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Appendix

Allegheny County VISION zero

Zero Compromises on Safety For All

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Outreach Summary

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1 Overview

The Southwestern Pennsylvania Commission (SPC), in collaboration with Allegheny County, the City of Pittsburgh, the Pennsylvania Department of Transportation (PennDOT), and Pittsburgh Regional Transit (PRT), led the development of a countywide Comprehensive Safety Action Plan (CSAP) to eliminate traffic-related fatalities and improve roadway safety for all users. Supported by Kimley-Horn and sub-consultants AECOM and French Engineering, the plan takes a data-driven approach rooted in the FHWA Safe System framework. A key element of the CSAP is meaningful public and stakeholder engagement, guided by a Public Involvement Plan (PIP) designed to establish inclusive outreach, particularly within minority and low-income communities. This outreach summary highlights the comprehensive engagement activities—from Steering Committee meetings and stakeholder interviews to online tools, public meetings, and promotional efforts—that helped shape the plan and foster community-driven, informed decision-making.

1.1 Public Engagement Goals and Objectives

Public engagement efforts for the CSAP were designed to educate and inform public stakeholders about the Allegheny County Safety Action Plan, provide stakeholders with information regarding the plan details and schedule, share the message with their constituents, and collaborate on the county's safety challenges.

Outreach for the CSAP aligned with the following public engagement guiding principles:

- **Increase Public Awareness**: Share Vision Zero goals and emphasize shared responsibility for road safety.
- **Engage Community Input**: Use meetings, surveys, and tools to collect feedback and shape solutions.
- **Build Local Partnerships**: Work with schools, businesses, agencies, and advocates to support efforts.
- **Establish Equity and Inclusion**: Make outreach accessible to underserved and vulnerable groups.
- **Use Local Insight for Improvements**: Apply community knowledge to identify risks and design solutions.

1.2 Outreach Process

Phase 1 of the CSAP's outreach was held from January 8 through April 15, 2025. This first Phase focused on educating and informing the community about the CSAP and Vision Zero initiatives and began soliciting safety input.

Purpose

- Assess community needs at specific county locations.
- Gather informed feedback to assist the project team's recommendations.

Engagement tools to inform communities and stakeholders, and methods of collecting feedback were:

- **Feedback tools:** digital survey, paper survey, interactive map, general comment form
- **Informational material:** website, fact sheet, business cards, boards
- **Promotion:** social media, email blast, press release, digital communication toolkit
- **Direct communication:** stakeholder meetings, community open house

Phase 2 was held in late November and December 2025. It shared the plan history, status, and process, and collected input on proposed safety strategies and location-specific improvements.

Purpose

- Share project updates
- Gather feedback on proposed safety strategies and corridor-level improvements

Engagement tools to inform communities and stakeholders, and methods of collecting feedback were:

- **Feedback tools:** digital survey, paper survey, general comment form
- **Informational material:** website, fact sheet, boards
- **Promotion:** social media, email blast, press release, digital communication toolkit
- **Direct communication:** virtual public meeting, community open house, tabling events

2 Public Involvement Timeline

To implement the public outreach elements, the project team communicated with stakeholders, attended meetings, and executed all aspects of CSAP's public outreach elements. **Figure 1** shows how the outreach process blends into the CSAP timeline. CSAP's public outreach elements included a Public Involvement Plan, presentations at Steering Committee meetings, four open house style public meetings, a website, a myriad of presentation boards and communications materials, and this Public Outreach Summary Report.

The project team gathered information from the Allegheny County community to assist with decision-making during the project team's safety analysis. Engagement strategies included:

- Steering Committee meetings
- Open house meetings
- Digital and paper survey
- Interactive map
- Digital communications toolkit
- Social media

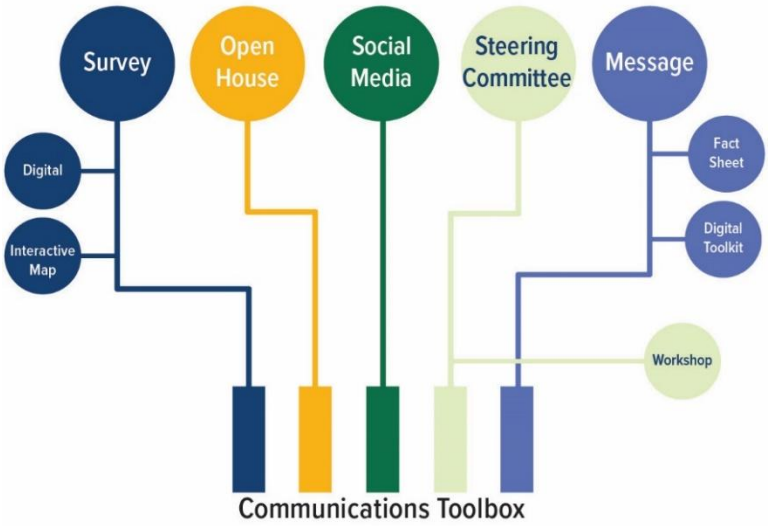
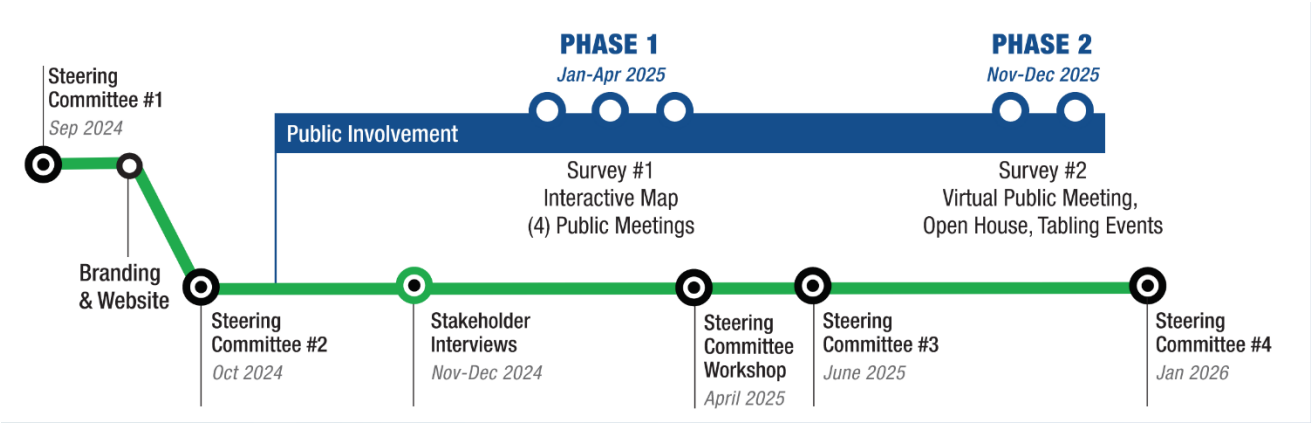


FIGURE 1: OUTREACH PROCESS WITHIN THE CSAP TIMELINE



3 Outreach: Phase One

3.1 Feedback Tools

3.1.1 SAFETY SURVEY

The project team launched a safety survey on January 8, 2025, to collect input from the community on the CSAP. Using the study, the team gathered feedback about the process, respondents' safety concerns, and future considerations. The team conducted the survey online and in person at the open house. A copy of the survey questions can be found in **Appendix 5.1**.

Survey Metrics

Overall, the project team received 349 complete surveys.

Table 1 provides a breakdown of the top ten localities/zip codes for residents who submitted surveys:

TABLE 1: NUMBER OF SURVEYS SUBMITTED PER ZIP CODE

ZIP Code	Neighborhood	Survey Submissions
15217	Squirrel Hill	71
15219	Hill District, Uptown, and Downtown	54
15207	Hazelwood and Lincoln Place	49
15213	Oakland	32
15222	Downtown and Strip District	31
15216	Dormont and Beechview	30
15206	East Liberty and Highland Park	28
15221	Wilkinsburg and Forest Hills	26
15212	North Side, Brighton Heights, and Troy Hill	20
15218	Swissvale and Edgewood	20

The project team divided the survey into four sections:

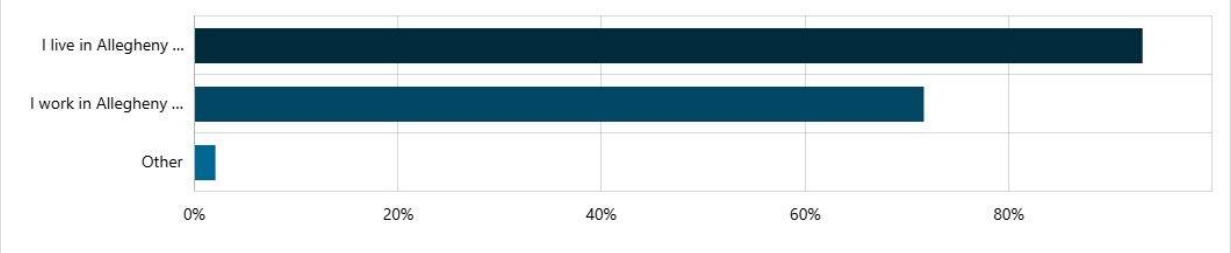
1. Background
2. Commute and Mode Choice
3. Street Safety
4. Priorities

The following sections summarize key findings; **Appendix 5.1** and **Appendix 5.2** provide a complete set of survey questions with results.

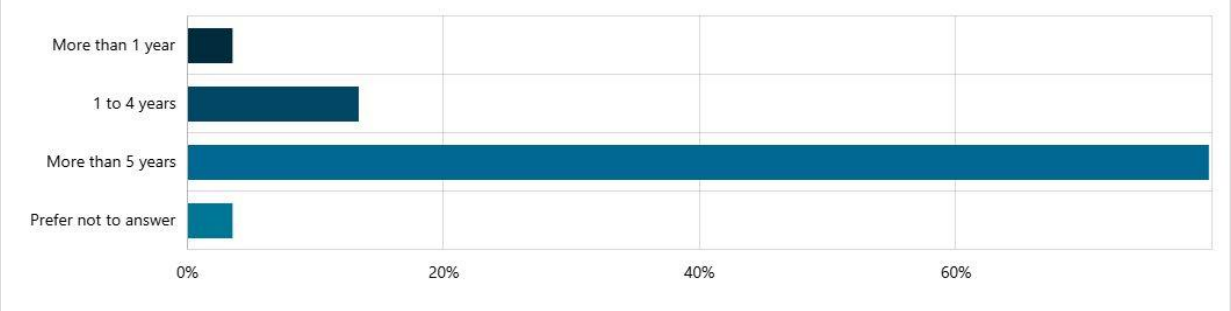
Survey Demographics

The project team asked several questions to help understand who filled out the survey.

