



Complete Streets Advisory Group

Biennial Report 2025

Presented on December 19, 2025

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CSAG Review

- Complete Streets Are:
 - Safe
 - Accessible
 - Environmentally Resilient
 - Economically Sound
 - Increase Efficiency of Movement
 - Improve the Public Realm
 - October 10, 2023 – 1st CSAG Biennial Report
 - January 30, 2024 – State of Mobility presented to City Council.
 - March 4, 2024 - Vision Zero Initiative Adopted
-
- Engage PGH Page – Your resource for all things CSAG
<https://engage.pittsburghpa.gov/complete-streets-advisory-group>



Biennial Report Contents

Complete Streets Policy, Page 11

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 also include performance measures and benchmarks including:

- Linear miles of bicycle infrastructure
- Linear miles of pedestrian infrastructure
- Number of pedestrian safety improvements
- Number of intersections upgraded to ADA
- Number & rate of pedestrian, bicycle & vehicle crashes & fatalities
- Before & after speeds for traffic calming
- Transit ridership
- Street improvements
- Transit Quality Improvements
- Changes in Travel Behavior
- Changes in Bike/Ped Counts
- Number of Green Infrastructure Projects
- Number of projects planned or complete in low to moderate income communities

Overview

1.Data Sources

2.Pedestrian Infrastructure

- Sidewalk Restoration Program
- City Steps Projects
- Request Tracker
- Streetlights
- Signalized Intersections
- ADA Detectable Ramps
- Crash History

4.Bicycle Infrastructure

- Network Overview
- 2 Project recap
- Network accessibility analysis
- Bike Parking Data
- Crash History
- Selected Bike Counter data
- VRU

5.POGO Bike Share

6.Traffic Calming Overview

7.Overview Slide

8.Crash Analysis Overview

9.Transit Data

- Amenities

10. Green Infrastructure

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

- Pittsburgh Regional Transit
- PoGoH Bike Share

Pennsylvania Crash Information Tool

American Community Survey Data

- Transportation mode trends

Eco-Visio - Bicycle Counter Data

Justice40 Initiative

What is J40?

This initiative's goal is that 40% of the overall benefits of certain Federal investments flow to disadvantaged communities.

What criteria is considered to determine a J40 neighborhood?

1. Transportation Insecurity
2. Environmental Burden
3. Social Vulnerability
4. Health Vulnerability
5. Climate and Disaster Risk Burden

How is DOMI incorporating and utilizing the J40 Initiative?

DOMI had a Equity Study conducted in 2018 for project selection guidance. For this analysis and to be consistent with the previous CSAG biennial report, we are using J40. They are referred to as **High Need Communities** in these slides.



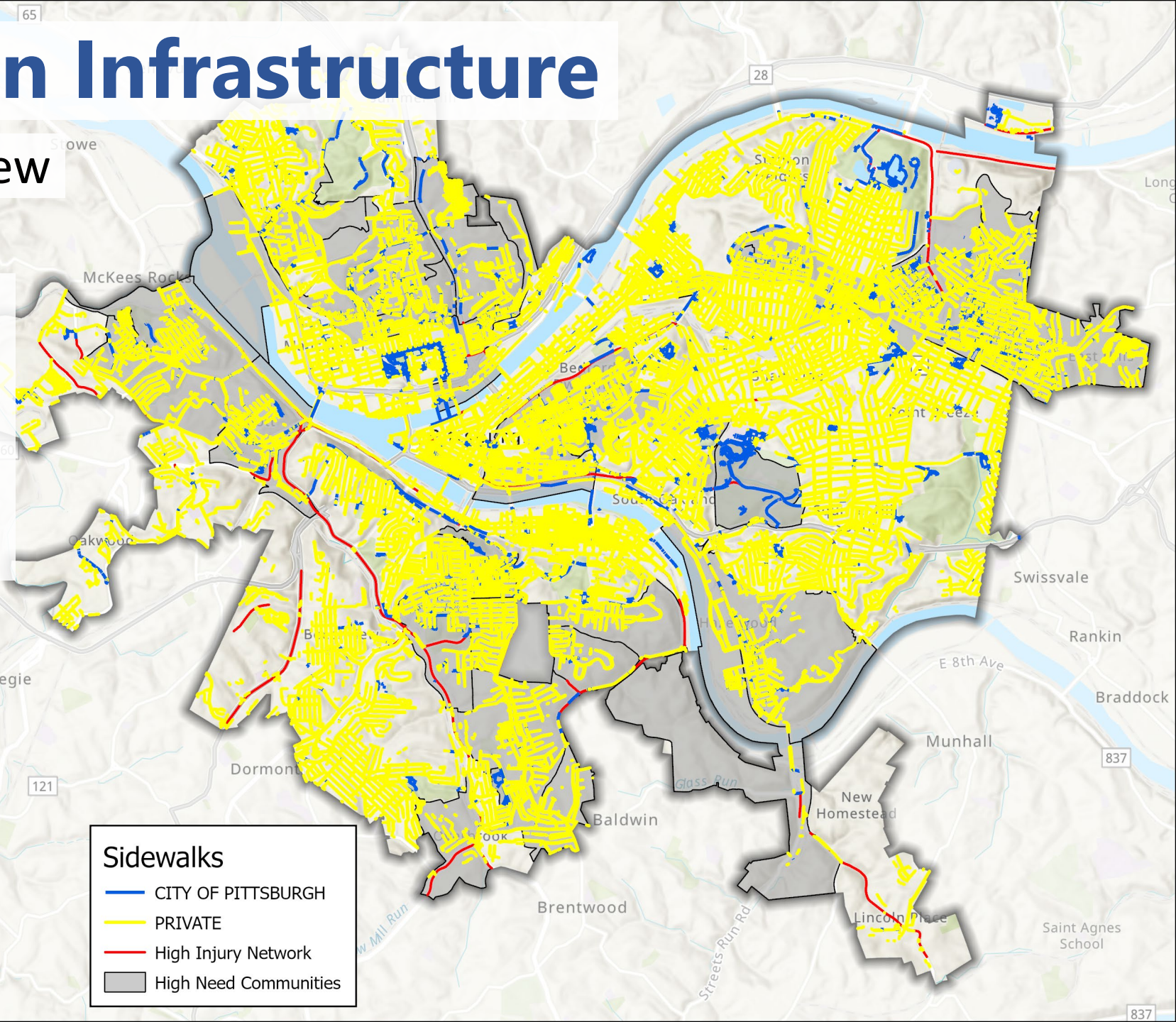
Pedestrian Infrastructure

Sidewalk Overview

There are 1304 miles sidewalk in the City of Pittsburgh

6% are owned by the City.

65% of the City owned sidewalk segments are in High Need Communities.





Pedestrian Infrastructure

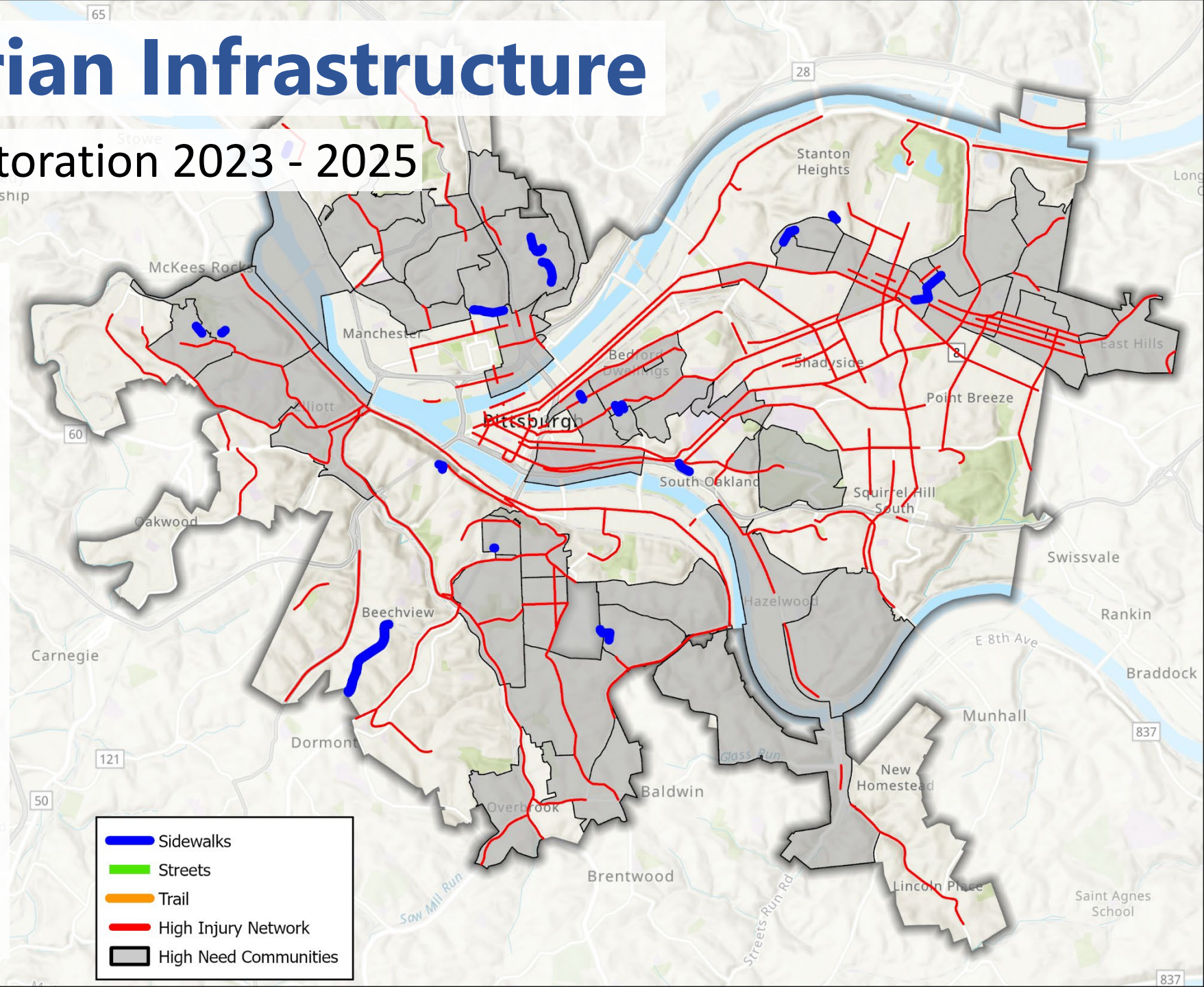
Sidewalk Restoration 2023 - 2025

2023 – 8 Projects

- Cassatt St
- Mathias/Rhine St
- Ashley St
- Addison St
- Elmore St
- Otilia / McManus St
- Rectenwald
- Allendale St

2024 -12 projects

- Fountain St.
- Broad St
- Thornton St
- Walz St
- Broadway Ave
- Buente St
- Hiawatha St
- Secane Ave Ext
- Schenley Manor BLVD
- N Mathilda St
- Grandview & Merrimac Si
- Lawn St Promenade





Pedestrian Infrastructure

Sidewalk Restoration 2023 - 2025

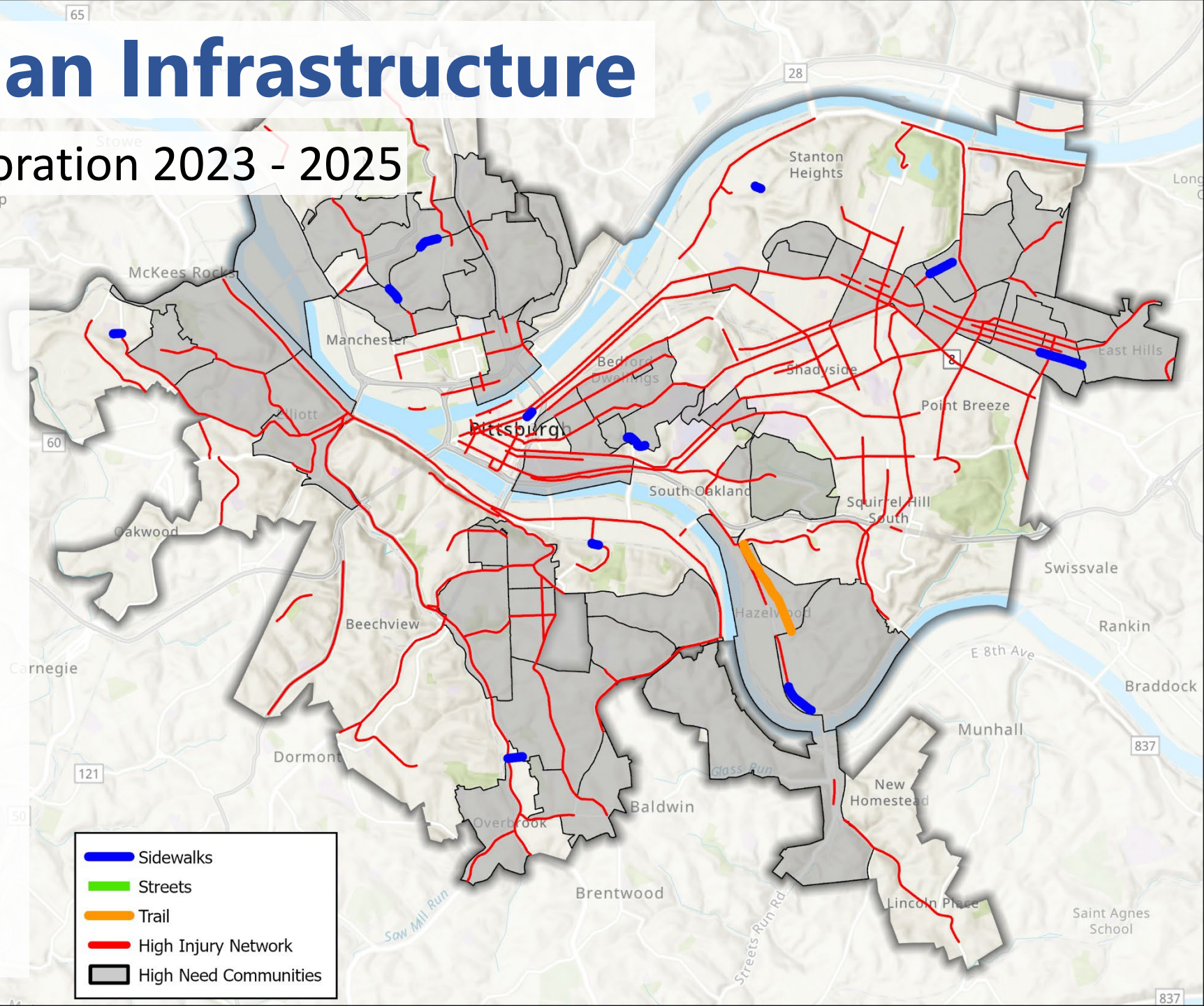
2025 – 12 projects

- Hamilton St
- N Charles St
- Bentley Dr
- Sylvan Ave Trail
- Larimer Ave
- 2nd Ave
- McCandless St
- Midwood Ave
- Summerdale St
- Liberty Ave
- Brighton Rd
- S 18th St

32 projects restored approximately 9.7 linear miles of sidewalk.

