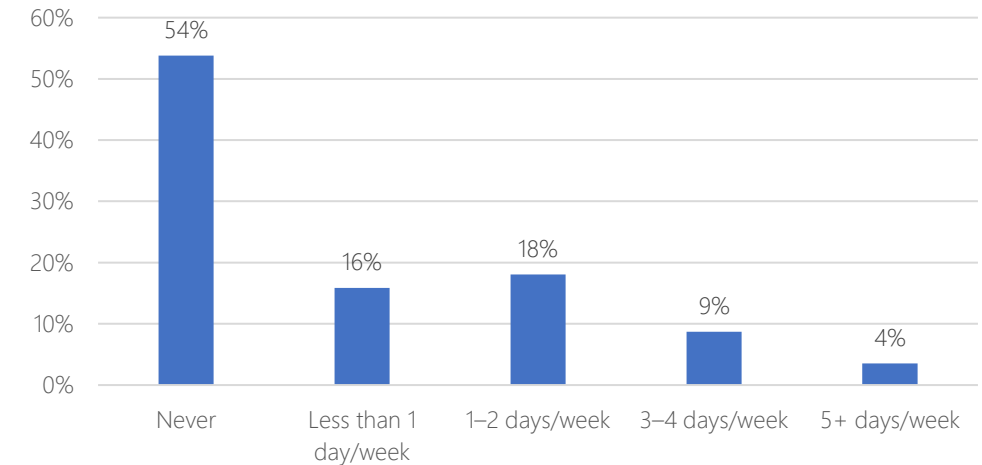
Respondents reported the highest levels of comfort where bicycle facilities provided physical protection, and the lowest levels of comfort when required to share the roadway with motor vehicles without additional safety infrastructure.

Notably, respondents reported similar levels of comfort for painted bicycle lanes and neighborhood bikeways.

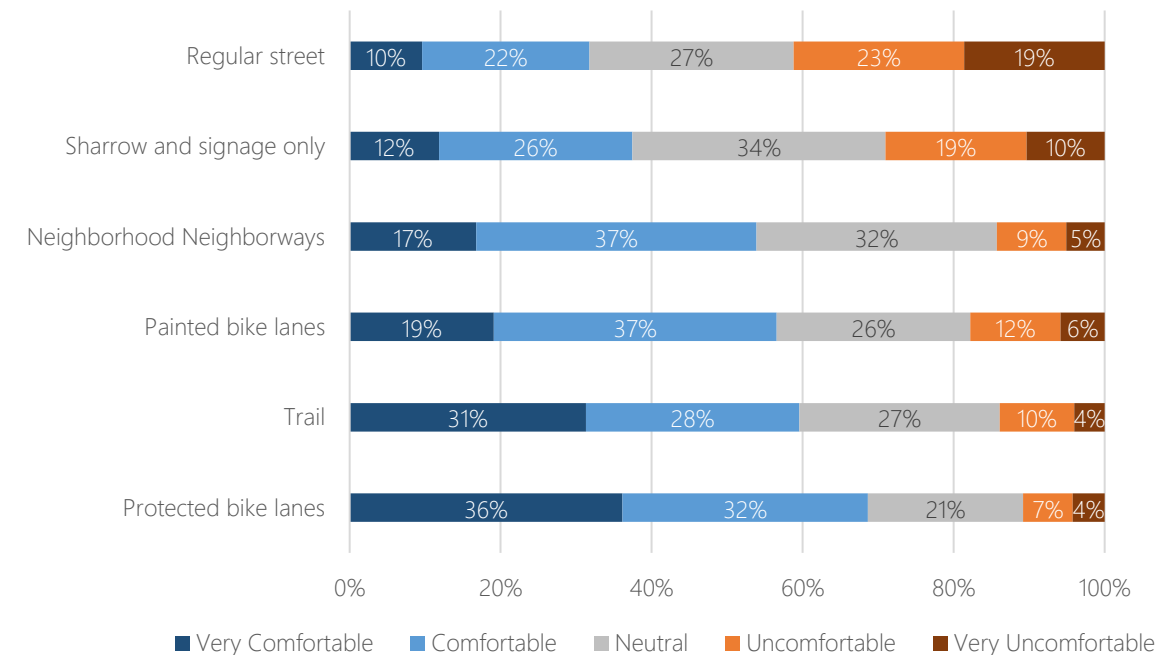
Among respondents who do not use bicycling as their primary commute mode, safety concerns were identified as the leading barrier, followed by distance and topography, and then weather.

