

A wide-angle photograph of a city intersection under a cloudy sky. The intersection features traffic lights, street signs for "E Liberty Blvd", and several cars. A large shadow of a traffic light pole is cast across the foreground pavement. The background includes trees and buildings.

Phase 1: Visioning survey/ What is your mobility vision for the East Liberty neighborhood?

1. I feel like my life is in danger every time I drive or walk through East Liberty. I regularly travel on Highland, Penn, and Centre while commuting to work and while traveling to restaurants and stores from my home (just over the border in Highland Park). There is absolutely no enforcement of traffic laws, leading to a complete free-for-all. On a regular basis I narrowly avoid major accidents from drivers running through red lights and stop signs. As a pedestrian I am nearly run over by cars on a regular basis, when walking in crosswalks with the right of way. I have personally witnessed multiple accidents where cars, bicyclists, and pedestrians have all been hit. I wish there could be significantly greater enforcement of traffic laws. I have never thought I would support them, but traffic cameras with automated ticketing and fines seem necessary. The drawbacks are far outweighed by the ability to avoid the life-threatening conditions of commuting through this area.
2. Less cars, more bikes and people. Less congested streets
3. Less cars, the traffic is out of control. It has the potential to be a great walkable/bike-able hub.
4. No more ridiculously small traffic circles
5. Slow traffic on Penn Ave corridor and improve pedestrian safety at Pedestrian cross walks
6. Would be great to reduce overall traffic volume or route it differently so the intersections didn't get so congested. Driver behavior also needs to be addressed! Too many people are speeding when there is no traffic, parking illegally (especially on Highland which makes turning from Centre or Penn dangerous), and running lights. I have also almost been hit by cars repeatedly while trying to cross the street at on Highland at Centre (from Square Cafe towards Eastside Plaza). The crosswalk is set back just enough that cars making a right from Highland onto Centre (going towards Whole Foods) can't see people who are stepping off the curb! That whole intersection needs to be redone to increase visibility or there needs to be a no turn on red.
7.
 1. Safer pedestrian crossings, particularly at the intersection outside Target, by stopping all traffic and allowing all-way crosses like in Squirrel Hill
 2. An overhaul of all major traffic light intersections along Highland, Penn, and Centre that takes left turns and high traffic density into consideration
 3. A safer intersection at Highland and Baum
8. Less car traffic and enforcement of current laws. Speeding is a problem and a danger to all people.
9. Equitable Improvements that do not exacerbate gentrification in East Liberty. I want to see great investments in public transit within East Liberty that does not lead to further displacement of residents and business owners who have been in the community for decade. There are gaps where public transit did exist that made it easier to move around that are gone now. There are good shelters that used to see buses, but are empty now. There are also opportunities to make shelter improvement (larger with digital screens that give you

info on detours, bus arrivals, weather etc) at current stops. Right now there is only one at Bakery Square and there needs to be more throughout the neighborhood.

10. I would like for this neighborhood to be safe for walking and also driving.
11. My mobility vision for East Liberty is that all pedestrians, differently abled people, cyclists, and vehicles are able to move through East Liberty safely and easily.
12. Built for humans, not for cars! The most vulnerable travelers (pedestrians) are prioritized and safe. Cyclists, scooters/e bikes, and other non-auto travelers are second. Cars are LAST and are required to adhere to laws that require they respect others.
13. Slowing traffic speed on North Highland Avenue at Jackson Street
14. "Less interruptions for auto traffic
15. Consequences for bikers not in their lane or ignoring traffic rules"
16. Make the area safer to walk (sidewalks and road crossings) and decrease congestion during rush hour long major roads
17. East Liberty is a thriving area. It can be great with a continuous flow of traffic. Right now it's too congested. Makes me not want to travel there anymore.
18. Better and more public transportation, improved street condition and maintenance.
19. A complete bicycle network. Less free on-street parking that jeopardizes implementation of bicycle lanes and wider sidewalks.
20. A pedestrian-focused neighborhood. The remnants of Penn Circle in particular must be addressed.
21. The congestion is getting out of hand. There needs to be more permanent relief that will last with the competing growth and demand for new housing and businesses. You can't keep building up and not be able to accommodate that influx of people down on the ground. Target is a huge issue with the roads being so short and there being 6 traffic lights. No one can move around. Very dangerous.
22. There is a crosswalk at Stanton and St Marie Street where you can't see cars coming down Stanton. The parked cars block your view. It's extremely dangerous for drivers, pedestrians and especially students at Dilworth school.
23. Safe for my kids to walk to school/local stores
24. I would like to feel confident that my children, and all of the other kids who attend school in East Liberty, can safely get from Point A to Point B when walking and taking public transportation in, around, and through, East Liberty. In particular, I would like to see traffic calming along Stanton Avenue, with more stop signs as well as walk signs with dedicated time for pedestrians to cross at Stanton & Highland and other major intersections.
25. Fewer cars; safer pedestrians and bikes
26. My major concern is the traffic around Obama Academy. I have 2 kids who attend, and during morning/ afternoon drop off and pick up, the number of people speeding through the school zone, trying to pass people obeying either in the parking lane or over the yellow lines is horrifying. The intersection of highland and e liberty is terrible. I'm truly terrified for our children's safety.
27. East liberty should be a pedestrian friendly area. Walking and biking should be as easy as possibly to encourage a healthier community with healthy individuals and minimized emissions from vehicles, and a stress-free environment for people to get to the grocery store,

work, health care providers, etc. without having to own a vehicle. The easier it is to get around without a car, the more ideal it becomes for a health-driven community that is inclusive of different people. Not everyone can afford a car, especially now.

28. East Liberty is still and should continue to be a pedestrian neighborhood and safety in crossing streets is critical to that. Traffic on Penn is dangerous and bad parking (e.g. when dropping off at the child care center, which seems unavoidable) makes people angrier. Public transport options need to be integrated. I like the recent improvements to public transport in East Liberty, with the nicer bus stops /busway station and better notification of upcoming services. These need to be more widely adopted to persuade more people to use public transit. Although I wanted to see them working successfully, I am not a fan of ride share scooters etc. - they end up being littered across sidewalks. Would a place for people to call an Uber to work?
29. Safety for children and older adults
30. Safer!
31. Increased safety for pedestrians, especially crossing busy intersections, improved traffic management, i.e.: better synced lights, and major overhaul of the parking situation, especially on Highland Avenue between Penn and Centre.
32. As the ELib corridor gets busier and more congested, it's most important to keep the traffic calm since this affects all of the other aspects (bike, pedestrian, etc). The busway already provides access for public transport, but if it's dangerous to get there by foot/bike, then all of those users are not being served.
33. There needs to be emphasis on Dilworth and Obama student safety especially at Highland and Stanton
34. The safety around schools like Obama and Dilworth MUST be improved. Crosswalks must be enhanced. Also, scooters left everywhere block accessibility to existing curb cuts, setting mobility even further back instead of enhancing it.
35. Easy to traverse in a vehicle - fewer traffic jams - while being safe to walk through (safer street crossings).
36. All the traffic lights need adjusted. Speed bumps or more police patrol there are so many violations going on
37. People being able to cross the street without getting hit by cars. School pick up and drop off not turning into road rage incidents. People slowing down in neighborhoods, people not cutting through residential areas to get somewhere faster. More stop signs on Stanton.
38. Kids should be able to get to school without needing to almost get hit by cars and busses, especially when they have to walk up to 1.5 miles each way due to school bus shortages
39. Safe for students to go to school at Pittsburgh Obama as East Liberty Blvd and Highland is unsafe as there have been pedestrians hits now twice over the past few weeks.
40. you got to fix Station St and Euclid, they are monsters. Impossible to cross safely. Also Penn avenue between Euclid and Negley is out of control, there is no reason for it to be so wide. this should be a pedestrian oriented neighborhood, but the outside is still choked by these awful highways that have no place here.
41. Better timed lights. The traffic they create needs managed better.

42. Fast consistent travel in cars on main corridors. Slow calm and safe everywhere else especially for bikers and other modes of transportation. Reasonable sidewalks for everyone.
43. Continue to increase multi modal and accessible options
44. A place where you can walk AND park without taking space from the people who live here, a place without gaping potholes and busses idling, blocking sight lines for pedestrians and drivers.
45. Prioritize for a walkable, cycle able, high quality mass transit transportation system.
46. Well maintained sidewalks with lots of benches (not the hostile-architecture kind) for disabled people to sit and rest, and frequent bus service with regular bus shelters including seating, weather protection, and lighting.
47. Driving
48. The area needs to be more pedestrian friendly, and bike friendly. When I do ride a SPIN scooter or walk, it's at best unpleasant to be close to all the cars, and at worst feels unsafe. Pedestrian friendly design would contribute to a more centralized and connected-feeling community.
49. I love being able to walk around the East Liberty, Shadyside, and Garfield neighborhoods. Anything enabling me to do this more easily and pleasantly is appreciated.
50. Better access to public transportation.
51. Safe streets for pedestrians. Drivers obeying traffic laws. Less automobile traffic More walkable.
52. Pedestrian crossing improvements for the Penn / Negley intersection. Police enforcement of drivers who do not yield to people in crosswalks.
53. I would like to see less use of personal autos and maximizing alternatives: walking, transit, bike. Take advantage of the density of the area. Remove barriers so that all residents have access without inordinate difficulty.
54. Would love a reduction in or consolidation of parking to improve bike lanes/walking paths. Currently LOTS of unused parking that could be much better utilized for more public services.
55. Improved equity in access to the busway station and linking across the busway/railroad. The existing station and Target configurations make access inequitable, disadvantaging lower-income households North of the railroad, disadvantaging bicycle access, and creating vehicle bottlenecks. Access from Penn at Shady (or Penn at Spirit St.) across to Broad street should be prioritized. Losing some parking at the far end of the Target parking lot, or even taking land at the old Hot Dog Shop or former Zeke's on Broad must be considered.
56. Everyone is safe no matter what mode of transportation they are using and it's easy.
57. 1. More left turn lights for cars, and traffic flow lights through the whole area, not just at Target - and especially at Highland/Centre and Highland/Penn. 2. Make Crosswalks and ADA curb cuts on ALL intersections on ALL streets. Include chirping crosswalk signals at all business intersections (as a minimum). 3. More free lot parking including electric vehicle charging stations. And less on-street parking on Highland Avenue business districts so streets are more walkable and accessible for storefronts and people. 4. Provide

scooter parking places/racks so they aren't left in the street to be tripped on by the blind, or block the way for wheelchairs and others.

5. More wayfinding at car level and also pedestrian level.

58. Streets that meet the mobility needs of all residents and visitors, while preserving the highest levels of public safety and environmental beauty.
59. Getting people out of cars, speeding up buses, and making bicycling and walking a less deadly proposition.
60. Safer walking and biking for getting to and from the schools in the neighborhood. Also, safer streets for cars trying to avoid lights and traffic around the schools (Obama and Dilworth Traditional Academy).
61. complete streets
62. More options for handicap/elder citizens & more safer walking spaces
63. Less cars, more space for people, bikes, transit. Innovate; add micro people-mover solutions (moving sidewalks, etc) to shorten distances and connect neighborhoods.
64. The three safety issues I would like to see addressed are: (1) Pedestrians cross Highland Ave everywhere; I would like to see better crossing options that are clearly marked so that they are utilized more often; (2) pedestrians going to and from the Highland Park neighborhood often use cross East Liberty Blvd at Sheridan and N. Euclid, but there are not crosswalks or lights there and you have climb over the median; (3) the flow of students, parents, and vehicles around Obama School is very congested and unsafe.
65. Visually enhance with a priority of efficiency (traffic 21 has been helping) while reducing the number of cars and busses needed to pass through and engage with E.L.
 - Energizing non-car/bus pathways to all parks & business districts. Maximizing existing indoor/outdoor use of pass through's, business corridors, alley ways, public spaces i.e. Penn & Shady corners, wide sidewalks, engaging/activating side streets (like in Cultural dist. downtown w/ art) engage Ellsworth Ave., keep it interesting to travel from and too with art, creative outcrops, lighting, plantings, Many trees, smooth and safe non-car/bus pathways.
 - Successful other inspirations - Note: Atlanta bike/pedestrian rail to trail paths near mid-town, NYNY High-line, San Antonio river walk, Barcelona Spain's pedestrian only streets and plaza's...
 - Be inspired by the E.L. Church, Jazz, Kelly Strayhorne, AAA building dome...
 - This is a great opportunity to be super creative to make a world class neighborhood, E.L. has the bones you have the will and resources and we can all do it!
 - Immediate attention: Negley Bridge is about to be down then a new bridge & it should / could be a Creative Gateway to and from!! not boring.
 - An inspired creative bridge i.e. the pedestrian bridge from Ellsworth to East End' and Highland Ave bridges. The MLK express bus stop also engages with that bridge btw. It will dramatically & temporarily change all mobility & flow in the south end of E.L. and Shadyside.

Thank you all for this opportunity to reflect on our daily life here. This is a great chance for legacy building that will engage so many people for so long let us really truly inspire and enrich with it.

66. More bike and pedestrian facilities, less parking/car-centric development. More opportunities for mid- and high-rise buildings – both commercial and residential.
67. Access and ease of use by many modes of transportation.
68. In order of preference. 1. Pedestrian lighting enhancements on Penn Ave in the business district. 2. Reduce crossing distance and add crosswalks at all intersections on Station St and Euclid. 3. Restore the historic pedestrian crossing over the train tracks at station street with a bike/ped bridge from station Street to village at Eastside shopping center. 4. Make crossing Baum at highland not suck. Maybe an island. 5. Make crossing highland at Selma not suck. Maybe curb extensions. 6. Right-size the 5-point intersection at S Beatty and Baum. Maybe a modern roundabout. 7. Add the missing crosswalk to the Centre and Euclid intersection. 8. Add the missing crosswalk to the highland/spirit intersection. 9. Reduce pedestrian crossing distance at Centre/highland intersection. 10. Add a mid-block crossing to highland near the restaurants. 11. Sidewalks on Centre from whole foods to Choolaah are too narrow. 12. There is too much parking on and off street in the neighborhood. Please do not add parking. Please don't listen to the east liberty chamber of commerce if they say we need more parking. We don't. 12. Make the East Liberty garage busway station at rainbow Street open to the public and provide pedestrian access to bakery square and Larimer. 13. A bike trail along the busway from Penn and shady to that station Street bridge I asked for earlier. 14. Road diet Penn Ave from East Liberty boulevard to shady with an extension of the bakery square two-way bike path to the bike lanes on shady. 15. Road diet Penn from Negley to Euclid and add bike lanes. 16. Make the bike lanes on Negley and East Liberty boulevard protected.
69. I would like to see more manage resident parking in the neighborhood. It's so sad that if you have an elderly or a person with a disability that you cannot park in front of your house or if you have an aid to help there's no place for them to park. 5 years ago, this wasn't a problem now it's an epic problem.
70. A neighborhood that is focused on walking, biking, and overall safe movement. Keep through traffic to a minimum and provide simple but effective traffic calming solutions.
71. I would like to be able to safely move through the area on a bicycle with my children.
72. Accessible for people with disabilities, in not just the walking sense of your legs, but also audio and visual changes. Safe bike lanes should be added and better snow plowing. Fill the pot holes!!!
73. Ideally, the T would run throughout the city so that it actually serves residents and not just suburbanites. However, that seems to be a pipe dream, so in the meantime, making walking more accessible, as well as allowing Spin/Scoobi/etc. to expand would be ideal. This city is also full of cars, like it or not, so could we please stop turning parking into bike lanes that can't even be used for half the year due to cold and ice?
74. Not sure, but it's a mess right now

75. To have a well-planned infrastructure with focus on safety and efficiency
76. Consistent infrastructure and communication. Our neighborhood is an amalgamation of different interest group priorities for pedestrian, bike and roadway improvements, yet nothing is often consistent. Which in turn makes things confusing for pedestrians, bikers and drivers alike. If we established and then followed uniform standards when improvements are made, I think safety would improve too. Also, I would just like for something to be truly finished before moving onto the next thing, e.g the traffic circles on Euclid.
77. Increased parking. Wider driving lanes - WAY too many bike lanes that are not used often except when there are biking events and good weather days. No more should be added. Also the road quality is awful and the curbs and sidewalks are in HORRIBLE condition. Especially for those who use wheelchairs and scooters. It is very dangerous and sad that the bike lanes have taken a higher precedent than caring for those with disabilities and who are on public transportation which is the MAJORITY of the population who reside in the surrounding neighborhoods.
78. A pleasant and safe experience for all modes of transport where personal autos are not the center of space usage and movement.
79. I want to be able to cross the streets in East Liberty without fear of being hit by a car, truck or bus.
80. Less cars, less car traffic. More pedestrians and bikes, with this prioritization evident in the neighborhood's infrastructure and development requirements.
81. A neighborhood that prioritizes walkability, bike infrastructure and accessibility for all. A neighborhood that distances itself from the urban renewal planning mistakes of its past.
82. Pedestrian bridges. Why does this city not build them?
83. East Liberty deserves to undergo a great deal of pedestrianization, meaning roads being closed down to cars and only open to pedestrians, bikes, and maybe transit. Furthermore, this project offers the unique opportunity to finally converting the busway to an extension to the T rail system, with its accessibility to the East Busway
84. I have none. Traffic circles should not be on the table. I accept bike traffic. I would suggest that that the e-scooter 2-year trial end after 2 year trial.
85. Responsible commercial and residential developments that support and enhance traffic calming and pedestrian safety instead of what occurs today, which are projects that only identify access and egress to/ from their own projects.
86. More crosswalks, delay between walk signal and green light, better street and sidewalk clearing during and after snow/icy weather
87. Effectively utilize the neighborhoods position as a transit hub to the east end. Ensure all residents can walk/bike/use transit to get where they need to be safely AND more efficiently than driving.
88. A safe neighborhood to walk and bike through.
89. Improved parking management, including enforcement for the current parking locations.
90. Improvements to the East Busway station for safety and accessibility. Better traffic management at the intersections of Baum & Highland, Highland & Center, Center & Penn.

91. Safe progress through and within the neighborhood for walkers, drivers, bikers, wheelchairs, regardless of age.
92. Several pedestrian crossings are dangerous in East Liberty. Motorists should not be permitted to drive through pedestrian crossings when pedestrian light is "green/little man". No exceptions. An example of a dangerous intersection is Penn and Center Avenues.
93. I began working here in 2020 and I appreciate I can easily walk here from my home in Highland Park. However, there are not enough crosswalks, drivers do not give pedestrians the right-of-way and they really fly through the neighborhood. It is not pleasant to walk here in many ways, though the businesses and organizations are plentiful and great to visit!
94. Safety
95. Walkable

Phase 2: Tell us your safety concern locations when moving through the neighborhood!