72% of these projects were in High Need Communities.

31% of these projects were along the High Injury Network.



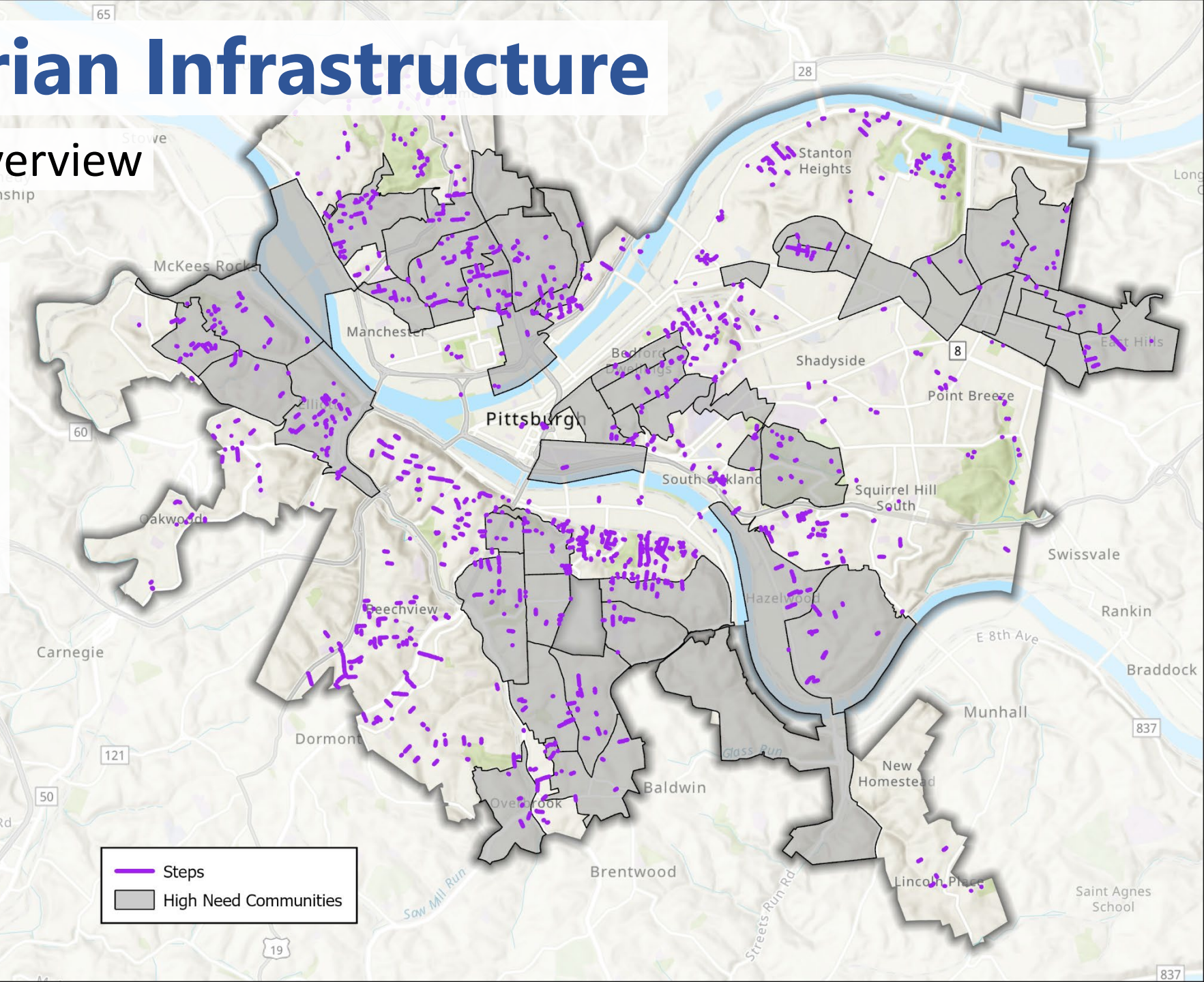
Pedestrian Infrastructure

City Steps Overview

Over 1200 sets of steps.

More than 45,000 individual steps, totaling more than 29.5 miles.

45 % of these steps are in High Need Communities.



Pedestrian Infrastructure

Steps Projects 2023 – 2025

2023 – 2 Projects

- Rialto St Steps
- Copperfield Ave Steps

2024 – 5 Projects

- Watson Blvd Stairs
- Plymouth St
- Yard Way Steps
- Paul Place Steps
- Haberman Ave Steps

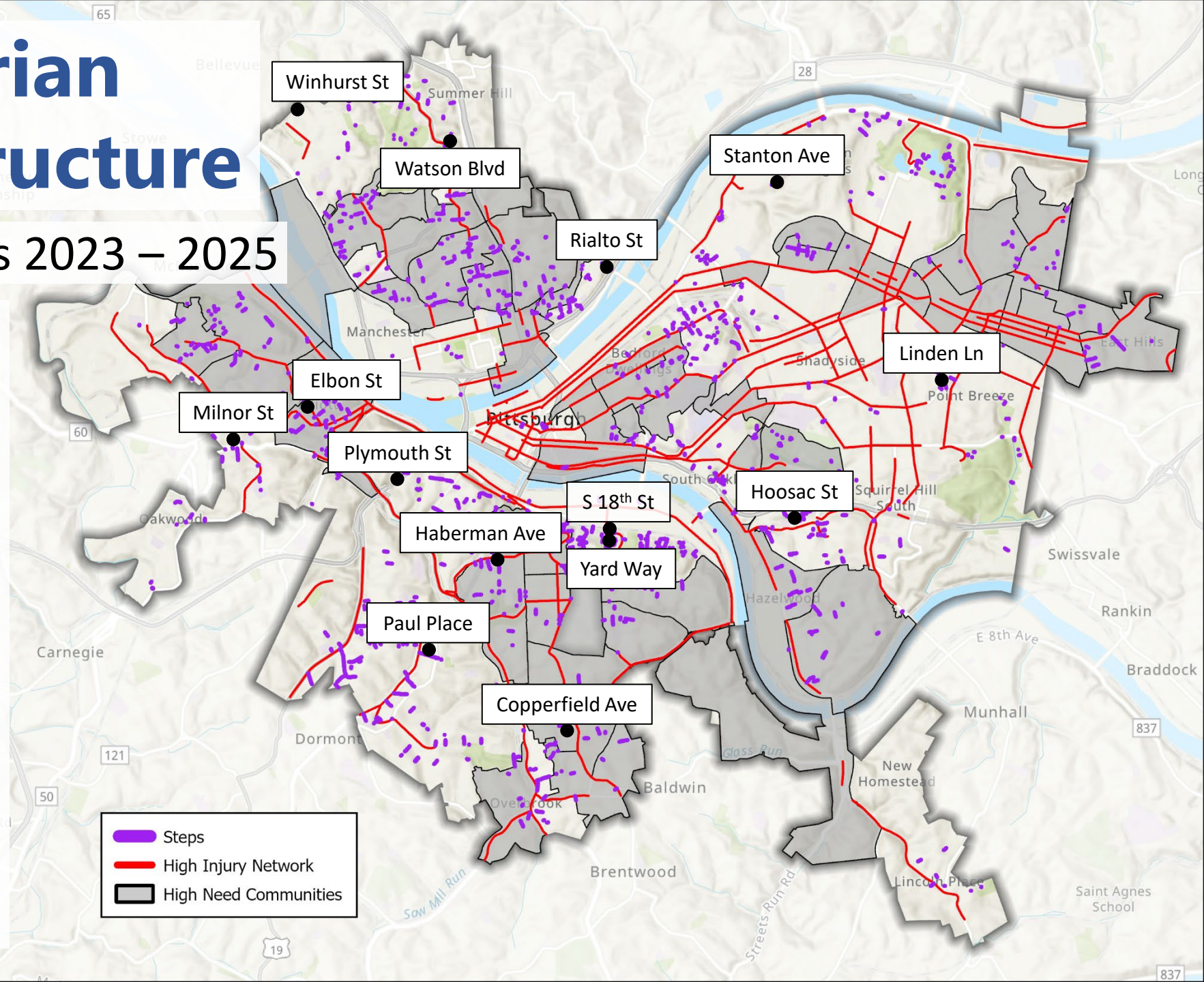
2025 – 7 projects

- Milnor St Steps
- Winhurst St Step Repair
- 18th St Stair Repair
- Hoosac St Stairs
- Linden Ln Road Repair
- Elbon St Stairs
- Stanton Ave & McCandless

14 Projects since 2023

21% of these projects were in High Need Communities.

S18 St Stair repair is along the HIN.





Pedestrian Infrastructure

Street Light Overview

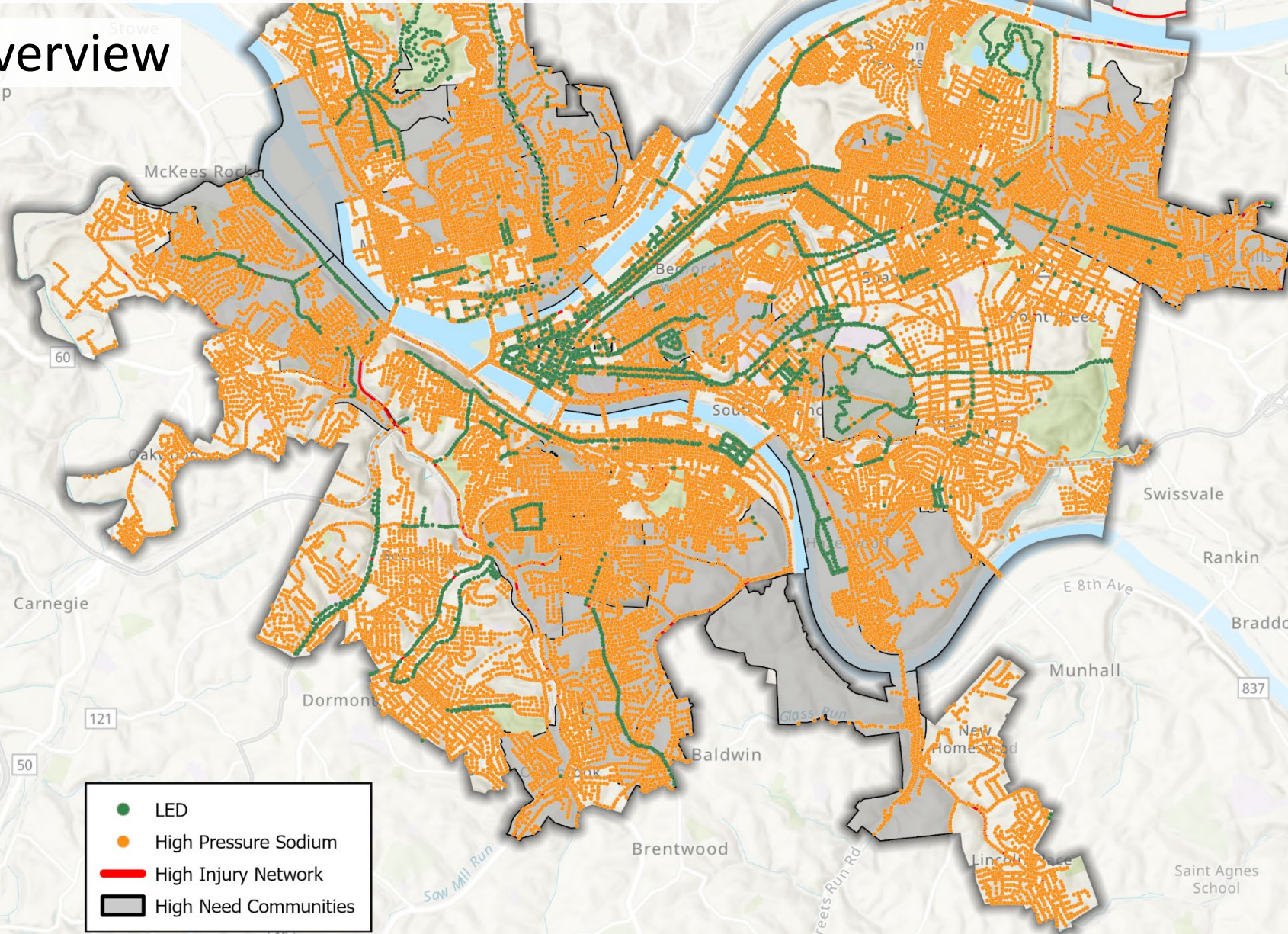
43,672 street lights.

17,468 (40%) have been converted to LED.

