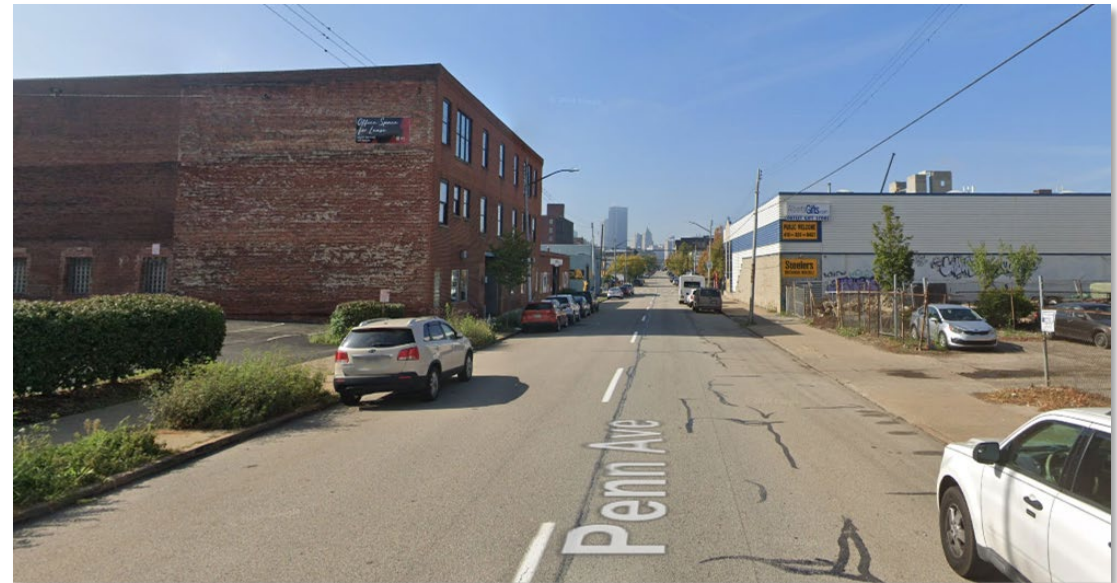




# COMPLETE STREETS ADVISORY GROUP

## 2025 Field Visit – Penn Ave Rightsizing

Presented on September 25, 2025





# Agenda

1. Meeting Objectives
2. Project Description
3. Why Rightsizing?
4. Engagement and Adjustments
5. Challenges and Lessons Learned
6. Call to Action - Discussion
7. Walking Tour



# Meeting Objectives

1. Produce discussion meant to guide DOMI in our project delivery process.
2. Discuss the role of the Complete Streets Advisory Group in project delivery.



# Project Description



## **Penn Avenue 31st Street to 22nd Street**

Current Condition: Two inbound travel lanes with shared used for cyclists, parking on both sides of street. Paid on-street parking ends at 25th Street.

Future Condition: One inbound travel lane, parking protected bike lane on north curb, on street parking maintained. Expand paid on-street parking to 31st.