1. I cycle all year to get around town. I do not own a car. The main way out of Highland Park for me is via East Liberty and Penn circle. Please construct protected bike lanes between East Liberty Blvd and Station Street on Highland Ave (next to Home Depot. Currently sharrows are in the construction plans for the block-long stretch. With 4 car lanes, there is more than enough room for a bike lane. A bike lane will narrow the road and thereby calm traffic. It will provide safe transit for cyclists. Thank You
2. Residents living on Margaretta Street risk a car accident every day when trying to go straight onto East Liberty Boulevard or right onto Negley Avenue because the cross traffic doesn't recognize the traffic on Margaretta Street. Margaretta Street residents going straight or turning right have right of way but cars turning left from East Liberty Boulevard to Negley Avenue go through with no concern for Margaretta Street cars. The Margaretta Street light timing should be separate from the East Liberty Boulevard lights.
3. Street parking poses a real problem throughout East Liberty and surrounding areas. While it is controversial to remove it, I think options including underground public parking garages, to take cars off the streets and leave space for increased protected bike lanes, a light system for bikes, four-way stop crossing lights at all major Penn. Ave intersections, should be seriously considered.
4. This area could greatly benefit from self-contained, protected, bike lanes (barriers, posts, etc., to protect and separate), including their own traffic/bike lights. Protected areas just for bikes, not cars, parking, or pedestrians, with a light signal system synced with the car traffic lights and pedestrian signals. This plus improved pedestrian areas that are fully accessible, repaired sidewalks, curb ramps, and more pedestrian lights for crossing the street in the busiest areas. Preferably lights that stop all traffic, including bikes in their own protected lanes, like at South Negley and Centre. This is an improvement all the major intersections in East Liberty could use, especially Penn and Centre (by Target), Penn and Highland, and Penn and Negley to increase pedestrian safety.
5. Inbound Penn Ave. at Euclid MUST have a left turn lane or traffic will back up. Fixing the misplaced curb in front of East Liberty Place South will facilitate this. Also, road diets are not the only option available. We must overcome likely property owner opposition to increase setbacks and sidewalk widths where it is currently narrow - even a 10 Ft. sidewalk is a bit narrow in front of a multistory apartment building. We also need space so that old rights of way can accommodate not just vehicles and pedestrians but bikes and scooters, trees and storm water management installations. Backed up traffic doesn't serve anyone. Road diets are useful, but let's not starve our streets. Skim some frontage for additional, if set-back, height!
6. Need intersection safety improvement on Negley Ave Bike lanes.
7. The intersection at Penn & Centre Avenues (by Target). This corridor is extremely traffic heavy. It needs a 4-way traffic stop signal (like at Centre & Negley Aves) so that pedestrians can cross in either direction and feel safe when crossing that intersection.

8. Hi, I would LOVE to see a pedestrian bridge added from Broad Street (between East Liberty Blvd and Center Ave) connecting to the parking lot of Village of East Side. I think this would improve walking accessibility - not only to the shops in Village of East Side but also to the Giant Eagle on Shady Ave. without having to walk around the block via East Liberty Blvd or Center Ave.
9. It very hard to make a left hand turn from Centre onto ELB because of the traffic flying up Negley Run is usually going above the speed limit and the light is very short. But this is a key entry point into HP (ELB to Sheridan since you can't go straight on Collins. It is also very difficult to navigate this intersection as a pedestrian with the turning traffic and the traffic flying off of Negley Run, but again, it's a key pathway for those of us on this side of Highland Park when we walk to the busway, target or the new Larimer Green Park.
10. A few reasons why bicyclists sometimes hover close to the car lanes: risk of getting doored (hit by an opening door from a parked car), road debris, potholes and sewer grates in the bike lanes. I'm not a huge fan of traffic circles either, I'd much rather see something like raised crosswalks at intersections that slow traffic.
11. Pretty please with a cherry on top- create a *physically protected biking network* which connects directly to our city's most popular areas of employment + commerce. Not "lanes" (an isolated segment here and there), not green paint on some intersections, not flexible posts/bollards, and not trails on the fringes of town. Create a viable network which allows citizens to experience all that our city has to offer, without fearing death by a distracted motorist. Bicyclists and peds don't want to be directly next to motorists, motorists don't want to be directly next to bicyclists and peds, let's just get on with it. Read the room, locals are begging for material change.
12. On the topic of pedestrian safety, it is worth noting reports of pedestrian harassment along Penn. This may warrant a greater conversation outside the scope of this initiative. At least five women I know have been catcalled, harassed, followed, and stopped by men. Two people I know have been physically assaulted/mugged near Penn. I don't know what can be done about this, but this is a consideration for our community safety plan.
13. I work in East Liberty. I've personally seen at least 6 crashes on the intersection of Beatty and Penn. It happens so frequently that some guys from a nearby body shop tend to hang around there and refer customers (this is a cynical interpretation, but I've noticed this happen several times.)I've nearly been in a few accidents here myself and one of my friends got T-boned at this intersection while driving last summer. My biggest fear is that a pedestrian or cyclist will get hit and die. I've seen several close calls. Pittsburgh drivers do not respect crosswalks or bike lanes. We need more stop lights or alternative traffic patterns. With the opening of the new whole foods along this street I anticipate traffic will only get worse.
14. I've personally seen at least 6 crashes on Beatty and Penn. It happens so frequently that some guys from a nearby body shop tend to loiter around there and refer customers (at least, I've noticed them on a few occasions). I've nearly been in a few accidents here myself and one of my friends got hit at this intersection while driving last summer. My biggest fear is that a pedestrian or cyclist will get hit and die. I've seen several close calls. Pittsburgh drivers do not respect crosswalks or bike lanes. We need more stop lights or alternative traffic patterns. With the advent of the new whole foods along this street, traffic will only get worse.
15. Protected bike lines are the only way to make bike lanes. Cars ride halfway into the bike lane for the entirety of Liberty...we cannot trust our safety to the ever-distracted car driver.

16. Crossing Penn Avenue as a pedestrian or cyclist is incredibly dangerous in East Liberty. Traffic rarely follows the rules at pedestrian crossings due to high rate of traffic and speed.
17. I have been bike commuting through (or more accurately, around) this area for about 10 years. Penn Ave between N Negley and Wilksburg is so dangerous I won't consider it. Instead, I go far out of my way to take N Negley / E Liberty Blvd / Hamilton or Frankstown, or S Negley / Ellsworth through Shadyside. We desperately need parking protected bike lanes in Pittsburgh. They are a perfect solution for something like Fifth Ave in Oakland and the Penn Ave business district in E Liberty. Penn Ave has a very wide sidewalk and an even wider road through that area. It could easily fit a protected bike lane on both sides. Parking protected lanes make it much safer for cyclists and don't even remove the parking that many drivers would complain about. If these lanes are still illegal to build because of state law, the state law needs to be changed. For specific intersections, E Liberty Blvd + Penn is a dangerous / blind corner for cars turning right onto Penn, and hard to safely cross as a pedestrian. You almost have to turn sideways to squeeze past the light post and peek around the corner to see if there are cars turning right. I agree with others that there should be much more all red / pedestrians only light cycles, especially E Liberty Blvd + Penn and the Target intersection. +1 for much more corner stores and eliminating residential zoning. PS: If you want to see what a well-designed street looks like, everyone needs to check out the Not Just Bikes channel on YouTube.
18. Please time traffic lights on Centre and Penn Ave to move more vehicles through efficiently. Also bike lanes in this area should either have their own traffic lights or must obey current lights while in these areas. I know bicycles in the city don't have to follow the same rules as cars however drivers from outside the city don't know that and expect them to follow vehicle traffic rules. It sets up for more accidents and injuries. Thank you
19. Stop building more apartments more apartments more people, and stop building more bike lanes. The streets in Pittsburgh especially in the east end are not wide enough for that.
20. I am mostly a motorist and I would love to see reflector poles or some physical barrier be added to bike lanes. Sometimes I don't feel comfortable passing bikers even in the bike lanes because they hover close to the car lane and I am afraid I will hit them. And please use any other method besides traffic circles in intersections. I live by the traffic circles that run all the way down South Euclid and they are a nightmare. People don't know how to use them. They make the intersection so small that in some cars, you cannot make a left turn without going up onto the traffic circle or onto the sidewalk. I know they were intended to slow people down, but I've seen more cars blast through them than when there were regular stop signs with no traffic circles there. It's honestly harrowing to try to navigate one when a pedestrian is on the sidewalk. It's just awful for all involved. I love traffic circles for larger intersections, but we do not have any in this area that even come close to being big enough for a comfortable traffic circle. They are terrible. Find another way.
21. The removal of car parking on Negley for a segment between Centre and Penn was just plain not thought out, because then you hit a line of cars along Negley until you get to Rippey Street. (and there is parking behind these townhomes/apartment). It's far too confusing for someone who rides a bike. Get rid of all the cars or put parking back on Negley. Consistency is the answer.

22. Bike lanes on Penn Avenue make sense. Traffic signals are not timed at all throughout the study area and backups occur en route to Target and Home Depot. The light at Highland and Penn is a nightmare and the traffic back up due to "east side" is unmanageable. While respecting people who bike and people who walk, these are major bus routes and there is very limited parking for businesses in east liberty (the lot behind the Carnegie seems to be always filled with leases) please do not remove car parking on Penn. It is needed.
23. Penn and Negley's bike lane setup is an accident waiting to happen. It was almost
24. Any possibility of adding any bike infrastructure on Penn Ave. between Highland and Negley Aves.? I know it's a super high-traffic area - for a reason. If I'm in the East Liberty business district and heading to Garfield/Penn Ave. arts/cultural district, it's the most direct route. There's no other quick way to get from the business district to any of the East Liberty biking infrastructure (e.g., the Euclid neighbor way, EL Blvd. bike lane, the Negley Ave. bike lanes) without taking either Highland or Centre north to East Liberty Blvd. (and then back west to Negley), and of course those roads are very busy as well. I also hope that with the conversion of Station St. and the last section of N. Euclid Ave. from one-way to two-way traffic (can't come soon enough! hasta la bye-bye, Penn Circle), Penn/Euclid/Rural/Negley can become a viable biking alternative from the East Liberty business district to points west. Thanks for your consideration!
25. I live in Bloomfield and bike into or through East Liberty multiple times a week to go to happenings at ELPC and CLP-East Liberty, eat or shop, visit friends, and pass through en route to Highland Park and Larimer/Homewood. I typically take Baum Blvd. and/or Centre Ave. Adding bike lanes (protected or not) on either or both of these roads between Negley Ave. and Euclid) for Baum or Negley Ave. and Highland (or even all the way to Penn! imagine that!!!!) would make me feel safer; it would alert people in cars as to where they can expect to see (and safely pass) people on bikes. Crossing Negley Ave. heading east on Baum Blvd., I always have to merge into the left lane because the right lane immediately becomes on-street parking, typically until Stamar or S. St. Clair. That's where the parking usually ends, I merge right, and cars zoom to pass me in the left lane because it suddenly switches from "one" to two. I'm not advocating that the on-street parking be removed necessarily - maybe add a parking-protected bike lane on the right of Baum Blvd., at least until Euclid Ave.? That's where things calm down . . . Thanks for your consideration!
26. Thank you for sharing your insight. I agree that the Kirkwood Street entrance/exit contributes to traffic back-up on Centre Ave. Furthermore, biking on Centre northbound (north-ish? away from Penn Ave. towards Broad St.) between Penn and Broad is tricky because from Penn to Kirkwood, there is a straight-ahead lane and a right-turn-only (viz., enter Target lot) lane; to continue straight on, I should be in the lane that's on the left. But more often I go straight in the right-turn lane, because I want to turn right onto Broad St. (and its bike lane), which is a very short block away! I propose adding signage to make the right-turn-only lane (Center from Penn into the Kirkwood entrance to Target) into right-turn-only except for bicycles, which can continue straight. Negley Ave. northbound at East Liberty Blvd. has signage for this, and it works very well for biking!
27. Do you mean turning left from Highland (northbound) onto Station/Penn Circle? Just curious. If so, I wonder how the conversion of Station/Penn Circle into two-way traffic in June 2022 will impact the traffic signal timing/turning times. Just a thought.

28. Primary concern of our family is how students navigate to/from Obama, especially after school when students might be walking to/through East Liberty with friends and may not be paying close attention to traffic issues. Making all the major intersections safer for pedestrians should be a high priority.
29. The curb juts out at Highland Avenue and Station Street, impeding the movement of traffic when a car tries to make a left turn going north. Often the car turning left is the only one proceeding before the light turns red, backing up traffic. The protrusion needs to be removed
30. If the City paid CMU for their Surtrac system in East Liberty they should request a refund. The mishmash of poorly timed pedestrian and traffic signals (especially left-turn lanes) beginning at Penn and Centre cause a domino effect that stretches out to Target and Broad Street, Spirit and Shady, and Highland and Centre. I am surprised there aren't more accidents at this pivotal intersection.
31. My number one issue in this area as a pedestrian and biker is probably parking lots / curb cuts. There's a lot of traffic around here, a lot of street parking (thinking Centre specifically), and the curb cuts just add another potential conflict between vehicle users and pedestrians/bicyclists. A lot of stores in this area also have to be accessed through their parking lots (Home Depot, Petland, Giant Eagle, etc., which can feel dangerous and scary as someone without a car. I also sometimes am forced to bike along Penn Avenue in areas without bike lanes, and that always feels a bit treacherous and can lead to some road rage from those around me, making me feel even more unsafe. As someone who used to live on S Euclid, I also would value a ped/bike connection from this chunk of streets to Penn Ave (shorter blocks for more connections!). I also really value the bike lanes, sidewalks, and tree lined median of East Liberty Blvd, and the bike lanes on Negley.
32. Penn avenue between Centre and East Liberty Blvd at Bakery Square is really challenging to bicycle and walk. I wish there was more space, greenery and that it's generally friendlier place for non-motorists
33. I often bike to target and Home Depot in this area and I am often close-passed/tailgated by cars on E. Liberty before getting to the bike lane on E. Liberty/Broad. It seems like I am one over-zealous pass from serious injury or death because of the design of this section of road.
34. All bike lanes should have protected turns (happy to see them being implemented in new projects!). For the future, ALL crosswalks should last as long as the green traffic light. A crosswalk turning red while a traffic light is green is a complete policy failure. It only encourages pedestrians to cross when cars aren't expecting them, because who wants to wait for a whole light cycle? This creates conflicts that shouldn't exist because the crosswalk shouldn't stop to let a few extra cars squeak through. This happens at EL BLVD/highland, Penn/Highland, Centre/Highland, and Highland/Spirit. It needs to stop.
35. target on center at broad pedestrian crossing is hazardous. I've almost gotten hit crossing from the south side of center to target. I believe there needs to be an all way red light to allow pedestrians to cross in all directions at the same time. Also highland at Penn. Same recommendation as to all way red to allow all pedestrians to cross simultaneously.
36. The East Liberty area has 2 major pedestrian safety & traffic congestion issues: 1) The Target Kirkwood Street entrance: This should become exit-only, directing all store entry vehicle traffic to the underutilized Broad Street entrance. The Kirkwood Street entrance is a

reason for traffic congestion on the Center Ave and Penn Ave intersection. 2) The Center/Penn Ave intersection: Random pedestrian crossing is crazy dangerous. Crosswalks should be re-relocated. Sidewalk safety fencing should be installed to channel pedestrian traffic towards crosswalks. Roadway should be line-painted with caution warnings.

City Response:
Public Comments-Design scoping Phase

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Pedestrian Safety

Date Submitted	City Response:	Submission	Address	Study Area
2022-04-05 10:05			137 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Baum at Highland
2022-04-05 10:17			5968 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Baum at Highland
2022-04-27 22:52	Urban curb radii will be recommended throughout the study area. Baum to be reconfigured and will reduce the crossing length.	Remove radius of curb when turning right from Baum to Highland. The radius of the current curb removes a significant portion of sidewalk	5968 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Baum at Highland
2022-05-20 17:14	Baum Boulevard to be reconfigured and will eliminate this issue.	The lights on Penn and Centre intersecting often cause cars to have to make dangerous/quick left and right turns off of Baum Boulevard. This makes it much unsafe to navigate the Baum Boulevard crossing as a pedestrian.	135 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Baum at Highland
2022-05-25 10:43	Baum Boulevard to be reconfigured and with the Penn Circle two-way conversion less traffic is expected to run through this area.	There is always so many cars here after work and they never respect the stop signs locations and it makes crossing here very difficult	5968 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Baum at Highland
2022-05-26 8:56	Baum Boulevard to be reconfigured and will eliminate this issue.	The Baum and Highland intersection is oppressive for pedestrians crossing Baum - a lot of crossing traffic more focused on getting off and on Highland than pedestrians walking across the wide Baum blvd street.	137 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Baum at Highland

2022-06-06 9:06	Baum Boulevard to be reconfigured and will eliminate this issue.	There are a lot of cars coming off Baum to turn left onto Highland that do so very impatiently making it feel very unsafe for pedestrians crossing the road. Maybe make this section of Baum 1-way? Then the businesses could "take over" the street for outdoor seating which was so nice during the pandemic and used a lot.	135 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Baum at Highland
2022-05-25 10:47	Location of parking lot driveway makes a second crosswalk across Centre Ave unfeasible.	I wish there were crosswalks across Centre Ave on both sides of Annie Place.	6026 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Annie St
2022-06-05 16:38	Upgrade to Signal will resolve this.	The stops lights here take forever to change and every single button to cross the street is broken. So pedestrians just wait here forever, then eventually just Jaywalk.	5932 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Beatty
2022-05-24 14:45	Intersection to be upgraded as part of the Penn Circle two-way conversion project under construction.	Needs pedestrian safety and traffic calming. This intersection isn't safe or convenient for anyone.	6117 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Broad
2022-06-01 12:18	Maintenance has been informed about this issue.	Planters are creating sightline issue for the cars coming out from commerce lane.	5802 Commerce Lane, Pittsburgh, Pennsylvania 15206, United States	Centre at Commerce
2022-04-05 10:07			5879 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Euclid
2022-04-20 14:41			290 South Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Euclid
2022-04-05 9:36			6000 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-05 9:56			145 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-05 10:08			145 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-05 10:17			134 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-20 14:13	The Changes to Baum will add more parking and should help improve this area.	People park illegally on the east side of Highland here and run across the street to pick up food. This makes the NB travel lane too narrow for vehicles (especially buses) and also results in people dashing between cars stopped at the light to return to their illegally parked cars. The area could use some legal loading zones.	145 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-29 11:16	The all walk phase is not able to be done at this location, but the right turn lane from Center to southbound Highland Ave can be removed with bumpouts places to reduce the crossing length.	Intersection is a little large which can make pedestrian crossing feel unsafe at times. Is it possible to have the walk cycle function like it does at Center/Negley and Center/N Craig? (All direction cross signal every light cycle)	6000 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland

2022-05-10 8:47	signal is being reevaluated	This intersection, like Penn/Centre, also has traffic lights which are timed in a way that makes pedestrians wait for long periods of time, especially with cars that speed through the crosswalk. I would remedy this by installing a 4-way scramble crosswalk to allow pedestrians to spend less time crossing, especially when moving diagonally across the intersection.	145 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-05-11 12:19	signal is being reevaluated	Absolutely terrible traffic and pedestrian safety management here.	6007 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-05-25 10:48	signal is being reevaluated	This intersection is horrible for pedestrians! Most terrible: crossing from the corner near goodwill, moving across center towards the corner of highland and center near chipotle— when the walk light is on, and pedestrians start to cross center, cars coming up Highland from penn May see the green light and start to turn right on center. The corner is a bit of a blind turn so they can start to turn and almost hit pedestrians! It is horrible to cross there and as a driver it is worrisome too! Highland in general is horrible because the parking creates traffic congestion. All of these streets are too narrow to accommodate traffic, parked cars, bikes, and pedestrians. Enough already! Make the roads 1-way only. Give some safety and practicality back to pedestrians	6007 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-29 18:30	Intersection to be upgraded as part of the Penn Circle two-way conversion project under construction.	This is probably the worst designed and worst timed traffic lights in the neighborhood. It leads to drivers getting impatient and driving erratically.	6117 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Kirkwood
2022-06-06 9:10	This is one of the options evaluated. A solution will be recommended that will be the most appropriate for all uses.	Traffic from Target is pretty heavy and this area is a nightmare to walk around because of it. Maybe that parking lot entrance could be closed or 1-way?	6117 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Kirkwood
2022-07-09 16:54	The improvements to the intersection at Penn Ave and the conversion of Penn circle to two way should help with this	Drivers ignore pedestrians crossing in all directions at Centre and Kirkwood. Drivers frequently block the crosswalk.	6117 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Kirkwood
2022-05-11 16:41	Intersection to be upgraded as part of the Penn Circle two-way conversion project under construction.	Cars whip around this turn onto Station from Centre. They do not look for pedestrians and it feels very unsafe to cross, even with the flashing cross signal.	6117 Station Street, Pittsburgh, Pennsylvania 15206, United States	Centre at Station
2022-04-28 15:33	This is a construction permitting issue that should be reported via 311	Add a crosswalk at the construction site, or remove a couple of parking places and create a small protected pedestrian channel around the site.	5823 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre Between Commerce and Euclid
2022-05-10 8:52	This is a construction permitting issue that should be reported via 311	Construction in this area has closed off the sidewalk on the north side of Centre, and forces pedestrians to either dangerously cross the street in the middle of the block if they want to continue walking, or turn around and walk back to an intersection to cross to the other side of the street.	5823 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre Between Commerce and Euclid
2022-05-26 16:48	Evaluated and not advisable due to the businesses need for curbside deliveries.	Consolidate car parking on one side of the street and add bike lanes. Many businesses have their own surface parking lots.	5819-5823 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre Between Commerce and Euclid