For more information:

[LED Modernization Project](#)
[| EngagePgh](#)

- LED
- High Pressure Sodium
- High Injury Network
- High Need Communities





Pedestrian Infrastructure

Signalized Intersections

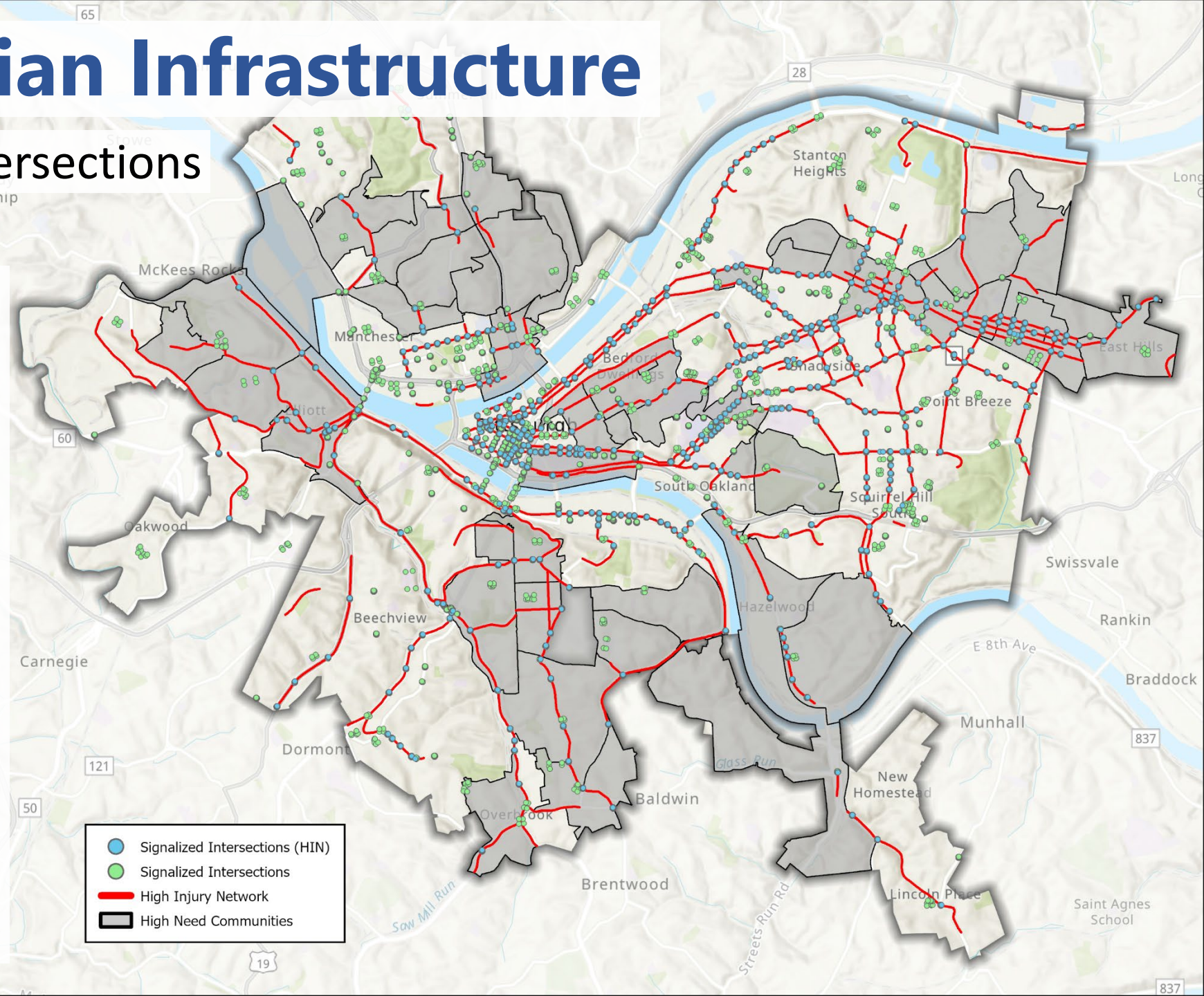
615 down from 623
Signalized Intersections.

Approximately 90 projects
have been completed in the
past 2 years.

Projects include pedestrian
upgrades, signal
replacements, signal
removals, and VRU upgrades.

**34% are in High Need
Communities.**

**40% are on the High Injury
Network.**





Pedestrian Infrastructure

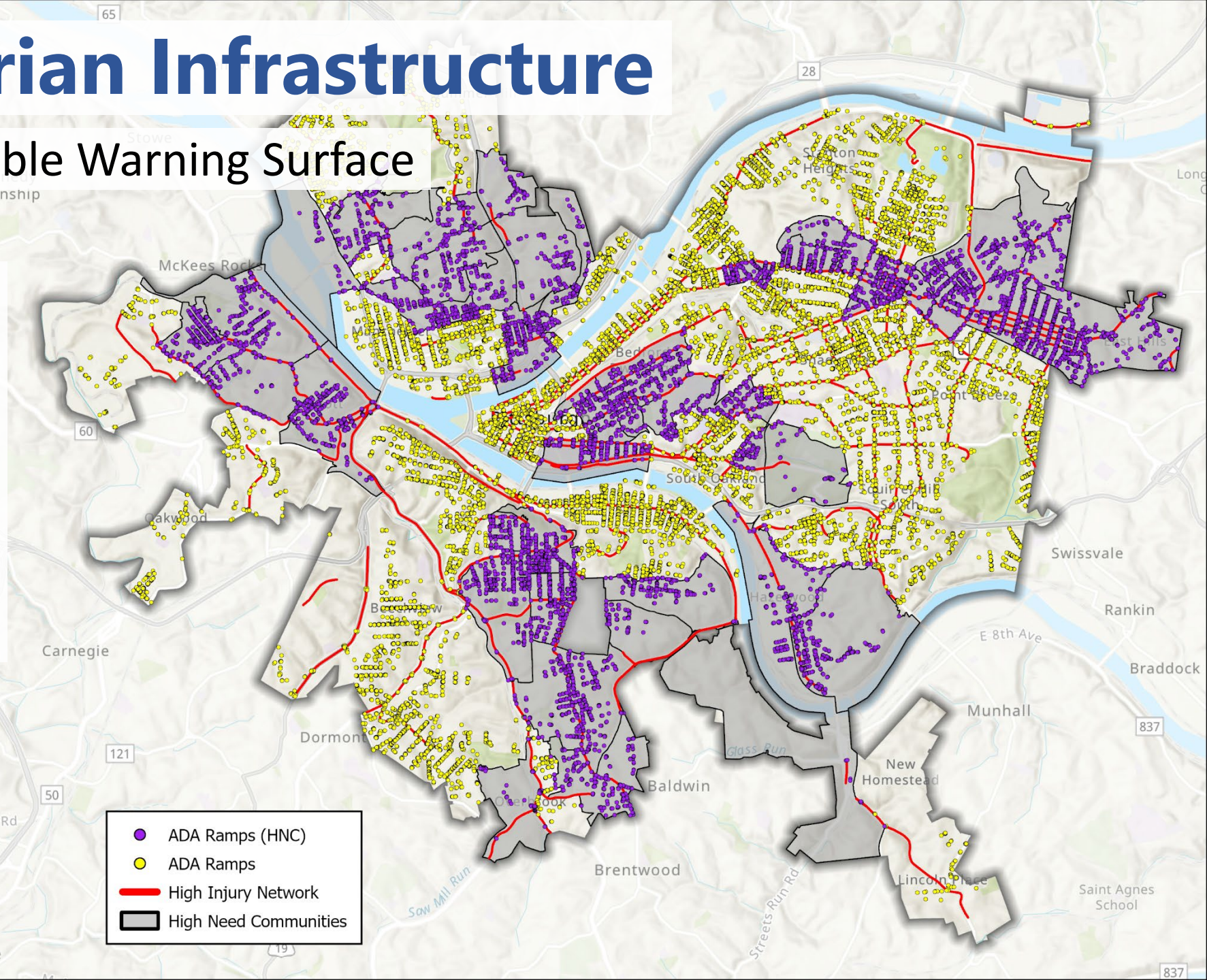
ADA Detectable Warning Surface

26,227 individual ADA detectable ramps.

+6.5% since the 2023 report.

45% of detectable ramps are within High Need Communities.

13% are along the High Injury Network.



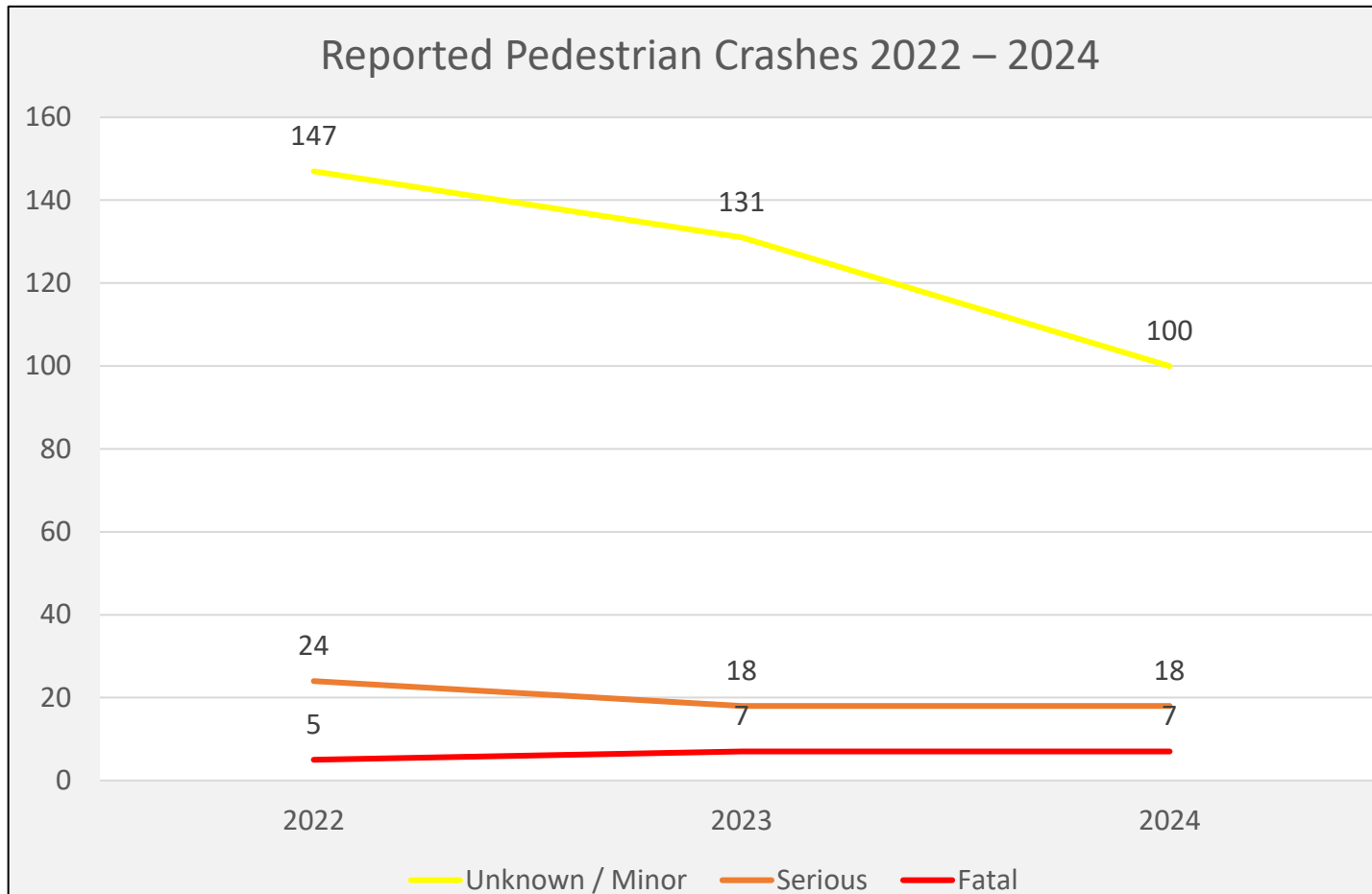
- ADA Ramps (HNC)
- ADA Ramps
- High Injury Network
- High Need Communities



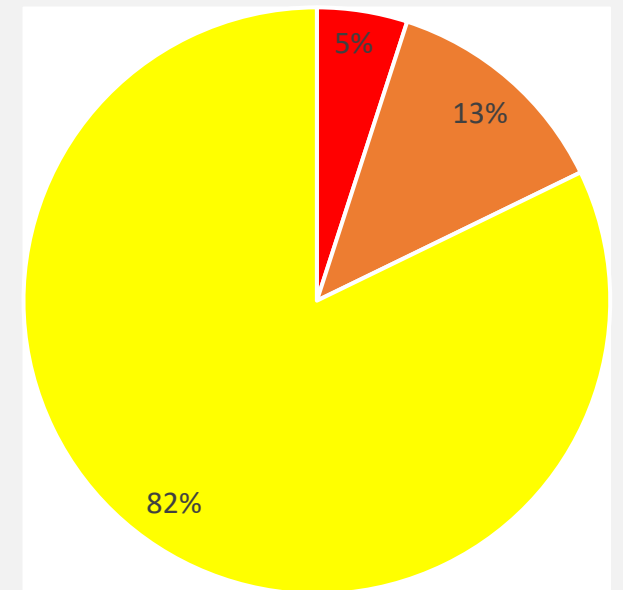
Pedestrian Infrastructure

Crash Data and Safety

From 2023 - 2024 there were 281 reported pedestrian crashes. **In 2024 minor injury crashes** are on the decline. Serious and Fatal injuries have stay relatively consistent. There have been 6 fatal crashes in 2025.



Reported Pedestrian Crashes
2023- 2024



■ Fatal Crash ■ Serious ■ Unknown / Minor



Bicycle Infrastructure

Map of Facilities

Protected Bike Lane – 9.7 mi

Buffered Bike Lane – 9.4 mi

Bike Lane – 26.7 mi

Neighborway – 9.7 mi

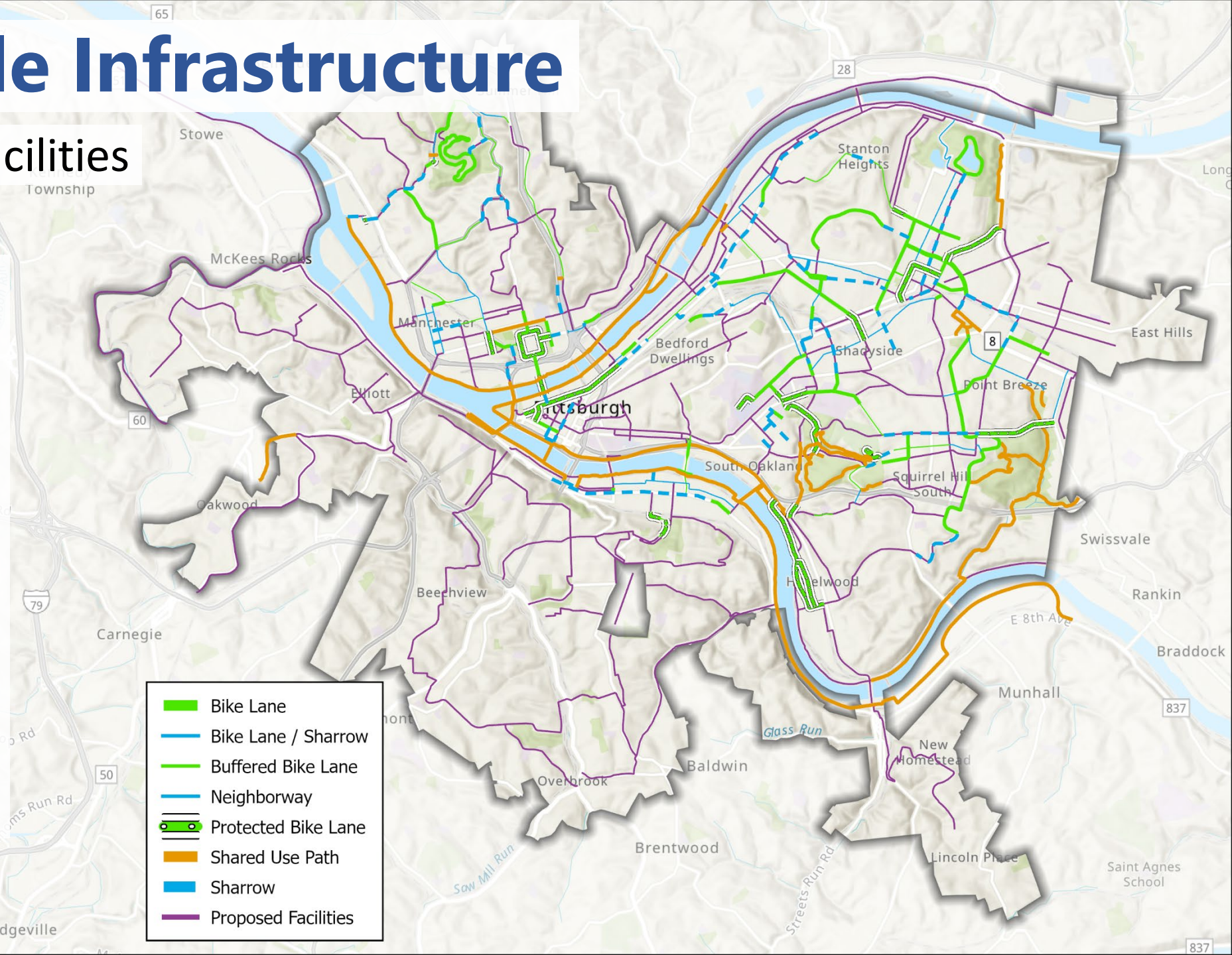
Shared Use Path – 38.6 mi

Total: 114 mi

19.6 miles on street
wayfinding markings
(sharrows).