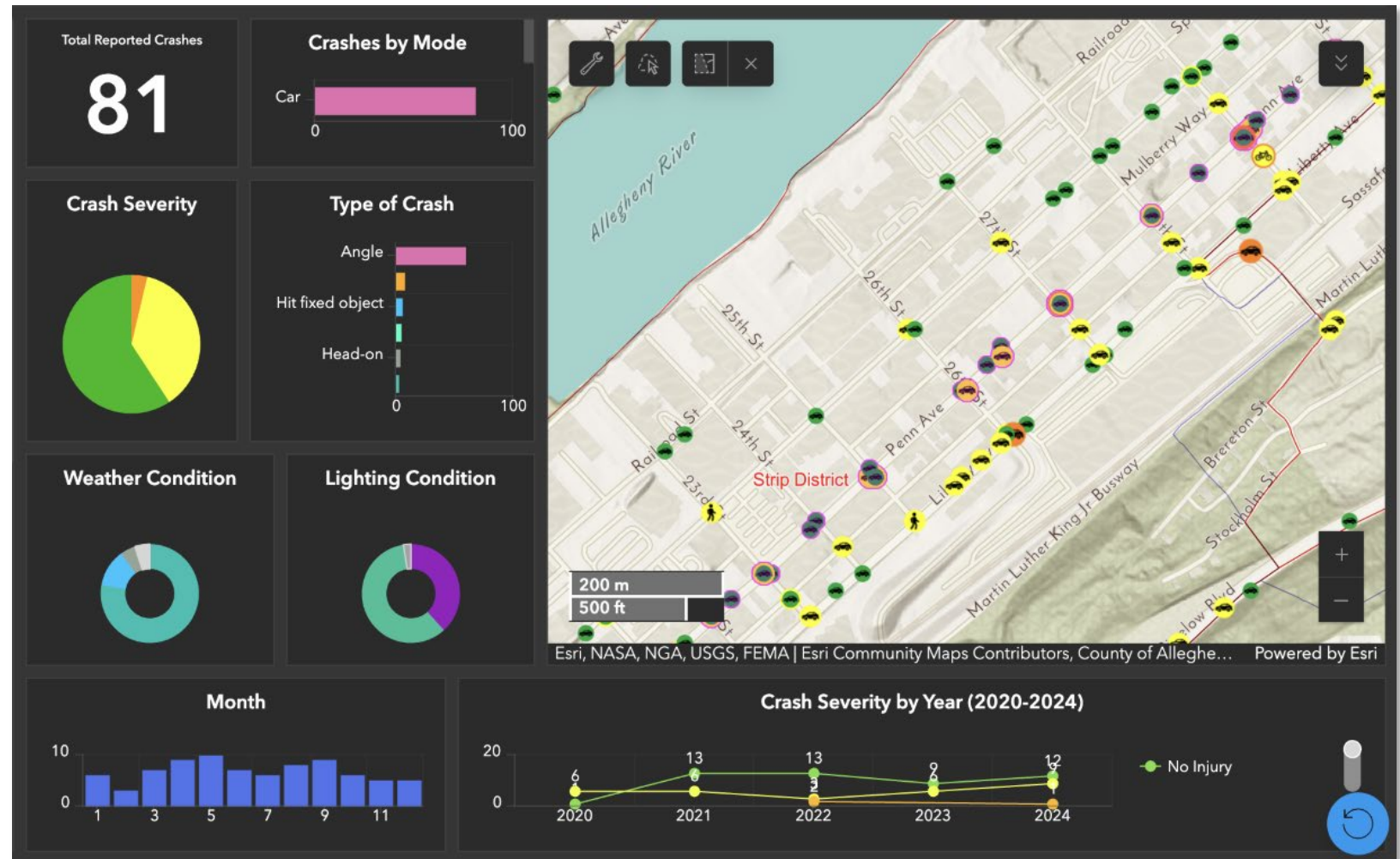
# Penn Ave Rightsizing

## 5-year Crash Analysis 2020 - 2024

### 81 reported crashes

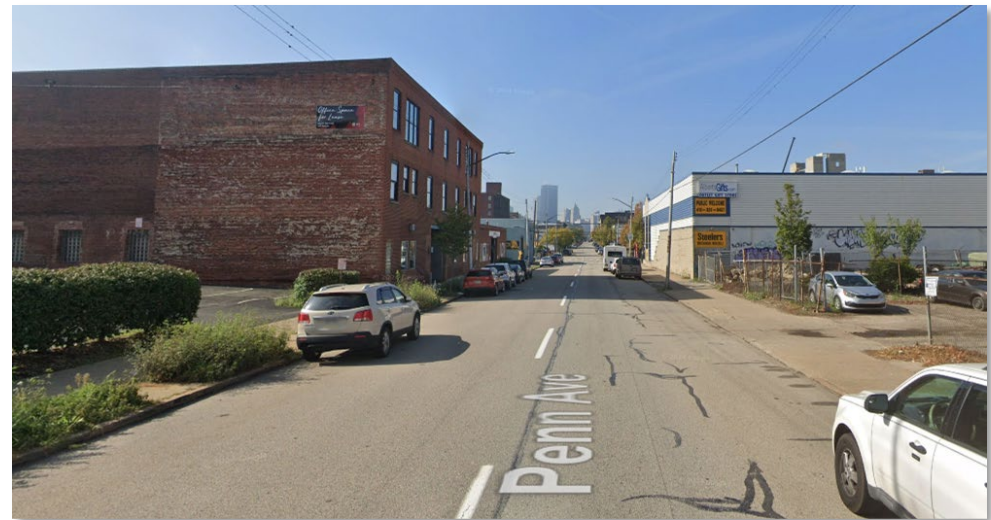
- 3 with serious injury
- 23 with minor or possible injury
- 67% reported as non-injury crashes

For comparison, Smallman Street has approximately 2,000 more average daily vehicles but only 26 reported crashes. 80% reported as non-injury crashes.