These findings suggest that improving the safety and quality of bicycle infrastructure is an important factor for encouraging more bicycle commuting.

How often do you ride a bicycle to work?



How comfortable do you feel biking in the following conditions?



Which features most improve your sense of safety while walking?

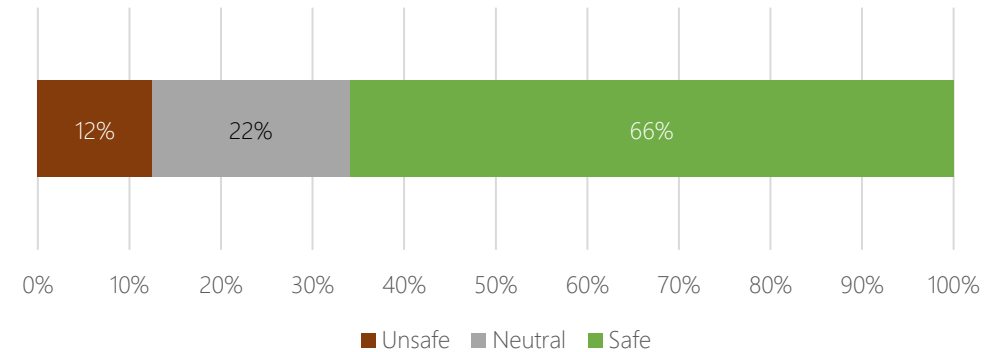
Consistent with past findings, Pittsburghers continue to demonstrate a strong preference for walking, with perceived safety playing an important role in their willingness to do so.

Among respondents, 66% reported feeling safe walking in their neighborhood, while 12% reported that they do not feel safe.

When asked which features most improve their sense of safety while walking, **respondents identified high-visibility crosswalks, traffic signals with accessible pedestrian systems, and street lighting as the top three priorities.**

Interestingly, sidewalks did not rank as highly, which may suggest that respondents perceive street crossings—particularly the time spent crossing the roadway—as the points at which they feel most vulnerable and therefore prioritized features that directly improve safety during those moments. While sidewalks were not among the top-ranked safety improvements, they likely continue to play an important role in shaping overall perceptions of safety and comfort while walking.

How safe do you feel walking in your neighborhood?



Which features most improve your sense of safety when waiting for public transit?

Although the City of Pittsburgh and DOMI do not operate the region's public transit system, the City's infrastructure plays an important role in supporting transit riders as they access and leave buses and trains. Sidewalks, roadways, and connections to transit stops all contribute to how easily and safely riders can reach their destinations. Improving transit amenities is an important component of supporting and increasing transit ridership, which ranked as the second most popular primary mode of transportation among respondents to this survey.

When asked, "Which features most improve your sense of safety when waiting for public transit?", **respondents identified three leading priorities: well-lit transit stops, shelters with seating and protection from the weather, and clean and well-maintained stops.**

While it may be expected that riders would prioritize newer or more technologically advanced amenities, such as real-time arrival displays or enhanced security features, the survey findings suggest that residents place greater value on basic, reliable, and well-maintained amenities. These relatively straightforward and cost-effective improvements may provide significant everyday benefits for transit riders and meaningfully improve their experience while waiting for service.



Since the city's 2024 adoption of Vision Zero, have you noticed any change in traffic safety in your neighborhood?

Although the City of Pittsburgh has only recently begun its Vision Zero journey, many respondents are already noticing changes in their everyday experience.

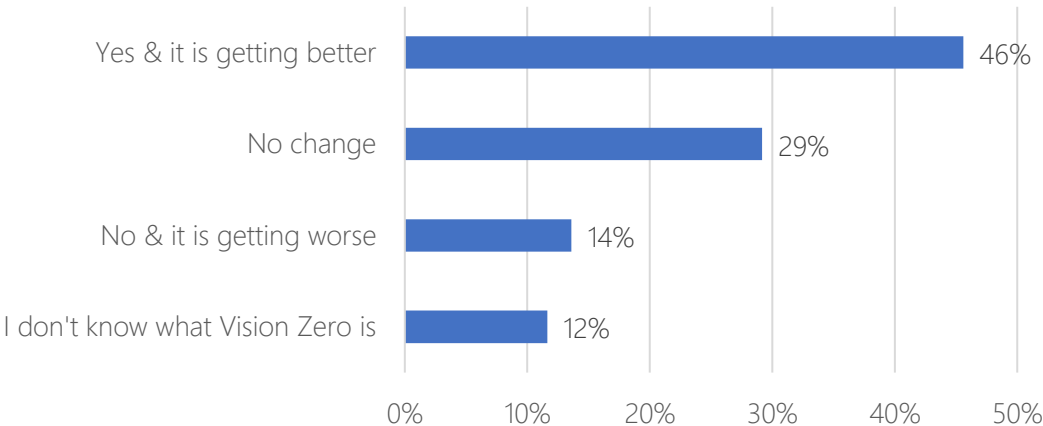
Approximately 46% of respondents said they felt the City was making safety improvements that are becoming increasingly visible in their communities.

