



Complete Streets Advisory Group

Policy Discussion

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Agenda

1. New member introductions

2. Complete Streets Policy Review & Brainstorm

- Policy Update Goals
- WHEREAS statements
- Background
- Vision
- Principles
 1. Experience
 2. Environment
 3. Economy
 4. Access
 5. Multi-Modal Efficiency
- Applicability & Jurisdiction
- Exceptions
- Complete Streets Design Guidelines
- Implementation & Biennial Report
- Next Steps

3. Member Updates



New Member Introduction

What about your lived experience makes you interested in participating in CSAG?

Fun Fact?

Complete Street Policy Update Goals

Pittsburgh's Complete Streets policy was adopted by City Council in 2016. We believe the 10 year anniversary is the right time to update the policy and that CSAG will contribute to the update.

Goals:

- Update the history and background
- Update the vision statement
- Reevaluate principles
- Incorporate the upcoming Complete Streets guidelines
- Review the responsibilities of the advisory group
- Review the content criteria for CSAG Biennial Report
- Consolidate – currently 12 pages



WHEREAS Statements – the "why"

WHEREAS, those who travel on foot, with an assisted mobility device, on bicycle and on transit are significant users of the right-of-way and equally deserving of safe and adequate transportation infrastructure;

WHEREAS, Complete Streets are a sound financial investment in our community that, with sufficient planning and design, be incorporated into existing capital projects, provide long-term savings and reduce infrastructure costs in comparison to increasing road capacity for motor vehicles alone;

For member consideration:

- 17 statements. What to keep and what to remove?
- Add reference to CSAG as the group/venue that works alongside DOMI
- Confirm updated crash statistics; suggestions for other good datapoints to add
- Recognize widespread support for complete streets and traffic safety in Pittsburgh

Background

For member consideration:

- Brevity
- The establishment of DOMI
- The history of CSAG
- Vision Zero in Pittsburgh
- Safety projects

EXHIBIT A

BACKGROUND

'Complete Streets' is a term coined by [Smart Growth America](#) in the early 2000s to describe a road network designed for everyone - including pedestrians, people with disabilities, bicyclists, transit riders, motorists and freight carriers. Since Smart Growth America's creation of the [National Complete Streets Coalition](#) in 2004, over 900 municipalities across the United States have adopted Complete Streets policies to reflect a change of thinking in the planning of their transportation systems. A Complete Streets network in Pittsburgh furthers the City's land use, transportation, livability, economic, sustainability, equity and innovation goals by increasing workforce mobility options, encouraging compact development patterns, spurring improved health and safety, encouraging local economic activity, enhancing neighborhood character, improving the environment, and incorporating emerging technology. As the most utilized portions of the public realm, Pittsburgh's streets should be designed to a high standard that serves multiple purposes and becomes a model for the region and state.

This represents a shift in the way that the City defines the role of its streets, particularly after decades of inequitable transportation decisions that have disproportionately impacted low income communities and neighborhoods of color in Pittsburgh. Enacting a Complete Streets policy can work to reverse this harm by deliberately investing in infrastructure that benefits the most disadvantaged in our city. A street should be seen as a public space that serves people and the environment *in addition* to moving freight and traffic. It is the intent of this policy to formalize the planning, design, operation and maintenance of Pittsburgh's street network so that it accommodates all anticipated users, including pedestrians, people with disabilities, bicyclists, transit users, motorists, and freight carriers – especially vulnerable populations such as senior citizens and children, regardless of age, ability, socioeconomic status or mode of travel. This initiative directs the City to consistently consider, plan, design, fund and construct projects that put pedestrians, people with disabilities, bicyclists and transit users on equal standing with motor vehicles. Thus, this policy calls for designing safer infrastructure for *all* of Pittsburgh's road users, many of whom are disproportionately represented in the number of traffic fatalities in the city over the last five years'. The Complete Streets Policy also aims to increase the number of people walking, biking and taking transit in the city by creating safe, comfortable spaces to travel via these modes, which are important and essential pieces of our transportation infrastructure.

The City of Pittsburgh recognizes that the planning and design of streets and corridors includes the whole right of way, defined as the entire area between building fronts or property lines on both sides of the street. A Complete Streets approach in Pittsburgh shall look holistically at the needs of people using this space. It shall also consider how streets can address the region's environmental needs through the inclusion of green infrastructure and the air quality improvements that come from encouraging active transportation. In addition, this policy shall encourage innovation in mobility, including infrastructure elements which encourage the efficient use of our streets, such as smart infrastructure (i.e. sensors that allow for connected vehicle communication, transit signal priority, and pedestrian and bicycle detection). The quality of design and maintenance of projects is of utmost importance as the City takes on a 'do it once, do it right' mindset in regards to street improvements.