2022-07-09 16:44	This location is outside of the study area	A pedestrian bridge from the terminus of Maryland Ave to Centre Ave would greatly improve access and connectivity throughout this area. This was discussed as a possibility in PAAC's Negley Station Station Area Plan (2017).	5765 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre Between Commerce and Euclid
2022-07-09 16:59	This location is outside of the study area	The city could partner with the Carnegie Museum of Natural History which owns 5800 Baum Boulevard and a parking lot on Centre Avenue to create a pedestrian walkway to connect Baum to Centre. There is already a pedestrian sidewalk connecting Baum to Commerce at 5800 Baum that is owned by the Carnegie Museum. This connection would improve access and connectivity throughout the area, especially when paired with a multimodal bridge at Maryland Ave. This Baum-Centre connection was hinted at in the Negley Station Station Area Plan (2017).	Maitri, 5845 Centre Ave, Pittsburgh, Pennsylvania 15206, United States	Centre Between Commerce and Euclid
2022-07-09 16:50	Lighting is to be installed.	The East Liberty Boulevard railroad underpass is an embarrassment and feels unsafe.	East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	E Liberty at Conrail Underpass
2022-07-09 16:50	The Buildings prevent this from being possible.	There should be a pedestrian connection between Dahlem PI and the shopping plaza.	East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	E Liberty at Dahlem PI
2022-05-07 16:56	No turn on read signs will be installed to prevent drivers from stopping over the crosswalks and trying to make gaps in traffic without watching for pedestrians.	Difficult to cross East Liberty here.	East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	E Liberty near Hamilton
2022-05-26 16:47	The parking on Highland accommodates the short-term loading needs of adjacent building. Alternates will be considered throughout the project.	All of the parking on this stretch of Highland should be eliminated and made into a bike lane. It's incredibly uncomfortable to ride in this section. Closer to Centre people illegally park on Highland creating a dangerous situation for everyone	121 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland at Baum
2022-04-27 22:55	Crosswalks are recommended at Highland and Kirkwood; also preparing for future pedestrian volumes at Harvard by installing curb extensions but not adding the marked crosswalks at this time.	Increase # of pedestrian crossings on Highland between penn and station	132 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland at Broad
2022-05-26 8:54	Curb extension will assist in the traffic calming and the Penn Circle conversion to two way that is under construction now will reduce the car traffic on the side roads through this area.	Any crossing on N Highland Between Station St and Penn is so oppressive as a pedestrian - especially during high traffic hours. People in cars are often trying to negotiate these streets at high speed and are focused more on cross traffic than peds - especially if they are crossing N Highland entirely (e.g. driving down broad street) - as this area redevelops and traffic increases from both ped and vehicles this pocket needs major ped safety and traffic calming measures.	6009 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Highland at Broad

2022-06-06 9:11	Curb extension to be installed will prevent cars from parking close to the intersection and will bring pedestrians to the forefront while still on the sidewalk thus making them easier to see.	People park too close to the intersection so it's hard to see oncoming cars and hard for them to see people crossing.	132 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland at Broad
2022-05-26 16:41	This would be inconsistent with the rest of the pedestrian crossings throughout the city.	There are too many side streets to mark with this idea, but we should be looking at every opportunity to put in continuous sidewalks instead of curb cuts for side streets. Make cars slow down and ramp up and over continuous sidewalks instead of making pedestrians and people in wheelchairs or other mobility devices ramp down to the street in order to cross it. Video: https://gearandgrit.com/the-dutch-solution-for-safer-sidewalks-continuous-sidewalks/	6023 Harvard Street, Pittsburgh, Pennsylvania 15206, United States	Highland at Harvard Sq
2022-06-06 9:05	The parking on Highland accommodates the short-term loading needs of adjacent building. Alternates will be considered throughout the project.	There are so many food delivery cars parked here that make it feel so chaotic and unsafe to cross the street between Baum and Penn.	105 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland S of Penn
2022-04-29 18:35	Pedestrian crossing proposed with flashing crosswalk lights.	Putting up no pedestrians signs is a terrible attempt at making this popular cut through safer. There should be a crosswalk with lights on both sides.	5906 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Beatty
2022-07-09 16:47	Additional crossing will be considered at Beatty street and Sheridan Ave.	Add a pedestrian crosswalk across East Liberty Boulevard at the streets where there is no intersection. This could be similar to the crosswalks at Friendship Parklet that connect to a plaza in between the two sides of the roadway.	5824 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Beatty
2022-04-05 9:58	Upgrade to the signals to provide pedestrian signals and curb extensions to improve pedestrian safety at this intersection.		505 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Liberty at Euclid
2022-04-05 9:22	Curb extensions are proposed		421 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Liberty at Highland
2022-04-05 9:34	Curb extensions are proposed		519 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Liberty at Highland
2022-04-05 9:43	Curb extensions proposed and revise median to be used as pedestrian refuge.		6011 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Highland
2022-04-27 22:48	East Liberty Blvd at Highland includes turn boxes.	Need protected bike turns	519 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Liberty at Highland
2022-04-27 22:54	East Liberty Blvd at Highland will be recommended to have pedestrian signals put on recall.	Remove "beg button" crossing. Walk lights should ALWAYS change even if the button is not pressed.	519 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Liberty at Highland
2022-05-12 12:05	Curb extensions are proposed	ELB/Highland Ave intersection is a major crossing for middle and high school students at Obama, where multiple accidents between pedestrians and vehicles have occurred. Many students crossing here are unsupervised	6011 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Highland

		before or after school and need additional safety measures.		
2022-07-09 16:47	Additional crossing will be considered at Beatty street and Sheridan Ave.	Add a pedestrian crosswalk across East Liberty Boulevard at the streets where there is no intersection. This could be similar to the crosswalks at Friendship Parklet that connect to a plaza in between the two sides of the roadway.	5684 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Mellon St
2022-04-11 12:39	Additional crossing will be considered at Beatty street and Sheridan Ave.	Would love to see pedestrian crossings across East Liberty Blvd - well marked, possibly with push-button signals. Help make it easier to walk the neighborhood without having to go to the major cross streets to get over East Liberty Blvd.	5701 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at N Clair St
2022-05-26 16:28	This intersection is within 250' of Euclid with a signalized intersection. Crossing in this location would not be recommended.	North St Clair goes directly to the park in East Liberty. It would be great if there was an official pedestrian connection through the ELB planted medians to enhance this connection.	506 North Saint Clair Street, Pittsburgh, Pennsylvania 15206, United States	Liberty at N Clair St
2022-06-02 14:25	Will take this under advisement on future resurfacing.	Poor bike lane condition. Consider city asphalt resurfacing standards that often place a seam through the bike lane (similar to Liberty Ave between the Strip and Bloomfield).	5704 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at N Clair St
2022-07-09 16:47	Additional crossing will be considered at Beatty street and Sheridan Ave.	Add a pedestrian crosswalk across East Liberty Boulevard at the streets where there is no intersection. This could be similar to the crosswalks at Friendship Parklet that connect to a plaza in between the two sides of the roadway.	5700 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at N Clair St
2022-04-05 10:06	This location is outside of the study area		421 Selma Street, Pittsburgh, Pennsylvania 15206, United States	Liberty at Selma St
2022-04-05 9:58	Additional crossing will be considered at Beatty street and Sheridan Ave.		6108 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Sheridan Ave
2022-05-07 16:59	Curb extensions with an added crosswalk with flashing lights to be installed at N Sheridan crossing East Liberty Blvd. A speed study was performed and recommendations to reduce the posted speed to 25MPH is made.	Too often I see drivers speeding through East Liberty, often passing other cars by using the bike lane. Very unsafe conditions. Both pedestrian/biker safety issue AND traffic calming	6106 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Sheridan Ave
2022-06-08 12:20	Curb extensions and crosswalk with flashing lights to be installed at N Sheridan crossing East Liberty Blvd.	Heavily used desire path to cross from North Sheridan to Sheridan Ave. People *want* to cross there, but it's wildly unsafe.	6108 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Sheridan Ave
2022-07-09 16:47	Curb extensions and crosswalk with flashing lights to be installed at N Sheridan crossing East Liberty Blvd.	Add a pedestrian crosswalk across East Liberty Boulevard at the streets where there is no intersection. This could be similar to the crosswalks at Friendship Parklet that connect to a plaza in between the two sides of the roadway.	6108 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Sheridan Ave

2022-05-19 20:08	There is curb side parking permitted along east liberty. They should be parked in that parking lane. Curb extensions will be placed to discourage drivers from treating this as 2 lanes.	Cash truck for Home depot regularly blocks the bike lane here (tuesday mornings I think?). People parking in the bike lane and driving half in the bike lane is a CONSTANT along the entirety of this road. Should I post that every block or does once count for all?	6108 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty in front of Home Depot, East of Highland
2022-07-09 16:49	This is a maintenance issue that should be reported via 311	This pedestrian walkway is very poorly maintained and is blocked by low tree branches and litter.	6369 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty near Broad
2022-07-09 16:48	Additional crossing will be considered at Beatty street and Sheridan Ave.	Add a pedestrian crosswalk across East Liberty Boulevard at the streets where there is no intersection. This could be similar to the crosswalks at Friendship Parklet that connect to a plaza in between the two sides of the roadway. Connect Ashley Street to the end of Enright Court and behind the big church over to Liberty Green Park.	6353 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty south of Larimer
2022-04-28 15:32	Alternatives will be reviewed at the intersection to improve pedestrian safety including the addition of all crosswalks and installation of countdown ped signals and audible ped signals	All sides of the road need to have a crosswalk here. Pedestrian signals are important too because of the angle of the intersection.	378 South Negley Avenue, Pittsburgh, Pennsylvania 15232, United States	Negley at Baum Blvd
2022-04-29 11:27	Adding the crosswalk on the north side of the intersection.	Crossing on foot here is not fun, no crosswalk on the north side of intersection, but that's where bike share station is located.	378 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Baum Blvd
2022-05-26 16:46	The crosswalk on the north will be added and signs to not block the intersection will be installed on the westbound approach. The signal will be upgraded to current city standards including new pedestrian signals.	There are definitely way more right turning cars and trucks heading in this direction, but the mixing zone is uncomfortable. Consider keeping against the curb and reconstructing the intersection to better keep bikes and pedestrians safe.	374 South Negley Avenue, Pittsburgh, Pennsylvania 15232, United States	Negley at Baum Blvd
2022-04-20 14:39	The signalization equipment at Black and Negley will be recommended for upgrade, with new pedestrian heads and recommended leading pedestrian interval.	Hard to cross Negley with turning vehicles from Black. Needs new signal w ped heads and LPI	534 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Black St
2022-04-27 22:25	Crosswalks are recommended at this intersection with median refuge islands and curb extensions.	There should be a crosswalk here. Connector between Garfield/east liberty, also in-between two bus stops on north negley. Constant pedestrian crossings here.	132 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Broad
2022-05-03 16:10	The signalization equipment at Black and Negley will be recommended for upgrade, with new pedestrian heads and recommended leading pedestrian interval.	Crossing Negley at Black and ELB can be hard with turning vehicles. Needs a pedestrian head start and yield to peds signs	520 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Columbo

2022-04-27 22:48	The intersection of East Liberty Blvd/ Margaretta St / Negley will be recommended for a full signal replacement. It will also be reviewed for phasing changes to determine if East Liberty & Margaretta should continue operating as they currently do and if he left turns on Negley should operate protected. These changes could change the operation of the bike turns also.	Protected bike turns	429 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at E Liberty Blvd
2022-05-26 8:36	The intersection of East Liberty Blvd/ Margaretta St / Negley will be recommended for a full signal replacement. It will also be reviewed for phasing changes to determine if East Liberty & Margaretta should continue operating as they currently do and if he left turns on Negley should operate protected. These changes could change the operation of the bike turns also. Curb extensions at the intersection will assist in the pedestrian crossing.	There is so much wrong with this intersection. This major connector between a massive boulevard and a smaller (in theory) avenue is incredibly trafficked and it has so many problems with its safety measures. The boulevard is really wide making it very unsafe to cross while going down Negley as a pedestrian. Turning traffic onto the Blvd from Negley is always preoccupied with going fast and avoiding oncoming traffic that they do not pay attention to pedestrians. The light cycles and timing for turning traffic is REALLY short and ineffective so people turning onto the Blvd rush the light. There are no smart crossing signals with countdowns so pedestrians never know when the light is going to change and have to guess if they have enough time to negotiate the wide blvd. A connector between a high speed boulevard and a lower speed through street NEEDS to be better than this for everyone's safety.	5617 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Negley at E Liberty Blvd
2022-05-26 16:29	The proposed signal operation will be reviewed to determine if a Leading pedestrian interval could be added. The median can be extended and a refuge can be added.	Consider adding a pedestrian refuge island here	429 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at E Liberty Blvd
2022-04-28 15:40	This is a maintenance issue that should be reported via 311	N Negley Ave bike lanes need urgent pothole repairs	704 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Hays St
2022-04-29 18:32	Potholes are a maintenance issue that should be reported Via 311. Where possible through this corridor the center turn lane is being removed and protected bike lanes installed.	Bike safety: It is very difficult to stay in the bike lane here due to it getting very narrow and pushing bikes into potholes and storm drains.	226 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Rural St
2022-04-05 9:37			800 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-05 9:41	Covered under the Stanton Ave project thus this location is outside of the study area	Pedestrian Safety	800 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area

2022-05-24 10:13	Covered under the Stanton Ave project thus this location is outside of the study area	Folks turning left onto Stanton (esp. headed North) often have to wait to make the turn. Cars wanting to go straight go around, even though there's no lane or safe sight lines for them to do so. I've also seen pedestrians almost hit by folks taking Pittsburgh lefts more times than I can count.	6005 Stanton Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-05 9:44	This location is outside of the study area		5801 Stanton Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-05 9:52	This location is outside of the study area		5860 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-05 10:07	This location is outside of the study area		5901 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-11 12:40	This location is outside of the study area	The stop sign from the westside is right at the corner and not set back at all so if you're a pedestrian crossing the street and a car stops at the stop sign you would be hit. The stop sign should be moved back. Lines added to the road would help too. Alternatively just get rid of the stop signs for east, west traffic as they provide the illusion that drivers will stop when in reality many drivers barely slow down when approaching this intersection. A traffic circle could help too.	816 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-29 18:37	This location is outside of the study area	This is a very challenging intersection to navigate as a pedestrian	130 South Whitfield Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-03 16:02	This location is outside of the study area	This intersection needs shrunk down with shorter crossings	5901 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-04 12:07	This location is outside of the study area		4560 Centre Avenue, Pittsburgh, Pennsylvania 15213, United States	Not in Study Area
2022-05-04 12:08	This location is outside of the study area		4760 Centre Avenue, Pittsburgh, Pennsylvania 15213, United States	Not in Study Area
2022-05-04 12:08	This location is outside of the study area		201 South Craig Street, Pittsburgh, Pennsylvania 15213, United States	Not in Study Area
2022-05-19 20:11	This location is outside of the study area	I cannot even count the number of times people have 'just turned left' instead of going around the roundabout, nearly killing me (on the bike). I can't count because it has happened many times over a long period.	5801 Rippey Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-25 10:42	This location is outside of the study area	More crosswalks at this three way intersection would be helpful, cars are always doing wacky stuff here and I have to cross here	5940 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-25 10:43	This location is outside of the study area	Crosswalk would be good	120 South Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area

2022-05-25 10:44	This location is outside of the study area	This is a really long crosswalk for pedestrians and there's no signal. Cars just have stop signs.	135 South Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 8:46	This location is outside of the study area	Station Street is really unsafe and oppressive for pedestrians. Once drivers are on Station Street, the lack of traffic lights and cross traffic has a tendency to make them drive REALLY fast. There are NO signaled pedestrian crossings between N Highland and Ansley St. There is one unsignaled ped crossing near Rural St and Station Street but it is around a CORNER creating a major blindspot for drivers of any peds crossing. The city should accelerate the plan to convert station street back into two way traffic ASAP - when the new whole foods goes in and generates much more pressure on this pocket of infrastructure it WILL need that blowoff valve of being able to go up N Euclid and Station Street. Two-way traffic with dedicated ped and bike safety infrastructure not only will help ease increased traffic in this pocket but also increase safety and likely accelerate redevelopment of this pocket of East Liberty.	5830 Station Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 8:50	This location is outside of the study area	We need better pedestrian crossing infrastructure on Stanton between N Negley and Highland - people treat this as a high speed connector and there are a lot of neighborhood crossings that are unsignaled	726 North Saint Clair Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 8:57	This location is outside of the study area	This intersection has poor visibility of vehicles entering Baum from S Beatty resulting in a lot of misunderstandings. Just as well, the intersection itself is HUGE resulting in a lot of mis-negotiations with pedestrians and other drivers.	135 South Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 16:35	This location is outside of the study area	Make this a better connection for pedestrians and bicyclists. Broad and Ansley should connect through for people outside of cars.	200 N St Clair Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 16:49	This location is outside of the study area	I realize Baum is a state road not in the City's control, but it should get a road diet. There is an Road Safety Audit about Baum and Centre that SPC did a number of years ago. These RSAs should be referenced.	5775 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 17:28	This location is outside of the study area	There are often vehicles parked too close to corners along Stanton Ave., obscuring sight around corners (a cyclist was killed here within the last year!). Curb bump-outs could help maintain a clear line of sight.	779 Mellon Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-30 8:45	This location is outside of the study area	This crosswalk has no visibility	5801 Station Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-06-01 17:06	This location is outside of the study area	Provide better signage to indicate that Euclid is a one way street. Cars frequently turn right out of the McDonald's going in the wrong direction	161 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-06-06 9:04	This location is outside of the study area	The new signals give much more of the intersection's footprint to cars. The way that the Negley lanes that go straight through the intersection work is to cut off the bike lane completely (dangerous) and make it difficult for people crossing to tell where cars are going.	5601 Stanton Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area