However, perceptions of progress vary based on how long respondents have lived or worked in the city. Respondents who had been in Pittsburgh for 2-10 years expressed the most favorable views of the City's safety efforts. In contrast, among those who had lived or worked in the city for 11 years or more, favorable perceptions declined while unfavorable responses increased.

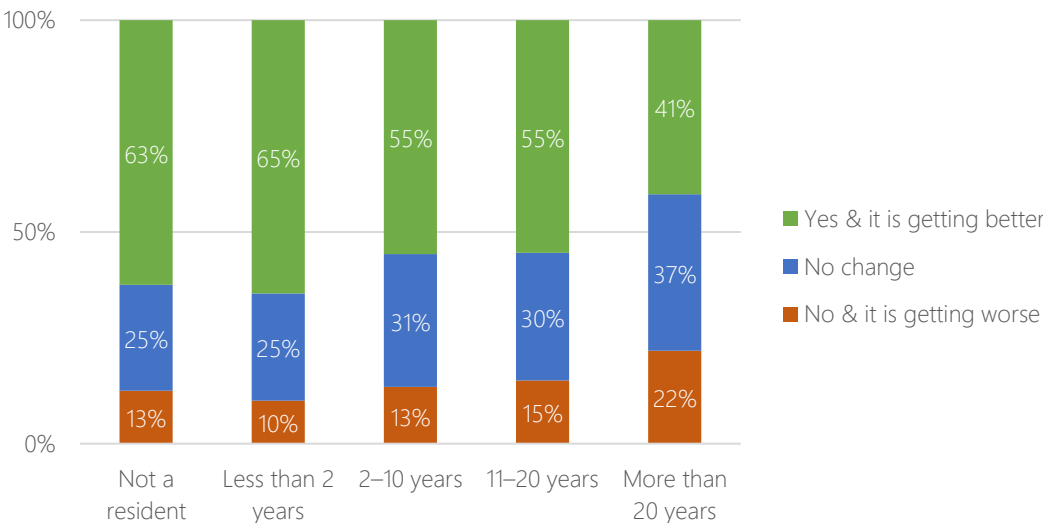
This pattern may be related, in part, to differences in age and familiarity with existing transportation practices. While a Vision Zero movement & Safe System approach is intended to benefit everyone, newer and younger residents may be more receptive to changes associated with Vision Zero. Long-term residents, on the other hand, may be more accustomed to established ways of traveling and navigating the city, regardless of how unsafe they can be (example-Pittsburgh left, sidewalk parking). As a result, when city is making changes to the built environment or transportation system, it becomes less familiar to them resulting in less favorable view.

This highlights the importance of communicating the goals and benefits of Vision Zero while building broad community support for the changes needed to create a safer transportation system.

Since the city's 2024 adoption of Vision Zero, have you noticed any change in traffic safety in your neighborhood?



Change in Vision Zero perception with time of residency



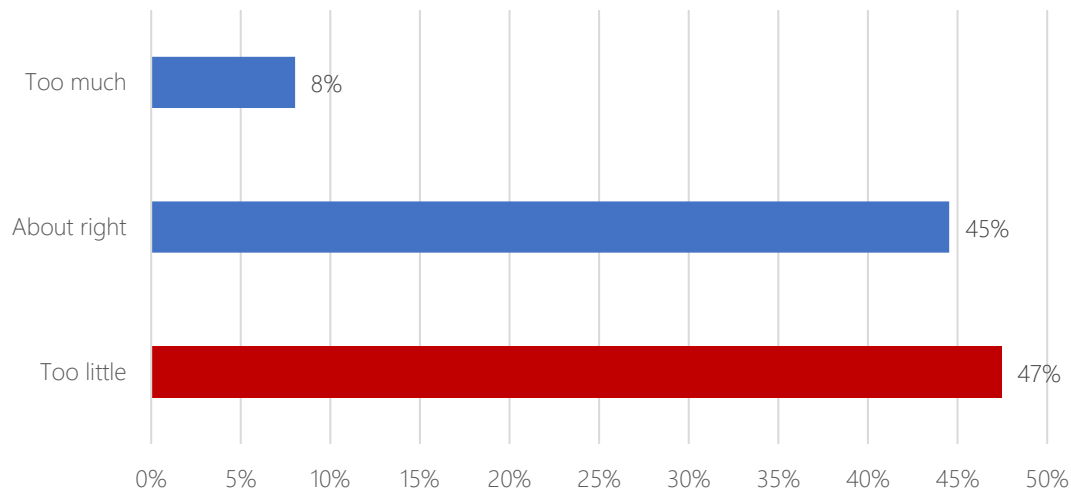
How would you rate the City's investment in transportation safety & infrastructure maintenance?