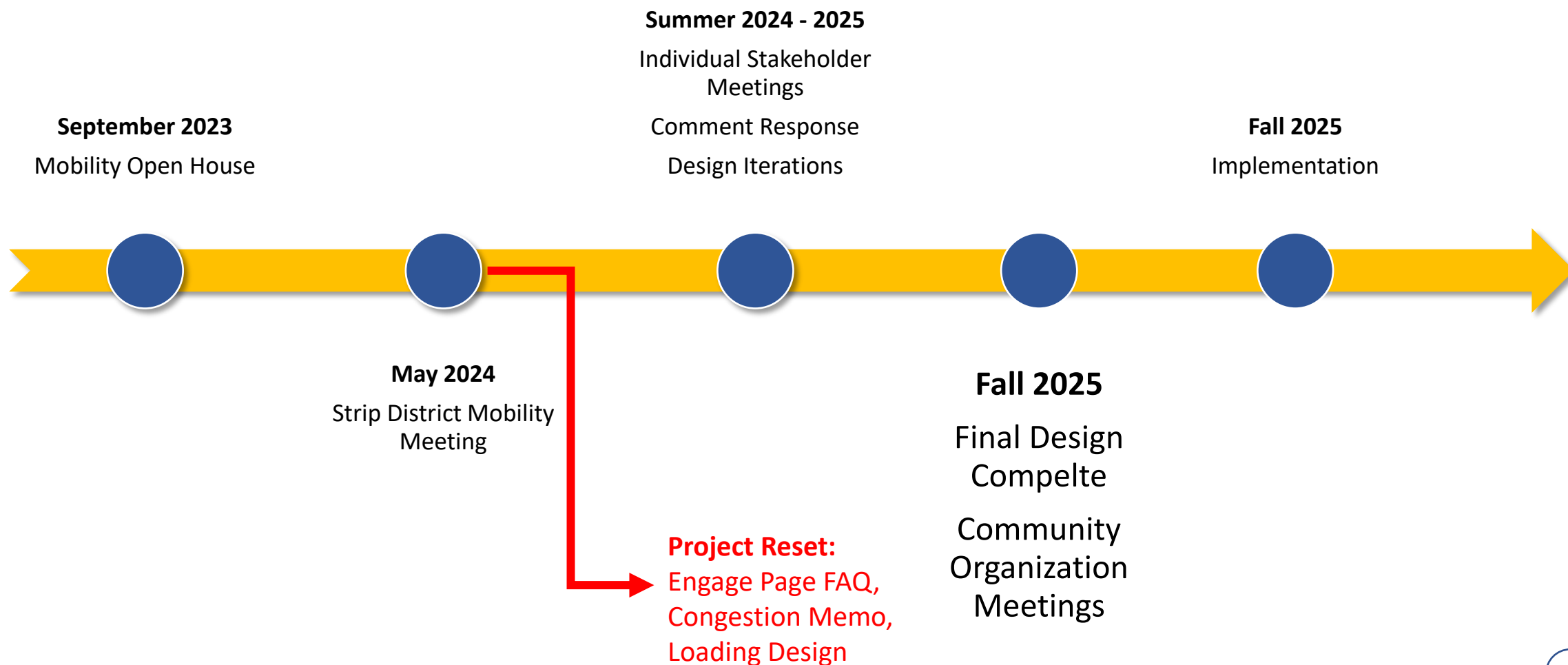
# Why Rightsizing?

- Rightsizing or lane diets refer to the concept of ensuring that the number of travel lanes on a roadway are proportionate to the volume of vehicles in the roadway
- On Penn Ave the predominate crash type are angle crashes. Contributing factors:
  - Poor sight distance for vehicles turning from the side street.
  - Two travel lanes, when volumes don't require it, encourages speeding.
  - The second lane occasionally acts as loading area, further exacerbating sight distance issues and encouraging excess maneuvers.