2022-06-06 9:08	This location is outside of the study area	This is such a physically big and busy intersection with stop signs so far back that drivers don't see cars, people, and bikes crossing. A lot of this traffic is Eastbound from Baum- if you made Baum between here and Penn 1-way it would cut that traffic down.	290 South Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-07-09 16:36	This location is outside of the study area	Kirkwood and Sheridan should be an all-way stop. The pedestrian crossings here are also poorly-marked.	6117 Kirkwood Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-07-09 16:37	This location is outside of the study area	There needs to be a crosswalk at Sheridan and Station.	6140 Station Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-07-09 16:42	This location is outside of the study area	A pedestrian bridge over the railroad and busway would greatly improve access and connectivity throughout the community.	6320 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-07-09 16:45	This location is outside of the study area	Provide a pedestrian connection between the two parts of N St Clair St through Garland Parklet.	5702 Rural Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-07-09 16:57	This location is outside of the study area	Drivers frequently do not stop at the intersection of Beatty and Baum, putting pedestrians in extreme danger. We need a light! The traffic volumes and complicated turning movements warrant a light!	135 South Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-07-19 10:25	This location is outside of the study area	Cars frequently parked in the bike lane here, almost always. Forced to ride in high speed traffic and often have conflicts with cars leaving Target here.	6290 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-25 10:24	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave. Turns for Betty will be right in and right out only at Penn.	i've personally seen at least 6 crashes here, i've nearly been in a few + my sister got hit at this intersection while driving last summer my biggest fear is that a pedestrian is gonna get hit, i've seen several close calls + pgh drivers along penn do not respect crosswalks	125 South Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-05-25 10:37	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	Multiple crosswalks without signals, and drivers usually don't stop to let pedestrians cross.	5845 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-05-25 11:08	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	Lots of pedestrians cross here, but cars go pretty fast.	5845 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-05-25 11:11	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	This is a really dangerous intersection for pedestrians with there being no stop sign for the cars on Penn Avenue. The cars often go really fast and no one ever stops to let pedestrians cross. I often find myself running across the street during brief pauses in traffic and hoping I don't get hit.	125 South Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St

2022-06-05 16:34	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	There is a crosswalk here but no one stops for pedestrians. It takes such a long time for cars to stop. I would suggest adding a speedbump here so that cars have to slow.	115 North Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-06-06 9:09	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	This intersection feels like it should have a stop sign at least. There are always a lot of people crossing Penn on foot or in cars and it is very dicey.	115 North Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-06-14 17:56	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	People in PGH don't understand what cross-walks are. They're getting better but not there yet.	5903 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-07-09 16:39	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	The intersection of Penn and Beatty needs bump outs, signage, and lighting to make crossing safer for pedestrians.	125 South Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-07-02 11:54	Exclusive pedestrian phases lead to reduced compliance for pedestrians and longer wait times for both pedestrian and vehicle occupants which usually leads to unfavorable results. We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Specifically the intersection at Penn & Centre Avenues by Target. I would like to see a 4-way traffic stop signal (like at Centre and Negley) so that pedestrians can cross safely. I still don't feel safe when crossing because traffic is still moving and that corridor is extremely traffic heavy. Thank you.	6206 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre
2022-04-04 10:25	Removing east bound left turn lane and We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Issue with Safety	6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-05 9:20			6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-05 9:25	Exclusive pedestrian phases lead to reduced compliance for pedestrians and longer wait times for both pedestrian and vehicle occupants which usually leads to unfavorable results. We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	All way stop pedestrian crossing	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-05 10:17			6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave

2022-04-13 6:31	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	As both a pedestrian crossing here and a driver looking to make the soft right onto Penn Ave, it is dangerous trying to cross to/from Target.	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-27 22:47	Clearance intervals will checked to ensure they meet the minimum required.	Long crosswalks, short timings.	6135 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-28 3:22			6145 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-28 15:35	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Absolutely atrocious to walk through. Long crosswalks with no refuge islands, long wait times	6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-28 18:21	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Dangerous for pedestrians and cyclists.	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-29 11:12	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Nothing to add that isn't already known - just a stressful intersection for everyone all the time. I avoid using this on a bike at all costs. Will use on foot but try to avoid.	6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-29 14:20	Exclusive pedestrian phases lead to reduced compliance for pedestrians and longer wait times for both pedestrian and vehicle occupants which usually leads to unfavorable results. We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Absolutely the worst intersection! Very scary to try and cross as a pedestrian, and I completely avoid it on bike. Too many cars going in too many directions, the intersection is extremely wide and the pedestrian crossings are inadequate. An all way red light would be the best here.	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-03 19:24	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	The intersection here is feels and is unsafe when crossing Penn Avenue to Target with all the right turning traffic from Centre Avenue (and many cars not yielding to pedestrians). There should be a tighter turn radius instead of the slip-lane like turn currently, or more traffic calming to make crossing safer and more comfortable	6145 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-10 8:41	Exclusive pedestrian phases lead to reduced compliance for pedestrians and longer wait times for both pedestrian and vehicle occupants which usually leads to unfavorable results. We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Pedestrians spend too much time waiting for lights to change, which often results in dangerous attempts to cross Penn & Centre before the crosswalk signal comes on. This timing is problematic, especially running to catch a bus that runs through the neighborhood. To remedy this I would recommend changing this intersection to a 4-way scramble crosswalk, increasing the length of time pedestrians have to cross the intersection, and decreasing the length of time the light stays green for oncoming cars.	6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-11 12:11	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	This location is terrible for pedestrians and commuters. The much-touted CMU traffic control system is junk and causes more congestion than if you'd just have people use stop signs.	6145 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave

2022-05-12 9:47	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	When the pedestrian walk signal lights up to cross Penn traffic from Centre gets a green arrow to drive through the crosswalk. I have seen near misses of people in wheelchairs, with strollers, and on foot as well as screaming/agression from drivers while pedestrians try to cross safely.	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-12 12:09	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	This intersection is a great improvement from previous iterations but is still challenging to navigate as a pedestrian, especially going to/from Target from the busway. Crossing Penn when Centre Ave has the right turn option is really challenging for pedestrians and cars that aren't paying attention.	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-24 15:55	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	This whole intersection is a nightmare for pedestrians crossing any way.	6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-25 10:47	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Pedestrians frequently cross Centre Ave here even when the walk sign is off because it takes too long to get the signal. Usually, during the turn cycle, there are moments where no cars are coming on Centre Ave so pedestrians are able to go even though they technically shouldn't.	6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-25 11:09	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes. Plans to adjust the crosswalk crossing Centre and remove the plantings to open up visibility.	Most traveling east on Centre Avenue turn right on Penn Avenue, often at full speed. The signage treats this intersection the same as any other, with walking signs when the Centre Ave light is green. But since so many cars turn right, it's like walking into traffic! What's even worse, cars can barely see you b/c of bushes.	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-26 17:06	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	The intersection of Penn Ave and Centre has poorly-timed lights (too short for pedestrians, and left-turn arrows that are too short and too infrequent, agitating drivers).	6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-06-02 15:52	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	This intersection is very hazardous for pedestrians and a serious bottleneck that delays transit.	6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-24 9:14	Penn Ave to get a road diet with a center turn lane and one lane of traffic in each direction. This intersection to get new signal equipment and no turn on red signs.	Because the crosswalk is set back so far pedestrians on the north corner of the intersection crossing south across Penn avenue on the (north)west side of the intersection are not visible to cars coming down East Liberty Boulevard and turning right onto Penn Avenue.	6401 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at E Liberty
2022-05-26 8:48	The Penn Circle Conversion project currently entering construction will remove the slip lane at Penn and Euclid.	Remove the slip-lane from N Euclid to Penn Ave - High speed slip lanes on such a highly trafficked area for pedestrians is just asking for someone to get hit - even if the crossing is signaled for pedestrians. This kind of infrastructure belongs on a highway.	104 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Euclid

2022-07-09 16:56	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	Bumpouts at Penn and Whitfield would make crossing feel safer at this location. Additionally, bus drivers turning onto Whitfield often do so at high speeds, putting pedestrians in danger. Lastly, drivers frequently block these crosswalks.	5933 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at N Whitfield St
2022-04-05 9:21	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates		114 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-04-05 9:52	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates		114 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley

2022-04-27 22:48	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	Protected bike turns	5576 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-05-18 22:25	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	Riding a bike up this hilly stretch (really most of penn ave past lawrenceville) can feel like a suicide mission - you can't go fast enough to keep up with the speed of traffic and people are constantly tailgating and trying to pass. This area really needs a *protected* bike lane. (emphasis on the protected)	5576 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-05-26 8:42	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	The N Negley Ave and Penn Ave intersection is going to get absolutely hammered after the new Whole Foods opens and it needs A LOT of intersection amenities not only but including pedestrian crossing smart lights with countdowns. Calming and easing - capacity planning.	5576 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley

2022-05-26 16:21	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	This intersection should be better lighted for pedestrians (preferably LED) and the traffic signals need to be placed over the proper lanes.	5576 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-06-01 17:09	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	Using the bike lane on Negley going northbound at Penn and Negley is a nightmare. First, you have to cross a lane of traffic to continue straight and hope that cars are paying attention. Then, you have to hope that a bus isn't blowing through the light in the turn lane to make the light and then cutting over	114 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-04-05 9:21	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.		105 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland
2022-04-05 9:24	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.		105 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland
2022-04-05 9:36	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.		6000 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland

2022-04-05 9:56	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.		105 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland
2022-05-18 21:33	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.	A pedestrian all-cross signal would be helpful (4-way red)	6000 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland
2022-05-25 10:39	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.	When crossing S Highland Ave at Penn Ave, multiple cars turn from Highland onto Penn when pedestrians should have right of way. Even after the walk signal (to cross Highland) changes initially, I will frequently let cars turn first rather than trusting that they'll let me cross first. I usually cross on the side of the street closer to the church.	105 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland
2022-06-01 17:08	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.	Cars frequently make a "Pittsburgh Left" at this intersection without bothering to look for pedestrians, which makes it unsafe	105 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland
2022-07-09 16:55	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.	Drivers frequently block the crosswalk at Penn and Highland. Additionally, turning drivers attempt to perform a "Pittsburgh Left" and floor it at the pedestrians in the crosswalk when the light changes. Lastly, the light is very long for pedestrians to wait for.	115 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland
2022-04-05 10:10	This location is outside of the study area		235 Shady Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Shady Ave
2022-05-04 11:49	This location is outside of the study area	The crossing is difficult. Ensure Shakespeare site plans improve ped access and crossings.	235 Shady Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Shady Ave
2022-07-09 16:51	It is impractical at this time for a sidewalk on the west side of Shady crossing Penn Ave due to the current bridge over the busway.	There is no crosswalk across Penn on the inbound side of the intersection with Shady.	6315 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Shady Ave
2022-05-25 10:40	All of the improvements along each corridor in the area should reduce driver frustration and erratic driving.	Cars will turn onto this small alley and ignore pedestrians trying to cross. It seems like many cars pass through the alley to avoid the Centre/Penn intersection down the street.	6112 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Sherridan Ave
2022-05-25 10:42	All of the improvements along each corridor in the area should reduce driver frustration and erratic driving.	Sheridan Sq doesn't seem like a thru street but cars frequently use it as such. I also find that cars usually don't yield to pedestrians on the sidewalk who have to cross this street. I also wish (as a pedestrian) that I could cross here farther away from Penn Ave (e.g., sidewalk ramps should be farther from Penn Ave)	100 Sheridan Square, Pittsburgh, Pennsylvania 15206, United States	Penn at Sherridan Ave

2022-07-09 16:34	A crossing on the west side of Sheridan with updated signage to be provided.	Improved signage and lighting for the crosswalk at Penn and Sheridan. Cars frequently ignore people crossing or block the crosswalk.	6024 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Sherridan Ave
2022-07-09 16:37	This location is outside of the study area	Every day, vehicles park on the sidewalk on Sheridan Avenue between Kirkwood and Penn. This is dangerous. What is baffling about this behavior is that the roadway is more than wide enough for vehicles to stop without parking on the sidewalk.	119 Sheridan Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Sherridan Ave
2022-04-05 9:54			6244 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Spirit Street
2022-05-07 16:57	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	REALLY difficult to buy groceries at Trader Joe's and travel by bicycle from Trader Joe's. This stretch of Penn Ave (from Centre to East Liberty) provides no good options for cyclists.	6361 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at the Village of East Side
2022-05-24 9:21	This area is being reconstructed with the current construction ongoing from the property owner.	The only crosswalk to get across Penn Avenue between Easty Liberty Blvd and Shady Avenue puts pedestrians in the middle of the Village of Eastside with busy driveways on either side. A dedicated crosswalk around where Trader Joe's is would allow pedestrians coming from Mellon Park to businesses on Penn Ave without having to cross the busy Giant Eagle or Villages of Eastside parking lot entrances.	6343 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at the Village of East Side
2022-04-05 10:04	Lighting evaluation is beyond the scope of this study. A full lighting evaluation will need to be performed to evaluate the lighting needs.	Pedestrian Lighting Enhancement	5918 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn between Beatty and Whitfield
2022-05-26 8:54	Placing a median to prevent crossing traffic and to provide a pedestrian refuge.	Any unsignaled crossing on Penn Ave Between Euclid and Highland is a nightmare both for cross traffic and pedestrians.	5916 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn between Beatty and Whitfield
2022-05-25 11:05	This is a safety issue that needs to be reported to the police.	On the topic of pedestrian safety, it's worth noting that several of my coworkers have been harassed while walking to work here. This may warrant a greater conversation outside the scope of this initiative. Two people I know have been followed by people loitering here. At least five women I know have been catcalled, harassed, and stopped by men. One man I know (a minority) was physically assaulted here on account of his skin color. I don't know what can be done about this, but it feels unsafe to walk around East Liberty at night.	5941 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn between Whitfield and Highland
2022-04-20 14:43			6325 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn near Trader Joes

Bicycle Facilities

Date Submitted	City Response:	Submission	Address	Study Area
2022-04-20 14:30	This is a maintenance issue that should be reported via 311	Storm drains are depressed causing motorists to drive partly in the bike lane to avoid them	6270 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty between Centre and Larimer
2022-04-05 10:12	Bike lanes along East Liberty Blvd will be recommended to be protected in locations where parking can be eliminated.	Protected Bike laNE	6011 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty in front of Home Depot, East of Highland
2022-04-05 9:27			378 South Negley Avenue, Pittsburgh, Pennsylvania 15232, United States	Negley at Baum Blvd
2022-04-20 14:38	The signalization equipment at Black and Negley will be recommended for upgrade, but operationally, the intersection will remain the same for cyclists.	Frequent right hooks for southbound cyclists	531 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Black St
2022-04-05 9:27	Where possible through this corridor, the center turn lane is being removed and protected bike lanes installed.		204 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley N of Broad
2022-04-05 10:12	Bike lanes along Negley to Friendship Ave will be recommended to be protected where there is a min 2' buffer	Protected Bike Lane	124 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley S of Huglus
2022-04-20 14:31	This location is outside of the study area	People park in bike lanes	6251 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area

2022-04-05 9:21	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates		114 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-04-20 16:24	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.	Crossing in either direction by bike here is scary! There is a lot of left turning automobile traffic in both directions without a dedicated left turn arrow. Going straight through this intersection on bike during any remotely busy time of day often results in a near miss with opposing traffic turning left.	105 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland

Traffic Calming

Date Submitted	City Response:	Submission	Address	Study Area
2022-05-23 20:18	Baum Boulevard to be reconfigured and with the Penn Circle two-way conversion less traffic is expected to run through this area.	High area of turns onto highland from Baum. No light. Cars pulling over for food pick up. Lots of turns blocking traffic and causing it to back up into centre and highland intersection	5968 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Baum at Highland
2022-05-18 21:47	Centre Ave to me restriped.	Centre Ave Eastbound (before Whole Foods) is approx two lanes wide, but does not have lane-dividing lines. After Whole Foods/Penn Circle, Centre Ave Eastbound has two lanes. As someone riding a bike (or driving my car) eastbound on Centre Ave, I want to be able to choose the best lane for my upcoming turns. Please mark out two lanes here!	5875 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Euclid
2022-04-05 9:22	Centre is being reviewed for pedestrian improvements including additional crosswalks, restriping and curb extensions.	Whole corridor traffic calming	141 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-05 9:24			141 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-05 9:36			6007 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-04-27 22:50	Right turn lane proposed to be removed.	Remove right turn lane from centre to highland	145 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-06-08 14:08	Signals and timings in the area are being reevaluated.	The Highland/Centre intersection is part of a network of problem intersections in this area. Here, heavy traffic flows can back up a good distance, creating problems that ripple back down Baum or down South Highland. The Spirit Street crossing could arguably make it safer for pedestrians, but the cycles are long enough that jaywalking dominates (and it's frequently faster to go up the bridge into Shadyside and cross using the stairs down onto Ellsworth.	6007 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Highland
2022-05-03 16:11	Intersection to be upgraded as part of the Penn Circle two-way conversion project under construction.	this whole area is a mess. The target garage entrance here makes it so much worse	6117 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Kirkwood

2022-05-11 12:13	Options will be evaluated to see what changes can improve this.	Another congestion area that is exacerbated by the mess at Penn and Centre. The left-turn signal from Centre onto Penn (south to east) does not let enough cars through and is mis-timed with the Target light, and so traffic just bunches up.	6117 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre at Kirkwood
2022-05-25 10:42	The improvement along this corridor should reduce driver frustration and slow the speeds down.	I regularly see cars speeding on Centre Ave around here.	6124 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Centre between Annie and Penn
2022-05-26 17:04	Bicycle accommodations options are being evaluated.	The bike lane on East Liberty Blvd. ends at Broad Street, and car and bus drivers sometimes pass bikes aggressively and dangerously in between Broad St. and Penn Ave.	East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	E Liberty at Dahlem PI
2022-07-19 10:27	Bicycle accommodations options are being evaluated.	High speed traffic through this corridor. This is marked as a sharrow but is not safe for cyclists. Key connection point for Squirrel Hill/Point Breeze to Target/Home Depot (very important destinations). Feels very unsafe and cars drive aggressively when bicyclists take the lane.	East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	E Liberty at Dahlem PI
2022-04-10 10:06	The parking on Highland accommodates the short-term loading needs of adjacent building. Alternates will be considered throughout the project.	There should be absolutely no parking, stopping or standing on Highland between Centre & Penn. Ever. The corridor is too narrow as it is. There are about 4 legal parking spots and what happens is delivery people and people picking up take out extend that to 7, 8, or even 9 cars, which blocks the straight lane on Highland at Penn. Eliminate all parking on this block!	129 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland at Baum
2022-05-03 16:08	The parking on Highland accommodates the short-term loading needs of adjacent building. Alternates will be considered throughout the project.	add loading areas so people do not park illegally and block lanes	121 South Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland at Baum
2022-05-12 12:11	Adding curb extensions will aid in traffic calming.	Traffic naturally slows here because of the heavy foot traffic in this part of the business district - would love to see a more formal way to keep traffic slowly moving than just trying not to hit pedestrians dodging traffic mid-block.	132 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland at Broad
2022-04-28 15:36	This intersection will be reconfigured as part of the Penn Circle two way conversion project under construction now. The lane in question will be removed.	Remove dangerous slip lane	420 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland at Station
2022-04-05 9:23	Highland near Obama Academy is being reviewed for pedestrian and transit improvements including additional crosswalks and traffic calming such as curb extensions and pedestrian refuge islands.	Whole corridor traffic calming	515-519 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland N of Liberty/S of Stanton