Respondents, regardless of whether they live in or simply work in the city, recognize the need for greater investment in the safety and upkeep of roadway infrastructure.

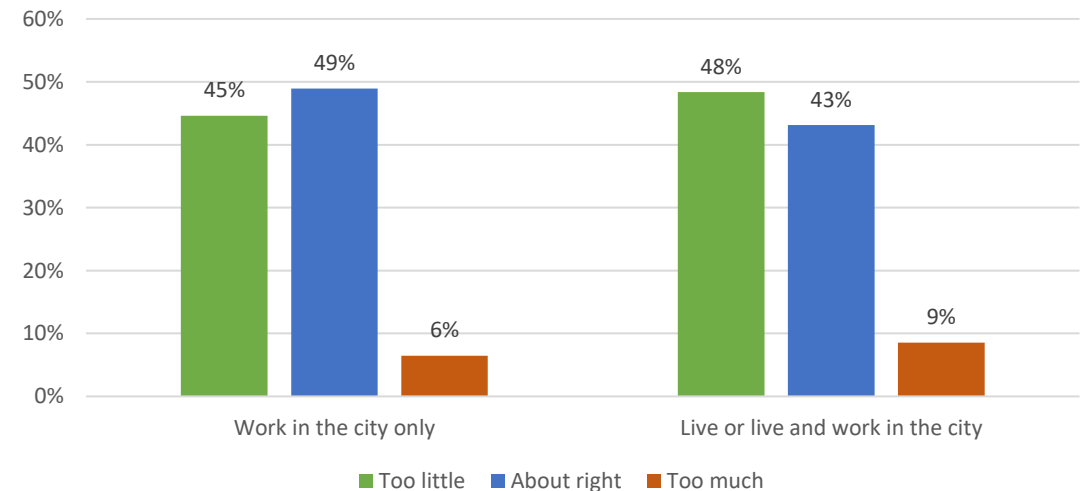
Approximately 47% believe that current investment is too low, while another 45% feel that the level of investment is about right.

Respondents who live in or both live and work in the city are slightly more likely to view current investment as too low than those who only come to the city to work. Very few respondents believe that the current level of investment is too high.

How would you rate the City's investment in transportation safety & infrastructure maintenance?



Perception of City's investment in transportation safety & infrastructure maintenance by residency



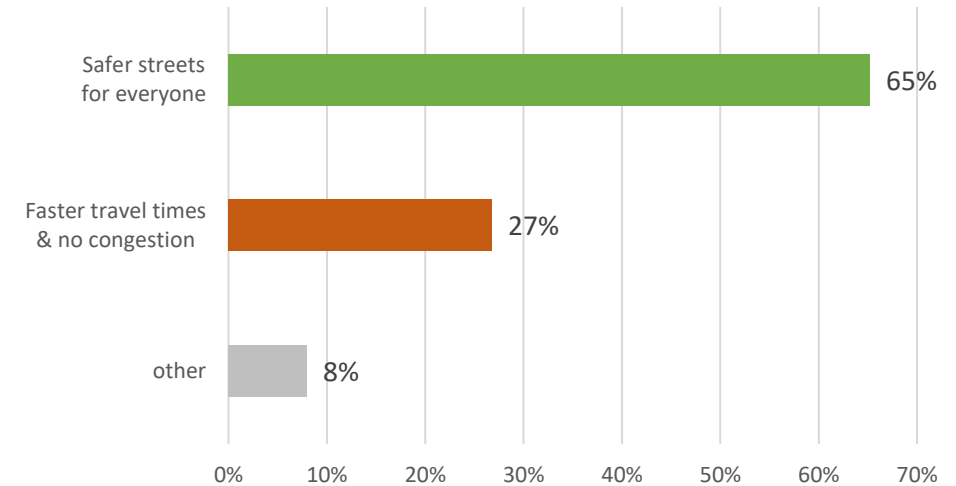
Safer Street Vs. Faster Travel – which one you prefer?