42% of these facilities and
wayfinding markings cross
into High Need Communities.

-  Bike Lane
-  Bike Lane / Sharrow
-  Buffered Bike Lane
-  Neighborway
-  Protected Bike Lane
-  Shared Use Path
-  Sharrow
-  Proposed Facilities



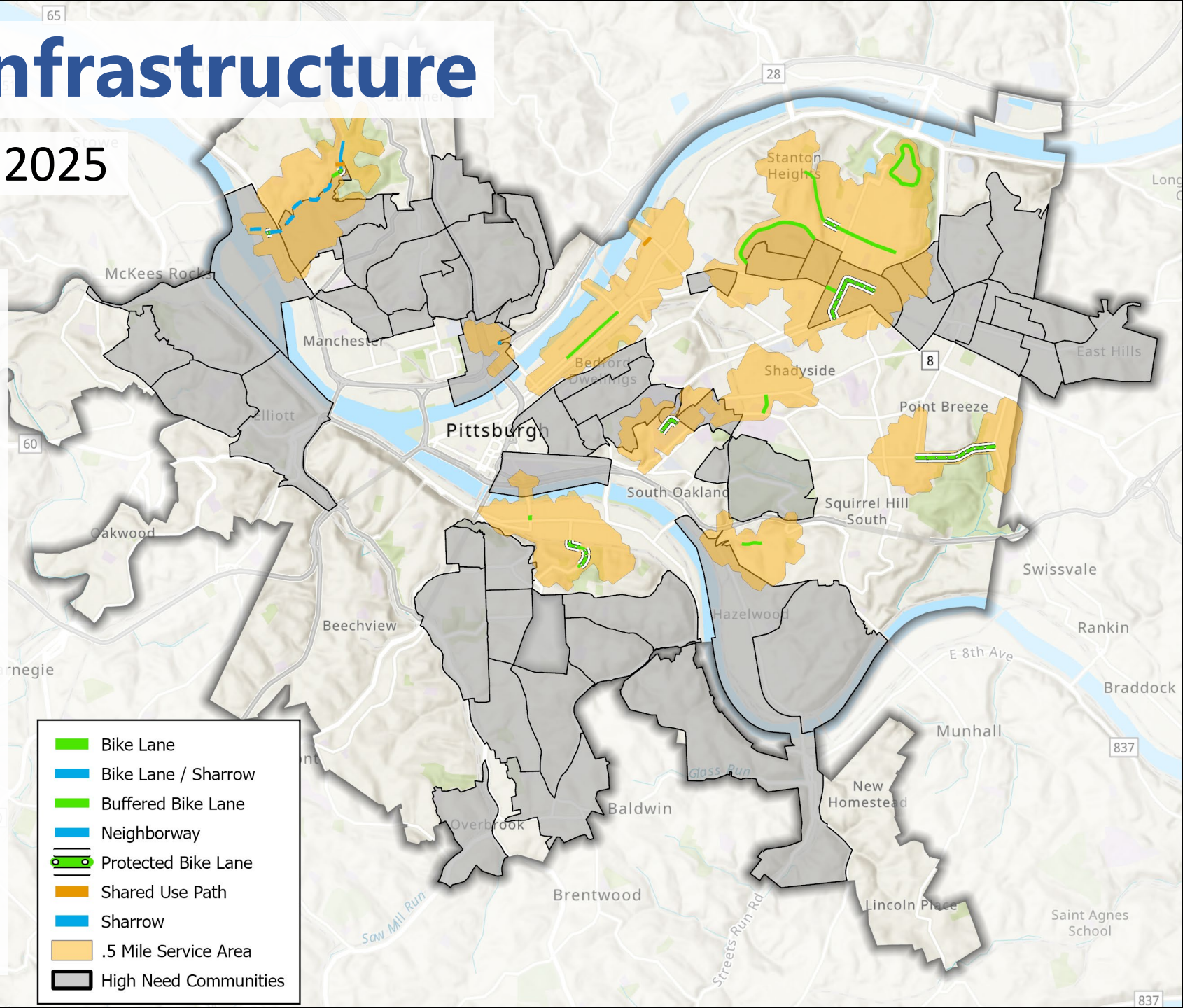


18 Bicycle projects have been installed between 2023 – 2025, totaling almost 9.2 miles.

These new facilities are within a half mile distance along the ROW network for approximately 110,000 residents.

This represents 36% of the population in the City.

These new facilities are within a half mile of 14,000 (5% total pop.) residents that live in High Need Communities





Bicycle Infrastructure

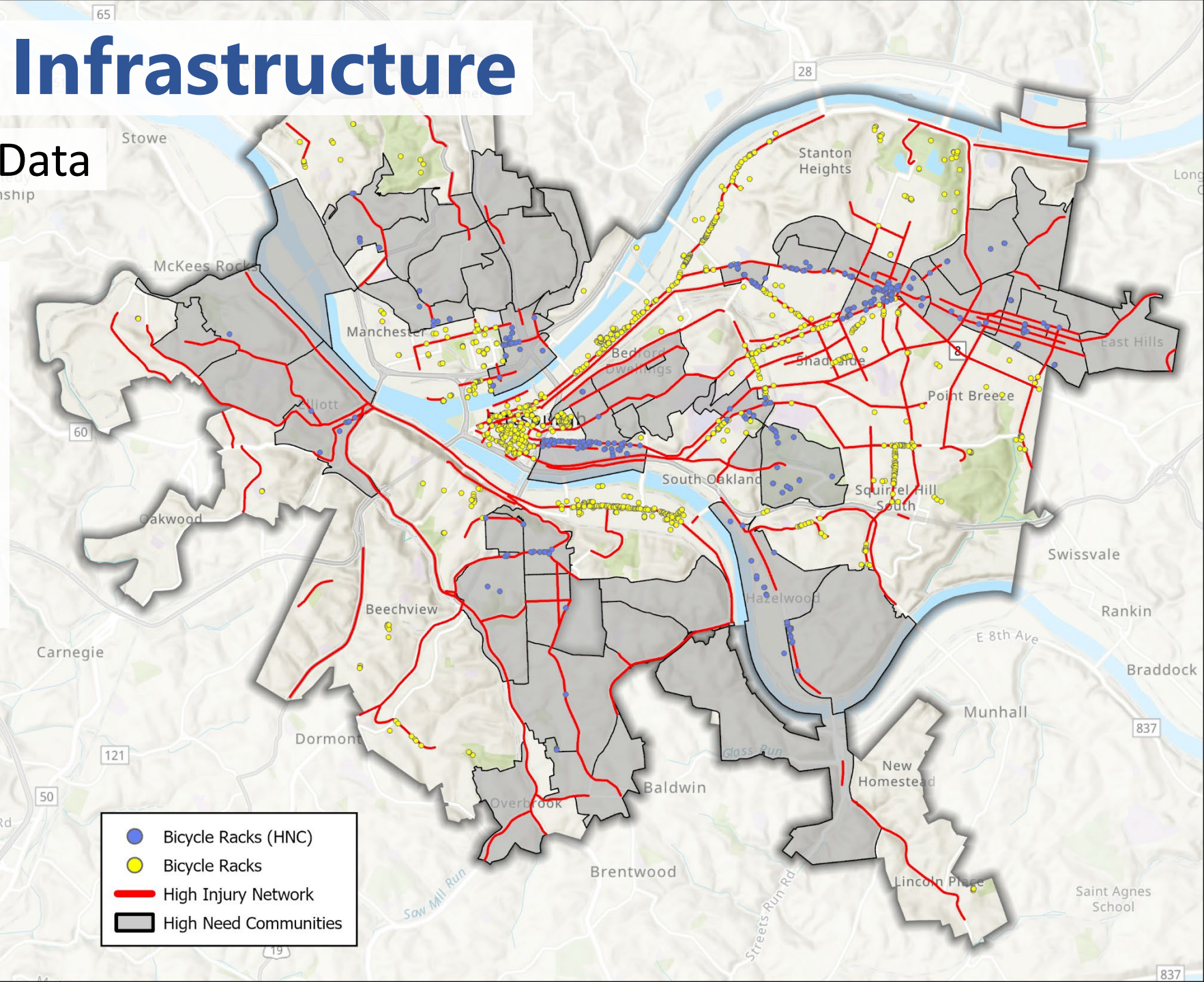
Bike Parking Data

Total Bicycle Racks: 1,443

There has been no additional funding since 2023.

366 (25%) are in the High Need Communities.

411 (29%) are on the High Injury Network.





Bicycle Infrastructure

Facility Upgrades

Stanton Ave



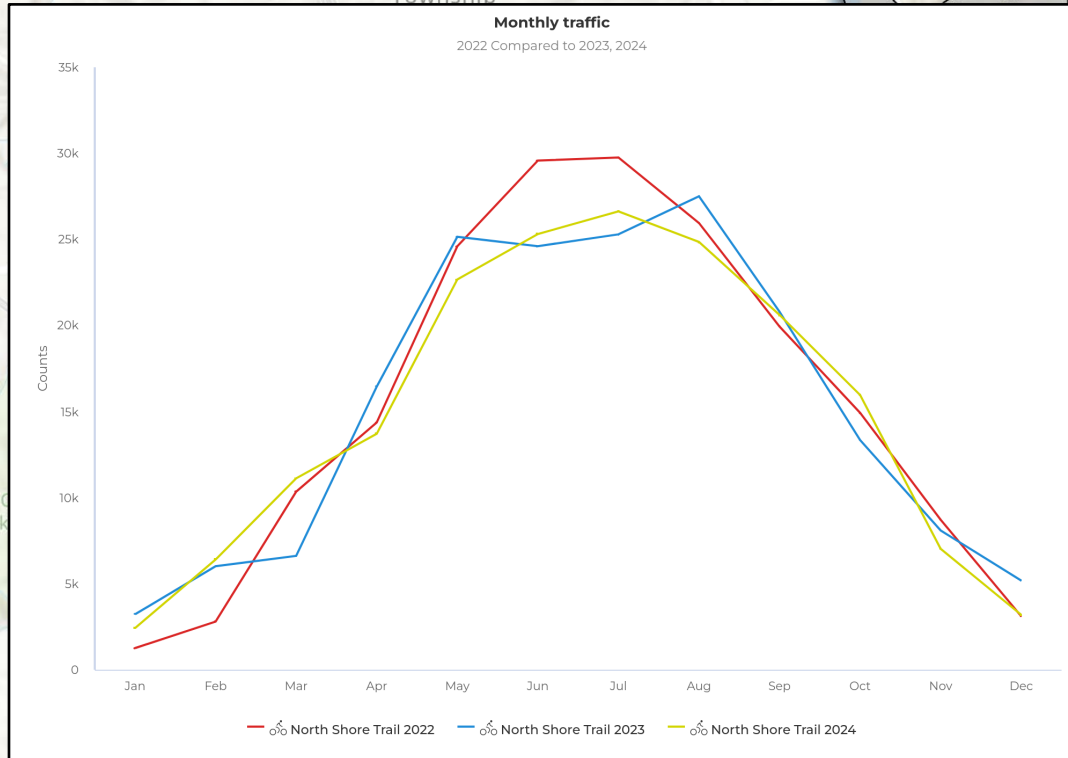
Terrace St & De Soto St



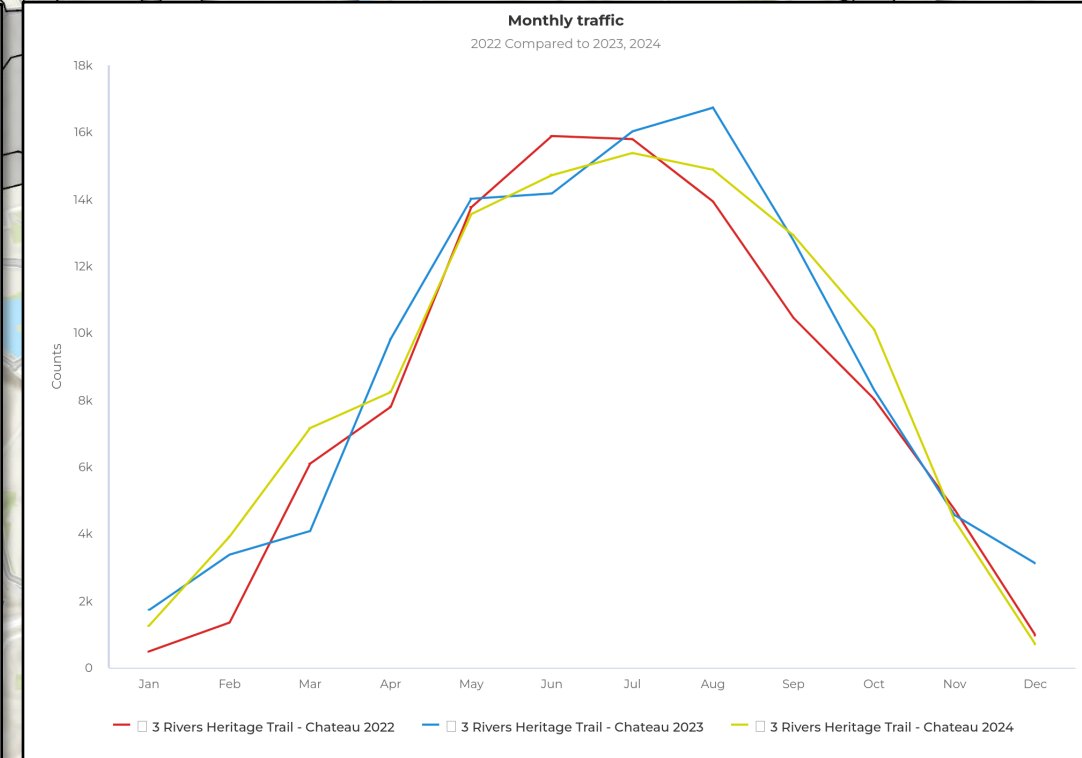


Bicycle Infrastructure

Permanent Trail Counter



Northshore Trail
2022 Total: 185,330
2023 to Date: 156,915
2024 Total: 179,839



3 Rivers Heritage Trail - Chateau
2022 Total: 99,280
2023 to Date: 93,488
2024 Total: 107,220

Southside Trail Near 18th St
2022 Total: 159,345
2023 to Date: 149,216
2024 Total: 150,271