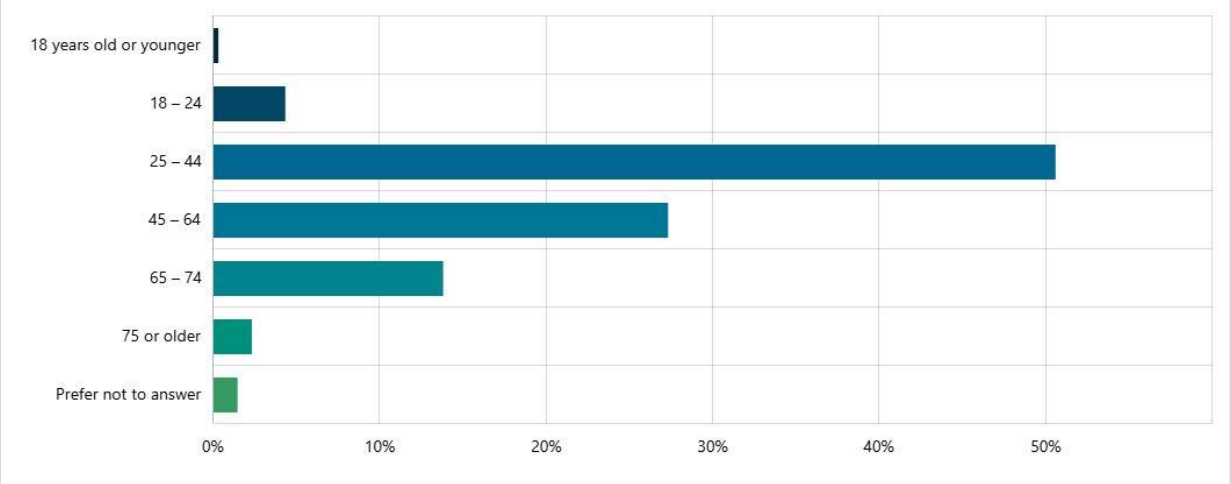
Describe your relationship with Allegheny County.



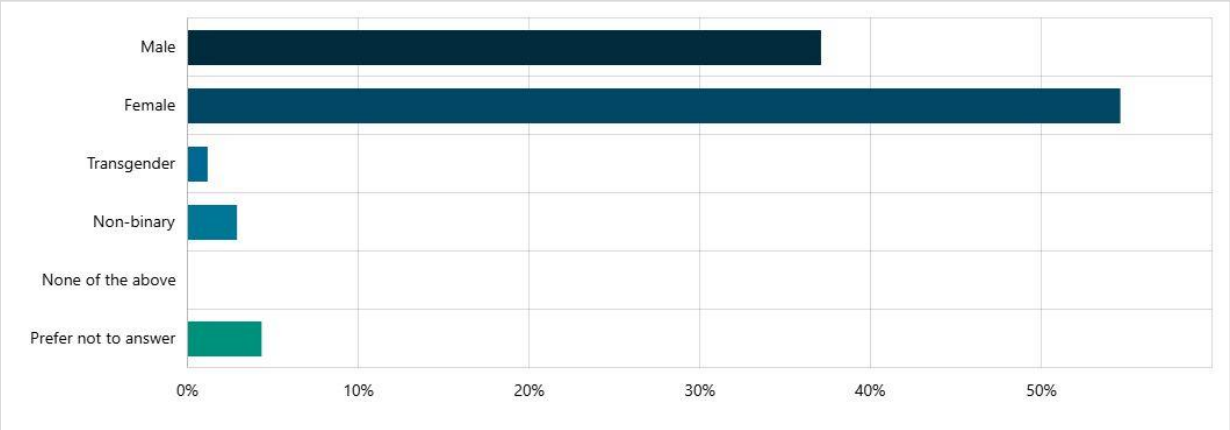
How long have you lived in Allegheny County?



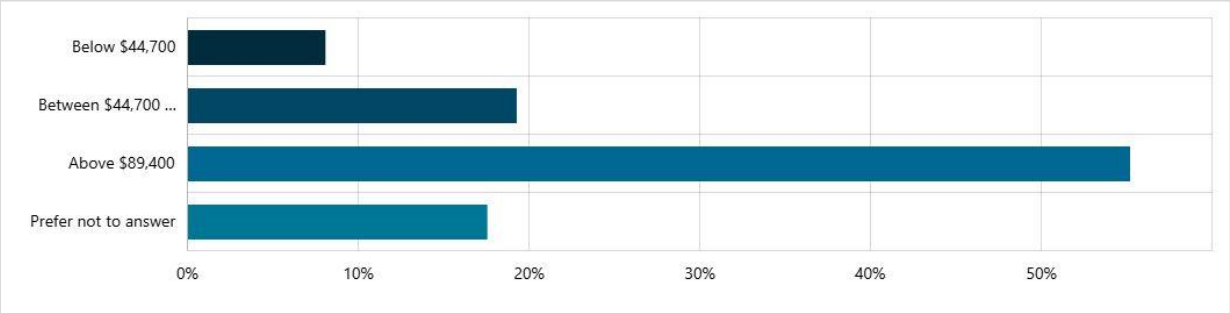
What is your age?



What is your gender identity?



What is your annual household income?



Survey Open Response Summary

Survey responses about traffic safety in Allegheny County reveal widespread concern among residents, with the majority expressing neutral or negative views on the safety of local streets. Key considerations included drivers ignoring traffic laws, distracted and aggressive driving, high vehicle speeds, and poor infrastructure, such as broken sidewalks and inadequate bike lanes. Intersections, speeding, and pedestrian safety emerged as the top areas of emphasis for improving safety, with respondents also highlighting the importance of addressing school zones, heavy vehicles, and vulnerable road users like seniors and children.

Most respondents either disagreed or felt neutral about the safety of Allegheny County streets, with very few strongly agreeing that they are safe.

Residents frequently recommended infrastructure upgrades to improve safety, such as enhanced pavement conditions, narrower travel lanes, and lower speed limits. Additional suggestions included better lighting, clearer signage and markings, traffic law enforcement, and pedestrian and cyclist-friendly features like dedicated bike lanes and traffic calming measures. Intersections needed improvements in signal timing, dedicated turn lanes, medians, and roundabouts. These responses underscore a strong community desire for infrastructure and policy changes to enhance safety for all road users in Allegheny County.

Key themes emerged from the survey comments. The project team has grouped the comments into four major themes:

Insight #1: Top Traffic Safety Concerns

Survey respondents identified a range of pressing traffic safety concerns in Allegheny County, with a strong emphasis on unsafe driver behavior and inadequate infrastructure. Chief among the issues were drivers ignoring traffic laws, running red lights or stop signs, and failing to yield to pedestrians and cyclists. Distracted, aggressive, and impaired driving were also frequently cited as significant risks. In addition, many respondents expressed concern over high vehicle speeds, poor road conditions, and limited visibility at intersections. Vulnerable road users—such as pedestrians, cyclists, and people with disabilities—face particular danger due to narrow or damaged sidewalks, inadequate bike lanes, insufficient school zone protections, and general accessibility challenges.

- **Intersections**: Highlighted as a primary area needing attention
- **Speeding**: Linked with pedestrian risk and intersection danger
- **Pedestrian** Safety: Emphasis on crosswalks, sidewalks, and lighting
- **Other emphasis areas:**
  - Bicyclist safety
  - School zones
  - Aging and young road users
  - Heavy vehicles

Insight #2: Suggested Infrastructure Improvements

Survey respondents emphasized the need for roadway and pedestrian-focused infrastructure improvements to enhance overall safety in Allegheny County. For drivers, top priorities included improving pavement conditions, reducing or narrowing travel lanes, lowering speed limits, and enhancing visibility through better signage, markings, and lighting. Other frequently suggested measures included improved drainage and sightlines, the installation of rumble strips and guiderails, and more vigorous enforcement of traffic laws. For pedestrians and cyclists, respondents called for dedicated bike lanes, sidewalk repairs and expansion, increased street lighting, and traffic calming features such as speed bumps and pedestrian crossings. Education campaigns and law enforcement efforts were also seen as essential to promoting safe interactions between all road users, alongside expanded access to bike share programs.

For Driving Safety:

1. Improved pavement conditions
2. Reduce/narrow travel lanes
3. Lower speed limits
4. Higher visibility signage and pavement markings
5. Improved lighting
6. Traffic enforcement (e.g., police patrols)
7. Drainage and sightline enhancements
8. Rumble strips and guiderails

For Walking/Biking Safety:

1. Dedicated bike lanes
2. Sidewalk maintenance and expansion
3. Street lighting
4. Traffic calming (speed bumps, crossing features)
5. Education campaigns for drivers and cyclists
6. Law enforcement for pedestrian rights
7. Expanded bike share access

Insight #3: Intersection-Specific Improvements

Respondents recommended a range of targeted infrastructure upgrades to improve intersection safety in Allegheny County. Common suggestions included optimizing signal timing and visibility, adding dedicated turn lanes, and installing medians or barriers to better control traffic flow. Many also emphasized the need for clearer signage and pavement markings, the introduction of roundabouts, and the implementation of pedestrian-focused features such as curb bump-outs and protected crossings. Additional measures like camera enforcement and Dutch-style (protected) intersection designs were highlighted as ways to reduce crashes and improve visibility. Specific intersections identified as particularly dangerous included the West End Bridge and Route 65 off-ramp and the corner of Forbes Avenue and McKee Place in Oakland.