2022-04-05 9:42	Highland near Obama Academy is being reviewed for pedestrian and transit improvements including additional crosswalks and traffic calming such as curb extensions and pedestrian refuge islands.		515-519 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland N of Liberty/S of Stanton
2022-04-05 9:56	Highland near Obama Academy is being reviewed for pedestrian and transit improvements including additional crosswalks and traffic calming such as curb extensions and pedestrian refuge islands.		515-519 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland N of Liberty/S of Stanton
2022-04-16 17:38	Highland near Obama Academy is being reviewed for pedestrian and transit improvements including additional crosswalks and traffic calming such as curb extensions and pedestrian refuge islands.	The speed limit is 25 on N Highland and from East Liberty Blvd to Bunker hill it has become increasingly dangerous to cycle, job, walk pets, or drive on this street. As a long time resident of the area it is obvious that the police aren't focused on traffic violations. However, something needs to be done. A simple option could be speed humps like the ones that are on black street.	515-519 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland N of Liberty/S of Stanton
2022-04-27 22:50	Highland near Obama Academy is being reviewed for pedestrian and transit improvements including additional crosswalks and traffic calming such as curb extensions and pedestrian refuge islands.	Bike lanes on highland	616 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland N of Liberty/S of Stanton
2022-04-28 15:37	Highland near Obama Academy is being reviewed for pedestrian and transit improvements including additional crosswalks and traffic calming such as curb extensions and pedestrian refuge islands.	Street is way too wide. Needs a diet, maybe with bike lanes	514 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland N of Liberty/S of Stanton
2022-05-19 20:07	Highland near Obama Academy is being reviewed for pedestrian and transit improvements including additional crosswalks and traffic calming such as curb extensions and pedestrian refuge islands. Bike lanes are not proposed.	'Sharrows' are a foreign concept to 99% of drivers. My typical bike commute took me from Upper Lawrenceville to Point Breeze for years. I would ride from Stanton to East Liberty Ave via North Highland Ave.. Idk why, maybe the width of the road, but people like to speed here (shocking). Needs a protected bike lane.	733 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Highland N of Liberty/S of Stanton
2022-05-23 20:22	Curb extensions are being proposed to prevent parking close	Can't see anything to turn out of these side streets. People always pulling out in front of traffic	130 North Highland Avenue, Pittsburgh,	Highland S of Broad

	to the intersections providing for better sight distance.		Pennsylvania 15206, United States	
2022-05-26 16:32	Upgrade to signal that will include protected left turns	The bike lanes on this part of Centre should be redesigned to allow for church parking. There should also be a left turn arrow for drivers and cyclists heading west onto ELB from Centre.	6536 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Liberty at Centre/Collins
2022-06-09 22:27	Upgrade to signal that will include protected left turns	It very hard to make a left hand turn from Centre onto ELB because of the traffic flying up Negley Run is usually going above the speed limit and the light is very short. But this is a key entry point into HP (ELB to Sheridan since you can't go straight on Collins. It is also very difficult to navigate this intersection as a pedestrian with the turning traffic and the traffic flying off of Negley Run, but again, it's a key pathway for those of us on this side of Highland Park when we walk to the busway, target or the new Larimer Green Park.	507 Negley Run Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Centre/Collins
2022-05-03 16:07	Curb extensions to be added and bike lane routed behind the east bound bus stop.	add traffic diverter to make neighborway safer for bikes	505 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Liberty at Euclid
2022-05-26 8:38	The curbs are standard height curbs.	The median on East Liberty Boulevard has the power to surprise drivers - it would be excellent if markers or flags were added to better define the median boundary at intersections for people driving since while they are going through the turn, the curb disappears as the driver is sitting high above the curb.	6011 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty at Highland
2022-05-26 17:26	The No turn on red signs must stay in place.	The "no right on red" markings at this intersection are frequently ignored, even by the city's own employees. They should either be enforced (by camera?) or removed to avoid misleading pedestrians.	519 North Highland Avenue, Pittsburgh, Pennsylvania 15206, United States	Liberty at Highland
2022-04-29 18:27	A speed study was performed and recommendations to reduce the posted speed to 25MPH is made.	People drive very fast in this stretch of elb and often cut into the bike lane. I don't know that parking protected lane would really work here because of heavy church and cross traffic, but maybe there's something	6270 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty between Centre and Larimer
2022-05-26 16:31	A speed study was performed and recommendations to reduce the posted speed to 25MPH is made. The bike lane along this corridor will remain adjacent to the traveled way and curb extensions will be installed to improve pedestrian crossings and control how close cars can park to the intersection. Curb side bike lanes are not used due to the drainage needs.	There is a better design for the bike lanes on East Liberty Blvd. They should be against the curb whenever possible. Churches obviously need parking at least some days of the week and they should be engaged with. But riding in the bike lane can be incredibly uncomfortable at times due to the size of vehicles and speeds of cars.	6011 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty in front of Home Depot, East of Highland

2022-05-24 10:08	Lighting to be installed in the underpass. Bicycle accommodations options are being evaluated.	Headed towards Penn on East Liberty, this is harrowing on a bicycle, because the bicycle lane abruptly ends, leaving the rider to have to race through a dark tunnel with terrible road surface up a hill to a stoplight in traffic.	6369 East Liberty Boulevard, Pittsburgh, Pennsylvania 15206, United States	Liberty near Broad
2022-07-09 16:49	Curb extensions to be installed at the intersection to make pedestrians more visible and the bike lanes will be routed behind the bus stops. All of this will be used as traffic calming at this intersection.	Drivers are very impatient at the intersection of East Liberty Blvd, Broad St, and Frankstown and behave in ways that are unsafe for pedestrians.	6360 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Liberty near Broad
2022-05-26 16:44	Right Turn lane is required at this location, and the signal is proposed to be upgraded to the current city standards.	Please eliminate the mixing zone heading north in favor of keeping the bike lane against the curb. You can put a no turn on red sign and place the stop bar for bikes ahead of the other stop bars in order to give cyclists more visibility at the intersections. I don't believe there are a lot of right hand turns here anyway.	378 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Baum Blvd
2022-05-26 8:28	The signalization equipment at Black and Negley will be recommended for upgrade, with new pedestrian heads and recommended leading pedestrian interval.	Black St. and Negley Ave is a high traffic corridor with a lot of daily commuting traffic going in all three directions. There is a lot of hurried transportation at this intersection. Since it is a T intersection, pedestrians crossing Negley during the Black street Green Light are at high risk because the turning traffic generally goes really fast and they are always going to either go left or right, through a pedestrian crossing.	538 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Black St
2022-05-26 8:40	Traffic calming is being added such as curb extensions to remove parking close to the intersection, a median island. The island will function as a traffic calming as well as add a pedestrian refuge.	There is a lot of inter-neighborhood traffic at Broad Street and N Negley - a lot of cross traffic turning from Broad St onto N Negley in both directions. This has the power to generate pedestrian and traffic collisions since N Negley is such a high speed corridor	5608 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Negley at Broad
2022-05-23 20:20	New signal equipment is recommended.	This whole area from the aldi to centre to Baum is a cluster! Total nightmare	Negley At Center, Pittsburgh, Pennsylvania 15206, United States	Negley at Centre
2022-04-12 10:17	The intersection of East Liberty Blvd/ Margarett St / Negley will be recommended for a full signal replacement. It will also be reviewed for phasing changes to determine if East Liberty & Margarett should continue operating as they currently do and if the left turns on Negley should operate protected.	This is not a well-marked intersection. People coming from Margarett Street should have right of way when turning right or going straight but the left-turning cars from East Lib. always speed forward and almost collide with traffic coming from Margarett. At least a sign that says "oncoming traffic has right of way" or have protected lights.	429 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at E Liberty Blvd

2022-05-26 8:31	Curb extensions are to be added, signal upgrades, and medians are all traffic calming items to be added.	The corridor from Penn Ave to Stanton frequently sees high speeds, especially after Black St - the traffic dies off after Stanton because people turn off of Negley up Stanton - it is especially bad between Black St and Stanton ave since these are two major connections between core neighborhood connectors. People from Bloomfield always come past the cemetery and down Black St to get to N Negley and vice versa. People in Lawrenceville and Stanton Heights often go up and down Stanton Ave. This corridor is a major thoroughfare for inter-neighborhood connection. It needs to be assessed for safety.	704 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Hays St
2022-05-30 22:18	No parking is permitted in the area with diagonal lines extending more than 35' back from the intersection.	A couple of the parking spots on the east side of Negley, just before Hays St should be removed. When I am headed west on Hays, towards Negley, and want to make a left turn onto Negley, I often have a hard time seeing oncoming traffic because of parked cars blocking my view. The only way I'd be able to see oncoming cars is if I pull out further into the intersection.	630 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Hays St
2022-06-02 14:25	Corridor to be reconfigured and will incorporate traffic calming.	Inadequate traffic calming -- high speed cars.	708 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Hays St
2022-05-26 8:39	Corridor to be reconfigured and will incorporate traffic calming.	The high speed of traffic on this N Negley corridor really makes it oppressive to walk as a pedestrian.	226 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at Rural St
2022-05-26 16:27	Where possible through this corridor the center turn lane is being removed and protected bike lanes installed.	There is no reason so many turning lanes are needed North of Penn Ave. Rural and Rippey and the synagogue being made into apartments do not need their own turning lanes. I also don't believe the side streets need to be signalized. A stop sign would probably be fine for the drivers needing to turn onto Negley from Rural and Rippey. A right turn lane may be necessary at East Liberty Blvd, but I'm not sure if that's even needed. The left turn onto ELB heading south is most likely needed as is the one Black Street. Still, this stretch of N. Negley Ave could be traffic calmed and a lot more safety and comfort given to pedestrians and bicyclists by getting rid of some of the turning lanes and putting in buffered bike lanes instead. This would slow down car speeds and provide more comfort and safety to people outside of cars.	5611 Rural Street, Pittsburgh, Pennsylvania 15206, United States	Negley at Rural St
2022-05-26 16:23	Where possible through this corridor the center turn lane is being removed and protected bike	All of the on-street parking was added unnecessarily in the first block or two heading north on Negley above Penn Ave. All of the apartments have off street parking around back. This is an opportunity to match the comfort and	108 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley N of Penn Ave

	lanes installed. Some of the parking is still needed.	safety of the buffered bike lanes south of Penn. North of Penn it feels like running with the bulls.		
2022-04-05 9:42	This location is outside of the study area		6120 Stanton Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-10 19:57	This location is outside of the study area	This stop sign is not as visible as I wish, especially coming from Highland heading towards Dillworth. Cars often fail to stop at the four way intersection.	754 Sheridan Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-10 19:59	This location is outside of the study area	Collins Street should be one-way. Cars turning onto Collins from Negley Run often swing wide, and there's just not enough room to handle two way traffic, especially with cars parked in both directions on both sides of the street.	630 Collins Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-27 22:52	This location is outside of the study area	Remove "baum square" slip lane and create a mini park between the fountain and church.	Baum Square, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-28 15:37	This location is outside of the study area	Euclid Ave would be a good candidate for a neighborway	412 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-28 15:41	This location is outside of the study area	Baum here and west is a good candidate for a road diet - maybe cut it down to one lane each way with a bike lane	316 South Saint Clair Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-29 11:13	This location is outside of the study area	Can the bike lanes here get bollards at least? Consistently have cars parked here.	6251 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-29 11:19	This location is outside of the study area	Appreciate the neighborways!	530 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-04-29 14:23	This location is outside of the study area	The awkward turn you have to make to stay on South Beatty (coming from Centre) is dangerous especially on a bike. Cars coming down Baum go too fast and the intersection lacks crosswalks and signals	5901 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-03 16:06	This location is outside of the study area	make bike lanes protected	6251 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-03 16:06	This location is outside of the study area	This part of chislett could use traffic calming	637 Chislett Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-03 16:07	This location is outside of the study area	add a traffic diverter to make neighborway safer for bikes	770 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area

2022-05-03 16:11	This location is outside of the study area	intersection needs slimmed down	6300 Stanton Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-03 16:12	This location is outside of the study area	the lane shifts here are a little bit confusing to some people	5722 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-04 12:08	This location is outside of the study area		303 South Craig Street, Pittsburgh, Pennsylvania 15213, United States	Not in Study Area
2022-05-04 18:00	This location is outside of the study area		301 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-12 12:08	This location is outside of the study area	Love the new park and how it's being used, but Larimer Ave is v narrow here without parking and cars go faster through here than they should with others stopping and heavy park usage from residents in the area (especially kids who may not follow pedestrian safety rules when crossing the street). Since this is the 'back door' to Target, this stretch of Larimer Ave is more heavily used than other residential areas of the neighborhood.	126 Larimer Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-12 12:10	This location is outside of the study area	Would love to see a way to calm traffic down at this intersection with weird angles, exiting PNC bank cars, and lots of pedestrians in and out of the library.	130 South Whitfield Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-12 12:12	This location is outside of the study area	horrible paving and wasted space in this area - the city/URA needs to make some plans/decisions on this block that benefit the community.	Olive & Marlowe, 5931 Broad St, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-19 20:03	This location is outside of the study area	I understand that Stanton Ave. is out of scope but it is so dangerous for cyclists, but also the only reasonable way to go if you live in Upper Lawrenceville and need to go east or south. Many drivers will pass other cars that are going 25mph by going into the oncoming lane. This occurs on the hill as well as the residential areas (like in front of the public school). This street is a death trap. It needs speed bumps every 10 yards.	5301 Stanton Avenue, Pittsburgh, Pennsylvania 15224, United States	Not in Study Area
2022-05-23 19:21	This location is outside of the study area	Vehicles travel too fast on Friendship Ave toward S. Negley Ave after turning from S. Euclid Ave. The intersection of Friendship Ave and S. St. Clair Street is treacherous, as is Friendship between S. St. Clair and S. Euclid because it's a rarely-respected one-way road between Euclair Way and Euclid Ave. I've lost track of the number of times in the last 5 years that I've nearly collided	5648 Friendship Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area

		head-on with someone going way too fast who's missed the one-way signs.		
2022-05-25 10:43	This location is outside of the study area	This is a four-way stop, but the visibility especially from S Beatty St is not great, and sometimes cross traffic blows through the stop signs.	135 South Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 8:48	This location is outside of the study area	Please make N Euclid and Station St two way traffic again - the failed East Liberty modern mall district from the 60's is a long forgotten concept and this neighborhood desperately needs two way traffic in this pocket of East Liberty.	161 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 9:03	This location is outside of the study area	Having some kind of alternate parking entry to Target from either Penn, over the busway or from the back off of Broad St would make a huge difference for reducing the load on the Penn/Centre and Kirkwood St Intersections - I think.	6315 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 16:33	This location is outside of the study area	Illegal parking in the bike lane. Please either redesign the bike lane or enforce the no parking.	6251 Broad Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 16:50	This location is outside of the study area	People drive way too fast down Hays and often blow stop signs.	5623 Hays Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-26 16:52	This location is outside of the study area	Stanton connects multiple neighborhoods, schools, and a park. It should be much more comfortable for pedestrians and cyclists than it is. It needs to be traffic calmed.	726 North Saint Clair Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-31 16:08	This location is outside of the study area	There is no good connection between the bike lane on Liberty Avenue and the lane on Negley Avenue. This causes dangerous situations for cyclists who just want to get from point A to point B safely and sustainably	5504 Centre Avenue, Pittsburgh, Pennsylvania 15232, United States	Not in Study Area
2022-06-02 15:56	This location is outside of the study area	Open Friendship Avenue to Baum Boulevard for automobiles so they will not have to use narrow S St Clair Street to reach Friendship Avenue to/from East Liberty.	5711 Friendship Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-06-05 16:36	This location is outside of the study area	No one ever stops here. I think it's because of the irregular shape of this intersection. I would like to see a roundabout be installed here.	5860 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-06-06 9:58	This location is outside of the study area	The speed humps here are so great!!! thank you!	5501 Black Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-06-07 8:17	This location is outside of the study area	This comment pertains to the opening of the new WholeFoods and the transition of S Euclid to a 2 way thoroughfare. As owner of the office building containing East Side Pediatrics, I am concerned that autos turning left from Eva	5808 Eva Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area

		to S Euclid will not have enough radius to execute the turn into my parking lot. I have reached out in the past to URA. They have tried to reassure me but I still do not see how it will work.		
2022-07-09 16:35	This location is outside of the study area	Drivers absolutely floor it down Kirkwood which is extremely dangerous for pedestrians and other drivers. This is an alley, not a racetrack.	5939 Kirkwood Street, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-06-09 22:30	The turn lanes are to be removed with a median installed. The median will have cut throughs that will allow pedestrians to have a protected refuge while crossing Penn Ave.	This is also a super difficult intersection to deal with at the current time. It may not be as much of an issue after euclid is restored to two-way but right now, you have to use Beatty to go north from this part of the neighborhood. A stop sign would be amazing here for drivers and pedestrians!	115 North Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-04-05 9:21			6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-18 22:22			6144 Centre Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-05-31 16:18	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes. The east bound right turn lane is to be removed.	get rid of the right turn lane on Penn. This will make the sidewalk wider and the crosswalk shorter, improving pedestrian safety and minimally impacting traffic	6145 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-06-08 12:19	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	This is easily the worst intersection in the city. Too much traffic, too many points of contention, too many nearby intersections with their own signals which cause gridlock.	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-07-12 10:26	We completed a full analysis of the intersection of Penn and Centre to determine the best solution for all modes.	Signal timing needs update.	6210 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Centre Ave
2022-04-28 15:35	The Penn Circle Conversion project currently entering construction will remove the slip lane at Penn and Euclid.	Dangerous slip lane should be removed	104 North Euclid Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Euclid

2022-04-28 15:34	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	This intersection could really use a road diet and a "no turns on red" sign	5576 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-04-29 11:18	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	Always hyper aware of continuing straight in bike lane when cars can be crossing into right turn lane.	5576 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley

2022-05-19 5:00	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	Please watch: https://gfycat.com/beautifulmarriedbasilisk Cars do not yield to bikes at this corner and it has almost killed me on multiple occasions. I don't understand why this lane crosses the right turn lane, when a few blocks further down Negley, the one at E. Liberty Blvd does not, and is much safer. Why not just do that?	114 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-05-26 16:19	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates	The mixing zone should be redesigned to keep the bikes against the curb. It's too uncomfortable to have cars, trucks and buses (some of which need to merge left) flanking you on a bike. I know this is supposedly a pedestrian safety planning exercise, but there need to be improvements to the bike network as well and this is a good opportunity to do so.	114 South Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Negley
2022-04-05 9:36	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.		The Milk Shake Factory, 6000 Penn Ave, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland

2022-06-08 14:10	The intersection of Penn and Highland will be reviewed for exclusive left turn phasing to reduce aggressive left turns from motor vehicle drivers.	Rush hour traffic makes this intersection especially treacherous. Heavy traffic leads to gridlocking, long cycle times lead to jaywalking.	6000 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at S Highland
2022-04-05 9:23	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes & turn accommodations at the intersection, green infrastructure, lighting and a pedestrian crossing with a pedestrian refuge at St Clair; the intersection of Penn and Negley is already posted as No turn on Red in all directions. The intersection will be recommended for full signal replacement including countdown pedestrian signal heads, audible pedestrian indications, lagging left turns, leading pedestrian intervals and reflective back plates.	Penn Ave traffic calming	6258 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Spirit Street
2022-07-09 16:41	A road diet is proposed.	Penn Avenue between Shady Ave and East Liberty Boulevard is very scary as a cyclist, very uncomfortable as a pedestrian or transit user, and drivers speed through here.	6361 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at the Village of East Side
2022-04-28 15:41	A road diet is proposed.	Penn in the East Liberty CBD is in desperate need for a road diet. Maybe best done by adding bus lanes and bike lanes	5906 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn between Beatty and Whitfield
2022-04-05 9:46	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes and potentially green infrastructure and pedestrian crossing with a pedestrian refuge at St Clair	Negley to Euclid- Traffic Calming	5700 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn between Negley and Euclid
2022-04-05 10:11	Penn Avenue from Negley to Euclid will be recommended to include a road diet with bike lanes and potentially green infrastructure and pedestrian	Road diet works	5700 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn between Negley and Euclid

	crossing with a pedestrian refuge at St Clair			
2022-04-29 11:22	This is outside the scope of this study.	Avoid biking here at all costs. Is it possible to integrate a path into the future development of the shopping center here? Something that makes a safer connection over to Sally's path/Mellon park.	6325 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn near Trader Joes

Transit Stop

Date Submitted	City Response:	Submission	Address	Study Area
2022-04-11 12:42	A garbage can is recommended.	Busy transit stop with no garbage can - there is always trash on the sidewalk and grass in this area, it is a blight on the neighborhood.	501 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Negley at E Liberty Blvd
2022-06-02 15:54	This location is outside of the study area	Replace the eliminated outbound bus stop for 87 FRIENDSHIP nearer to this intersection possibly on Stanton Avenue at Samantha Way. This was the closest bus stop for the Highland Park neighborhood.	804 North Negley Avenue, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-07-09 16:57	This location is outside of the study area	There is a shelter near Baum and Euclid that is not served by any transit service.	5862 Baum Boulevard, Pittsburgh, Pennsylvania 15206, United States	Not in Study Area
2022-05-04 11:51	Beatty Layover area is outside the project area.	Need to consider Beatty layover area	115 North Beatty Street, Pittsburgh, Pennsylvania 15206, United States	Penn at Beatty St
2022-07-09 16:40	No changes recommended.	The bus stops along Penn between Euclid and Centre are very close together and to not appear to comply with PRT's service standards.	5933 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at N Whitfield St
2022-07-09 16:53	No changes recommended.	There is no inbound transit stop at Penn and Spirit. However! It was always intended that there would be one. Bolts are already embedded in the concrete wall along the inbound sidewalk to support a nice shelter just like the ones that Mosites built on the outbound side and at East Liberty Station. Go out and look: the bolts and footing are already installed.	6258 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn at Spirit Street
2022-04-05 9:26	This was not identified as a high volume bus stop. Since this is an unsignalized intersection, sight distance must be considered. A bus shelter here could restrict sight distance, block the first floor window of the building, or require street tree removal. It is unlikely that this will be a candidate location for a bus shelter location.	Bus shelter location	Family Vision Care, 5917 Penn Ave, Pittsburgh, Pennsylvania 15206, United States	Penn between Beatty and Whitfield
2022-05-04 11:50	Bus stops are proposed in this area.	Currently no bus stops planned for Penn Plaza block (Penn Ave bt Negley and Euclid). Will/should that change?	5601 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn between Negley and Euclid
2022-05-04 11:48	The bus stop is planned to be incorporated into the site plan. Comments should be forwarded to zoning.	Ensure bus stop waiting area along Penn at new Shakespeare Giant Eagle is big enough for high demand	6315 Penn Avenue, Pittsburgh, Pennsylvania 15206, United States	Penn near Trader Joes

Phase 3: Please share your thoughts & observations on the proposed improvements.