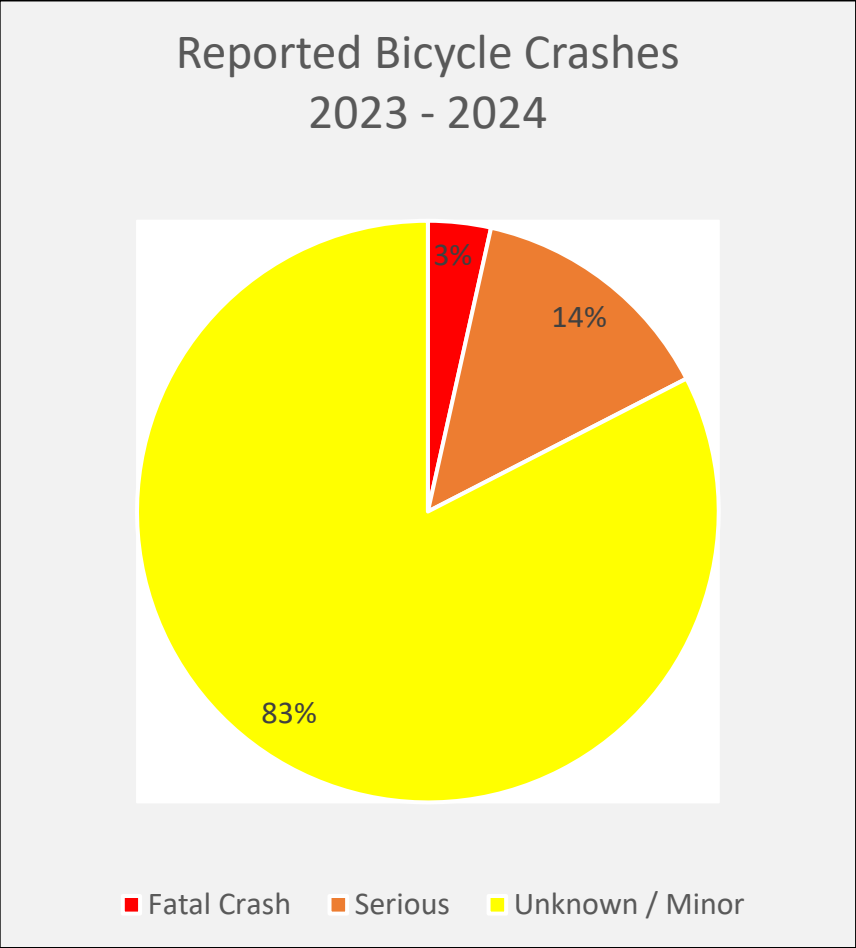
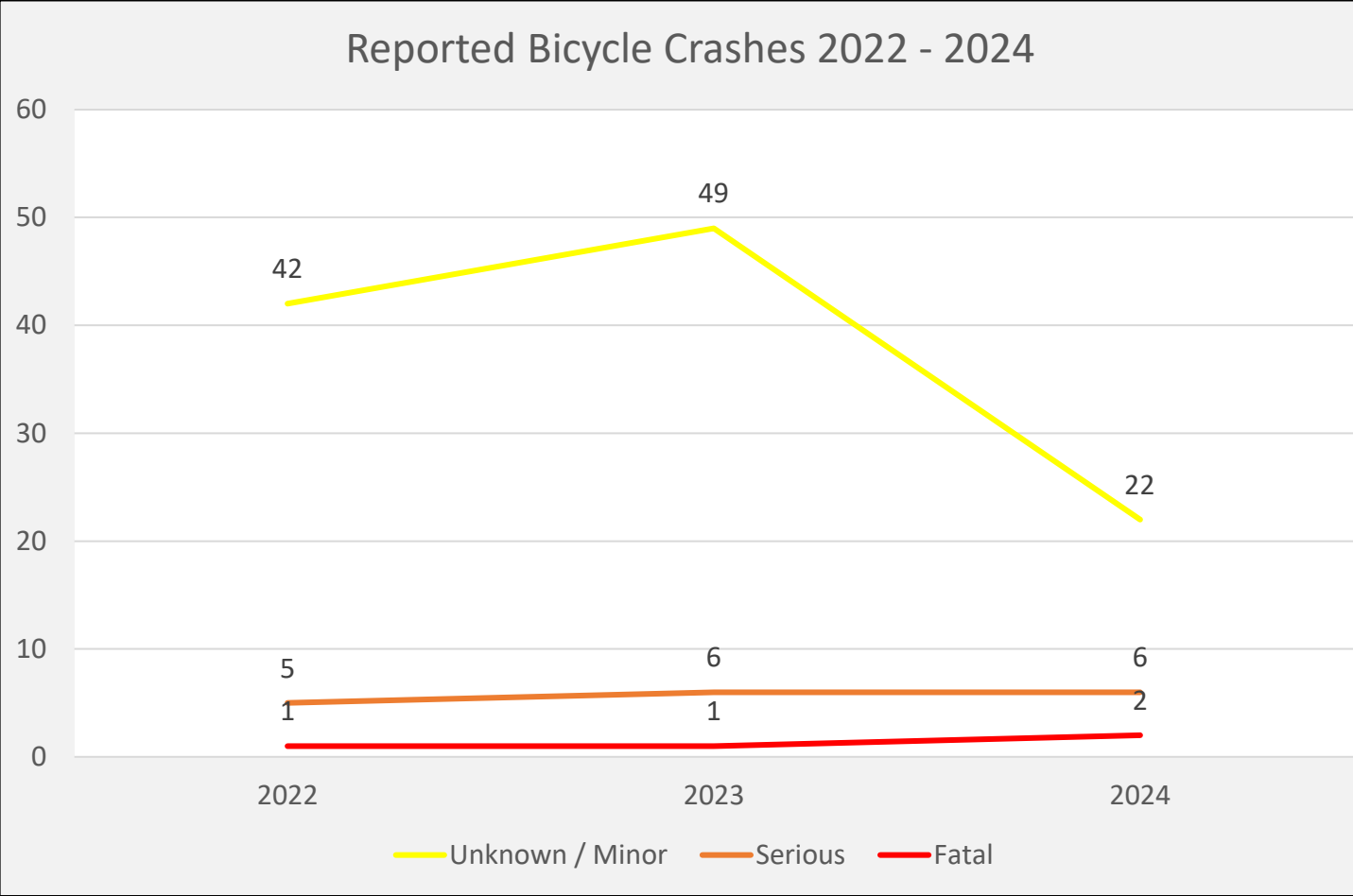
Selected locations trends show that 2024 surpassed 2023



Bicycle Infrastructure

Crash Data and Safety

From 2023 - 2024 there were 86 reported bicycle crashes. **Minor injury crashes have dropped** during this time period. Serious and Fatal injuries have stay relatively consistent.





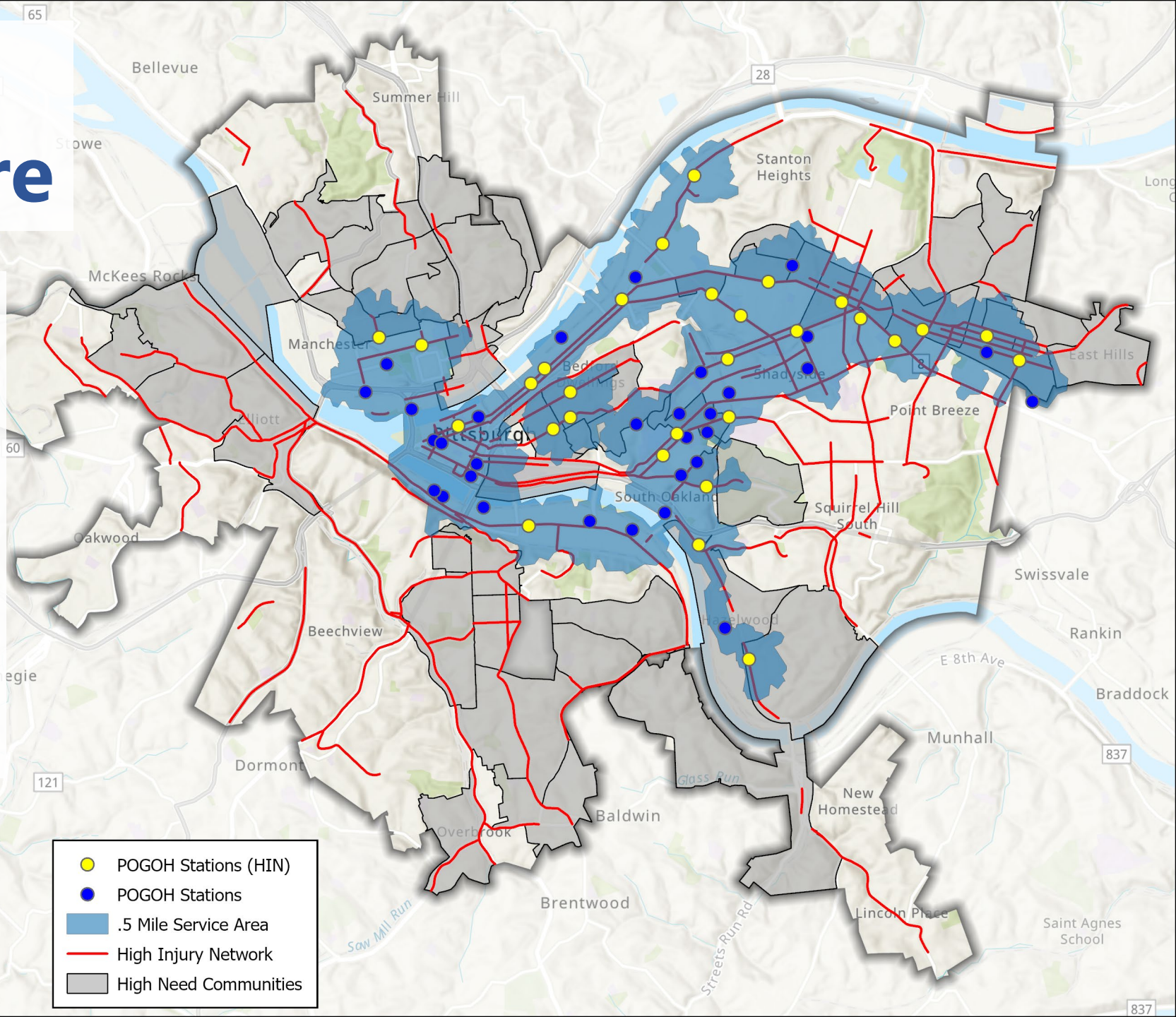
POGOH Bike Share

POGOH Bike Share has 60 stations throughout Pittsburgh.

42% of the population in the City is within a .5 mi distance to a station.

21 (35%) stations are located in High Need Communities.

29 (48%) stations are located on the High Injury Network





Traffic Calming

Treatment Types Overview:

Several types of treatments have been deployed around the City with the aim of reducing vehicular speeds and traffic volumes. This analysis looks at several of these

Speed Humps

Speed humps are parabolic vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads.



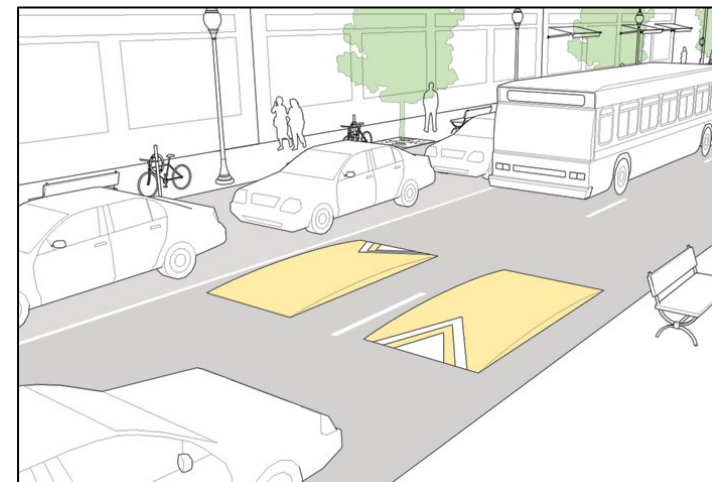
Speed Tables

Speed tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped.



Speed Cushions

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes.