Transportation professionals regularly grapple with the tension between residents' desire for safer streets and their desire for faster travel and less congestion. In practice, achieving both objectives is difficult.

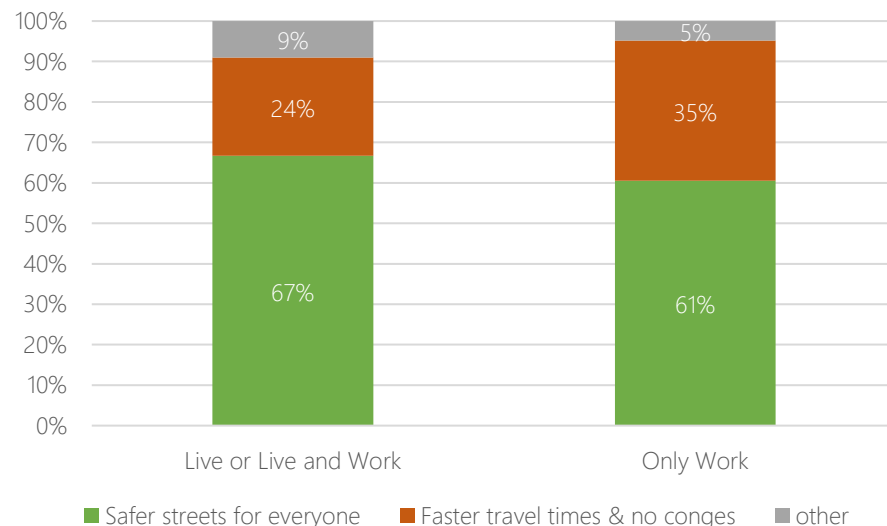
City residents AND those who just work in the city prefer safer traffic conditions over driving convenience. This preference is slightly stronger among newer residents.

Regardless of whether someone is a city resident, a daily commuter, or their age group, respondents consistently value safety over faster travel and reduced congestion.

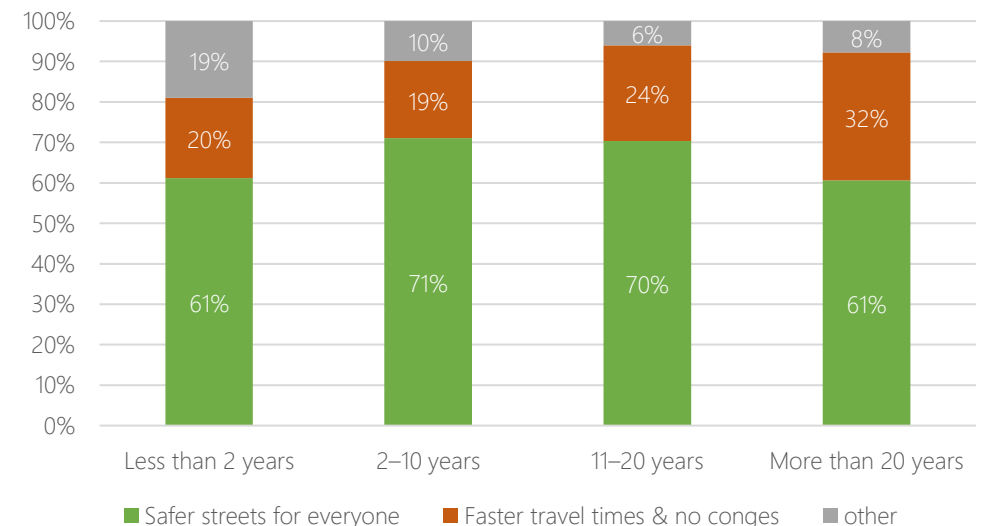
As a driver, which is more important to you?



Preference by residency



Preference by time of residency



Human factors behind crashes

In the past 30 days, how often have you done that?

Because the survey was conducted anonymously and no punitive action is associated with the findings, the project team also sought to better understand respondents' perceptions of the human behaviors and factors that consistently contribute to high-severity crashes in the city.