The desire for a Complete Streets approach stems from the need for greater safety and comfort for people walking, biking, and using assisted mobility devices in Pittsburgh's compact, dense, and accessible downtown, as well as a desire to build upon the city's strong transit culture and walkable neighborhood business districts. It also stems from a need to reverse decades of inequitable transportation decision-making that allowed some neighborhoods to prosper at the expense of others. Complete Streets approach can improve quality of life for all of Pittsburgh's residents, visitors and workers through stronger development standards, better public spaces, access to open space, stormwater management, economic vitality, equity of investment among neighborhoods, and affordable, accessible and equitable transportation choices. As the city grows, it must ensure that the public realm is responsive to multiple generations regardless of age or ability – especially because people may have increased mobility needs over time. Complete Streets aim to eliminate barriers and encourage existing residents to age in place, while also creating a hospitable environment for new residents, workers and visitors.

Vision

For member consideration:

- Streamline to a concise statement that anyone can understand
- Update a forward looking perspective for the next 10 years
- Present the outcomes in plain words
- DOMI anticipates a full rewrite of Vision Statement by CSAG

VISION

The City of Pittsburgh's Complete Streets Policy shall create a safe, accessible, and livable mobility network for users of all ages and abilities including, but not limited to, pedestrians, bicyclists, people with disabilities, motorists, transit riders and freight carriers. The City must consider all transportation improvement projects within the City's public realm as opportunities for accessible multi-modal infrastructure that will enhance mobility, equity and livability for all people, integrating strategies from a palette of multi-modal street improvements. This palette includes an array of options including, but not limited to, Americans with Disabilities (ADA)-compliant curb cuts, crosswalks, audible signals with pedestrian countdown buttons, and adequate sidewalks, as well as bike lanes, runnels, adequate steps, green infrastructure, signage, sensors, street trees, exclusive bus lanes, enhanced transit stops, stations and wayfinding, and/or other streetscape and traffic calming elements such as bump outs and refuge islands, into ongoing transportation improvements as a matter of routine.



Principles

Discussion needed. How are we doing in application? Where are we falling short? Anything Missing?

1. Experience

- a) Complete Streets shall provide a safe and comfortable travel experience for all roadway, street, and transportation infrastructure users.
- b) Complete Streets shall contribute to the vitality of the public realm, providing users with a variety of interesting sensory experiences and access to open space.

2. Environment

- a) Complete Streets shall preserve and protect Pittsburgh's environment.
- b) Complete Streets improvements shall incorporate flexible design approaches and be context sensitive.
- c) Complete Streets shall improve the health of Pittsburgh residents.

3. Economy

- a) Complete Streets shall build a stronger, more resilient workforce that has access to multiple mobility options.
- b) Complete Streets shall be implemented with fiscal responsibility.

4. Access

- a) Complete Streets serve all users and all modes.
- b) Complete Streets are implemented equitably and inclusively throughout the city.

5. Multi-Modal Efficiency

- a) Complete Streets shall be a part of a larger connected network, and projects shall consider all modes in all phases.
- b) The City shall incorporate intelligent technology in Complete Streets, when appropriate, in order to improve the way intersections and streets function for all road users.
- c) Pittsburgh's Complete Streets Policy can serve as an innovative model for the region, state, and nation.