1. I don't like how on Negley and Roup the bike lane in green is essentially floating in between the two roads. I would not feel safe using that bike lane. because I'd be worried about being smushed in between two vehicles
2. I think all of the proposed improvements are great. If anything, I think the only faults are that they do not go far enough! I know that additional bike lanes and the pedestrian safety improvements will greatly improve the safety and accessibility of the neighborhood, and am very excited for the implementation. Hopefully in the future we can go even further, removing more on street parking and improving pedestrian and bicycle protection, as well as expanding transit priority and frequency.
3. No protected bicycle lanes? Creating a designated bike lane on Highland Ave is preferred with speed and general aggressiveness of automobile drivers.
4. I greatly appreciate the thoroughness of the proposed design and hope that all of the routes are fully implemented. I would like to see protected bike lanes on high traffic volume corridors as otherwise I wouldn't feel safe biking on them.
5. Please consider a raised pedestrian crossing on Highland Ave at both Baum Blvd and Kirkwood St for greater safety. Please consider Parking protected bike lanes along Highland Ave (traffic | parking | bike lane | sidewalk) instead of the current proposed layout since cars frequently block bike lanes that aren't protected. Please consider Parking Protected Bike Lanes along E Liberty Blvd instead of the current proposed configuration. Please consider concrete bollards along Negley Ave to protect painted bike lane. Consider planting street trees or other greenery in proposed Penn Ave median between Negley Ave and St Clair St, and in the concrete diverter from Beatty St to Whitfield St. I absolutely love the proposed road diet on Penn Ave from Shady Ave to E Liberty Blvd to add a bike lane - this corridor terrifies me when I bike along there to get from Friendship to Point Breeze by bike. All-in-all, I'm astounded at the scope of improvements that are being implemented in this plan. I wouldn't have thought it possible to improve the pedestrian/bike safety in E Liberty so much so quickly. Thank you so much for this!!!"
6. First, THANK YOU for taking the Complete Streets approach seriously! As someone who travels to and through EL via car, bike, and foot, I can attest that the existing conditions need drastic change. I am mostly in agreement with the proposed improvements, which do a fantastic job of balancing different road users. I generally agree with Bike PGH's assessment of good features and to-be-improved-upon features of the plan (<https://bikepgh.org/2023/04/14/east-liberty-has-big-plans-for-traffic-safety/>). I want to especially reiterate the need for further improvements to Centre and Penn, and the elimination of mixing zones. Here are some additional suggestions:
 - Bus stop bump outs (e.g., East Lib EB @ Euclid): There appears to be no ADA-compliant way to reach bus stops on bump outs. Recommend raised crosswalk level with bump out and sidewalk, thus creating a vertical deflection that slows both vehicular and bicycle traffic and makes peds safer.
 - Penn NB between Shady and East Lib: Recommend eliminating the un-signalized (northern) entrance to the Village at Eastside

- Center @ Trade: Experience in other neighborhoods shows that hatching-off is barely an improvement on an absence of markings. Recommend bump outs instead
7. I'm excited about these changes, particularly the bike lanes on Penn Ave between Shady Ave and E Liberty Blvd. This stretch of road badly needs a diet, and there are already many cyclists here forced onto the narrow sidewalk. The presence of Trader Joe's and the connection between Ellsworth Ave and Beechwood Blvd already make this connection attractive to cyclists despite the hostile roadway.
 8. I love all the attention to better facilities for walking and biking in this plan! There will be many requests to ""water this down"" by those whose main concern is keeping the current car-dominant status quo. Please **do not back down**! Your job is to protect the most vulnerable users of our roadways: pedestrians and cyclists. Do not sacrifice the safety of these road users for ""level of service"" or convenience of car drivers, or whatever your traffic models might predict about possible added vehicle traffic congestion. Car drivers will divert and take other routes if it becomes more inconvenient (the phenomenon of ""traffic evaporation"" that is proven to occur after road diets). Be bold and protect our lives! The plans for added bike lanes and protected intersections are great, especially on Penn! This is sorely needed to connect the bike network, especially the portion from Spirit St to Shady Ave with access to Trader Joe's and that shopping plaza. Many bikes have to currently share the sidewalk with many pedestrians to make that trip safely since the road is dangerous. Specific comments are below.

Penn Ave

- Why not a protected intersection design for bike lanes at Penn and Negley? There will be bike lanes on all sides of the intersection, so it would be perfect.
- It is madness to still recommend the status quo of **5 lanes of vehicle traffic** from Spirit St to Centre Ave past Target. This is a pedestrian-heavy business district, not a highway. Please cut this down to 2 lanes of vehicle traffic with a bus pull off and bike lanes. The curb bump outs must also be expanded to make the intersection smaller and safer for pedestrians. It is very dangerous currently because pedestrians have to cross 5 lanes of vehicle traffic, which is absolutely ridiculous.
- I like the diverters on Whitfield St and Beatty St. Please add cut-throughs to these for bikes to get through without having to dangerously go into the crosswalks with pedestrian traffic to cross. Turn lanes are unnecessary at Penn and Euclid and Penn and Highland—removing them may open up space for bike lanes. This portion is part of the Bike+ Plan and should be considered for bike lanes.
- I love the bike lanes extending up the hill on Penn past Negley to Garfield. Extend these as far as possible.
- Please think about safe connections from the 2-way protected bike lane in Bakery Square to those bike lanes on Penn. Perhaps this 2-way protected bike lane should be extended? It would be safer than unprotected bike lanes.

Centre Ave

- Bike lanes are great. Can they be parking protected?
- Protected intersection at Centre and Euclid is fantastic, as well as bike lane behind bus stop.

- Please continue the bike lanes (and make them protected with parking or bollards) from Highland all the way to Station St. Turn lanes here are unnecessarily long and unneeded. It will only add cars to this busy, pedestrian area and make it less safe. We need FEWER cars in busy business districts for safety.

Negley Ave

- Putting the bike lanes in between right turn lanes and straight-through vehicle lanes is uncomfortable for many cyclists. The proposed design at East Liberty Blvd and Larimer Ave with a buffer would be much better to prevent ""right hooks"" of cars turning into cyclists.
- Love the speed tables around Coral for traffic calming. This is sorely needed—thank you!
- Make sure there are concrete barriers or bollards or something protecting the bike lanes in front of the Watson Institute to stop buses from parking in it (they have a separate governor's driveway to park in)

East Liberty Blvd

- Go big and make one side of East Liberty Blvd exclusively for bikes and peds, while another side is 2 lanes of car traffic! This would be a nationally innovative model and would be a godsend for those getting around without a car, which DOMI says is a focus. Some sort of access for cars for driveways could be figured out.
- Could the bike lanes be parking protected? This would be much safer.
- The protection of the bike lanes at intersections is great. Could protection for bike lanes be added at the Highland intersection and both side of the intersection at Centre Ave.
- The raised crosswalks at Beatty and Sheridan are AMAZING and will add so much legitimacy and safety for those traveling by foot.
- Bike lanes are needed from Broad St to Dahlem Pl in both directions. This is a crucial connection and mixing with cars here is dangerous.

Highland Ave

- I like the one-way for cars for the last block of Baum Blvd, but this is common cyclists connection both ways (which will continue whether it is legal or not). Please legitimize this by removing diagonal parking (what are we, the suburbs?) and putting a contraflow bike lane here.
- Raised intersection at Broad St is fantastic since this is a tough place for pedestrians to cross currently.
- Station to Stanton with bike lanes are great—a protected intersection at East Liberty Blvd would be even better.

9. The intersection at Highland and Stanton is particularly dangerous. I have seen a number of accidents or near accidents. There it's a terrible glare when heading west on Stanton or turning left onto Stanton from Highland. A friend's child was hit by a car here. I worry about my own child and other children walking to school and needing to cross. I would love to see a 4-way red light, and all-way pedestrian crossing here.

10. Instead of totally revamping intersections to ensure pedestrian safety, i recommend a very inexpensive method. Just stop all traffic with the existing traffic lights and allow all way pedestrian crossing. It works at Forbes and shady as well as many other intersections. Losing right turn lanes will only increase the traffic jam issues and not help with pedestrian crossings. The intersection of Penn and Centre needs to be improved for modes of transit other than cars. It always surprises me when public meetings start off talking about the goals of the plan (safety, crash data, # of ped collisions outside of Target, etc.), and then when it gets to the ""implementation"" part of the plan, the concern shifts to ""level of service"" and concern about gridlock for cars. I understand that the intersection is owned by PennDOT, and that their goal is to meet national highway standards in an urban environment. I would advocate that we hold our intersections to more inclusive standards that include pedestrian/bicyclist safety (i.e. multimodal level of service), rather than just the number of cars that can move through it. The proposed design is an example of induced demand, and continuing to try to accommodate for ""car level of service"" will continue to lead to congestion and lack of safety for all users. Penn Ave does not need 5 turning lanes at Penn and Centre when just a few blocks away at Penn/Euclid there are currently zero turning lanes (and no gridlock on a daily basis). Please consider removing as many car turning lanes as needed to allow for a protected intersection at Penn/Centre. Additionally, a bus queue-jump lane would also more effectively move transit through the intersection and improve the transit score. Once again, thank you for taking the time to put this plan together and listen to the community's feedback. Please keep up the good work to make our community safer, not more efficient for cars."
11. "Right turn across bike lane creates unsafe situations with bikes passing vehicles preparing to turn right at high speed. It ought to be safer to have a shared right turn lane and bike lane at intersections. Too much parking eliminated on Highland Ave by Obama Academy. This parking is used by visitors to the school."
12. "I support the traffic calming infrastructure for a walk-able and bikeable city that are included in this plan. I am curious about the funding and timeline after the plan is finalized. I have one request/recommendation: please install ""State Law - STOP for pedestrians"" crosswalk signs. For example, I am fearful crossing the street with my baby (sometimes in a carriage) at Penn and Saint Claire because there are 4 lanes and motorists typically do not yield, even when I am already half-way across the street. I also had a scary crossing at Penn and Beaty when a driver did not yield. If you have questions, contact me by email jraatz@gmail.com or cell 774-209-9152. Thank you for your consideration and work to improve our infrastructure!"
13. As someone who walks and bikes around East Liberty practically every day (for getting to and from work, for getting groceries and other necessities, for just getting around the city) and is moving to East Liberty shortly, I think this work will be a big step towards making the area safer for walking and biking, especially given the statistics on crashes involving pedestrians in East Liberty. I am really glad this work is being done - this will improve my life and the lives of other people who commute through East Liberty.
14. Generally it seems like this area has a lot of vehicular traffic and most of the recommendations appear to include the elimination of travel lanes. Hopefully the new signals that are installed are coordinated and/or designed in a way to optimize traffic flow. Too many of the pretimed signals in this area contribute to the traffic issues because of poor timings and cycles that lead to traveling "one signal at a time" through East Liberty

15. I did not look at all of the plans but I'm addition to bus shelters is there any thought or mentioned of the occasional bench for elders or disabled that was could look ke to walk more but need a rest once in a while
16. I support these proposals but as a frequent pedestrian do not believe they go far enough. Cars do not yield to pedestrians even at high viz intersections. I'd suggest additionally including flashing pedestrian crossing signals like those along Braddock in Regent Square.
17. This plan looks good but needs to address some pedestrian safety issues at Station Street and North Euclid, North Euclid, and Penn Avenue. Better pedestrian crossing areas will help integrate the East Liberty business district with the neighborhood. Mainly because the new Whole Foods feels like it was designed to be exclusively accessed by car, which seems contrary to its location and reminiscent of the old planning paradigms we are working to unravel. Better pedestrian access can ease these design flaws. Perhaps this is all being addressed in the two-way conversion.
18. Penn Avenue: We need a better proposal for the blocks between Negley Ave and Euclid (e.g. by Whole Foods). The road here is multi-lanes and acts as a barrier between the north and south sides of the neighborhood. I would like to see bump outs for pedestrians at St. Clair St to encourage reconnection. The proposal does not sufficiently address that intersection. Also, while it may be temporary, the pedestrian timing for the light at Penn and Euclid is ATROCIOUS and needs to be addressed ASAP.
 - Negley Ave: Pleased to see the raised crosswalks and intersections, particularly at Friendship and Coral! I think that the intersection with Eva needs to be considered in the context that the street is newly opened and traffic patterns have changed significantly in the past year. Need more pedestrian focus.
 - Highland Ave: Interested to see the proposal for the block of Baum from Highland to Whitfield. Would like to see this done in the context of an overall redesign of the space, including restoration of the Cantini ""Ode to Joy"" fountain/sculpture. Begins to suggest an opportunity for public space and adaptive streets.
 - East Liberty Boulevard: We need better pedestrian connections at St Clair and E. Liberty Boulevard. There are no pedestrian crossings from Negley to Euclid. While there is little current foot traffic, remember that St. Clair has only recently been opened up on the south side of Penn. I would like to see a pedestrian crossing similar to what is proposed at Sheridan at St. Clair. If you can walk or ride a bike, it is a straight shot from Baum Blvd all the way up to Highland Park, and would connect Enright Park, Garland Park, and Flynn Parklet to each other and to Highland Park. Also, would provide better / safer access to Obama for residents living south of East Liberty Blvd and Penn Ave."
19. I appreciate what you are trying to do. I live in East Liberty between E Lib Blvd, Highland, Stanton, and Negley. When I go out, I mostly ride my bike and walk, but I always have to drive when I bring my kids. If the busy intersections (Penn and Negley, Penn and Centre, Centre and Highland) around us were safer we would be able to walk or ride bikes and my kids would have more freedom. Safe routes to other neighborhoods are also an issue -- Baum and Negley is not safe for kids, nor is Hamilton and East Liberty Blvd.
20. One option that will do more harm than good is the creation of the one-way westbound condition on Baum from Highland coupled with the deletion of the right turn lane on Centre eastbound at Highland. My reasoning here is the deletion of the two-way section of Baum at Highland will result with the bulk of that traffic which formerly turn right from Baum to highland being redirected to Centre

Ave eastbound at Highland. The deletion of that right turn lane of Centre eastbound at Highland will lower the level of service of Centre at Highland (which often goes to gridlock in the afternoon), making the entire intersection less safe for everyone - pedestrians, cyclists, and motorists. Please rethink the deletion of the right turn lane of Centre eastbound at Highland.

21. These proposals would be huge wins for the neighborhood. I would love to see more of an increase in protected bike lanes as well as consistency in types of lanes and signage.
22. I will very much miss the right turn lane from west bound Center to sb Highland. Though it seems to be outside the scope of this project, the traffic light at Highland and Spirit contributes to gridlock on Highland and Center. Could it be re-timed to allow better flow of traffic? Overall, as an occasional driver and frequent pedestrian in this neighborhood, this plan looks great and I am looking forward to its implementation. Thank you!
23. I'm heavily in favor of any measures that slow and reduce car traffic. Improving bus transit would help to get drivers off the road as well. More frequent buses would be great!
24. My spouse and I bike and walk through this area almost every day (we choose not to drive), and increasing accessibility is one of the reasons we bought a house here. The pedestrian visibility and crosswalk accessibility improvements proposed are great. While I understand that vehicle volume and queue times are key considerations, I also know many East Liberty/Highland Park neighbors who will drive a 1/4 mile to Target because walking or biking feels too unsafe. So perhaps some of the more ""extreme"" pedestrianization options would actually solve the wider problem and reduce that vehicle volume. We also desperately need to extend the speed reduction performed on Stanton to at least Highland and Negley - those are neighborhood roads, not thru-ways, and they need speed bumps. This is my biggest disappointment with the proposed improvements. Of course, I wish there were more bicycle improvements, but understand that pedestrian accessibility is your focus at this time. I will humbly request that some work is put into figuring out how to deal with reckless/aggressive drivers, preferably with some type of camera-enforced system. The main problems are speeding on the side roads between these main corridors (not within this study, I understand), running hard red lights/stop signs, failure to yield (even to other vehicles), and plain aggressive behavior. While on my bicycle, I have been threatened with a gun, had objects thrown at me by drivers, and had drivers scream that they wanted to kill, beat up and/or rape me for slowing them down. I don't know what can be done, but this kind of Wild West behavior (more than any of these infrastructure issues) is what makes me afraid to walk or bike around this neighborhood. Drivers expect to choose their own speed here, and until that expectation changes significantly, it will not be safe to walk or bike in East Liberty."
25. I'm also concerned with the speed of traffic on North Highland between Stanton and Jackson.
26. Taking residential blocks and making them look like airport runways. Instead of incremental improvement like painted crosswalk and better stop light timing, the whole feel of the neighborhood changed. I feel like it is useless filling out these surveys. It feels like a few young able people who ride bikes put forth these ideas. The city doesn't truly seek opinions on these complicated renderings.
27. I'm super excited by all of this! I think doing nothing at Centre and Kirkwood is a missed opportunity - though maybe retiming lights will help. I struggle to cross there very often with traffic often gridlocked and trying to come out of target. I am also highly in support

of a Penn Ave road diet, though am concerned about where that spillover traffic would go. I'll be excited to understand this all in the context of the Penn circle updates currently underway."