Intersection Improvements:

- Signal timing and visibility
- Dedicated turn lanes
- Medians/barriers
- Improved signage and pavement markings
- Roundabouts
- Pedestrian measures (e.g., bump-outs, protected crossings)
- Camera enforcement
- Dutch-style (protected) intersections

Noted High-Risk Intersections:

- West End Bridge and Route 65 off-ramp
- Forbes Avenue and McKee Place (Oakland)

3.1.2 INTERACTIVE MAP SURVEY

The online interactive mapping tool was available for three months during Phase 1 of engagement. It allowed respondents to geospatially identify areas in Allegheny County's transportation network that required safety-specific improvements. The project team reviewed the feedback collected through the interactive map shown in **Figure 2** and the analytics to incorporate it into the CSAP document.

Interactive Map Survey Metrics

The project team received a total of 862 posts on the social map from 182 individual contributors.

FIGURE 2: INTERACTIVE MAP SHOWING CONTRIBUTIONS

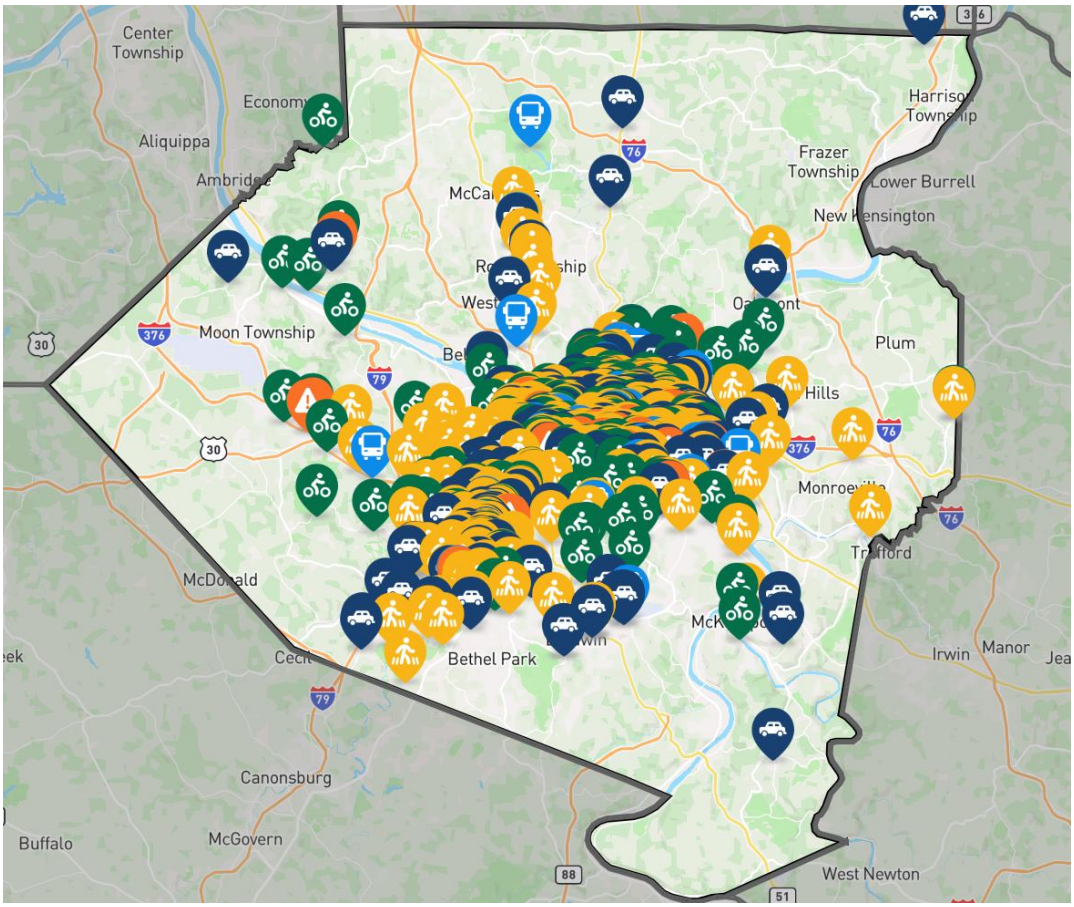


TABLE 2: CONTRIBUTIONS BY LOCATION

Location	Contributions	% Contributions
15228, Mount Lebanon	68	8%
15213, Oakland	67	8%
15206, East Liberty, Highland Park, Point Breeze	65	8%
15217, Squirrel Hill, Greenfield	59	7%
15219, Hill District, Uptown, Downtown	49	6%
15216, Dormont, Beechview	46	5%
15222, Downtown, Strip District	39	5%
15201, Lawrenceville	34	4%
15212, North Side, Brighton Heights, and Troy Hill	34	4%
15208, Point Breeze, Homewood	33	4%

FIGURE 3: POSTS BY CATEGORY

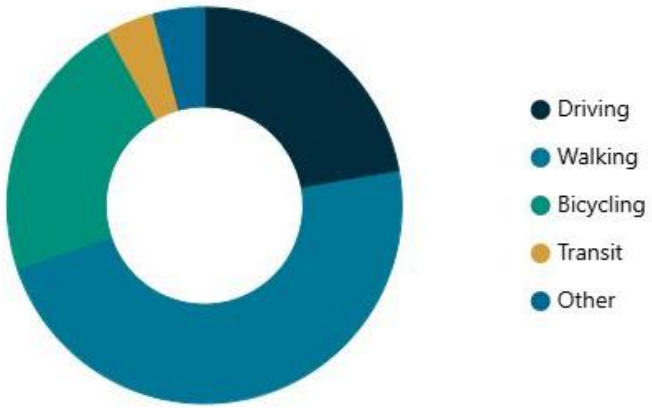


TABLE 3: INTERACTIVE MAP CONTRIBUTIONS BY CATEGORY

Location	Contributions	Percent
Walking	410	47%
Driving	192	22%
Bicycling	190	22%
Transit	34	4%
Other	36	4%

Interactive Map Response Summary

Key themes emerged from the survey comments. The project team has grouped the comments into four major themes.

Safer Streets and Intersections

Community feedback highlighted widespread concern about dangerous intersections and road conditions across Allegheny County. Key issues included:

- **Poor Visibility and Signal Timing:** Intersections with limited visibility and poorly timed signals were frequently cited as hazardous for pedestrians and drivers.
- **Speeding and Red Light Running:** High vehicle speeds and frequent red-light violations contribute to unsafe conditions, especially at major intersections and in school zones.
- **Call for Roundabouts:** Residents suggested converting complex intersections into roundabouts to reduce congestion and enhance user safety.

Improved Pedestrian and Cyclist Infrastructure

There was a strong push for safer, more accessible options for walking and biking:

- **Pedestrian Safety Needs:** Requests included better-marked crosswalks, pedestrian signals, and dedicated pedestrian phases at traffic lights.
- **Traffic Calming Measures:** Speed bumps, raised crossings, and other traffic calming infrastructure were suggested to slow down vehicles in residential and high-foot-traffic areas.
- **Cycling Infrastructure Gaps:** Residents called for more protected bike lanes and better connectivity to reduce dangerous interactions between cyclists and vehicles.

Accessible and Reliable Public Transit

Community members emphasized the need to improve public transportation amenities and reduce vehicle reliance:

- **Enhanced Bus Stops:** Many bus stops lack basic amenities like shelters, signage, and seating, impacting the rider experience.
- **Parking and Access Issues:** Concerns were raised about vehicles obstructing sidewalks, bike lanes, and crosswalks, reducing accessibility for pedestrians, cyclists, and those with disabilities.

Healthier, More Inviting Public Spaces

Feedback included ideas to make public spaces more enjoyable and improve community well-being:

- **Noise and Pollution Reduction:** Suggestions included burying highways or installing noise barriers to improve the residential quality of life.
- **Better Lighting and Access:** Residents requested improved lighting, stairs, and sidewalk expansions to make public areas safer and more welcoming.
- **Connectivity to Parks:** There was support for improved pedestrian connections to public parks and green spaces.

3.1.3 GENERAL COMMENT FORM

Metrics

The CSAP website provided a "general comment form" for individuals who didn't have time to complete the full safety survey or contribute to the interactive map. This allowed users to share feedback or concerns quickly in a more convenient format. The project team received 57 general comments via the CSAP website.

Response Summary

The project team organized key themes from the general comment form into four main categories:

Unsafe Streets and Intersections

Community feedback highlights significant concerns around the safety and functionality of local streets and intersections. Many intersections suffer from poor visibility and poorly timed traffic signals, contributing to a high incidence of red light running and increasing the risk of crashes for drivers and pedestrians. Additionally, speeding is frequently reported, particularly in residential areas, near schools, and on streets commonly used as cut-throughs, further endangering vulnerable road users.

Inadequate traffic control infrastructure compounds these issues. Existing signage and signal systems often fail to manage traffic effectively, especially at complex or high-volume intersections. These conditions contribute to an overall sense of danger and highlight the need for targeted interventions such as improved signal timing, enhanced signage, and traffic calming measures to create safer, more predictable street environments.

- Poor visibility and mistimed signals
- Speeding and shortcut use in neighborhoods
- Inadequate signage and traffic control

Pedestrian and Cyclist Safety

Community input reveals strong concerns about the safety of pedestrians and cyclists, mainly driven by a lack of dedicated, safe infrastructure. Many crosswalks are poorly marked, lack pedestrian signals, or are regularly ignored by drivers. At the same time, cyclists report an absence of protected lanes and connected bike routes, exposing them to high-speed traffic.

There is a clear and repeated call for traffic calming measures such as speed bumps, raised crosswalks, and narrow roadways to slow down vehicles and make streets safer for non-drivers. Additionally, the frequent and dangerous interactions between vehicles and vulnerable road users, especially in areas without designated pedestrian or cycling space, highlight the need for infrastructure that better separates and protects all modes of travel.

- Crosswalks ignored or missing pedestrian signals
- Lack of protected bike lanes and safe cycling routes
- Calls for speed bumps, raised crosswalks, and traffic calming features

Infrastructure Improvements and Design Solutions

Community feedback emphasized the need for strategic infrastructure upgrades to enhance safety, accessibility, and the overall function of streets. One prominent suggestion is to use roundabouts at complex or high-traffic intersections to improve traffic flow and reduce conflict points, creating safer conditions for all users.