# Project Timeline



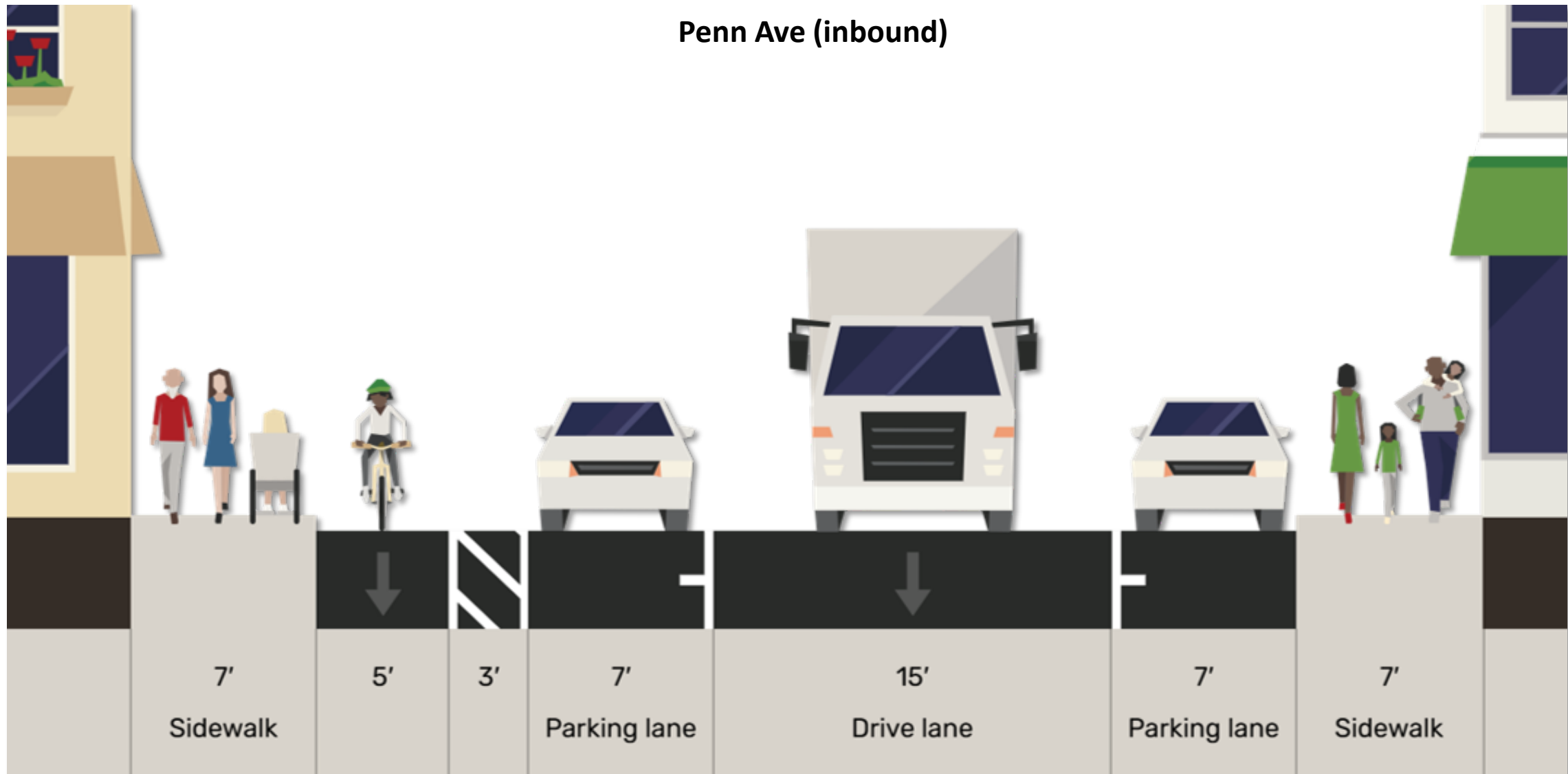
# Project Goals - 2025

- Safety
- Support commercial activities
- Make traffic flow improvements and a more intuitive street network
- Opportunity to close the gap in the bike network
- Use quick build materials which are easy to install and modify