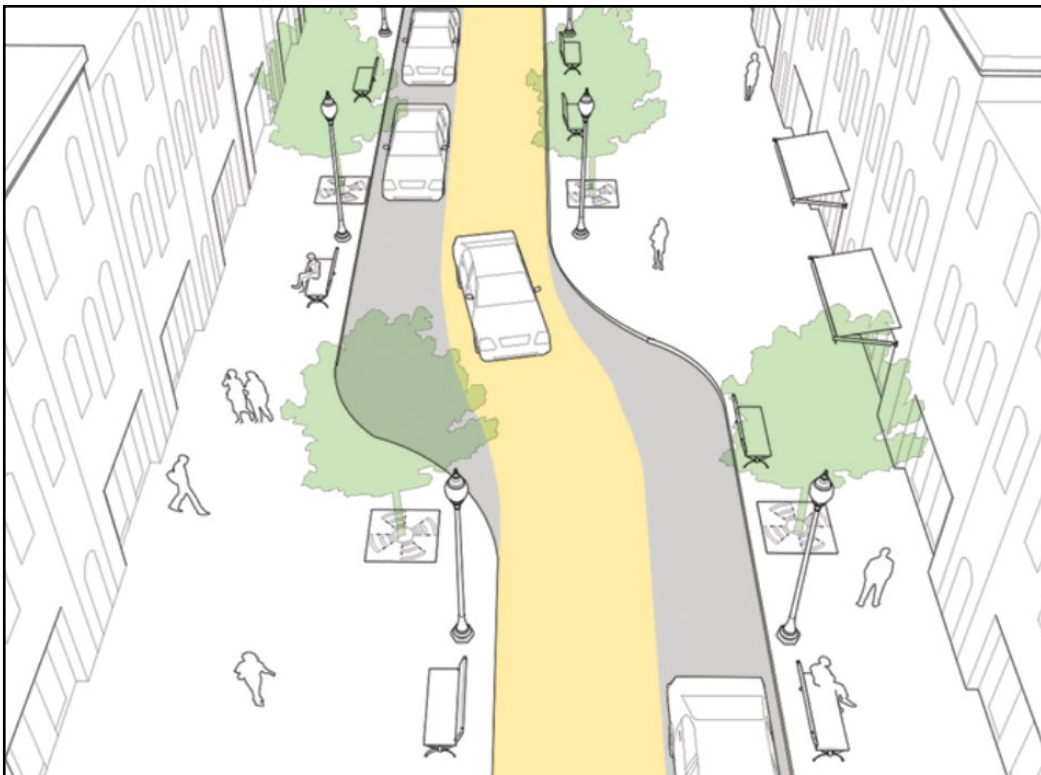


Traffic Calming

Other Traffic Calming Measures

Chicane

A chicane is a series of alternating mid-block curb extensions or islands that narrow the roadway and require vehicles to follow a curving, S-shaped path, discouraging speeding. Chicanes can also create new areas for landscaping and public space in the roadway.



Traffic Circle

Traffic Circles offer improved safety over other at-grade intersection forms primarily because roundabouts have fewer conflict points, slower speeds, and easier decision making. Roundabouts are geometrically designed to reduce vehicle speeds to generally 25 mph or less, and all turns are right turns.





Neighborhood Traffic Calming

2023 - 2025

2023: 15 projects

2024: 15 projects

2025: 16 projects

Total: 46 projects

**30 (65%) projects are in
High Need Communities.**

**10 (22%) projects are on the
High Injury Network.**

Year of Completion

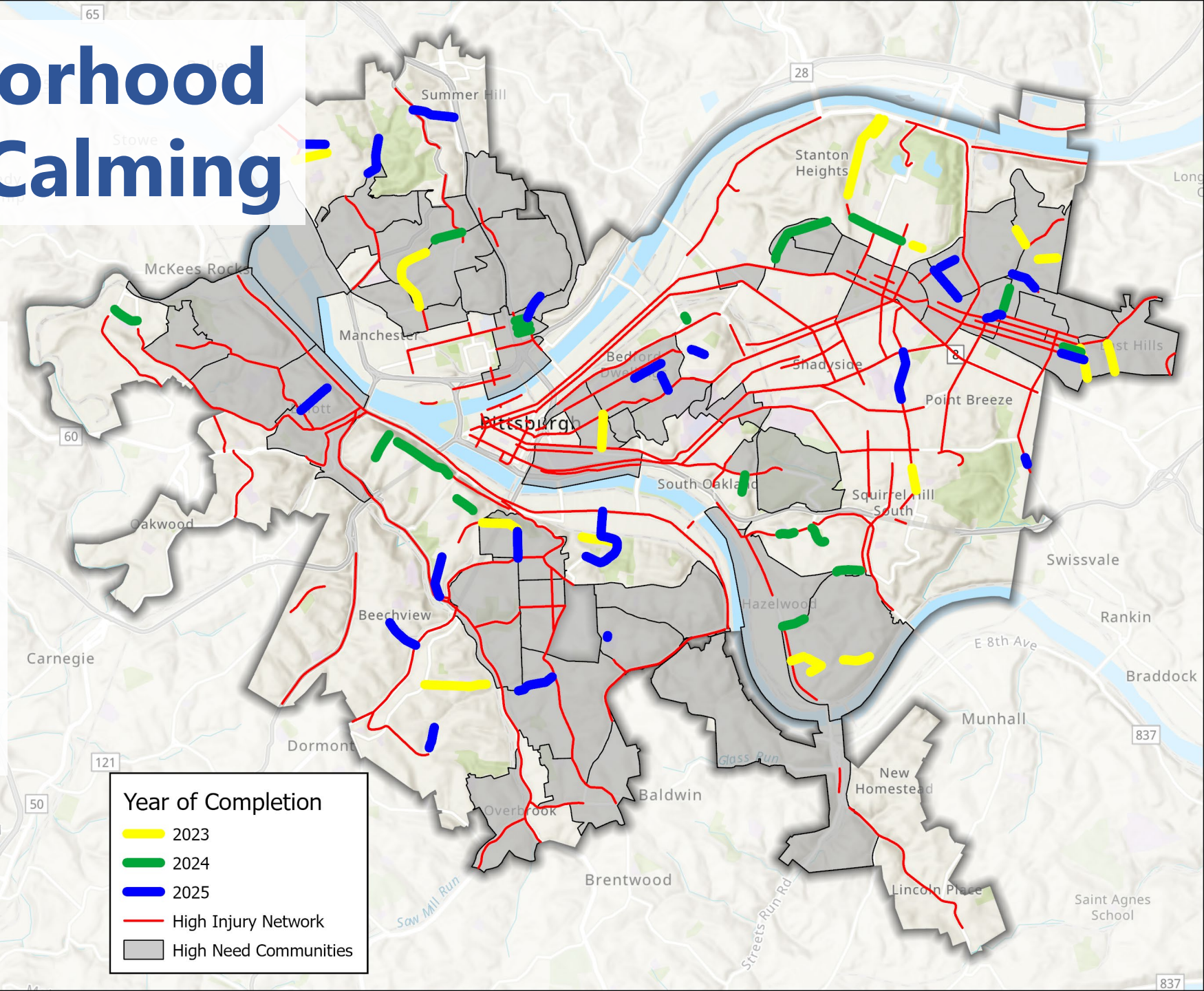
2023

2024

2025

High Injury Network

High Need Communities



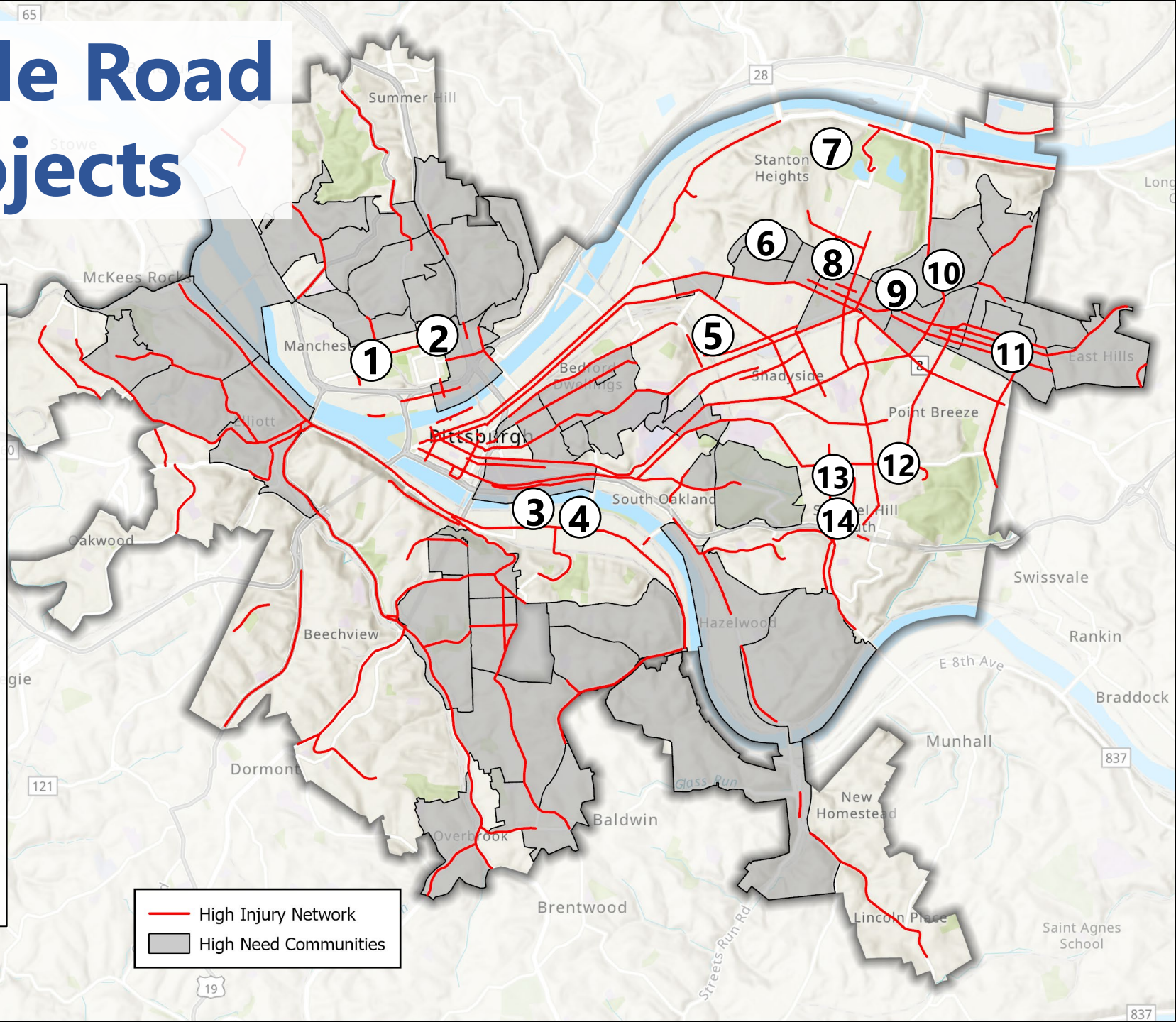


Vulnerable Road Users Projects

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

6 (43%) projects are in High Need Communities.

6 (43%) projects are on the High Injury Network.





Traffic Calming

Take-Aways 2023 - 2025

Traffic calming treatments are producing the desired effect. Reducing speeds, percentage of drivers speeding, and traffic volumes at deployed locations.

2023 Traffic Calming Projects reduced crashes by:

Speed Humps

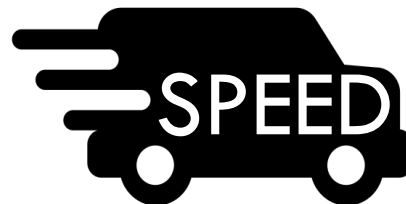
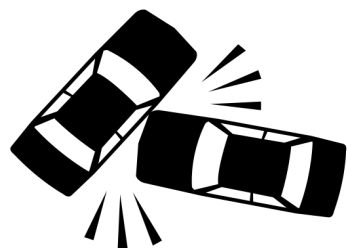
-12%

Speed Tables

-67%

Chicanes

-12%



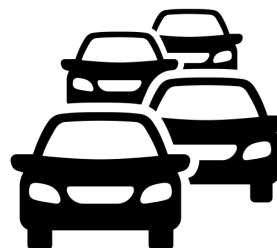
Change 85th Percentile Speed

Speed Humps	-7 MPH
Speed Tables	-7 MPH
Raised Crosswalks	-6 MPH
Chicanes	-7 MPH



Change Drivers Speeding

Speed Humps	-38%
Speed Tables	-43%
Raised Crosswalks	-30%
Chicanes	-22%



Change in AADT

Speed Humps	-28%
Speed Tables	-27%
Raised Crosswalks	-27%
Chicanes	-36%



Project Summary 2023 – 2025

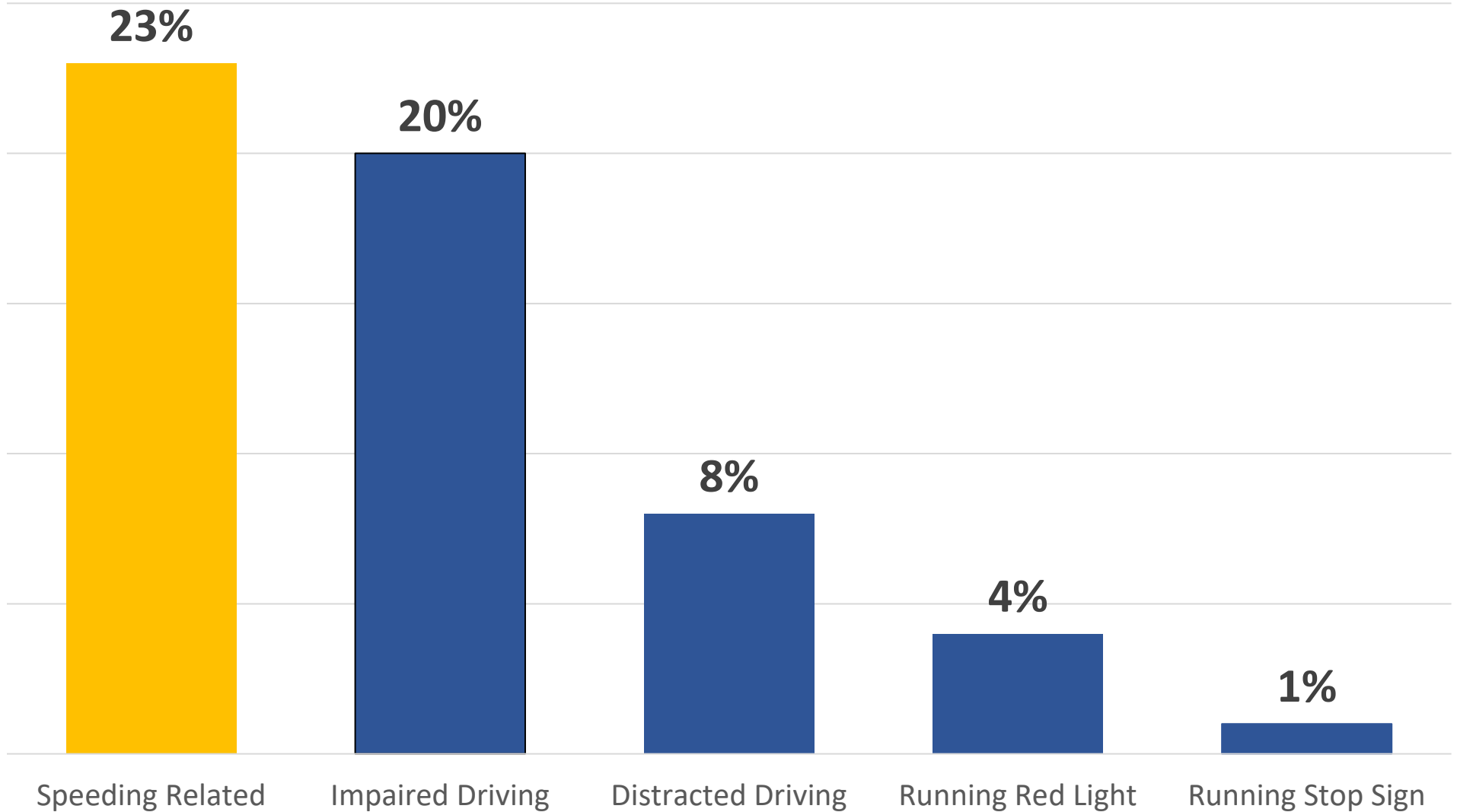
Present in High Need Communities and on the High Injury Network