There is also an apparent demand for improved public transit amenities, including more visible signage, weather-protective shelters, and bus stop seating, making public transportation more convenient and accessible. Additionally, parking management remains a persistent concern, with illegally parked vehicles frequently obstructing sidewalks, bike lanes, and bus stops, undermining mobility and safety for pedestrians, cyclists, and transit users.

- Roundabouts proposed for complex intersections
- Bus stop improvements (shelters, signage, seating)
- Addressing illegal parking blocking walkways and bike lanes

Environmental and Community Wellbeing

Residents strongly desire improvements that support a healthier, safer, and more connected community environment. A key concern is the impact of traffic-related pollution and noise, with suggestions such as noise barriers and highway burials to reduce environmental harm in densely populated or residential areas.

Feedback also emphasizes the importance of well-maintained and accessible public spaces, including better lighting, enhanced access to parking, and safer pedestrian pathways to support safety and quality of life. Additionally, numerous requests for basic infrastructure improvements, such as wider sidewalks, stair repairs, and general maintenance, highlight ongoing challenges in walkability and equitable access to community amenities.

- Calls to reduce traffic noise and pollution (noise barriers, highway burial)
- Better lighting, parking access, and pedestrian paths
- Maintenance needs: sidewalks, stairs, general walkability

3.2 Steering Committee and Stakeholders

3.2.1 STEERING COMMITTEE MEETINGS

Four Steering Committee meetings (**Table 4**) and one prioritization workshop were conducted as part of the plan's development. The committee was actively engaged throughout the planning process, providing valuable input and helping to share CSAP's digital toolkit with their networks.

Throughout this process, the project team worked closely with SPC to establish representation from the appropriate local agencies and key Vision Zero stakeholders. This collaborative and inclusive approach helped align all parties with CSAP's vision, goals, and objectives, setting the foundation for effective implementation and measurable progress toward improving safety and reducing traffic-related fatalities.

TABLE 4: STEERING COMMITTEE MEMBERS

Name	Title	Agency
Lillian Gabreski	Director, Transportation Planning	SPC
Evan Schoss	Manager, Transportation Operations and Safety	SPC
Ryan Gordon	Manager, Transportation Program Development	SPC
Nancy Hirsh	Transportation Planner III – Operations and Safety	SPC
Angela Martinez	Assistant Director, Department of Mobility & Infrastructure	City of Pittsburgh
Panini Chowdhury	Senior Planning Manager-Transportation, Department of Mobility & Infrastructure	City of Pittsburgh
Paul Sabol	Division Chief, Bureau of EMS	City of Pittsburgh
Amy Silbermann	Chief Development Officer	Pittsburgh Regional Transit
Ann Ogoreuc	Assistant Director, Mobility and Transportation Initiatives, Economic Development	Allegheny County
Meghan Sexton	Assistant Deputy Director, Roadway and Geotechnical	Allegheny County
Jaclyn Karolski	Planner, Economic Development	Allegheny County
Stephanie Zolnak	District Traffic Engineer	PennDOT District 11
Jeff Engle	Operations/Safety Engineer	FHWA

3.2.2 STAKEHOLDER INTERVIEWS

Ten stakeholder interviews in Phase 1 offered diverse insights to support a balanced, representative plan. They supplement policy reviews and safety and equity analyses with deeper context on challenges and investment decisions.

FIGURE 4: EMAIL GRAPHIC SENT FOR STAKEHOLDER INTERVIEWS

This group encompassed a variety of interests and expertise from critical stakeholders such as:

- PennDOT District 11
- City of Pittsburgh
- Pittsburgh Regional Transit (PRT)
- Local Governments
- Community Leaders
- First Responders
- Universities and Higher Education
- Non-Profits
- Transportation Management Associations (TMAs)

Appendix 5.4 provides the stakeholder interview dates and attendance for each.

The project team asked a variety of questions during the stakeholder interviews. The following are responses by theme to each question:

Question 1: Are there any ordinances or policies that should be reevaluated to better align with safety for all road users?

- **Speed Management and Enforcement Reform**
  Concerns were raised about the 85th percentile rule and limited enforcement tools. Participants supported giving municipalities more control over speed limits and access to radar and automated enforcement.

- **Signalization and Pedestrian Safety Enhancements**
  Stakeholders called for consistent use of LPIs, extended walk times, and accessible signals. They also supported HAWK signals and updated policies to enable innovative pedestrian safety tech.

- **Bicycle Infrastructure and Curbside Management**
  Support was strong for parking-protected bike lanes on state roads and better curb management. Issues included illegal parking in bike lanes, school zone inconsistencies, and limited curb access for transit and paratransit.

- **Legislative and Policy Alignment**
  Participants urged better alignment between state and local policies, expanded use of automated enforcement (e.g., Automated Red Light Enforcement (ARLE) and speed cameras), support for innovative street designs, and strategies to reduce car dependency.

Question 2: Are there safety challenges and focus areas in specific locations or throughout the county?

- **Infrastructure Gaps and Connectivity Challenges**
  Participants highlighted missing or unsafe links between trails, transit, and bike networks—especially around Montour Trail, SR 8, and Millvale to Etna—due to limited right-of-way, terrain, or incomplete infrastructure. Equity concerns were noted, with wealthier areas more likely to receive improvements.

- **Design Constraints and Safety at Complex Roadway Features**
  Outdated or confusing infrastructure—like tunnels, short ramps, wide crossings, and complex intersections (e.g., Liberty Tunnel, Squirrel Hill Interchange)—pose safety risks, particularly for pedestrians and cyclists. Common issues include poor visibility, lack of lighting, and dangerous merge points.

- **Enforcement, Policy, and Maintenance Barriers**
  Stakeholders cited limited enforcement powers (e.g., parking, scooter use, construction zones), weak state policies, and poor maintenance (e.g., potholes, vegetation, surface friction) as key barriers to safety improvements.

- **Public Engagement, Equity, and Behavioral Safety**
  Resistance to projects affecting parking or traffic, education gaps, and inconsistent signals contribute to unsafe behavior. Underreporting in underserved areas hides true safety needs, stressing the need for outreach, signal upgrades, and equitable investment.

Question 3: Are there any education or enforcement strategies?

- **Early and Ongoing Education Programs**
  Stakeholders stressed early, consistent safety education, citing Mt. Lebanon's school model as scalable. They also supported outreach to older students and those with special needs.

- **Targeted Public Outreach and Motorist Education**
  Broader driver education on new street designs is needed. To reach diverse audiences, collaboration with universities, nonprofits, and groups like AARP was recommended.

- **Strategic and Collaborative Enforcement**
  Enforcement alone isn't enough; participants supported combining it with education and community efforts. They suggested studying best practices and coordinating across agencies.

Question 4: What strategies and solutions would help solve the safety challenges?

- **Equitable Funding and Collaboration**
  Resource gaps hinder safety efforts in under-resourced municipalities. Participants called for more flexible funding, joint grant applications, and better municipal coordination, noting that staff turnover and shifting priorities are barriers.

- **Infrastructure Design and Maintenance**
  Concerns included inconsistent signals, poor lighting, sidewalk obstructions, and overengineered features. Suggestions included standardizing design and using flexible, accessible infrastructure like low-profile curb treatments.

- **Parking, Curb Management, and Enforcement**
  Illegal parking, blocked bike lanes, and delivery issues were common concerns. Recommendations included more loading zones, daylighting, expanded enforcement powers, and clearer curbside policies.

- **Policy, Signals, and People-First Design**
  Calls to update speed limits, turn rules, and signal timing to prioritize safety. Support for pedestrian streets, transit-specific signals, road diets, and more local input in PennDOT signal planning.

Question 5: What legislative policy changes would help solve the safety challenges?

- **Need for Stronger Zoning and Development Policies to Support Connectivity**
  With limited new development opportunities, stakeholders stressed the need for pedestrian infrastructure in projects. However, inconsistent municipal zoning limits countywide standards despite proactive efforts in some areas.

- **Support for Local Zoning Updates Through Funding and Technical Assistance**
  Participants supported funding and technical assistance to help municipalities modernize zoning. Reviving grant programs and offering guidance could better align local policies with safety and connectivity goals.

Question 6: At what level did the group feel equity and inclusion should be included in the study? (Stated that it may depend on the current federal administration)

- Equity **and Inclusion as a Core Principle**
  Equity must guide safety planning, with metrics like car ownership, income, disability, and transit access helping prioritize vulnerable users, especially children, people with disabilities, and low-income residents.

- **Capacity Gaps and Resource Disparities Across Municipalities Require County-Level Support**
  Smaller municipalities often lack resources for safety and equity work. To close these gaps, county-level support through technical assistance, partnerships, and access to funding was recommended.

Question 7: To what level did the group have ideas for measuring success for this study?

- **Measurable Safety and Mobility Outcomes**
  Participants emphasized using tangible outcomes to measure success, including:

  - Reduction in roadway fatalities and crashes
  - Increases in transit ridership and mode share
  - Closure of sidewalk and trail gaps
  - Improved pedestrian experience through traffic calming and signal consistency
  - Identification and mitigation of high-risk areas (“hot spots”)

  These indicators would demonstrate meaningful improvements in safety, accessibility, and user confidence across the network.

- **Alignment with Broader Plans and Community Needs**
  Success was also defined by how well the study integrates with existing efforts and responds to real community needs:
  - Alignment with PRT and municipal transportation and land use plans
  - Promotion of transit-oriented and walkable communities to reduce vehicle dependency
  - A consistent, actionable plan that municipalities can use at various levels
  - Tools or resources for public understanding of street rules and infrastructure

  These themes reflect **quantitative impact** and **strategic coordination** as key to evaluating the study’s success.

3.2.3 OPEN HOUSE MEETINGS

The project team used a series of public meetings during Phase 1 to reach more of the community through education and engagement efforts. The meeting locations were strategically located in four areas of Allegheny County.

Overview

The meetings were formatted as an open house. Upon arrival, people were invited to sign in and provide contact information for future updates. The project team gave everyone an overview of the room layout, available stations, community survey, and presentation times. **Table 5** and **Table 6** provide details of public meetings regarding the event dates and location, along with collateral provided for attendees.