# Future Cross Section

Penn Ave (inbound)



# Project Changes May 2024 to Fall 2025

- Design: travel lane (+4 ft) and bike lane width (-2 ft)
- On-street loading increased to accommodate stakeholder feedback
- ADA spaces added
- Paid parking expanded from 25th to 31st
- Better wayfinding for truck routes and commercial parking
- Convert 23rd and 24th St from two-way streets to one-way pairs
- Pursue outbound bike facility on Smallman Street as separate project
- Verify/confirm future traffic needs
- Resolve Fire Union Assertions



# Challenges and Lessons Learned

# Public Opinion?

- Petition Opposed by Strip District Business Association
- Petition Support by Safer Streets in The Strip
- No official position taken by registered RCO
- Council and Mayor Endorsed
- Multiple news stories, sometimes misinformed



# Public Safety

- The project was reviewed at DOMI/DPS coordination meetings and through briefings to the Director of Public Safety.
- A public letter from the Fire Union references a 20-foot clearance for roadways as required.
- The City's Law Department review confirmed that the section of IFC referenced in the Fire Union letter does not apply to city-sponsored projects.
- The Mayor's Executive Order 2025-04 establishes a ROW Safety Advisory Committee to resolve future similar "disputes" administratively

# Other Factors

- DOMI lacks:
  1. Standard engagement process – including what to do when a project seems unpopular
  2. Formal/Written SOP for input from Public Safety, DPW or other agencies
  3. Standard planning or project delivery process
    - From go: should have had traffic study and curbside/loading plans
- Item's 1 & 3 are now in development

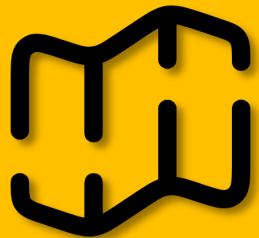


# Call To Action

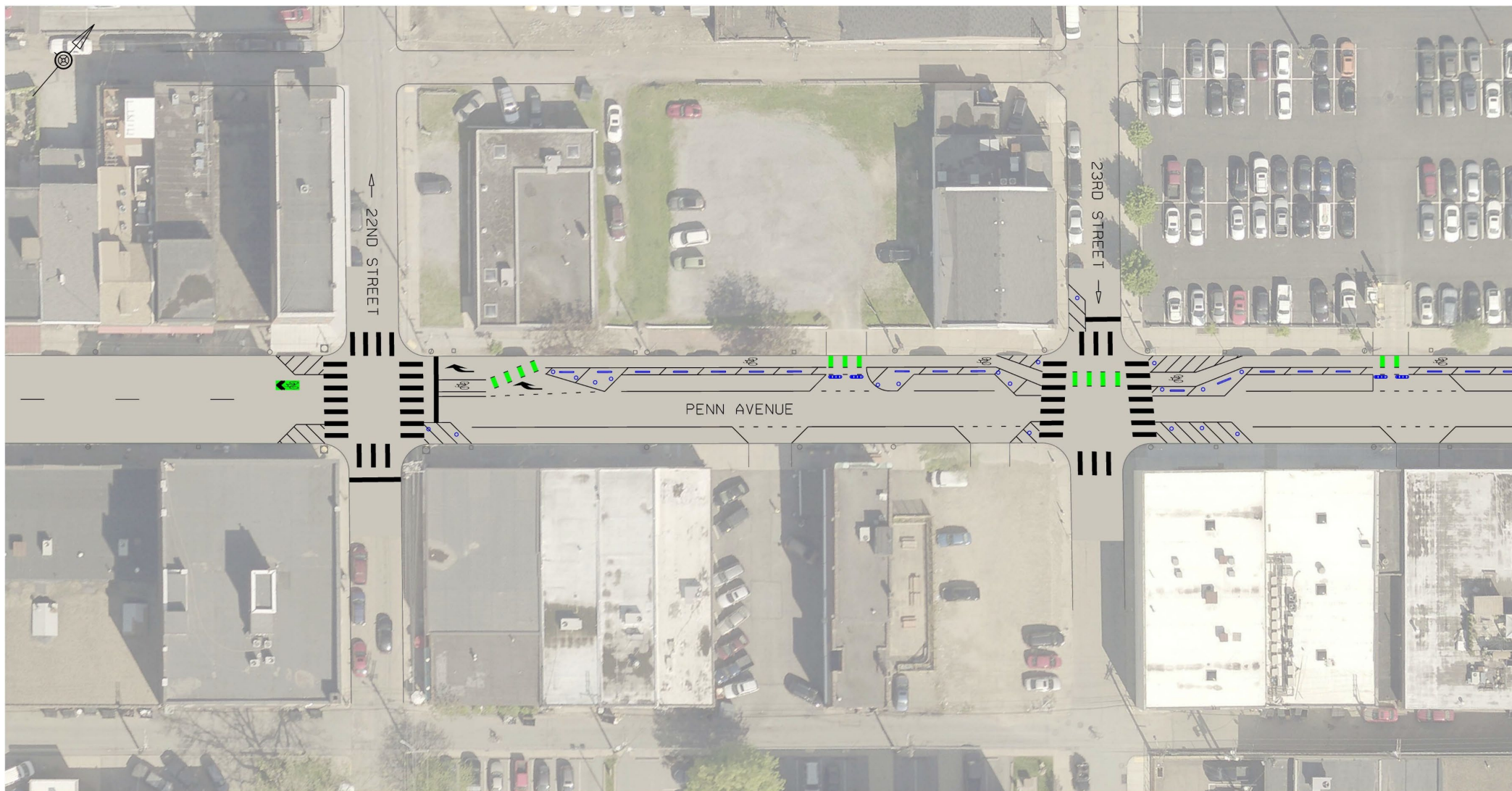
1. How can CSAG be part of the solution?
2. How would that change the composition of the group and/or meeting structure?
3. Ideas worth exploring?