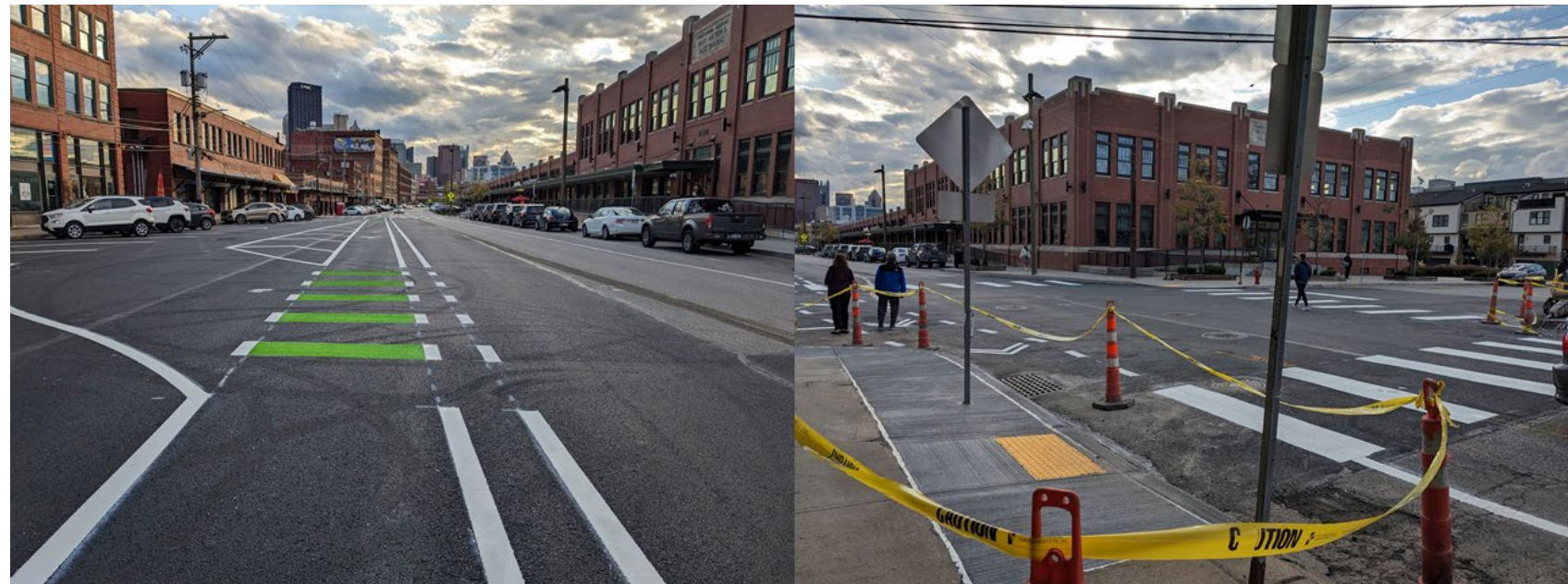
Applicability & Jurisdiction

The Complete Streets Policy shall apply to all City roads, sidewalks, bridges, trail and step connections, publicly accessible land, and all public connections in between that facilitate mobility in the City of Pittsburgh. This policy is applicable to the construction of new streets, the City's annual paving program, and large-scale utility work.

DOMI will take the lead on this portion of the policy update in conjunction with the Complete Streets Design Guidelines.

The policy shall apply to:

1. Any street improvement initiated that proposes permanent change to the ROW.
2. Any local, state, or federally funded project which may alter the ROW regardless of the need for a permit.
3. Public and private developments subject to review criteria which include assessment of potential transportation impacts.



Exceptions

A Director's Exception notice must be made public for any City, private, or URA project that doesn't not apply the Complete Streets policy principles.

Requests for exception to the policy must meet one of the following criteria to be considered:

1. Roadways where users are prohibited and would threaten public safety.
2. A project would cause significant hardship or add undue cost burdens upon the city.
3. Adding Complete Streets elements would be structurally infeasible.

Projects should practice design flexibility and take local context into consideration during the interim stage before the creation and adoption of new City street design standards.



Complete Streets Design Guidelines

DOMI intends to create a unified design reference document that will guide planning and design professionals, as well as developers & community stakeholders, in implementing safe, equitable, and context-sensitive street designs.

Expected Outcome:

New Street Typology: Establish a clear and concise new street typology system tailored to Pittsburgh's urban environment .

Modal Priorities: The typology should include modal priorities-based street typology and land use.

Design & Cross-Sections: Provide detailed design elements and corresponding cross-sections for multimodal facilities (including sidewalk & furnishing zone) for each defined street typology.

Curbside Management Practice: Identify hierarchy of curbside uses and appropriateness based on street type and modal priority.

Safety Integration: Integrate essential Vision Zero design and policy strategies, including intersection safety treatments, speed management techniques, gateway treatments and geometric changes.

Accessibility: Explicitly address universal design and compliance with accessibility standards (PROWAG).



Complete Streets Design Guidelines

Tentative Project Timeline:

12 months from the day of project kickoff.

Engagement Opportunities:

- Project team is planning to conduct **three (3) targeted engagement sessions** with the following groups:
 - **City staffs & stakeholders:** City Staffs (DOMI, DCP, DPW), Public Art & Civic Design Commission, and Planning Commission.
 - **Advocacy Groups:** City's **Complete Street Advisory Group** and major Bike-Ped advocacy organizations.
 - **Safety Partners:** Department of Public Safety, PennDOT, SPC & Allegheny County.

Before finalization of the guide, City will hold one (1) Public Meeting to present key proposals from the draft guidelines and solicit final feedback.



Implementation - #14

Biennial Report Contents

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

CSAG Review Focus Areas

We encourage you to review the entire Complete Streets Policy and provide feedback.

Focus areas:

1. Whereas Statements
2. Background
3. Vision
4. Principles
5. Implementation #14

CSAG Chair and members to determine participation and review method.



Policy Update Next Steps

- CSAG members policy review
- Identify Council member to champion
- Present the update to City Council
- Council vote to amend
- Signature by Mayor – possibly with press event



CSAG Member Updates





Thank You!

WE APPRECIATE YOUR TIME