TABLE 5: PUBLIC MEETINGS

Venue	Date	Time
Hosanna House	2/4/2025	4:30 pm – 6:30 pm
Borough of Dormont	2/5/2025	4:30 pm – 6:30 pm
Moon Township Municipal Building	2/6/2025	4:30 pm – 6:30 pm
CCAC North Campus	2/11/2025	4:30 pm – 6:30 pm

The open house had four stations (**Figure 5**) to view, and project team members were available for questions throughout the evening.

FIGURE 5: GENERAL LAYOUT FOR OPEN HOUSE MEETINGS

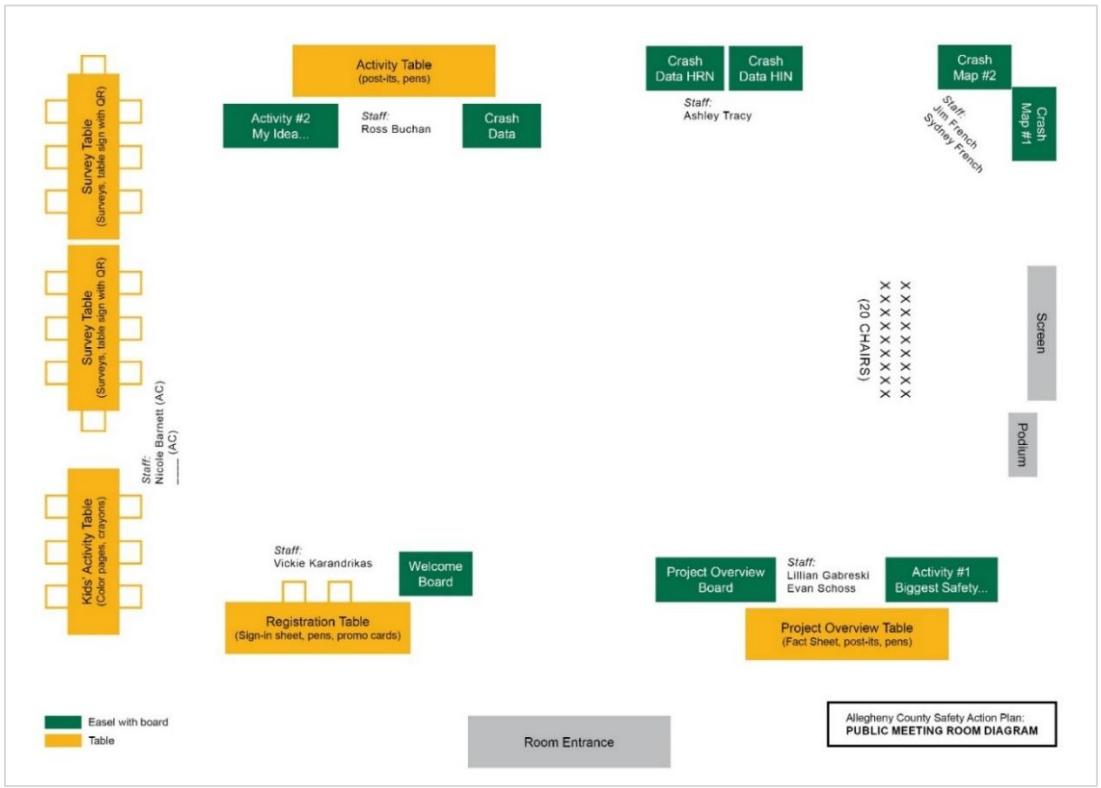
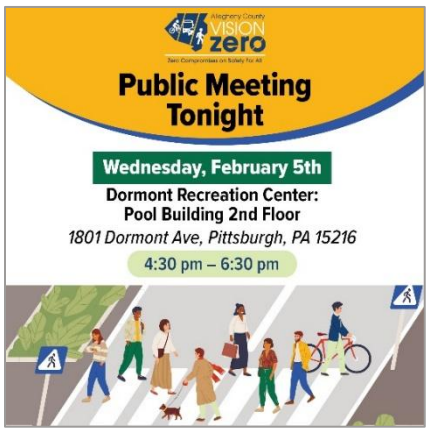


TABLE 6: OPEN HOUSE MATERIALS

Station	Information
SAP Overview	• **Board:** CSAP Overview • **Activity Board:** What is your biggest safety concern? *Materials: fact sheet*
Crash Map #1	• **Board:** Crash Data: Fatal and Serious Injuries (2019-2023) • **Board:** Crash Data: Bicyclists and Pedestrians (2019-2023) *Materials: exhibition boards*
Crash Map #2	• **Board:** High Injury Network Area (2019-2023) • **Board:** High Risk Network Area (2019-2023) *Materials: exhibition boards*
Additional Data	• **Board:** Historical Crash Data (2019-2023) • **Activity Board:** My idea for improving safety… *Materials: exhibition boards*
Kids' Activities	Area for kids while parents participated in the meeting *Materials: coloring pages, crayons*
Take Our Survey	Opportunity to take the survey on-site *Materials: iPad, hard copy of survey, QR code*
Registration	• **Board:** Welcome sign with Allegheny County safety stats • Sign in for the open house *Materials: fact sheet, CSAP business card*

While attendance was lower than expected at the public meetings held as part of our Safety Action Plan outreach initiative, the meetings proved invaluable in gathering insightful feedback from participants. Attendees offered thoughtful contributions and constructive suggestions that significantly enriched our understanding of community safety needs. This outreach summary highlights the key themes and ideas shared during these sessions, emphasizing the importance of continued engagement with community members. Despite the limited turnout, the quality of input received underscores the potential for meaningful dialogue and collaboration as we enhance safety initiatives.

FIGURE 6: DORMONT OPEN HOUSE SOCIAL MEDIA POST AND PHOTO



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Media Coverage

The following is media coverage received for Phase 1 of the CSAP:

Pittsburgh Union Progress: February 4, 2025

https://www.unionprogress.com/2025/02/04/time-for-public-input-on-allegheny-county-road-safety-plan/

BikePGH, January 30, 2025

https://bikepgh.org/2025/01/30/allegheny-county-to-launch-vision-zero-plan-your-help-needed/

3.2.4 ADDITIONAL MEETINGS/EVENTS

In addition to the public meetings, the project team conducted presentations and tabling (**Table 7**).

TABLE 7: ADDITIONAL CSAP EVENTS

Venue	Date	Time	Setup
University of Pittsburgh (partnered with PRT)	1/14/2025	4:00 pm – 5:00 pm	tabling
COG Meeting	2/11/2025	10:00 am – 11:00 am	presentation
ALOM Spring Educational Conference	4/3/2025	4:00 pm – 5:00 pm	presentation

Allegheny County CSAP Presentation – ALOM Spring Educational Conference

On Thursday, April 3 at 4:00 PM, the Allegheny County CSAP consultant team, joined by Steering Committee members from Allegheny County, PennDOT District 11, and the SPC, presented the Allegheny County Strategic Safety Action Plan at the Allegheny County League of Municipalities (ALOM) Spring Educational Conference held at Seven Springs Resort in Champion, PA.

The presentation provided an overview of the CSAP planning process to date, highlighting key elements such as public feedback received, findings from the safety data analysis, and the primary focus areas identified through data and community input. The team also outlined the next steps in the process and discussed the deliverables that will result from the plan.

The session concluded with a panel discussion featuring the consultant team and Steering Committee members, who answered various questions from attendees. These included inquiries about how the CSAP could support local municipalities, particularly securing discretionary funding, addressing existing safety concerns, and identifying available funding opportunities. Audience members also sought guidance on positioning their communities to pursue funding for future safety improvements.

3.3 Spreading the Word

The project team used the public outreach elements outlined in the following section to proactively inform and engage with stakeholders and the community throughout Phase 1.

3.3.1 WEBSITE

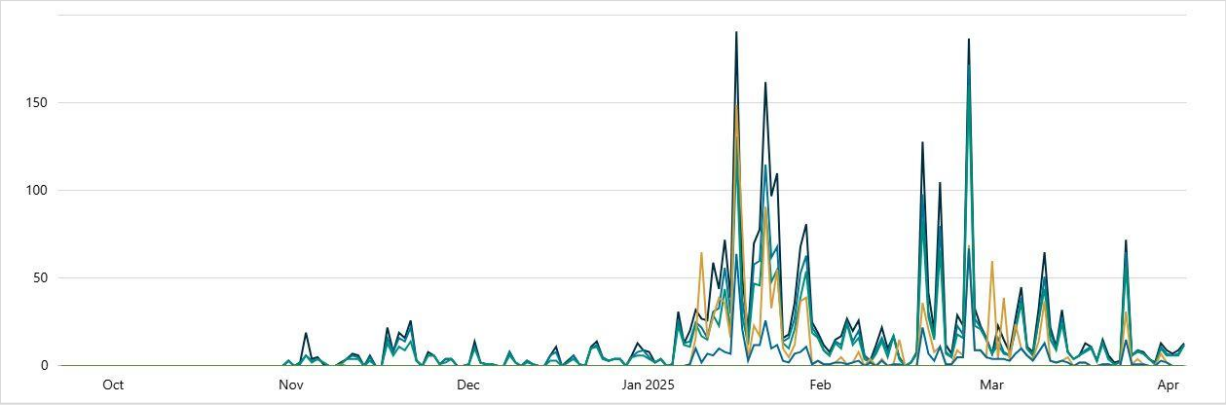
The CSAP website (https://engagekh.mysocialpinpoint.com/alleghenycountyactionplan) is the central hub for communicating all information to the public. The website included the following sections:

- Home
- SAP Overview
- Survey (Open from January 8 – April 15, 2025)
- Interactive Engagement Map (Open from January 8 – April 15, 2025)
- General Comment
- SAP Timeline
- Questions and Answers (Q&A)
- Resources
- What Can You Do?
- Contact Us

From January 8 through April 15, 2025, the website garnered some notable statistics, which were generated through Social Pinpoint Analytics:

- Since its launch on January 8, 2025, the CSAP website welcomed 2,425 visitors

FIGURE 7: WEBSITE ACTIVITY – PHASE ONE



The different pages of the site were viewed a total of 3,094 times

- Traffic source – where site visitors are coming from (**Table 8**)
  - Direct – 51%
  - Social Media – 21%
  - Websites – 12%
  - Campaign – 9%
  - Search Engine – 6%
- Percentage of visits that lasted at least **one active minute** – 40%
- Percentage of visits where at least **two actions** were performed – 10%

TABLE 8: SOCIAL MEDIA TRAFFIC SOURCES

Source	Referral Type
Facebook	Social media
02534_newsletter_pittsburgh	Campaigns
bikepgh.org	Website
Google	Search engine
LinkedIn	Social media
statics.teams.cdn.office.net	Website
Facebook	Search engine
com.google.android.gm	Website
www.spcregion.org	Website

3.3.2 MATERIALS

Several print pieces were produced for CSAP to educate and inform the public and meeting attendees, including:

- Fact sheet
- Business cards
- Social media graphics and campaign
- Digital communications toolkit
- Presentation boards and maps
- Steering Committee members and open house PowerPoint presentation

FIGURE 8: PROJECT BUSINESS CARD

The fact sheet provided a brief CSAP description and timeline, instructions for providing input, FAQs, and a QR code to access the project website. The project team distributed business cards (**Figure 8**) to local businesses, which assisted with promoting the survey.