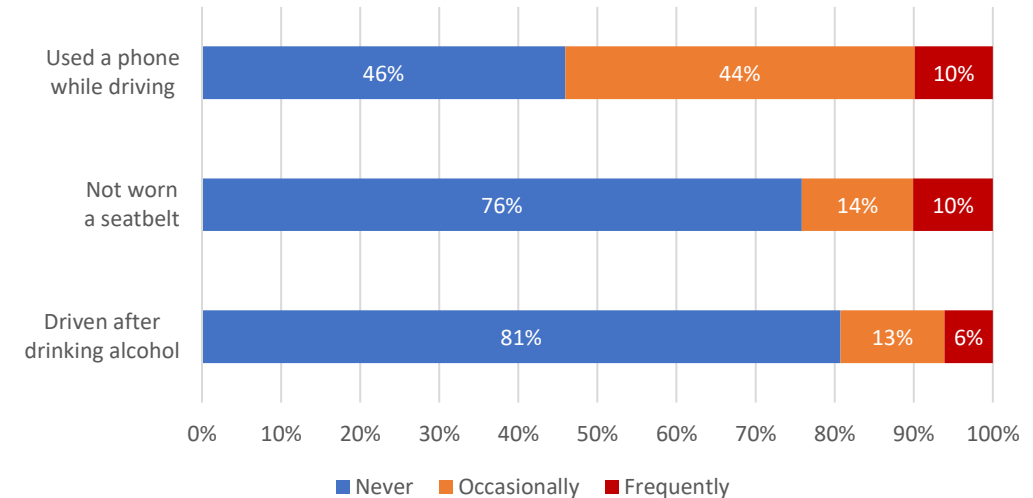
While the majority of respondents reported following traffic safety practices as expected, some behaviors were viewed as less serious than others. For example, respondents generally viewed driving after consuming alcohol as more dangerous than using a phone while driving. Helmet use also remains a concern.

Approximately one-quarter of motorcyclist respondents reported a history of riding without a helmet, a particularly troubling finding given the number of fatal crashes in the city over the past two years.

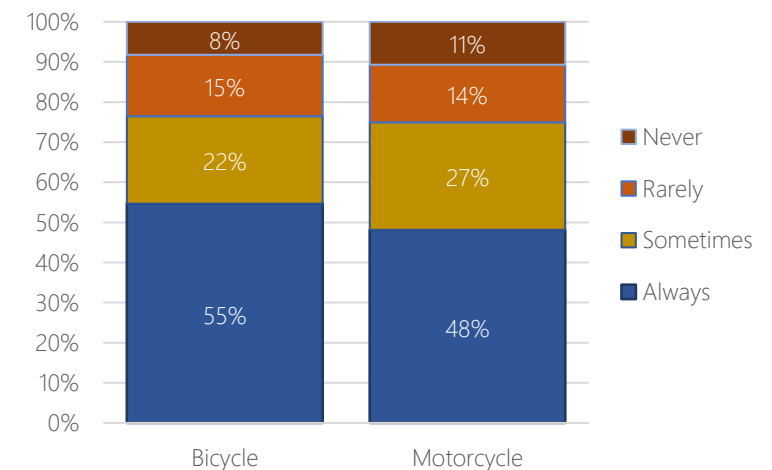
A significant number of bicyclists also reported not wearing a helmet, which is another area of concern.

Ultimately, infrastructure and enforcement alone cannot make our streets safer. Addressing human behavior and the factors that contribute to risky driving requires a shared commitment and responsibility from everyone who uses the roadway.

In the past 30 days, how often have you done the following?



In the past 30 days, how often do you wear a helmet when riding a bicycle or motorcycle?



What is your level of support & familiarity with the following measures?

The survey findings show the strongest support for proven automated traffic-safety enforcement measures.