28. I do wish a little more had gone into the intersection of Highland & Stanton, because I see a lot of dangerous behavior there with left turns onto Stanton (and folks peeling around people who make left turns). I've watched more than one pedestrian almost get hit by people taking Pittsburgh lefts. I also wish a little more could be done to the bike infrastructure going under the busway on East Liberty Blvd -- the way the bike lane just ends always seems rather perilous.
29. Very happy to see all the new bike infrastructure. Will it still be possible to turn left onto Roup when going north on Negley? I hope so as it makes access to friendship easier.
30. I am strongly in favor of this plan, as specified, and I hope to see *all* the improvements listed here executed. Giving more priority to pedestrians and cyclists will make East Liberty a better place to live, work, and play. I have several questions. First, what rubric will be used for triaging improvements? I.e., how will we decide which improvements will be cut if budget isn't sufficient? Second: while the numbers would be hard to run, was there any thought in this study to how these changes may impact (and likely improve, in my opinion) businesses along these corridors? I think mostly of Highland Ave, which has a lot of shuttered storefronts going to waste.
31. I find several parts of East Liberty to be difficult to navigate by car, bike, or foot. The proposed improvements do a good job at addressing each of these modes
32. Can we get illegal parking, especially during rush hours ticketed? Parked cars in front of Honey Grow and the Apt complex, Walnut on Highland, make it difficult to get through lights
33. Insufficient steps are being taken to improve pedestrian safety around Obama, and between Obama and Stanton Ave, on Highland Ave. This is a highly dangerous area; it's only a matter of time before a student is killed. It's not just Highland Ave, either; there should be safe crosswalks across E. Liberty Blvd MID BLOCK - - this is where people are naturally crossing E. Liberty. At East Liberty and Sheridan and East Liberty and N. Euclid there are an organic corridor between Highland Park and East Liberty, but people have to dart across E. Liberty Blvd and maneuver over the traffic island to use them.
34. I think any effort to make our streets less car-centric and safer for bikes and pedestrians is positive. Likewise, nothing I see in this plan is car-prohibitive, either. "Share the road" goes both ways, and providing a controlled, safe and accessible environment for all modes is ideal - this plan reflects that sentiment.
35. As a pedestrian and biker in Pittsburgh, I want to be able to get around East Liberty without fearing for my life. We must make our streets safer.
36. ELB at Dahlem and under the bus way needs more protection for cyclists. Bollards or a raised median to prevent aggressive drivers (especially buses) from going straight through turn lanes and crossing into oncoming traffic to pass would be ideal.
37. BACK IN PARKING?!? Seriously?? In an area where people are driving like crazy people?? Please share stats on how that is safe or helpful. Further, look at your stats re: Highland & Kirkwood. No solution to people who treat the area like "all bets are off". Drivers are

aggressive there as they are coming from Kirkwood. So many curb cuts. We need to make it easier for cars to pass, not more difficult. It is congestion that aggravates drivers and then they start doing stupid things like darting out from side streets onto Highland.

38. I agree with all observations and proposed improvements.
39. The section of Centre Avenue between Highland Avenue and Penn Avenue is particularly problematic. Traveling that direction is one lane until after the light at Annie Place, but then turns into two lanes. Those lanes get backed up, especially the one going "straight" on Centre. I have been stopped at a red light at Annie Place waiting to move into the left lane going straight and had cars pull up in the lane next to me which is supposed to be going the other direction. I see that you are working on the timing of the lights. Between the Centre Ave/Penn Avenue light, the light at the entrance to Target and then the light at Broad Street, cars get backed up and have no place to go. I see that you have plans to regulate those lights better. I know that lots of study has been done about getting through that intersection from all directions and applaud the plans for improvement. Between the cars and the pedestrians, it is a disaster. I avoid coming from Shady after sitting for over 15 minutes trying to make a right-hand turn! Disaster.
40. The intersection at Highland and East Liberty Blvd is really dangerous for students, especially for those arriving at the school in the morning in the winter in the dark. The proposed changes do not go far enough in addressing this problem. Cars turning through traffic never look out for pedestrians, who have nominal priority with the pedestrian walk signal. My daughter walks through that intersection twice a day every day, and I am terrified.
41. mostly good, but could be better for bikers and peds, bike lanes and improvements are ok, but what's the plan to prevent vehicle use of bike lanes? this is especially problematic on the Negley Ave corridor. Also, very little info or planning for traffic calming measures
42. I really like this! Pittsburgh's whole East End deserves lots of attention, but East Liberty has a lot of potential to be one of the easiest neighborhoods in the city to live in without a car
43. Generally good. Road diets, removing parking, adding bike lanes, etc. are all good things. However, paint can be driven over so these measures will not deter most drivers. Bollards, made of metal or concrete are a great way to harden bump outs and bike lanes. I might have missed it but the posted speed limits should be reduced (across the board) and the city needs to back that up.
44. I absolutely love that this is happening and the vast majority of the improvements look great. I fully agree with the suggestions that Bike PGH included on their web page. We need to minimize the opportunities for motor vehicle traffic to cross bike lanes, and add physical separation and improve visibility wherever it is possible. I commute daily through East Liberty and at least once or twice per week am almost hit by drivers who cross my path without so much as a glance in their mirror. I was injured a couple of months ago when I was T-boned by a driver on N Negley who pulled out from Broad St into the bike lane because he didn't see me (even though I had bright lights and high visibility gear). This might have been preventable with better separation and better bike lane visibility. But overall, I am very much in support of this plan. Thank you, DOMI!
45. Especially glad Highland Ave is getting bike lanes. It's such a wide street so people go fast, with bike lanes it will be easier to get around
46. Bike lanes are essential! More are needed. If we want to increase mobility, make it safer for bikes on Penn.

47. Highland Ave needs greater protection for cyclists. Consider installing bike signals or a combination of bicycle and pedestrian signals that signal prior to automobiles being permitted to go.
48. Highland Ave proposed improvement do not do anything to address bicycle safety as with other streets. Providing a continuous bike lane would be preferred. Also maintaining the speed restriction hours is preferred.
49. Centre between Negley & Euclid - Removing the parking along the south side of the street and making it one lane for traffic and one protected bike lane would be great. Vehicle traffic doesn't get too badly backed up here so I think they can continue to share one lane for cars. Centre & Penn — I feel that the wait times for pedestrians and for drivers are very high here. I wonder if cycling through phases more quickly (except pedestrian, give people time to cross) would reduce issues because drivers would feel less impatient, might encroach over stop lines less. I find that pedestrians often cross here when they are not indicated but traffic appears to be going the same way they are (but they don't account for left hand turns). Centre & East Liberty Blvd - I have never biked here, but whenever I drive, if I turn in any direction, it feels like I'm crossing a huge expanse. I think the bump outs would help everyone."
50. Very positive about the speed tables (especially along Negley Ave), floating bus stops, and curb extensions. Strongly prefer protection, with concrete barriers or flex posts, for bike lanes on Penn Ave between Spirit St and East Liberty Blvd.
51. I have personally seen the positive effects of similar traffic calming techniques in my neighborhood and look forward to them here.
52. Highland Ave needs a dedicated lane between Spirit St (Eastside Bond) and Stanton Ave (at least). Getting through the Highland/Centre intersection and Highland/Penn intersection is terrifying even in cars but especially on bikes, on foot, scooters, etc. A four-way/all-way pedestrian light at the Target (Penn/Centre) intersection please! A bike lane on Centre through that intersection would be a bonus. I know Penn is complicated because it's a state road, but any upgrades that are possible between Euclid and Centre/or Bakery Sq. (and of course beyond) would be appreciated. Overall these are great priority streets for upgrades. thank you!"
53. I am overall very happy with the focus on safety for all users. I am frustrated that pedestrian paths created by people taking the easiest/quickest route across streets like E. Liberty are being blocked with landscaping, etc. instead of being accommodated. They are being required to walk further distances because it might be an inconvenience for cars traveling quickly through their neighborhood. Prioritizing fast through traffic undermines this plan's dedication to pedestrian safety.
54. As a Shadyside resident working, dining, and shopping in East Liberty whose only means of transportation are walking and biking, I appreciate the safety improvements in this plan, especially the proposed speed limit on E Liberty Blvd and lane improvements on Highland. I support improvements to the terrifying Centre & Penn crossing but share Bike PGH's concern that more is needed to make this intersection safe for pedestrians.
55. I have a favorite route from downtown to Highland Park that I ride often: Friendship Neighborly to North Negley to Bunkerhill to the park. From there I'll head down N. Highland to Centre to Adler, eventually picking up Ellsworth and heading back down to the valley. The issues I have with this route are incomplete bike lanes on Negley (the striping at N. Negley and Stanton needs redone) and the lack of a clear bike lane on N. Highland, through East Liberty Blvd. and beyond. Anything that can be done to make this area safer is a plus.

56. I'm a former frequent bicyclist who no longer bikes since moving to Pittsburgh. It feels unsafe. My husband still bikes most of this route. I would love to see less street parking in east liberty where houses have large yards and yet no parking on their own property. The left turn from Negley to Stanton on a bike is always a bit of an issue and Stanton is not helped by the fact that there is parking on both sides of the street. While I like many of the proposals I don't like the dividers in the middle of the roads that cause motor vehicles to swerve out and back in. It pushes them towards the outside of the road and towards the bike lane. Lines have been painted on Ellsworth to do this and it just pushes drivers into bicyclists on the side of the road. Also, OMG typing in this box is annoying.
57. As a bike and PRT commuter (I do not own a car), I'd like to see protected bike lanes wherever possible, especially along Negley Ave and Penn consider concrete barriers or flex posts in the painted buffers already proposed in many portions of this plan. In my daily bike commutes around the city, there are multiple vehicles parked in the bike lanes. Swerving around a parked car in a bike lane into fast moving traffic exposes bicyclists to grave danger. I am often yelled at or honked at by vehicle drivers when I do this. Having to move out into the vehicle lane to pass a car parked in the bike lanes seems to make the presence of an a bike lane more dangerous than not having a bike lane at all. Please protect the bike lanes from vehicular driving and parking.
58. For the E Liberty & Selma intersection, the city should not add landscaping to deter pedestrians from walking through the median. Rather, it should add a crosswalk and improve the desire path to ensure pedestrians can be safe when crossing. The city should encourage walking by responding to desire paths in a way that improves pedestrian's ability to travel.
59. Would it be nice to pick up litter!
60. Important to prioritize pedestrian and bicycle safety, traffic calming/reduction, and general street-level quality of human-scale experience here.
61. East Liberty Boulevard - Crossing the median as a pedestrian & cyclist should be encouraged. Trying to prevent that is an outdated and backwards idea of pedestrian safety. There should be walking paths through the medians with crosswalks at the end. People will continue walking through the median regardless of landscaping, make it ADA accessible.
62. Overall, I am supportive of the design and its intention to create complete streets. However, I want to emphasize that paint is not infrastructure. To be effective, bike lanes need physical separation from car traffic (bollards, concrete curbs/barriers, planters, or even just flex posts if actual protection is too expensive). Without physical separation, cars will continue to park in the bike lane - even if it is illegal - forcing cyclists to merge into vehicular traffic. And a strip of paint with a bike stencil does nothing to stop a car from hitting someone. Even if that safety advantage is only perceived, you can't create a safe and comfortable environment for all ages and abilities unless you provide physical separation. Finally, I'll add that floating bike lanes are dangerous, uncomfortable and confusing to both cyclists and drivers. Rather than merging bike and car traffic across each other to avoid the right hook, I'd suggest using a protected intersection design, similar to the ones near Allegheny Circle.
63. I do not own a car. I bike to East Liberty to get to work, do most of my shopping in East Liberty and frequently come for meals. Please make this neighborhood safer to walk and bike through.

64. As a transit, pedestrian, and bike safety advocate, I strongly support this plan. Pittsburgh and it's surrounding communities have huge potential to improve our region by making it more accessible to all. Reducing car dependency and improving transit, walkability and bicycle infrastructure is a key component to improving our fantastic city. Our city is for people, not cars! Thank you for this plan and I will continue to spread my support for it.
65. This plan is generally headed in the right direction, with improvements to pedestrian and bike safety. However, overall there needs to be a lot more of this including:
- More protected bike lanes using flex posts or parking-protected lanes especially on Centre and Baum. The inconsistency of street parking, bike lanes, and sharing arrows creates a lot of danger for bikers. The bike lane on Penn near the Bakery Square apartments could and should be extended into East Liberty and down into Point Breeze. Existing bike lanes need flex posts too, such as the ones on Negley.
 - Make bike lanes closer to curb, such as at the Baum-Negley and Penn-Negley intersections where bikers and drivers have to yield to each other in confusing ways where the right turn lane crosses the bike lane.
 - Penn and Negley would be nice to have a 4-way pedestrian crossing (such as is already present at Negley and Centre) because cars turning right or left at this intersection are moving very quickly. In addition, traffic easing at this location would be great.
 - There should to be a traffic light on Penn and Beatty or somewhere else along the stretch between Highland and Negley on Penn, as it can be difficult as a pedestrian or biker to cross safely.
 - The intersection at Centre and Penn is quite dangerous for pedestrians. This should either have traffic easing added, converted into a roundabout, or made into a 4-way pedestrian-only crossing cycle.
66. I am happy to see the bike lane on Highland, and think there is room to put in a protected lane.
67. I haven't reviewed the whole plan in detail, but I am very happy to see that something is finally being done about the intersection of Centre and Penn especially. That intersection has long been both very dangerous and inconvenient for pedestrians. I would urge more attention on protecting pedestrians from cars in the Eastbound right turn lane on Centre, though. Also, when I visit Target by bicycle lately, I have trouble finding a safe spot to "put in" to traffic.
68. Definitely would like to see the pedestrian improvements at Hays and Negley and more traffic calming along Negley in general!
69. This will make East Liberty more accessible for anyone not in a motor vehicle. I will feel infinitely more comfortable to bike and walk around east liberty.
70. They are a good step in the right direction and make me more interested in moving back to this area. I am glad to see the attention given to the Highland & Centre intersection because I have almost been hit in the crosswalk multiple times.
71. The most important thing for bicycle safety in the East End is contiguous, separate bike lanes. There's so much traffic at various times of day that lane sharing is often not possible.
72. I am a multi-mode commuter (typically bus or bike depending on the weather, but i also drive from time to time). I like most (if not all) of the proposals here, but wish some of them went further -- specifically thinking about Penn/Centre in front of Target. that

intersection is honestly functionally impassible on a bicycle, and the pedestrian crossings are extremely dangerous (many drivers do not yield and the crossings are *very* long, crossing many lanes of traffic). I love making Whitfield and Beatty at Penn right turn only. I've seen so many almost-wrecks (and a few actual wrecks) at those intersections. In general, I would have liked to see more protected bike lanes (either bollards or parking-protected). I too often see drivers using the bike lane as a right turn lane, or just encroaching on the bike lane for no apparent reason. I would also like to see more meaningful bicycle improvements on East Liberty Blvd between Hamilton and Dahlem. This area is generally a nightmare for cyclists and just adding ""no turn on red"" signs isn't going to help in my opinion (these are routinely ignored by drivers, in my experience).

73. I love to see pedestrian and bike traffic safety prioritized in this plan. Even as a driver through this area I've had close calls where I almost hit a pedestrian when I turned left from Highland onto Penn, so these and more changes like them are badly needed. The addition of the bike lane on Penn between Shady and E Liberty is also a great thing to see, I ride my bike on this every day I commute to work and it always feels quite unsafe. I would like to see more protection added to this, preferably as a raised bike lane that is sidewalk level or a curb that separates bike traffic and car traffic. Flex posts would be the bare minimum. Also, I'd like to see more of the bike safety treatment that is done on the Euclid and Penn intersection, as the floating bike lane alternative feels dangerous as a cyclist especially on roads that drivers are accustomed to moving quickly on like Negley. Furthermore, keeping the intersections consistent will make things more predictable and safer. The current plan for the Negley and Penn intersection appears like an improvement over the current state, but I'd like to see it change to more protection like Euclid and Penn, as the floating bike lane currently on Penn would be hazardous. And finally, I agree with all that Bike PGH recommends in their writeup: <https://bikepgh.org/2023/04/14/east-liberty-has-big-plans-for-traffic-safety/>
74. The proposed improvements would enhance safety and accessibility of the highlighted areas.
75. Penn @ E. Liberty: I expect the "road diet" to cause frequent trespass of vehicles into bike lanes. I expect the traced left-turn to be disregarded.
76. The recommendations for East Liberty Blvd. in the "Broad St to Railroad/Busway Underpass" are utterly unsatisfactory. Adding "No Turn on Red" signs will do absolutely NOTHING to solve the real and daily problem of aggressive drivers unsafely overtaking or aggressively tailgating cyclists under the busway overpass. Something more needs to be done to address the lack of safe bike routes through that section.
77. Highland & Baum + Penn & Whitfield: The plan notes "Heavy left turn volume from Baum to Highland". Presumably, this represents heavy traffic connections from Baum to Penn. If this traffic is routed up Whitfield instead, would Penn & Whitfield be better as a signaled intersection than restricting it? Is the intent for an eastbound Baum to Penn driver to go up Whitfield and the westbound Penn to Baum driver to go down South Highland?
78. Penn Ave: There was no mention of the Trader Joe's parking entrance. Traffic backs up eastbound on Penn to turn left into Trader Joe's. Pedestrians have no protections and have to watch for cars entering from both directions on Penn and exiting the lot. I propose making the lot connection to Penn exit only (right turn, westbound). All entry and eastbound exits should have to go through the

- ""Driveway into The Village of Eastside"" where pedestrians have full signaled protection. Highland & Baum: I like the one-way proposal, but I think this would also require a rework of Baum & Whitfield to handle the mentioned ""heavy left turn volume""."
79. I really like the proposed improvements, but I wish that the added bike lanes were protected lanes, instead of unprotected. With unprotected lanes, cars can and will enter at any time and often disregard that they are for bikes.
80. I love the improvement to biking infrastructure in the east end, but I would love to see it go even further and include protected bike lanes. On these wide-open streets, drivers can get very aggressive, and protected lanes would go a long way in improving the confidence of bikers and pedestrians alike.
81. I don't have a car, so biking is how I can navigate through the city without having to wait on public transit. Penn is a scary road to bike on and the neighbor way is out of the way and not well cared for. improving the lke infrastructure makes me really excited and feel safer about biking to east Liberty and Wilksburg.
82. I could cry I love this plan so much. These are streets I bike and walk around almost every day in and to see bike lanes and other protections potentially going in, makes me so excited and happy. These streets have a ton of bike and pedestrian traffic and currently it's a nightmare for us. These improvements will go a long way. I agree with Bike PGH's "opportunities for improvement" in their blog about this plan and encourage you to read and take their input in mind
83. The overall plan looks good and will definitely help with the commute and other activities like shopping I do in the area. As an additional item, I would like to see protective features added where possible to bike lanes such as flex posts or ideally something sturdier. This will help provide extra confidence and safety for the routes.
84. The intersection of Penn and Centre by Target is honestly one of the worst intersections I have gone through as a pedestrian - especially crossing Penn on Centre. Retiming the signal is going to be a huge improvement on how that intersection works now - when everyone gets green at the same time, no one wants to wait for pedestrians. I think moving the crosswalk closer to the intersection will assist in visibility as well. Centre and Highland is right up there with Centre and Penn for me. Left turn signals seem like they will help a lot of the issues we see there (including cars running lights to try to get through, backing up traffic because people want to make this cycle, and how fast people whip around the corner going up Highland towards Fifth. Is there any possibility of moving that crosswalk? People who are making a right onto Centre from Highland are unable to see the beginning of the crosswalk which has led to me almost being hit several times. I personally cross at the corner outside of the crosswalk to increase my visibility. I appreciate how the proposed improvements are to make things safer for everyone - drivers, bicyclists, people who take public transit, and pedestrians. I hope the number of anti-bike lane comments are limited (but I won't hold my breath on that).
85. Looks like a great improvement on safety, mobility, noise/pollution, etc.! I agree with bike PGH's take that some of the bike infra still looks a little sketchy <https://bikepgh.org/2023/04/14/east-liberty-has-big-plans-for-traffic-safety/>
86. I think the proposal is great. If there are areas for more protected bike lanes that would be great. I want to bike around more but Penn especially is very hostile to bikers. Protected bike lanes would help a lot.