The project team developed a digital communications toolkit to help stakeholders and other organizations spread the word about CSAP. The kit included information for promotion, and the project team sent it to the Steering Committee and community organizations. The toolkit included the fact sheet, web banner, social media graphics and content, and newsletter copy. The toolkit and fact sheet were available for download on the website. The communications outreach toolkit is contained in **Appendix 5.3**.

Download metrics

- Outreach toolkit: 2
- Fact sheet: 79

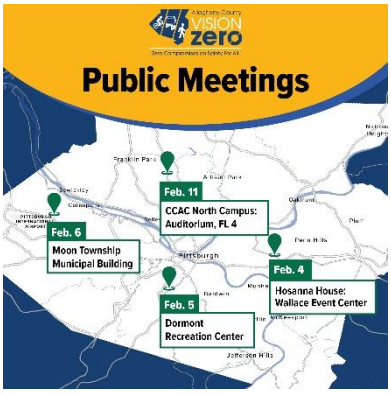
3.3.3 SOCIAL MEDIA

The project team used SPC's social media channels—LinkedIn, Facebook, X (formerly Twitter), and Instagram—to share content and engage with users. The team continued engagement, maintaining the plan's momentum until Phase 2 in late 2025.

Table 9 breaks down the three-month social media campaign and depicts the total posts each social channel received.

TABLE 9: SPC SOCIAL MEDIA METRICS

Platform	LinkedIn	Facebook	X (Twitter)	Instagram
Followers	2,673	1,177	463	267
Posts	10	9	10	10
Impressions	1,630	993	530	618
Engagement	68	38	5	41
Engagement rate	4.2%	3.8%	0.9%	6.6%
Post link clicks	27	7	2	0



3.4 Phase One Overview

Overall, there was strong public support for the Comprehensive Safety Action Plan in Allegheny County. Many participants appreciated the County's focus on improving roadway safety and reducing traffic-related injuries and fatalities. The community showed a shared interest in safer, more accessible streets, and several attendees voiced enthusiasm for being involved in future planning efforts. The feedback received during Phase 1 supported decisions, improvement locations, and concept development as the planning effort continued.

4 Outreach: Phase Two

4.1 Feedback Tools

4.1.1 SAFETY SURVEY

The project team launched a safety survey on December 1, 2025, to collect input from the community on the ten priority corridors that were identified through Phase One's feedback. The public reviewed and provided feedback on proposed safety measures that could be implemented along these corridors or more broadly across the county. The team conducted the survey online and in person at the open house. A copy of the survey questions can be found in **Appendix 6.1**.

Survey Metrics

Overall, the project team received 26 complete surveys. Survey responses represent a limited sample size. As such, use caution when applying findings in this section broadly, as they may not fully reflect the diversity of perspectives across Allegheny County. Continued engagement and outreach will be essential as projects advance to ensure that future decisions and improvements are informed by a wide range of community input.

Table 10 provides a breakdown of the localities/zip codes for residents who submitted surveys:

TABLE 10: NUMBER OF SURVEYS SUBMITTED PER ZIP CODE

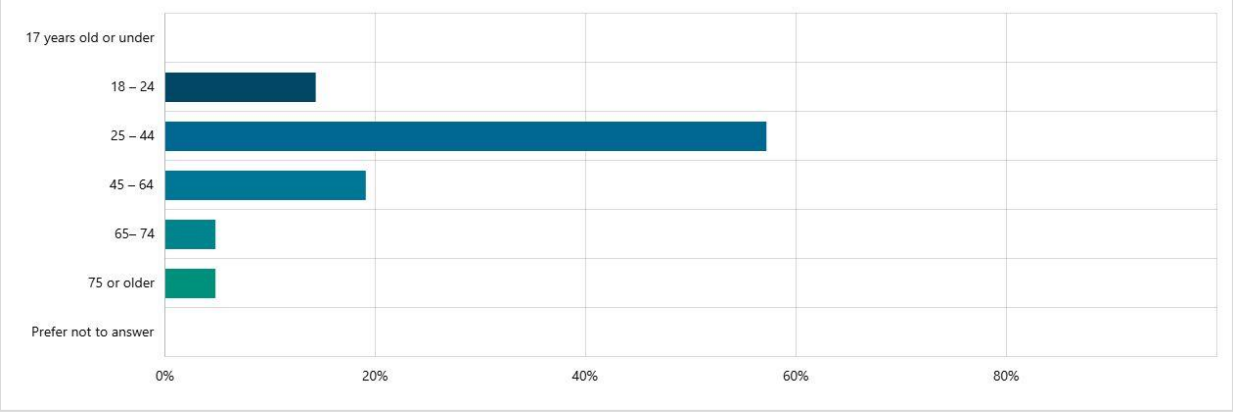
ZIP Code	Neighborhood	Survey Submissions
15217	Squirrel Hill and Greenfield	6
15232	Shadyside	4
15201	Lawrenceville	3
15206	East Liberty and Highland Park	2
15218	Edgewood and Swissvale	2
15208	Point Breeze and Homewood	1
15210	Munhall and West Mifflin	1
15136	McKees Rocks and Kennedy Township	1
15204	Sheraden and Esplen	1
15212	North Shore and North Side	1
15215	Aspinwall	1
15219	Hill District	1
15224	Bloomfield and Friendship	1
15238	Fox Chapel and O'Hara	1

The following sections summarize key findings; **Appendix 6.1** and **Appendix 6.2** provide a complete set of survey questions with results.

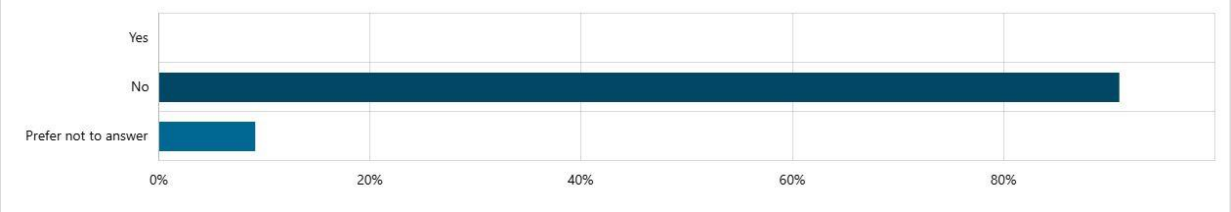
Survey Demographics

The project team asked several questions to help understand who filled out the survey.

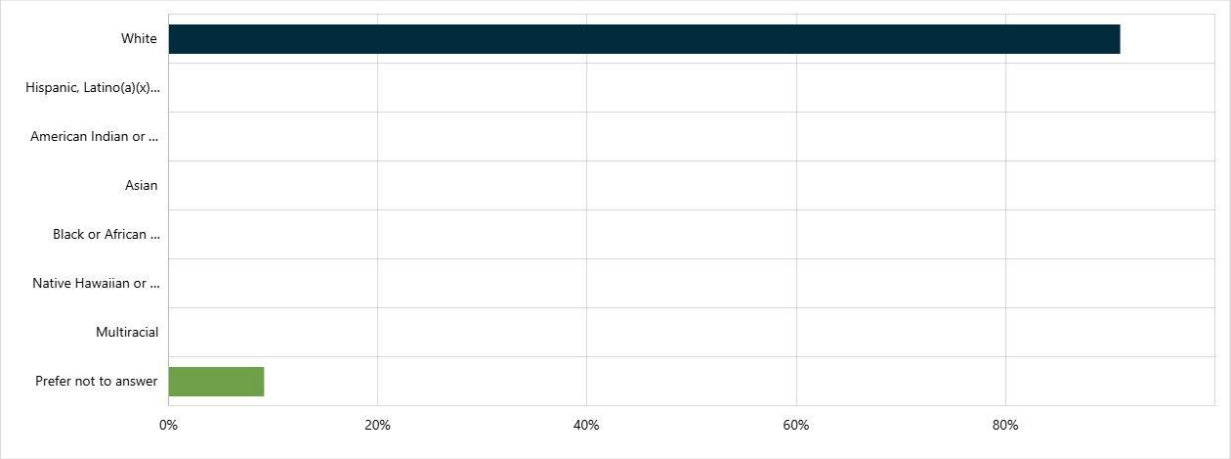
What is your age?



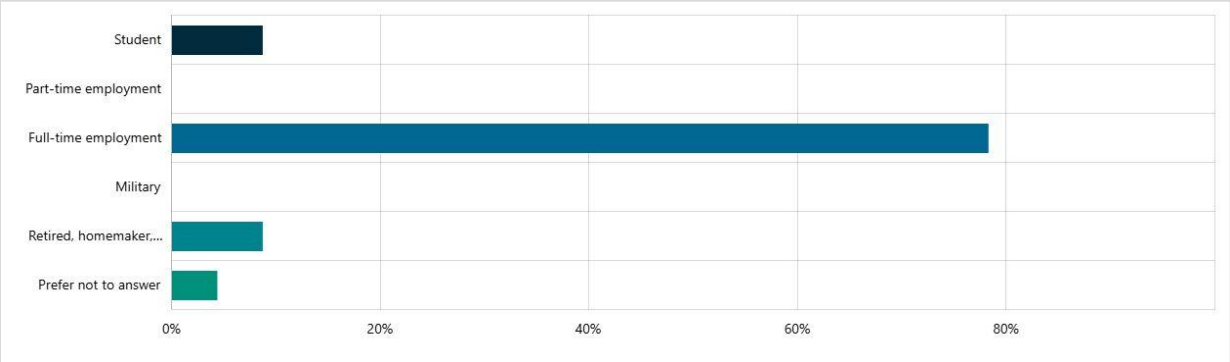
Are you of Hispanic, Latino(a)(x), or Spanish origin?