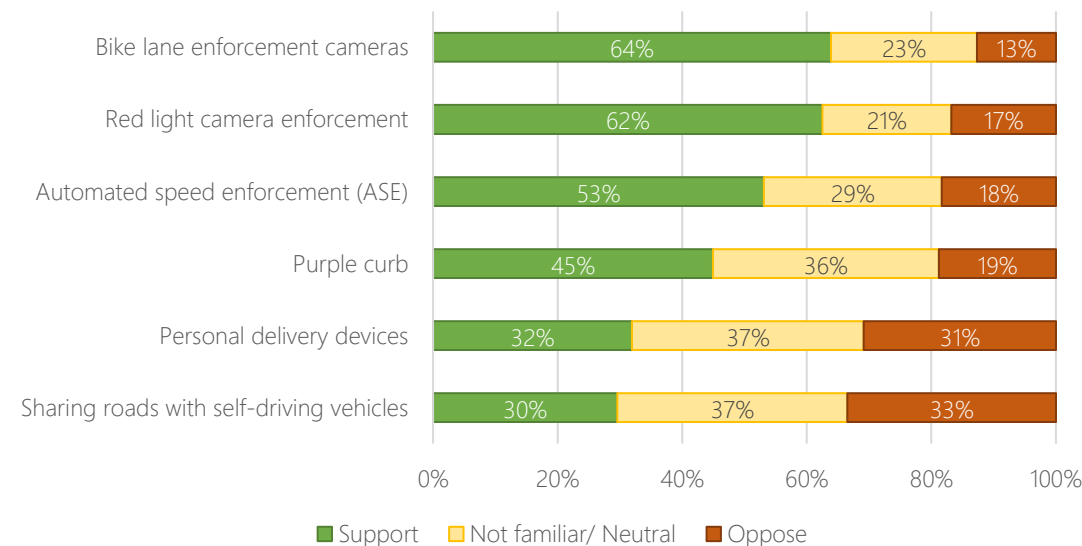
Bike lane enforcement cameras (64%), red-light camera enforcement (62%), and automated speed enforcement (53%) receive majority support, while support declines for purple curbs (45%), personal delivery devices (32%), and sharing roads with self-driving vehicles (30%).

The majority of all respondent were familiar with ALL of the programs and initiatives presented in the survey.

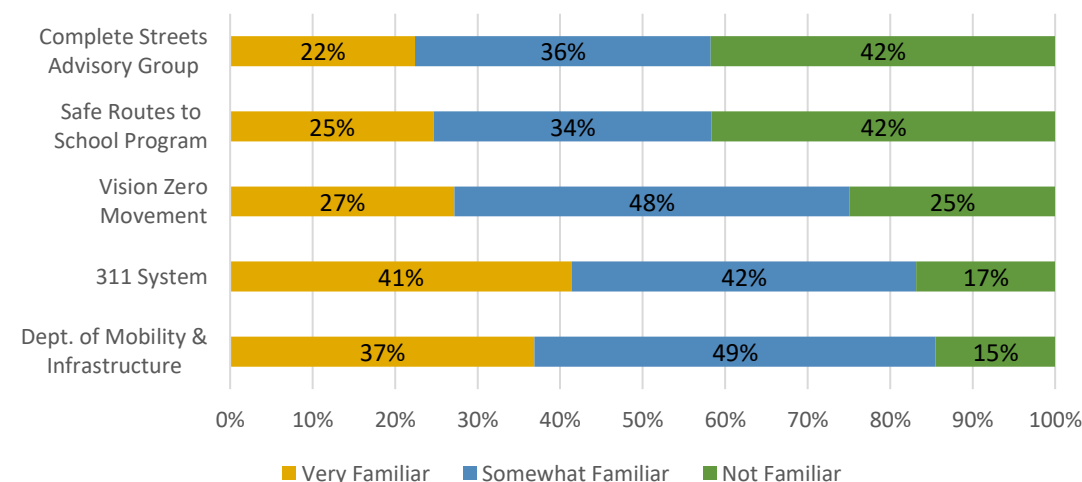
The top 3 ranked by familiarity were the Department of Mobility & Infrastructure (86%), 311 System (83%), and the Vision Zero Movement (75%).

The results suggest that respondents are most supportive of measures they may more readily understand or associate with established traffic-safety practices, while newer technologies and initiatives have a less favorable view and unfamiliarity.

What is your level of support for the following measures?



How familiar are you with the following City programs & initiatives?



Mode Shift: If you usually drive to work, would any of these options make you try a different way or take shorter trips (less than 1 mile) by Walk, Bike, Transit

While there is no single solution that can change people's perceptions and comfort with using single-occupancy vehicles (SOVs), the survey provides valuable insight into where we, as a city, can begin encouraging a shift from SOVs to more multimodal transportation options.