Project Type	% in HNC	% on HIN
Sidewalks	72%	32%
Steps	21%	7%
Signalized Intersections	34%	40%
ADA Ramps	45%	13%
Bicycle Facilities	50%	39%
Bike Share (POGOH)	35%	48%
Traffic Calming	65%	22%
Vulnerable Road Users	43%	43%



Crash Analysis 2023-2024

Percent of Severe Crashes Per Reported Contributing Factors

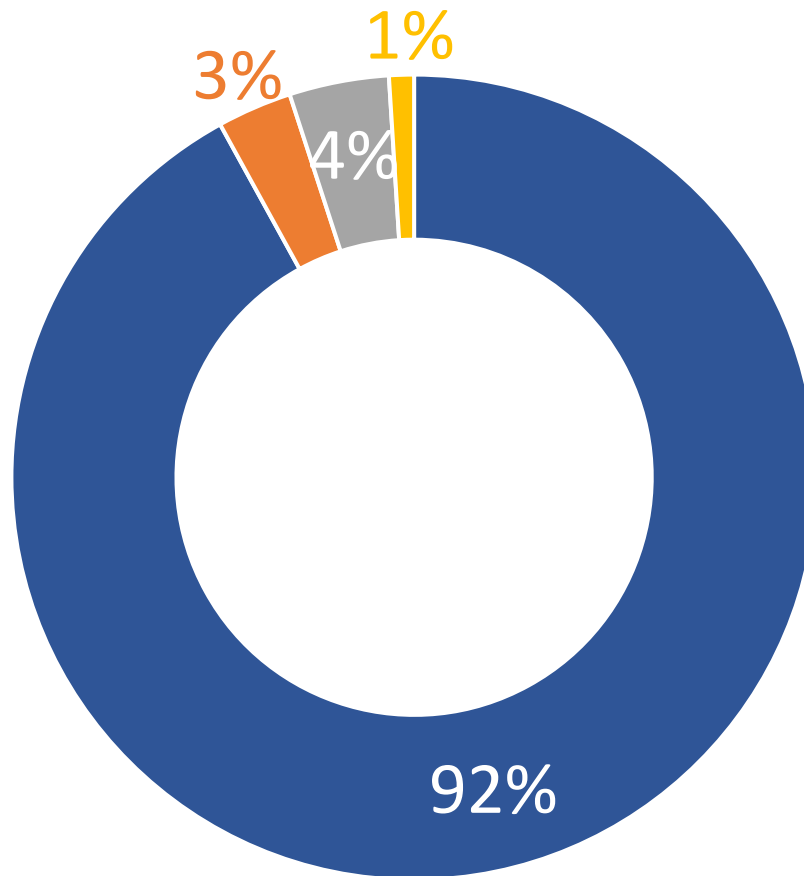




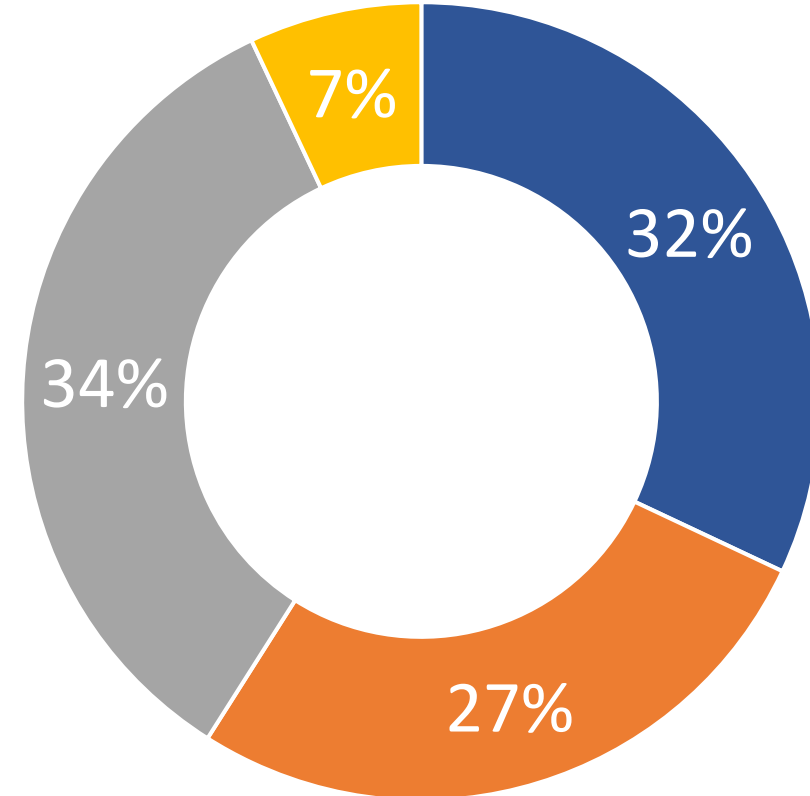
Crash Analysis 2023-2024

People outside of vehicles are more likely to be killed in a crash.

People Involved in All Crashes



People Killed

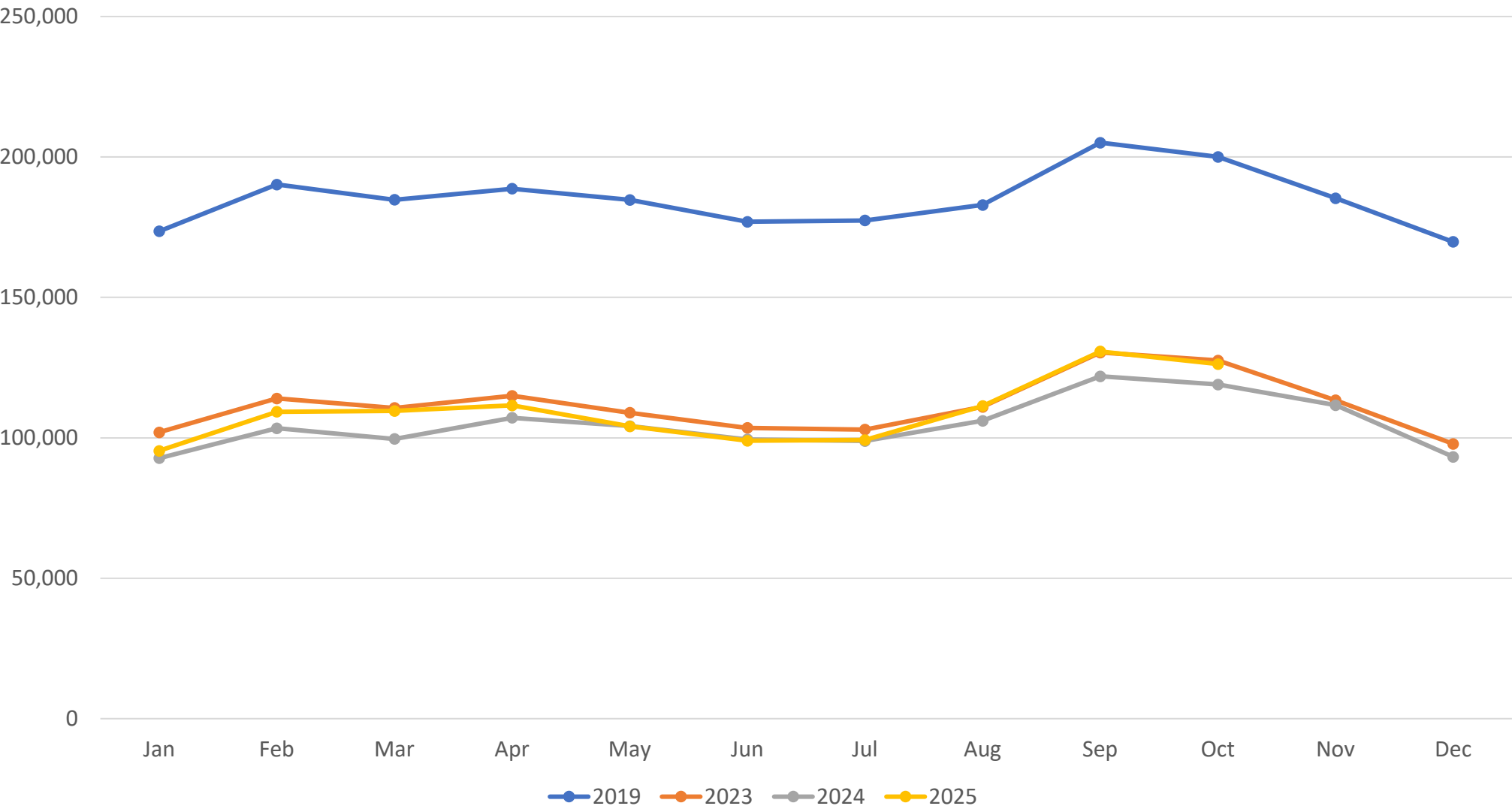


■ People in a Vehicle ■ People Riding a Motorcycle ■ People Walking or Rolling ■ People Biking



Transit Ridership

Daily Average – All modes & All routes





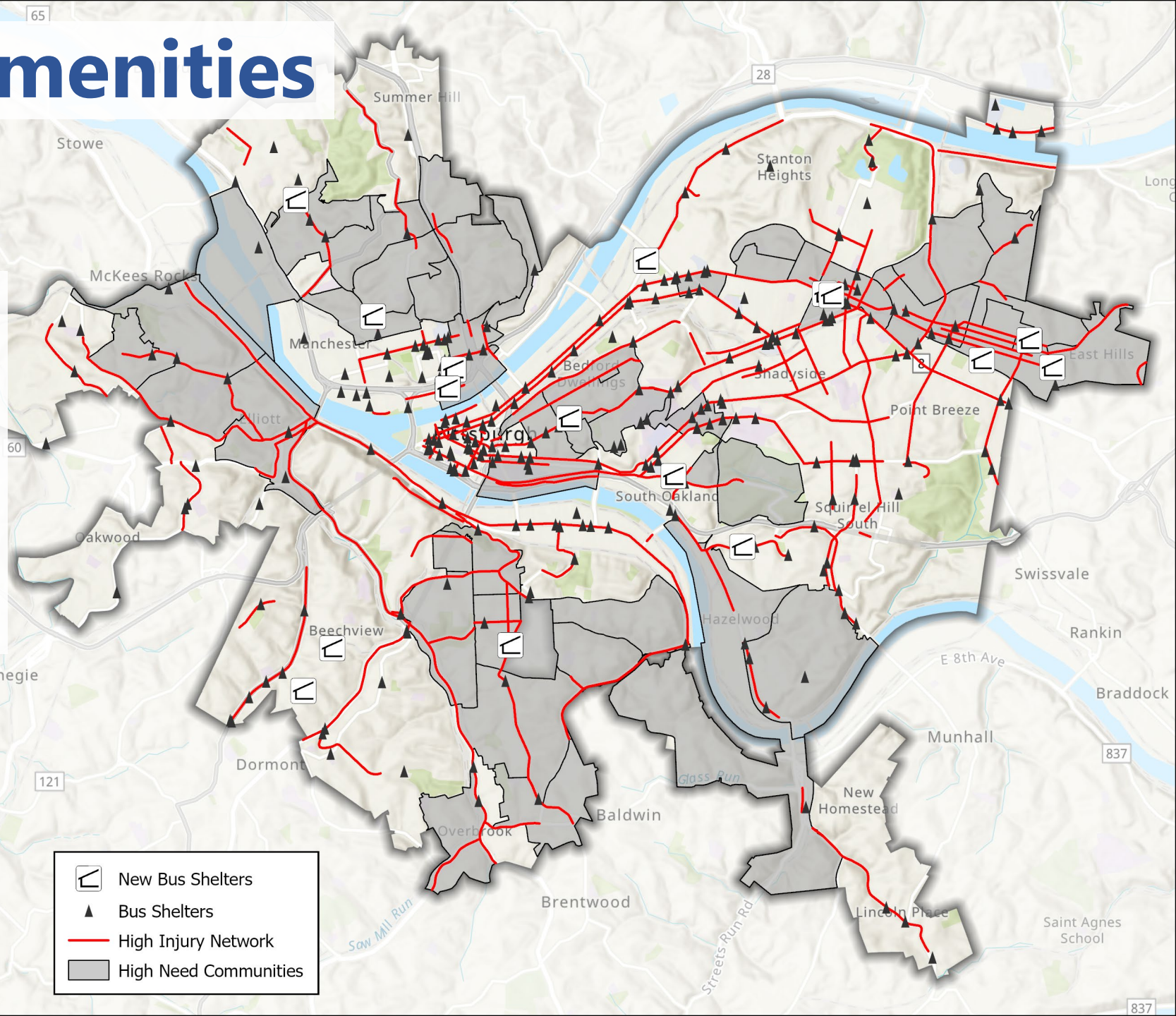
Transit Amenities

Bus Shelters

273 (+17%) Bus shelters in city limits.

90 (33%) of the shelters are located in High Need Communities.

181 (66%) are near the High Injury Network.