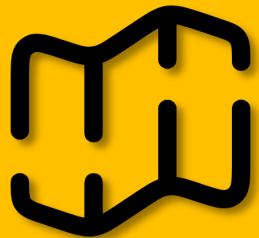




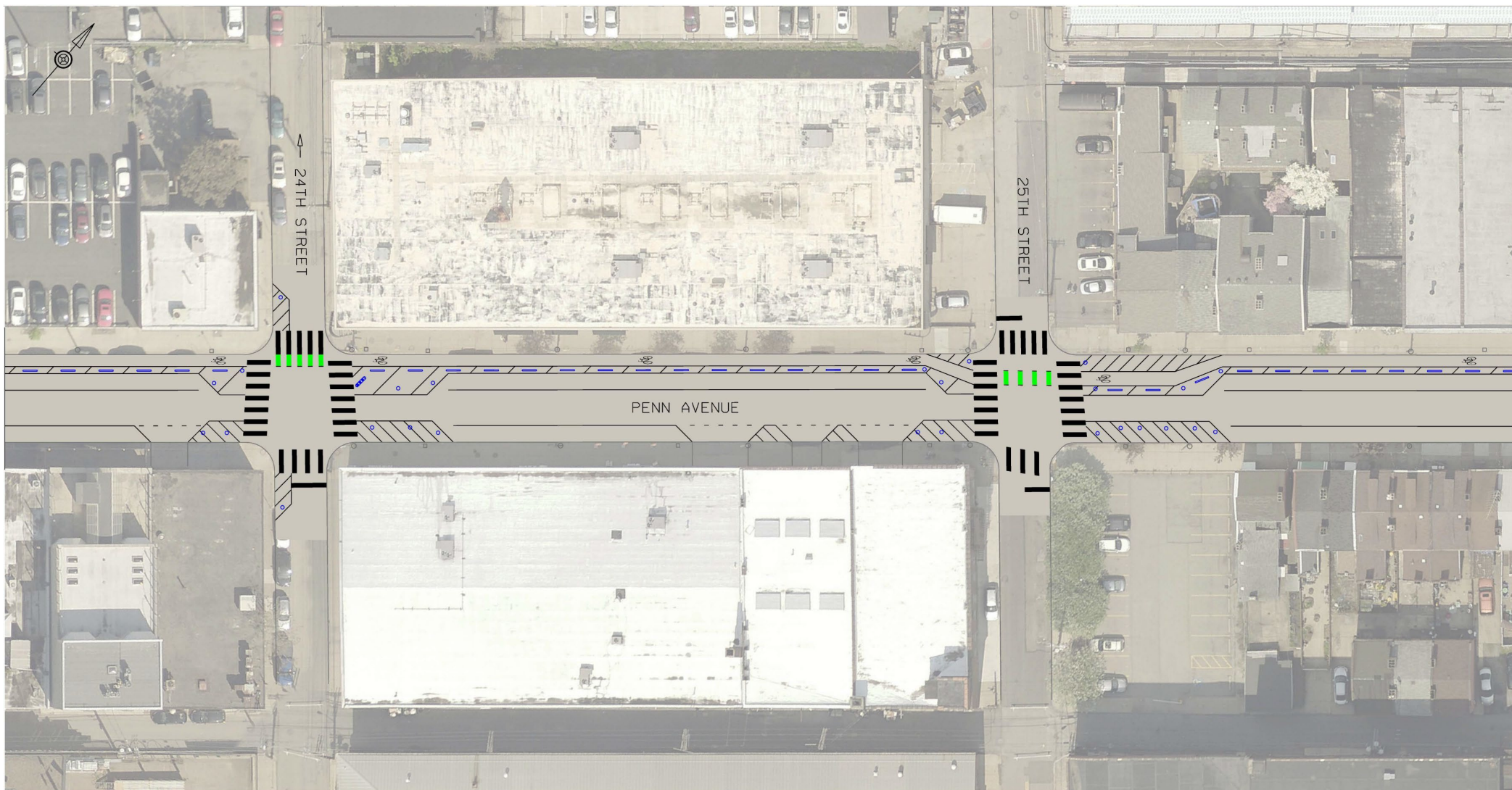
# Draft Design – Section 1







# Draft Design – Section 2






# Mayor Gainey's Executive Order



CITY OF PITTSBURGH  
**OFFICE OF THE MAYOR**  
MAYOR ED GAINEY  
He/Him/His

Executive Order City of Pittsburgh Office of the Mayor	
Subject: Right-of-Way Safety Advisory Committee	Number: 2025-04
By Direction of:	Date: August 20 <sup>th</sup> , 2025
 Ed Gainey, Mayor	

**WHEREAS**, Every year in the City of Pittsburgh, thousands of traffic crashes occur resulting in a host of public safety concerns, including an annual average of over 100 serious injuries and 20 deaths; and

**WHEREAS**, A safe and equitable transportation system is a shared responsibility and requires multiple public agencies to work together on a holistic approach to roadway design and policies meant to uphold our collective commitment to safety; and

**WHEREAS**, The City of Pittsburgh adopted the 2009 edition of the International Fire Code (IFC) in 2016, with some City-specific modifications thereto, incorporated as Chapter 801 of the City Code; and

**WHEREAS**, Multiple provisions of the IFC, when taken together, provide the Pittsburgh Bureau of Fire (PBF) considerable authority of reviews, approvals, and inspections of the built environment; and

**WHEREAS**, none of these IFC provisions provide specific authority to dictate general public roadway design or inspection; and

**WHEREAS**, Chapter 118 of the Pittsburgh Code empowers the Department of Mobility and Infrastructure (DOMI) to oversee development of transportation plans; supervise transportation projects within the City; enforce City rules and ordinances related to DOMI; coordinate work activities with external entities; direct City transportation planning; and manage major transportation-related projects; and

**WHEREAS**, there are times where the legitimate public safety and welfare concerns, including the threat of fire and unsafe traffic conditions, are held in tension with each other, making it difficult for the Department of Public Safety and DOMI to reach agreement through their existing coordination meetings; and

**WHEREAS**, it is essential to protecting the safety and welfare of the public that we institute proactive administrative measures to resolve differences with a balanced and neutral approach to all potential threats, including and beyond the threat of fire and unsafe traffic conditions;

**NOW, THEREFORE**, I, Ed Gainey, Mayor of the City of Pittsburgh, by the virtue of the authority vested in me by the Home Rule Charter of the City of Pittsburgh, the Ordinances of the City of Pittsburgh, and the Statutes of the Commonwealth of Pennsylvania, do hereby order and establish:



# Walking Tour