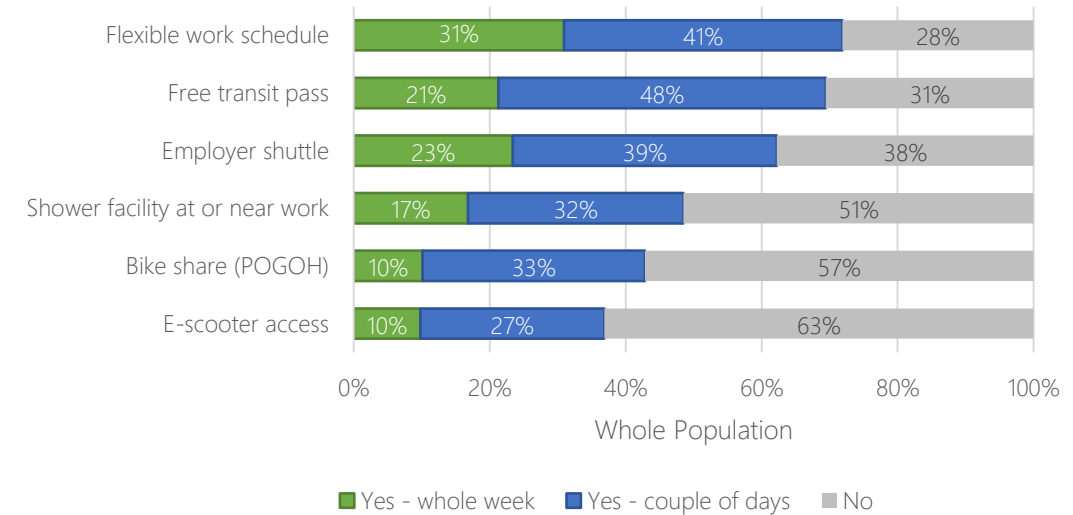
When respondents were asked what could encourage them to use more multimodal options for their work commute, [flexible work schedules and free transit passes](#) ranked highest, followed by employee shuttle services. Respondents who currently walk or bike also indicated that showers at or near the workplace could encourage more people to choose active transportation.

For trips under one mile, respondents identified three infrastructure improvements that would most encourage them to travel without a car: [safer crossings, better sidewalks and curb ramps, and closer transit stops or more frequent transit service](#). These preferences align closely with findings from the previous survey results.

Anecdotally, DOMI has had a similar understanding of the barriers to short, non-automobile trips, so it is encouraging to see the survey provide further validation of these community preferences and priorities.



If you usually drive to work, would any of these options make you try a different way to get there for a week?





Future Policy Priorities

Future Policy Priorities:

Over the **next three years**, DOMI want to build on the progress it has made and strengthen its ability to **address high-risk corridors and institutionalize successful practices**.

Key priorities include:

Strengthen pedestrian signal safety standards.

Develop clear thresholds, criteria, and guidelines for pedestrian signal treatments—including Leading Pedestrian Intervals (LPIs), pedestrian all-walk phases, pedestrian recall, and other signal enhancements—to support more consistent and proactive implementation across the city.

Move quick-build safety treatments toward permanent infrastructure.

Develop a systematic process for evaluating and converting successful temporary pedestrian crossing enhancements into permanent improvements, particularly on high-volume and high-risk corridors.

Expand sidewalk and transit amenity improvements.

As additional capital funding becomes available, increase the number and geographic reach of projects delivered through the City's sidewalk and transit amenities improvement programs.

Future Policy Priorities:

Increase dedicated investment in arterial corridor safety.

Establish consistent, dedicated funding for safety improvements on major arterials and collectors, where high-severity crashes are disproportionately concentrated and neighborhood-scale traffic-calming programs have limited application. These projects often require federal and state grant funding, where securing local match can be challenging. Ensuring local match availability will support faster project delivery and implementation of critical safety improvements on these corridors.

Expand automated enforcement tools.

Continue expanding the City's Automated Red-Light Enforcement (ARLE) camera program and pursue state-level legislative and regulatory changes needed to authorize **Automated Speed Enforcement (ASE)** in Pittsburgh.

Institutionalize dedicated bike-lane sweeping.

Working with DPW to formalize protected bike lane priority mapping as a permanent service standard, with dedicated staffing and consistent deployment of specialized narrow sweepers to maintain bicycle facilities year-round.

Integrate safety into the paving program.

Explore opportunities to use roadway resurfacing projects as an opportunity to systematically incorporate safety improvements—including crossing enhancements, markings, bicycle facilities, traffic-calming elements, and other proven treatments resulting reduced need to deliver these improvements through separate capital projects.

The next phase of City & DOMI policy priorities should focus not only on continuing what has worked, but also on closing the gap between where safety investments are easiest to deliver, community showed their preferences through the survey and where the greatest safety risks exist.



Thank You!

WE APPRECIATE YOUR TIME