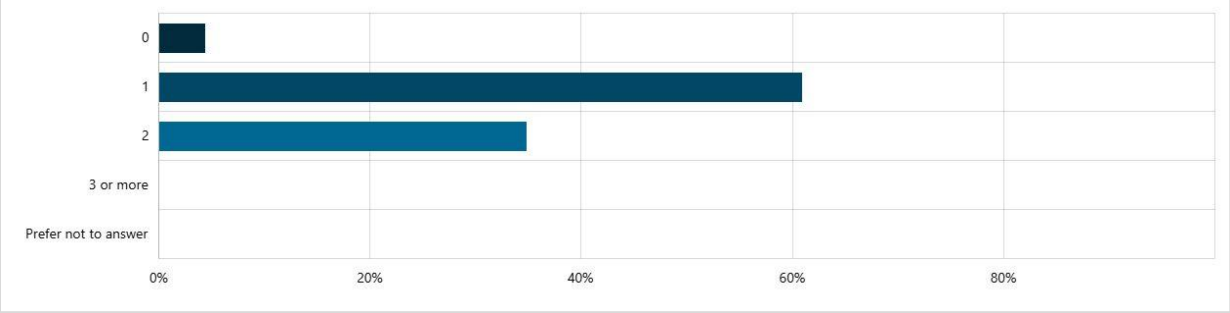
Select the racial group with which you identify.



Select the option that best fits your current occupation?



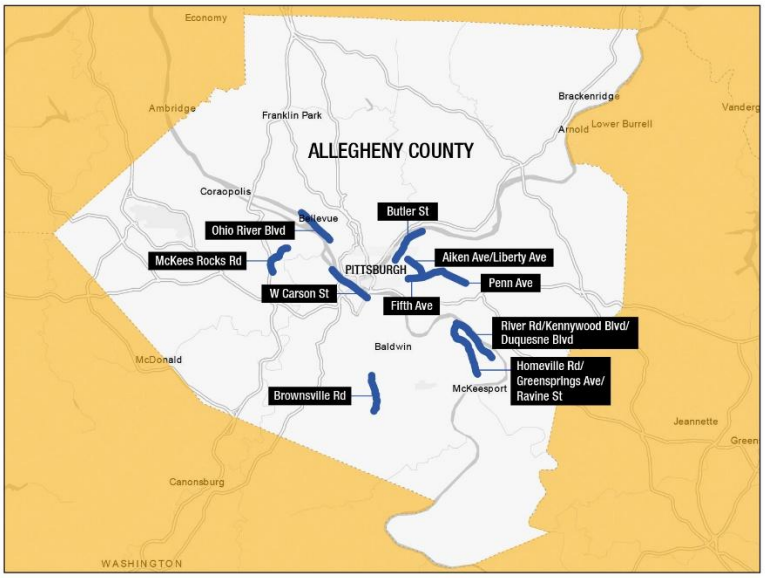
How many vehicles are available in your household?



4.1.2TOP 10 CORRIDORS SURVEY OPEN RESPONSE

The project team received a total of 26 survey responses, including digital and print. **Figure 9** showcases the locations of the Top 10 Corridors chosen for countermeasures.

FIGURE 9: TOP 10 CORRIDORS MAP



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Fifth Avenue

Respondents strongly support protected bike lanes, reduced speed limits, and improved pedestrian crossings, citing concerns about aggressive traffic and unsafe sidewalk conditions. Many advocate for dedicated bus lanes and wider sidewalks to support transit-dependent populations, while a few caution that removing traffic lanes could create congestion or disrupt areas where traffic and pedestrians already coexist well.

Aiken Avenue and Liberty Avenue

Respondents consistently highlight the need for enhanced bike infrastructure and protected bike lanes, especially along Liberty and Aiken, with concerns about cars blocking lanes and pedestrian safety. Additional suggestions include bus-only lanes, improved pedestrian crossings, and ensuring that safety upgrades also contribute to the overall harmony and aesthetics of the corridors.

Penn Avenue (SR 0008)

The feedback highlights strong support for protected bike lanes, improved pedestrian safety, and traffic calming measures, with several respondents emphasizing the need for accessibility and safer crossings along Penn corridor. While most comments advocate for changes such as lane reductions, curb bulbouts, and better transit options, a few participants caution against reducing vehicle lanes or making changes where current traffic and pedestrian cooperation is already effective. Overall, the sentiment leans toward prioritizing Vision Zero goals and enhancing multimodal safety, though there are concerns about unintended impacts on nearby streets and traffic flow.

Butler Street (SR 2122)

Respondents emphasize the need for enhanced bike lanes, improved pedestrian safety, and better lighting along Butler Street, highlighting its importance for local residents and transit users. Many comments also support prioritizing cycling infrastructure and connecting transit projects to make non-car travel safer and more convenient throughout the corridor.

W Carson Street (SR 0051/SR 0837) and Arlington Avenue

Respondents highlight the need for enhanced bike infrastructure, improved pedestrian safety, and better transit connectivity, with several suggestions including investigating new bike lanes, adding bus-only lanes, and ensuring wayfinding for bikes and pedestrians. Some participants express concerns about enforcing speed limits and the challenges posed by the highway character of certain corridors, while others noted existing infrastructure and the necessity for further connections. Overall, the feedback reflects a strong desire for multimodal improvements and thoughtful integration of safety features across key routes.

Ohio River Boulevard (SR 0065)

Some respondents support increased safety measures but note the area is outside their usual travel routes, others express concerns about high vehicle speeds, and a few mention the importance of balancing pedestrians, bus, and vehicle traffic—especially appreciating improved wayfinding and proposed changes near specific locations like the McKees Rocks Bridge. Overall, the responses reflect both support for safety improvements and the need for context-specific solutions.

McKees Rocks Road and Lorish Road

The responses indicate a mix of support and concerns: some participants support increased safety measures but feel the area is outside their usual travel, while others express worry about potential traffic issues from new stop signs and entrances, and highlight the importance of new sidewalks for accessibility. There are also responses from individuals who feel they lack enough knowledge to provide input.

Homeville Road, Greensprings Avenue, and Ravine Street

Feedback highlights support for increased safety measures, with suggestions including combining improvements with nearby infrastructure, widening roads or restricting parking, and adding bike lanes, while some respondents noted the area is outside their usual travel routes.

Brownsville Road

Feedback for this corridor was limited. Responses discuss support for increased safety measures (though some respondents note the area was outside their usual travel) and comments that indicate a lack of knowledge about the project.

River Road, Kennywood Boulevard, and Duquesne Boulevard (SR 0837)

Respondents generally support increased safety measures, with specific suggestions including the addition of protected bike lanes for safer cycling, adjusting speed limits on the Rankin Bridge to prevent accidents, and providing more assistance for pedestrians. Some participants also note that certain areas are outside their usual travel routes, but overall, the comments reflect a strong interest in practical improvements for corridor safety.

Additional Comments

Responses highlight strong support for enhancing bike, walking, and transit infrastructure, with several respondents emphasizing the need for dedicated and protected bike lanes, especially on Butler Street, Liberty Avenue, and Fifth Avenue. Many comments advocate for prioritizing pedestrian and cyclist safety by expanding sidewalks, widening suburban road shoulders, and implementing bus-only lanes to reduce car traffic. Overall, contributors encourage bold action to protect vulnerable road users and maintain momentum in reducing traffic deaths, while also stressing the importance of context-sensitive and visually cohesive improvements.

4.1.3 GENERAL COMMENT FORM

Metrics

The CSAP website provided a "general comment form" for individuals who didn't have time to complete the full Top 10 Corridor Countermeasures survey. This allowed users to share feedback or concerns quickly in a more convenient format. The project team received 25 general comments via the CSAP website.

Response Summary

The project team organized key themes from the general comment form into three main categories:

Bike Lane and Infrastructure Concerns

Many respondents express strong opinions about bike lanes—some support protected lanes for safety, while others oppose adding more, citing issues like confusing designs, increased congestion, and negative impacts on traffic flow. There are calls for better infrastructure maintenance, especially bridges and overpasses, and for prioritizing repairs over new bike lanes. Several comments highlight the need for permanent infrastructure (like curbs) and safer road designs, while others suggest that some streets simply aren't suitable for bike lanes and should be avoided by cyclists.

- Mixed opinions regarding added bike lanes
- Request for greater infrastructure maintenance and repairs
- Increase permanent infrastructure additions to the proposed countermeasures

Road User Behavior and Safety Education

Continued concern about the behavior of all road users—drivers, cyclists, and pedestrians is another relevant theme. Respondents mention reckless driving, cyclists ignoring traffic laws, pedestrians being inattentive, and aggressive interactions between drivers and cyclists. There are suggestions for more education and enforcement of rules for everyone, including licensing for cyclists and requirements for bike lights. Some feedback emphasizes that higher speeds and larger vehicles pose greater risks, and that education could help promote safer streets for all.

- Disregard for traffic laws amongst cyclists, pedestrians, and drivers
- Concern over aggression between drivers and cyclists
- Increase safety education resources and law enforcement presence

Equity, Accessibility, and Vision Zero

Several comments advocate for inclusive transportation planning, emphasizing the needs of pedestrians, transit riders, wheelchair users, and older adults. There is overwhelming support for the Vision Zero initiatives—making streets safer for everyone, especially vulnerable populations. Respondents highlight the importance of accessible infrastructure, grant funding for trail and riverfront development, and the ethical responsibility to protect all community members, regardless of their mode of transportation.

- Inclusive infrastructure priorities
- Strong backing for Vision Zero initiatives
- Support for accessible infrastructure development

4.1.4 MEETINGS AND EVENTS

The project team used a series of public meetings during Phase 2 to reach more of the community and gather feedback on the selected corridors. The meeting locations were strategically located in three areas of Allegheny County and one online location.