87. Love the incorporation of bike lanes, especially along Penn. Having the lanes be protected would be a fantastic improvement to the plan. I also really like the use of road diets and increased bump outs.
88. Please label all bus stops on all plans. Example: the Penn/Negley improvements are great, but the bus stop on NB Negley nearside of Penn is very busy, and a curb extension/boarding island should be provided (similar to Stanwix Downtown) if the bike lane cannot be routed behind a proper bus bulb. I bike thru here and use the bus, and both modes should be considered in the plans. For Negley/E Liberty Blvd, #8 on the map, this RTOR should be prohibited at all times. It's currently in effect until 4pm, and during PM peak, bikes here going thru get honked at by drivers wanting to turn right on red (legally). This created unnecessary conflict.
89. At Negley/Black, near #5, this hashed section should be a concrete curb extension to prevent parking at the point where the bike lane diverges from the curb."
90. This is yet another example of wasted spending on ridiculous infrastructure that is focused on a very few (mostly privileged few I note). The East End has recently undergone countless frivolous "traffic calming and biking improvements." Yet I see no more bikers using them (especially during half the year when our climate is not friendly to cycling). I have noticed traffic is worse, the roads are in even more disrepair, no coincidence given the spending is going to asinine posts, painting and speed bumps. I also note Cyclists still don't follow the traffic laws, and signage... I would very much like to see a bicycle registration that will fund the ongoing maintenance of these absurd and unnecessary "enhancements", and greater enforcement of cyclists' observance of traffic laws. But this is all too much to ask in our city run by a collection of simpletons.
91. Pittsburgh is simply not a bike friendly city, no matter how much you try to force it to be. I lived in the extremely bike friendly town of Boulder, Colorado for many years. Bikes had their own lanes completely separate from the roads in many cases. Pittsburgh is an older city with limited space. The topography is grueling for cyclists and the weather is not conducive to biking a majority of the year. Continuing to eliminate traffic lanes for motor vehicles doesn't make sense. Especially with the heavy construction going on at Penn and Shady. Changing traffic patterns creates confusion and could cause more accidents. Emergency vehicles and buses have a very difficult time negotiating all the "traffic calming" efforts that have been put up in recent years. That is unsafe. Clogging already backed up roads like Penn Ave by eliminating lanes is ridiculous to satisfy a small percentage of the population.
92. Safety ideas are great. Please don't slow traffic on Penn Ave - there are already 500 stop lights in a row and it is so unnecessarily slow. Also, please don't add more speed bumps (like Ellsworth) - those are extremely annoying
93. I am an active transportation participant that always makes my motor vehicle my last choice for transportation. I also have experience in planning having participated in the writing of a Complete Street plan as well as other road development efforts. I am not an engineer. The reason this is the first time hearing from me on this project is I moved to Pittsburgh 7 months ago. I would like you to consider two opportunities that not only apply here but in many areas of Pittsburgh. 1) Keep the bike lane 'pure' by not merging motor vehicle traffic with bikes for right hand turns. I think you can accomplish this with a bicycle traffic light at the corner. Motor vehicles would go straight or right from the same lane. While bikes will get a right of way with their light change. 2) Take a close look at light phasing and how the lack of it results in illegal and/or dangerous behavior by motorists. The elimination of turning lanes with

light phasing will result in extra street space for bikes and peds increasing. Here is an example from my bike ride on Liberty yesterday. I understand this area is not part of this project but it is for illustration. At two consecutive traffic light changes, motor vehicles being blocked by a vehicle turning left, pulled into the bike lane in order to continue going straight on Liberty. A phased light intersection would have allowed the left turning car to proceed as well as the other vehicles behind it. Everyone could have stayed in their lane. Not knowing why it might be a bad idea, I think light phasing, which I know is used in some places in Pittsburgh (even on Liberty), could become a more useful tool if employed more broadly. It would especially free-up room for bikes and peds at intersections.

94. Make all the painted bike lanes protected or separated bike lanes please!
95. This is a great first step to improving safety in this area filled with residential and commercial buildings. This will also help ridership at the East Liberty + Negley East Busway stations, since there will be less barriers to walking / biking to stations. As a larger discussion, this project helps to start addressing the equity issues that the last urban renewal plan created in East Liberty. This new design is a small step towards providing some rights to past wrongs.
96. I think this plan is a great start. East Liberty feels too car centric so efforts to calm traffic and make safer walking and biking facilities are definitely needed. That being said, I would encourage more measures to calm traffic and provide physical protection (e.g., concrete barriers, bollards) for bike lanes and intersections in particular.
97. These are so exciting! So much good bike connections in neighborhoods around East Liberty, but the center of the neighborhood-pizza-pie is a bit of a mess. This plan addresses so many issues. Lots of smart intentional design decisions on the roadway. Love locations with raised intersections. This is a wonderful precedent on how to thoughtfully address our streets. Huge kudos to the DOMI design team.
98. Penn avenue is already crowded with traffic. Reducing lanes will create more congestion for the area. I am a bike commuter and do not support adding bike lanes between shady and east liberty Ave.
99. The plans for Negley and Highland are excellent! Happy to see much needed improvements are taking place.
100. Why isn't the Penn/Centre intersection a priority? It is horrific!
101. I am very excited by these proposals! As a pedestrian, I often feel unsafe at many of the large East Liberty intersections (Penn & Centre, Penn & Highland, Centre & Highland, among others), and I feel like these changes will be extremely valuable changes. Overall, I would love to see this area become more pedestrian, bike, and transit focused.
102. I think this is a step in the right direction. While there are things that can be improved, I think the general concept is exactly what we need in Pittsburgh. Would appreciate a more pedestrian focused design at the Penn/Centre intersection. Also, would like to see more protected bike lanes and more intersection consistency when involving bike lanes - they seem to be a different design at every intersection.
103. Thank you for working on this. Generally, this is great I just have a few comments.
 - Negley between Roup and Centre: a good number of cars utilize the left turn lane to turn from Negley onto Roup. If that left turn traffic backs up it causes people in the ""straight ahead"" travel lane to swerve into the bike lane to get around the left turn

traffic. Is it possible to put bollards or something along portions of the bike lane to prevent that from happening if that left turn space is removed?

- Negley and Roup: I see a lot of people that walk south along the Hertz dealership to the bus stop next to the POGO stations at Centre and Negley but there is no crosswalk there. A crosswalk or stop bar might help those pedestrians and also help cars understand their boundaries because they sometimes infringe on the bike lane when trying to merge onto Negley.
- Negley at Baum: there seems to be some sort of geometry challenge in this intersection because it often feels like the bike lane sharrow markings through the intersection actually are placed in the vehicle travel lane so biking through the intersection is treacherous. I don't have a suggested solution just want to flag that. There is also a traffic signal box at this intersection along the Eastern crosswalk across Baum that really reduces visibility for pedestrians looking to cross the street and for cars turning right from Negley onto Baum. Moving that box would be nice.
- Negley and E Liberty Blvd: the shared right turn lane and bike lane is extremely stressful. Although there are signs indicating no turn on red, often when I'm biking and stopped at the light in that lane cars will honk for me to move because they want to turn right. I am not a fan of these shared bike and right turn lanes.

Thanks for the work and opportunity to comment and I look forward to the new Negley! :)

104. I highly recommend raised crosswalks or "Advanced Yield to Pedestrians Markings and Signage" (ideally that light up). Automobiles do not slow down for pedestrians in this area, and more effective approaches than Hi Viz crosswalks should be taken to produce noticeable change.
105. Firstly, THANK YOU FOR ALL THE HARD WORK THAT WENT INTO THIS! Looking through all of the plans, I'm impressed with all the attention to detail and many improvements that I see. My comments are as follows:

Penn Ave

- By target please remove a travel lane and extend bike lanes from Centre to Bakery Square (and add a bus lane). There should never be more than 2 car travel lanes in East Liberty, and turning lanes for cars are a waste of space. Driving places should be discouraged with infrastructure that makes driving a headache (for example, Amsterdam does this). When walking, biking, or taking the bus is more convenient than driving, more people will take those alternatives and traffic will improve for everyone.
- How will people transition from the two-way cycle track in Bakery Square to the bike lanes on Penn? Would it be easier if the two-way cycle track through Bakery Square extended to Shady?

Centre Ave

- Please remove turning lanes from Beatty to Station in favor of buffered bike lanes and regular bike lanes. Sharrows are not enough.

- Penn to EL Blvd should have dedicated bike lanes; please remove turning lanes to make this happen

Negley Ave

- Please shorten the left turn lane at Negley/Centre and add a turn box or something for bikes to safely turn left onto Roup. Could Roup Ave between Baum and Negley be made into a one way except bikes?
- LOVE THE SPEED HUMPS AND RAISED CROSSWALKS, especially at Coral. THANK YOU!
- Negley/Penn - Love the climbing lane up Penn! How far does that extend?
- Please remove any turning lanes and replace with buffered bike lanes

EL Blvd

- I made this comment via 311, but think it is worth mentioning again. Please make the southern side of EL Blvd exclusive for bike/ped traffic, and the northern side two way for cars with no parking. Fully separating bike and car traffic aligns with vision zero as it is much safer. It would also save the city money as the bike/ped side wouldn't need to be paved as often. Small access driveways on the southern side (where the parking lane is) could be added for people who drive to their homes.
- If what I mentioned above isn't possible due to cost:
- Please create parking protected bike lanes on each side
- LOVE the raised crosswalks at Beatty and Sheridan
- Please add bike lanes from Broad to Penn (under busway)

Highland

- Love the raised crosswalks and bump outs
- Please removed turning lanes in favor of bike lanes

Thank you thank you thank you thank you for the improvements from Station to Stanton. Please do not let those change.

106. I like the idea of a road diet on Penn Ave outside of the Village of Eastside shopping center. The current four lanes here with people turning in and out of the Trader Joes entrance feels dangerous.
107. I am a daily bike commuter through East Liberty from Highland Park for 30 years. Infrastructure making biking and walking safer are much appreciated though long overdue. Make bike lanes safer by changing as many bike lanes as possible "parking protected" This should be easy to do on the entire extent of East Liberty Blvd and many other places in Peen Circle.
108. Why can the Centre bike lane not extend all the way to Negley Run? This is a locally owned road, we have the ability to use it however we want. Very disappointing to suggest that it end right at a heavily trafficked corridor. In addition, more thought needs given to the

Penn/Centre & Penn/Shady intersections. These are currently high-volume pedestrian intersections, and with the new Giant Eagle on Penn, pedestrian volumes will only grow. We need safer crossings at both intersections.

- 109. Parking-protected bike lanes on E Liberty Blvd, add larger bump-outs at Penn-Center intersection to reduce vehicle speed.
- 110. The intersections and crosswalk improvements will make walking around east liberty so much more enjoyable and safer. Raised crosswalks and intersections will be amazing! Removing turn lanes and adding bump-outs will slow down vehicles and make it not feel like you're standing next to a highway. Bring it all on!
- 111. Overall this plan seems like an excellent set of improvements for pedestrian and bicycle safety. Physical infrastructure changes are absolutely essential for enforcing safe driver behavior. Improved paint and signage are welcome, but improved concrete islands, bump outs, and raised crosswalks are the true champions in this proposal. Bravo. One question, why not expand the separated two-way bike lane that already exists near bakery square further along Penn?
- 112. I really like all of this. 2 main comments. I think more effort needs put into Penn/Centre & Penn/Shady. These intersections need to be made safer, especially in light of the recent pedestrian death. In addition, why does the Centre bike lane end as it approaches Highland? This is the busiest intersection it would cross, why are we not removing a car travel lane to accommodate a protected bike lane?
- 113. I don't have any issues with the proposed plan but I don't think it does enough to fix some of the crazy intersections, especially those on East Liberty Boulevard. More should be done to fix the intersection with Larimer - the target traffic causes a nightmare over there. Totally support lowering the speed limit on East Liberty Boulevard but no one is going to care - people will still go 40 down it no problem.
- 114. Very good initiative and looking forward to its fruition.

Phase 4: We want to hear from you!

1. Hello, I just want to first say thank you for all the work you've put into this plan for East Liberty! As a bicyclist in Pittsburgh I've seen the good, the bad, and the ugly for bicycle infrastructure. My only comment is that it seems like when designing bike lanes next to parking lanes, its better to have the bike lanes next to the sidewalk and have the parking lane act as a barrier from the traffic. This also prevents cars from double parking in the bicycle lane. I've seen instances in your designs where its the opposite - where it goes traffic lane, bike lane, parking lane, and I think reversing them would turn these great plans into even better ones!
2. I am in favor of the bike infrastructure proposed, however I think that more could be done to remove car turning lanes/on street parking in favor of more bike lanes and better protection. Sharrows are unacceptable. The proposed ""safety"" improvements at Penn/Centre is still a nightmare. Can an 80 yr old resident cross the street on a regular basis without getting hit? Do you think an 8 yr old could successfully navigate through the intersection on a bicycle? Maintaining car level of service is the biggest mistake you've made in these improvements. This intersection is an urban area, not a highway, and needs to be designed accordingly. The current plan fails to improve safety of bicyclists and pedestrians at Penn/Centre.
3. Overall, I love the plan! It is refreshing to see a city take pedestrian, cyclist, and transit concerns seriously. Thank you. My one concern is the decision to remove some existing bus shelters. I don't understand why this is necessary. Even if there is low ridership at these stops, it is always nice to have a shelter while waiting for the bus. I don't believe the city should be making taking public transit less desirable by removing infrastructure that benefits riders.
4. As an East End resident who moves to and through East Liberty by bicycle, foot, bus, and occasionally private automobile, I was very happy to see the April 2023 draft, and I am even happier with this draft. While it's still not perfect, these improvements would be worth every penny in increasing mobility justice, encouraging sustainable travel, and ensuring safer travel for vulnerable road users. In particular, I think the following improvements to the April 2023 plan will make a positive impact:
 - More hard protection rather than paint (e.g., creating pedestrian islands on Penn Ave)
 - Reducing potential bike/bus rider conflicts by moving bike lanes behind stops
 - Making more bike lanes buffered and/or protected
 - Substantial improvements to the Penn & Negley intersection and its approaches, including sensibly moving the NB Negley and EB Penn bike lanes behind big buffersThank you for listening to our concerns!
5. A few changes since April 2023 diminished the plan's quality, in my opinion:
 - The westbound Centre bike lane's swerve toward traffic lanes just before Euclid. I can see how that yields a better alignment with the non-protected bike lane just west of the intersection, but I get nervous about drivers turning right from WB Centre to NB Euclid not thinking to look for bikes there, since they will have been separated from bikes by parking for most of that block.

- Elimination of second speed table on Highland between East Liberty and Stanton. That segment of Highland is far too straight & long, and it has so few visual cues to indicate the designed speed of the road. If the ROW is too narrow to add a SB parking-protected bike lane (which would probably do better in slowing vehicular traffic), then a second speed table should be in the plans for that block.

The plan still could be improved further by eliminating mixing zones and combined bike/right turn lanes, applying the geometric treatment to more intersections (esp. East Liberty & Highland), and providing more protected bike lanes with *hard* protection. However, as I said above, it is a substantial move in the right direction, and worth every penny.

Also: please make the block-by-block plans available as 5 smaller PDFs like you did for the April 2023 plan. The full plan PDF is gargantuan and probably next-to-impossible for mobile-only users to access (and low-income residents are likelier than wealthier residents to only use a cell phone for internet access).

6. The Port Authority is conducting a study to explore the best uses for the Allentown light rail alignment and rail spur from Steel Plaza to Penn Station. Those assets are operational without regular enforcement. Further action is needed to determine future investment is warrants best service configurations that increase light-rail transit services to Allentown for transit-dependent and mobility-needy individuals. Issues such as community support, service detail, and ADA compliance call for your demands within the public right of way for light-rail.
7. I appreciate the effort put into this, but the biggest safety issue in East Liberty is due to cars blatantly ignoring traffic signals. Until people start getting ticketed for running red lights, all of this work is pointless. It shouldn't be common knowledge that you need to wait a few seconds after a light has turn red to begin crossing.
8. Two comments/questions: 1) I could use a clearer definition of the type of equity trying to be achieved in this plan. Time to reach a location? Ability to use various forms of transport to reach a location? What is the 'equity are we trying to achieve? I understand this is a broad question but "equity" offers a broad definition. 2) Level of Service measurement is also a concern for me. If I understand its implications at times, it leads to adding right and left turn lanes vs traffic light phasing at an intersection. The result may often be a merge of motor vehicles and bicycles in a lane. Aiken and Centre might be an example. I would urge you to take a closer look at this in your plan. I think if challenged more, it would lead to reducing motor vehicle use since bicycling will not only be safer, it will feel much safer. The longer it takes to challenge the LOS, the longer it will take to move people out of their motor vehicle onto other modes of transport. If you have the time to address this to me, I would appreciate it. It seems to be one of the critical issues that maintains our motor vehicle traffic at a higher level than it could be. Thanks
9. Pittsburgh Regional Transit experienced ridership boosts of 2½ million passengers, when \$265 million federal grant led your favorite partnership to combat barriers and warped philosophies against truth. The 'Spine Line' study began in 1993 following service to Penn Station being suspended in September 2007. PRT is working on the first phase of connecting dahntahn and Oakland with dedicated bus lanes and bike lanes. This \$3½ billion project won't commuter rail line extensions to Allegheny County Airport, Arnold, Cranberry Township, East Liberty, Pittsburgh International Airport, Greensburg, & Kennywood.

10. The Pittsburgh Light Rail is a 26.2-mile linear system in North America, dating back to 1903 and the Pittsburgh Railways. It is one of only three light rail systems in the US using the 5'½" Pennsylvania Trolley Gauge instead of the 4'8" standard gauge. In 2022, the system had 2,429,500 ridership. The station, opened in 1988, had limited integration due to its single-tracked former Pennsylvania Railroad tunnel beneath the US Steel Tower. Since 2007, the station has seen occasional use, mostly for charters or special events. Plans are underway to revive light rail service to Penn Station with the Brown Line.
11. I hope that the Centre Ave/Penn Ave intersection (at Target) will get a 4-way stop/walk signal so that pedestrians can safely cross... I've seen impatient motorists in lanes with the green light go around vehicles and almost hit someone too many times.
12. There are a lot of good proposals here in this traffic safety plan, but I'd really like to see more raised pedestrian crossings that parallel the higher traffic roads at intersections with less busy side streets. Some example intersections include along Negley Ave as it crosses Rural St, or along Highland Ave as it crosses Kirkwood St. I also think that several of the bike lanes should be modified to be parking protected lanes rather than be painted between car traffic and the parking lane. These kinds of bike lanes are substandard and dangerous for casual bike users. It would be much better if instead, the parking lane was moved next to the lane of traffic so that the bike lane would exist next to the sidewalk separated from the parking lane with a concrete curb/barrier. This is a much better design that encourages people of all experience levels to use bike lanes, including families with small children."
13. The pop out planters in the street in front of new apartment building next to Commerce Street block the driver's view when entering Center Ave. they are a nuisance and safety risk and are full of weeds."