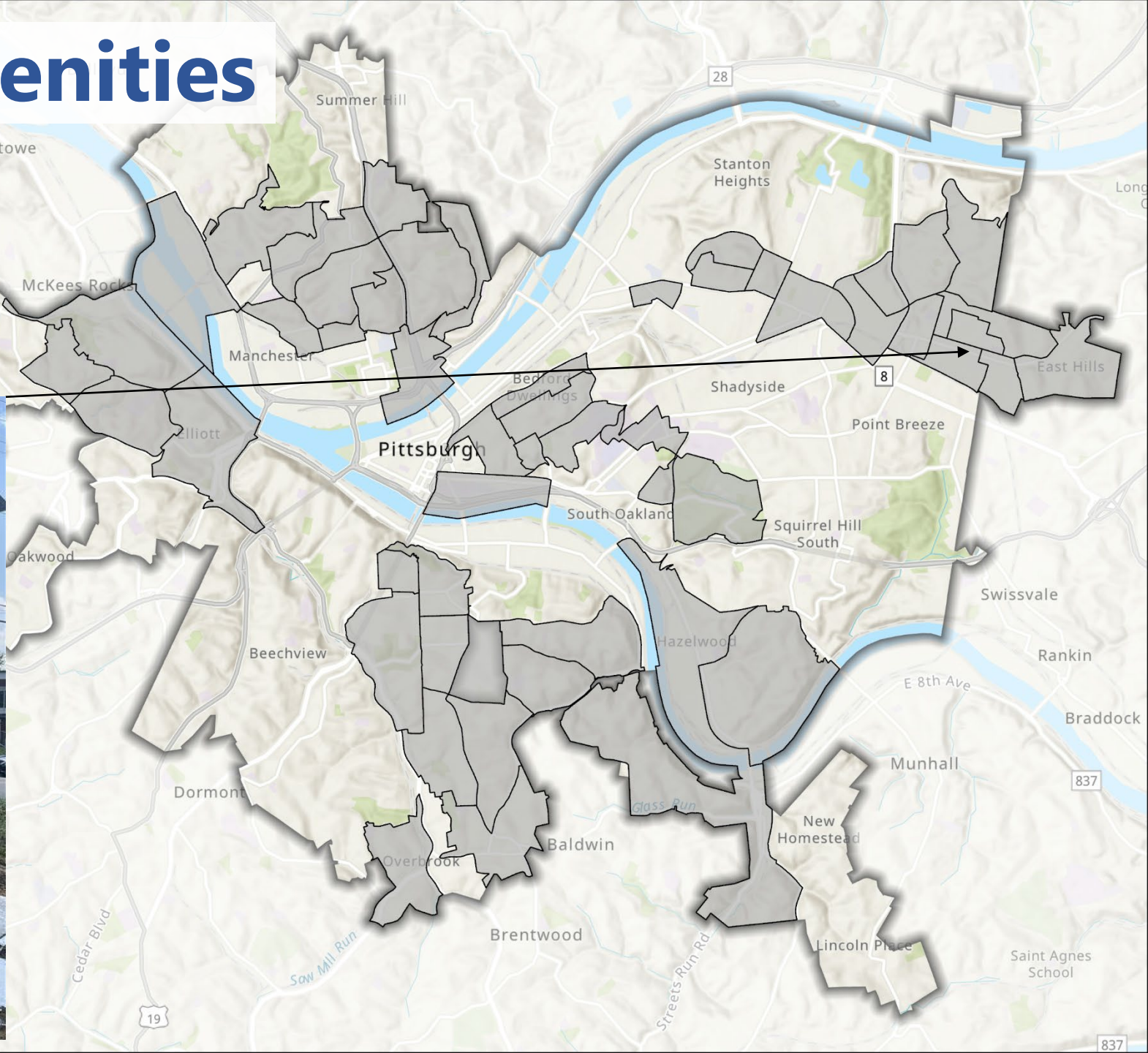




Transit Amenities

New Bus Shelters

Hamilton Ave

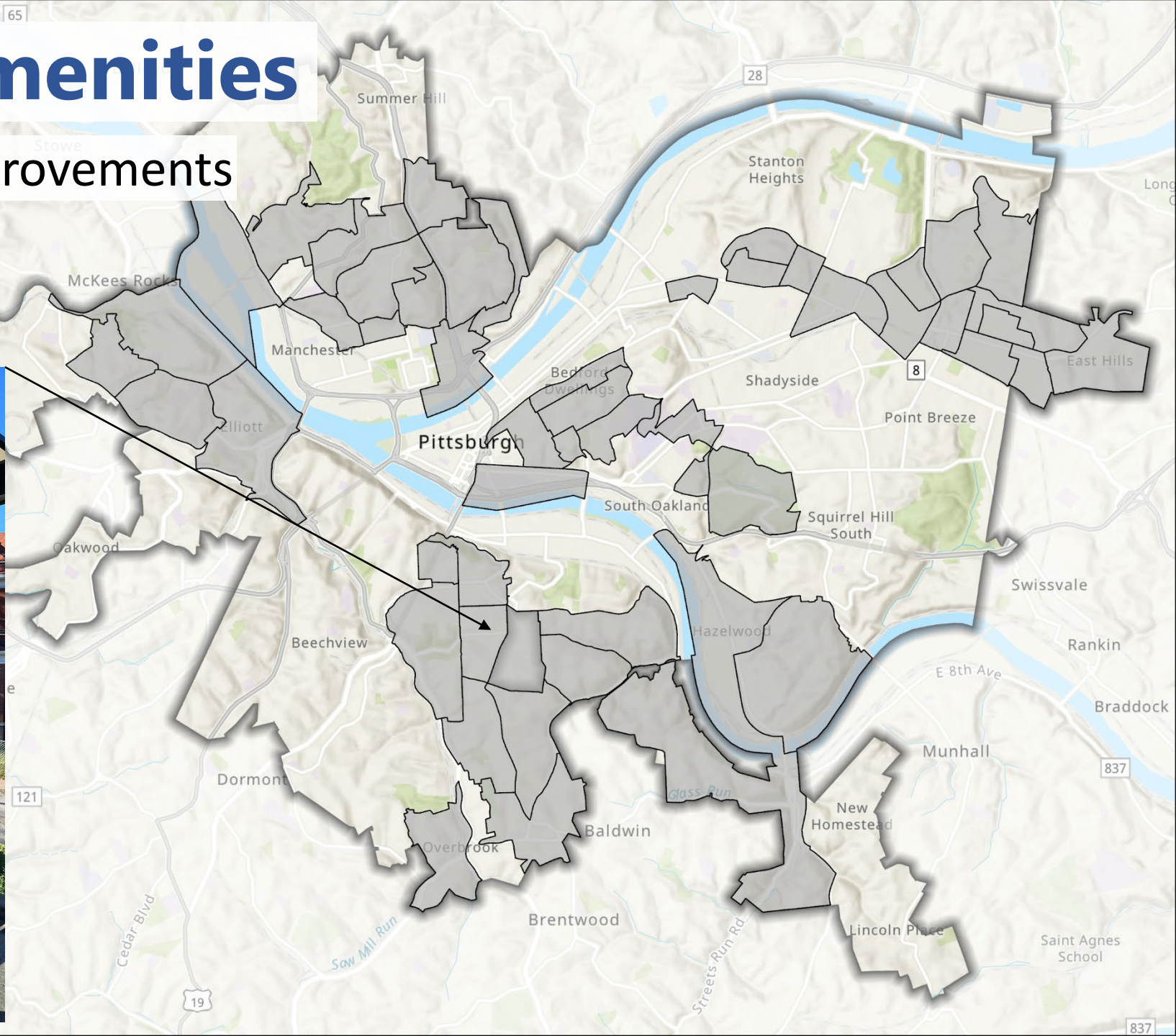




Transit Amenities

Bus Platform Improvements

Brownsville Rd & Knox Ave

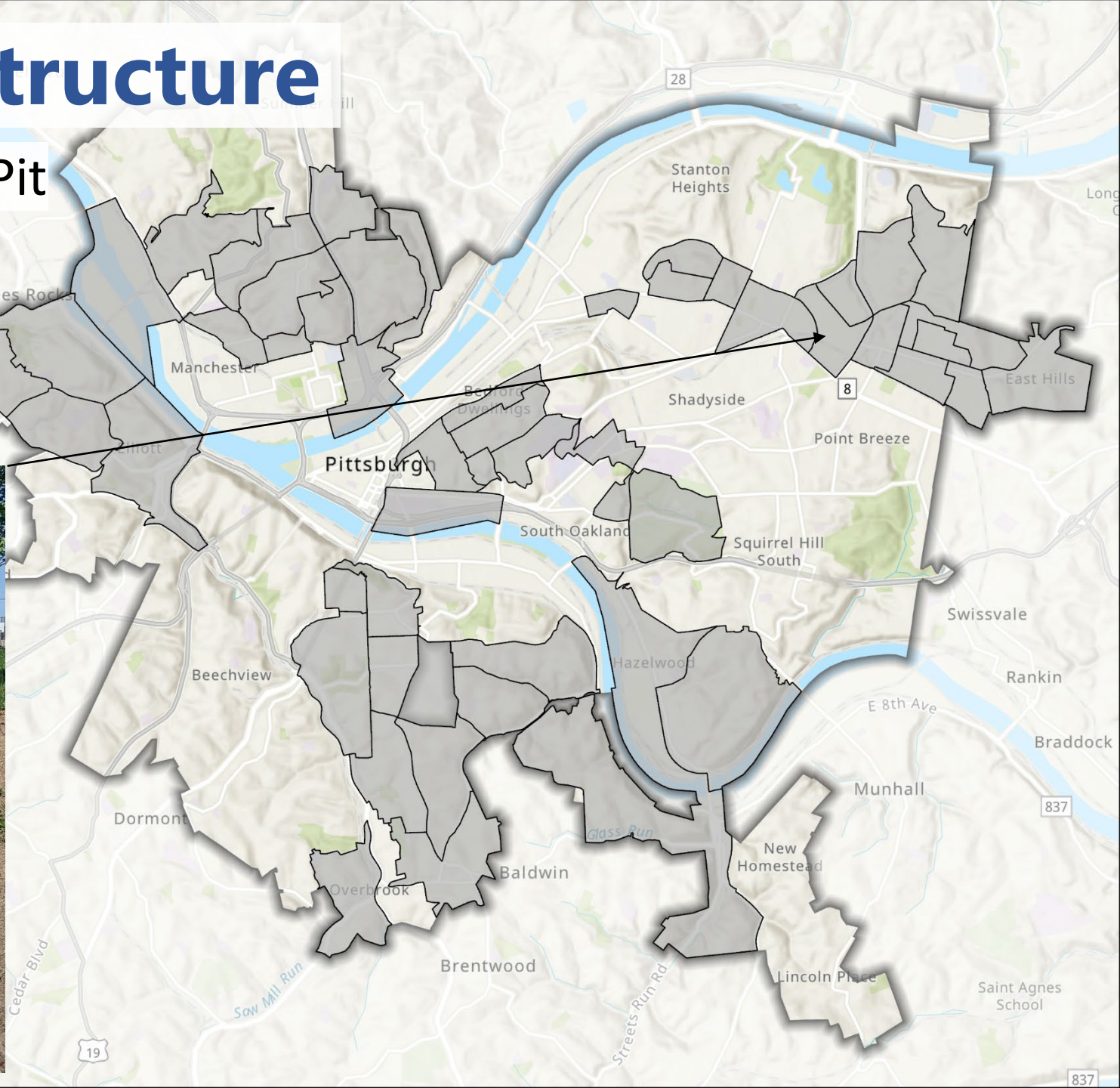




Green Infrastructure

New Sidewalk & Tree Pit

Larimer Ave





Green Infrastructure

New Sidewalk &
Green Space

Muti Way





Thank You!

WE APPRECIATE YOUR TIME



Vision Zero Updates

December 19th, 2025

Stephanie Gagne, Management Analyst
Office of Management and Budget
Stephanie.Gagne@pittsburghpa.gov

Outline

- YTD Report Out
- 2025 Updates
- Priorities for 2026
- Discussion



Brighton Rd and Woods Run Ave



YTD Report Out

- In 2025, there have been a total of 18 crashes, with 19 fatalities
 - 6 of these fatalities were on interstate roads
 - 6 of these fatalities were *pedestrians* and 4 were **motorcyclists**
- Fatal crash locations include:
 - 376-E (4 total)
 - Rowan and Paulson
 - *Pride and Forbes*
 - Beechwood and Loretta
 - **Browns Hill Rd**
 - **Armstrong Tunnel**
 - Windgap and Chartiers
 - **Bloomfield Bridge**
 - Beechwood Blvd
 - *5th and Vine*
 - *Rhine and Buente*
 - *28th and Sidney*
 - *Chestnut St exit*
 - **I-279**
 - *Oakland and Forbes*



2025 Updates

- Budget
 - The Vision Zero appendix is available in the 2026 Operating Budget.
 - New line items include a Vision Zero Coordinator position and funds for promotional materials.
- Enforcement
 - Improved data sharing between DOMI and PS for serious injury crashes.
 - Automated Red Light Enforcement (ARLE)
 - Verra Mobility was selected as the vendor.
 - The contract has been executed and project kickoff is expected to start in early 2026.
 - Implementation should occur in summer of 2026.



Vision Zero Engagement at Glory Daze Motorcycle Show

2025 Updates

- Engagement, Education, and Communications
 - Launched the Community Safety Agreement, with yard signs and bus ads to promote it.
 - Actively working on a traffic calming education series for social media.
 - Vision Zero Summit with BikePGH.
 - Addition of CSAG Chair to EEC meetings.
 - Safe Driver employee trainings.
- Policy
 - Outlined administrative priorities for City staff to work on:
 - Developing Roadway Design Guidelines
 - Updating Transportation Study Guidelines
 - Public Safety Traffic Signal Preemption
 - Safety in Fleet
 - Paving and Coordination Selection
 - Predictable Budgets
 - Safety and Accessibility in Maintenance

2025 Updates

- Policy (cont'd)
 - Outlined state legislative priorities for lobbyists to advocate for:
 - Automated Speed Enforcement
 - Front License Plates
 - Parking Protected Bike Lanes
 - Expanding Micro-Mobility Options: E-Scooters
 - Radar/Lidar Enforcement
 - Lowering Speed Limits in Residential Neighborhoods and Commercial Districts
 - Bike Parking as a Form of Daylighting
 - Design Build



2026 Plans

- Education/enforcement pilot
 - Revisiting PPA/PBP coordination on illegal parking enforcement once the Police Chief appointment is confirmed.
- ARLE implementation
- Intern program
 - Working to get dedicated interns for the initiative, who are either in high school or college.
- SS4A Work
 - Community Ambassador Program
 - Conceptual design for up to 10 corridors
 - 2 quick build demonstration projects
 - Complete streets design guidelines



2026 Plans

- Agreements for Public Safety Coordination Meeting
 - MOU
 - ROW Safety Advisory Committee
- Improving coordination with PPS
 - SRTS will be working within high schools starting in 2026
 - Inviting PPS to the table for Vision Zero conversations, particularly around transportation
- Increasing City participation at the State level through advocacy efforts
 - Leveraging relationships with elected officials who are interested in Vision Zero



Questions?