Overview

The meetings were formatted as a Virtual Public Meeting, two Tabling events, and an Open House. Upon arrival at the open house, people were invited to sign in and provide contact information for future updates. The project team gave everyone an overview of the room layout, available stations, and corridor improvements survey. **Table 11** and **Table 12** provide details of public meetings regarding the event dates and location, along with collateral provided for attendees.

TABLE 11: PUBLIC MEETINGS

Event	Location	Date	Time
Virtual Public Meeting	WebEx	12/2/2025	6:00 PM – 7:00 PM
Tabling	University of Pittsburgh	12/3/2025	12:00 PM – 2:00 PM
Tabling	Carnegie Mellon University	12/4/2025	12:00 PM – 2:00 PM
Open House	412 Boulevard of the Allies	12/5/2025	5:30 PM – 7:30 PM

TABLE 12: OPEN HOUSE MATERIALS

Station	Information	Materials
SAP Overview	• **Board:** Top 10 Corridors Map • **Board:** Historical Crash Data (2019-2023)	Fact sheet
Corridor #1	• **Board:** Fifth Avenue	Exhibition boards, sticky notes
Corridor #2	• **Board:** Aiken Avenue and Liberty Avenue	
Corridor #3	• **Board:** Penn Avenue	
Corridor #4	• **Board:** Butler Avenue	
Corridor #5	• **Board:** W. Carson Street	
Corridor #6	• **Board:** Ohio River Boulevard	
Corridor #7	• **Board:** McKees Rocks Road	
Corridor #8	• **Board:** Homeville Road, Greensprings Avenue, and Ravine Street	
Corridor #9	• **Board:** Brownsville Road	
Corridor #10	• **Board:** River Road, Kennywood Road, and Duquesne Boulevard	
Kids' Table	Area for kids while parents participated in the meeting	Coloring pages, crayons
Take Our Survey	Opportunity to take the survey on-site	Hard copy of survey, QR code, pens
Registration	• **Board:** Welcome sign • Sign in for the open house	iPad, branded City tablecloth, sign-in sheets, pens, clipboards, fact sheets, hard copy of survey, branded stickers, candy, bowl

The virtual public meeting proved to be a successful source of feedback and gave the project team the opportunity to answer questions from the community, live and in an accessible way.

While attendance was lower than expected at the open house, the quality of feedback highlighted the potential for valuable dialogue and teamwork as safety initiatives are advanced following the plan. **Figure 10** showcases one of the social media graphics used to promote the open house and a photo from the event itself.

This outreach summary highlights the key themes and ideas shared during these sessions, emphasizing the importance of continued engagement with community members. The quality of input received underscores the support and interest the public have in the proposed countermeasures.

FIGURE 10: 412 BOULEVARD OF THE ALLIES OPEN HOUSE SOCIAL MEDIA POST AND PHOTO

Media Coverage

The following is media coverage received for Phase 2 of the CSAP:

BikePGH, November 20, 2025

https://bikepgh.org/2025/11/20/your-input-needed-for-the-final-phase-of-the-county-wide-vision-zero-action-plan/

4.2 Spreading the Word

The project team used the public outreach elements outlined in the following section to proactively inform and engage with stakeholders and the community throughout Phase 2.

4.2.1 WEBSITE

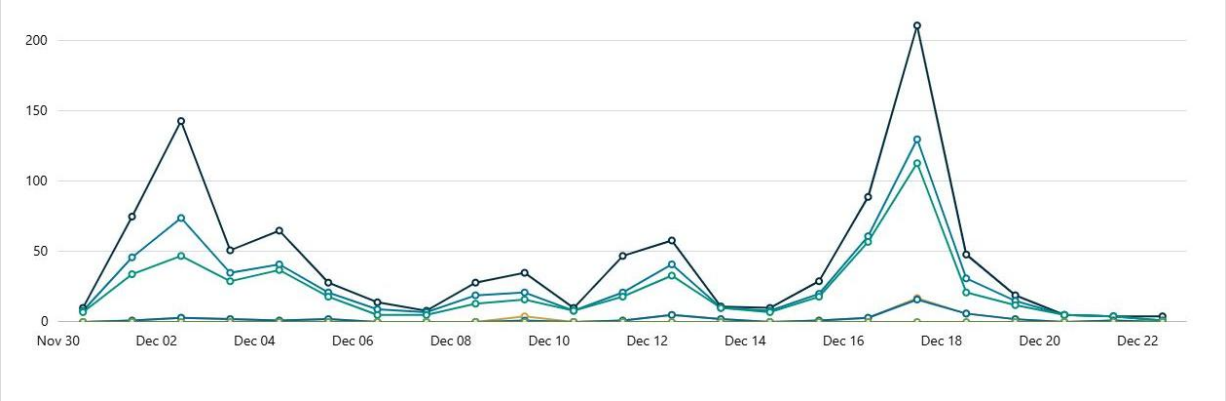
The CSAP website (https://engagekh.mysocialpinpoint.com/alleghenycountyactionplan) is the central hub for communicating all information to the public. The website included the following sections:

- Home
- SAP Overview
- Virtual Meeting
- Survey (Open from December 1 through December 21, 2025)
- Top 10 Corridors
- General Comment
- SAP Timeline
- Questions and Answers (Q&A)
- Resources
- What Can You Do?
- Contact Us

From December 1 through December 21, 2025, the website garnered some notable statistics, which were generated through Social Pinpoint Analytics:

- Since December 1, 2025, the CSAP website welcomed 424 visitors. The different pages of the site were viewed a total of 1,003 times.

FIGURE 11: WEBSITE ACTIVITY - PHASE TWO



- Traffic source – top 10 places where site visitors are coming from (**Table 13**)
  - Direct – 47%
  - Social Media – 23%
  - Websites – 19%
  - Campaign – 2%
  - Search Engine – 9%
- Percentage of visits that lasted at least **one active minute** – 29%
- Percentage of visits where at least **two actions** were performed – 9%

TABLE 13: TRAFFIC SOURCES

Source	Referral Type
Facebook	Social media
Bit.ly	Website
Google	Search engine
LinkedIn	Social media
Instagram	Social media
statics.teams.cdn.office.net	Website
Bing	Search engine
Twitter	Social media
com.google.android.gm	Website
alleghenycounty.us	Website

4.2.2 MATERIALS

Several print pieces were produced for CSAP to educate and inform the public and meeting attendees, including:

- Fact sheet
- Project stickers
- Social media graphics
- Digital communications toolkit
- What We Heard
- Top 10 Corridor Draft
- Public Meeting Q&A
- Presentation boards and maps
- Steering Committee members and virtual public meeting PowerPoint presentation

The fact sheet provided a brief CSAP description and timeline, instructions for providing input, FAQs, and a QR code to access the project website. The project team distributed stickers during tabling events to encourage interaction and survey participation.

The Top 10 Corridor Draft included the corridor project sheets and a corresponding legend to aid in the interpretation of suggested improvements. In addition to being available on the project website, paper copies were distributed across the open house event space for a closer look.

The project team developed a digital communications toolkit to help stakeholders and other organizations spread the word about CSAP. The kit included information for promotion, and the project team sent it to the Steering Committee and community organizations. The toolkit included the fact sheet, web banner, social media graphics and content, meeting flyer, and newsletter copy. The toolkit, fact sheet, What We Heard, and Public Meeting Q&A were also available for download on the website. The communications outreach toolkit is contained in **Appendix 6.3.**

Download metrics

- Outreach toolkit: 15
- Fact sheet: 20
- Top 10 Corridor Draft: 89
- What We Heard: 14
- Virtual Public Meeting Q&A: 8

4.2.3 SOCIAL MEDIA

The project team used SPC's social media channels—LinkedIn, Facebook, X (formerly Twitter), and Instagram—to share content and engage with users.

Table 14 breaks down the month-long social media campaign and depicts the total posts each social channel received.

TABLE 14: SPC SOCIAL MEDIA METRICS

Platform	LinkedIn	Facebook	X (Twitter)	Instagram
Followers	3K	1.2K	471	293
Posts	11	11	21	11
Impressions	3,846	2,022	381	3,692
Engagement	269	72	64	65
Engagement rate	7%	3.6%	16.8%	1.8%
Post link clicks	164	12	26	0

4.3 Phase Two Overview

Overall, participants expressed support for prioritizing safety investments along the ten priority corridors—particularly within the City of Pittsburgh—and generally viewed the proposed safety concepts favorably or neutrally. Feedback reinforced key issues such as intersection safety, access management, and connectivity between destinations, with an emphasis on improving conditions for people walking, biking, and using transit.

Community members shared location-specific observations and lived experiences, offering practical insight into how existing conditions affect daily travel and identifying opportunities for proactive, context-sensitive safety improvements. While the number of responses was limited, the feedback validated the data-driven corridor prioritization and provided qualitative context to inform decision-making. Consistent with SS4A requirements, this input was used alongside broader engagement, safety analysis, and technical evaluation to refine corridor-level strategies and develop the CSAP.

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Outreach Summary

Appendix: Phase One

5 Appendix Phase One

5.1 Survey Questions: Phase One

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We want to hear from you!
Let us know how you feel about transportation safety and how you commute around Allegheny County.

SAFETY SURVEY
Your Voice can Shape Safer Streets!

https://bit.ly/AlleghenyCountyVisionZero
Survey ends April 15, 2025

BACKGROUND

What is your home zip code? _____

What is your place of work zipcode, if applicable? _____

Which of the following statement(s) describes your relationship with Allegheny County? *(Select all that apply)*

- ☐ I live in Allegheny County
- ☐ Driven/dropped off by someone else
- ☐ I work in Allegheny County
- ☐ Other (Please specify: _____)

If you walk and/or bike along or across Allegheny County streets, what is your destination? *(Check all that apply)*

- ☐ Leisure or exercise
- ☐ Errands and shopping
- ☐ Home
- ☐ Work
- ☐ School
- ☐ Bus Stop
- ☐ I do not walk or bike
- ☐ Other (Please specify: _____)

COMMUTE AND MODE CHOICE

Is your place of work located outside the home?

- ☐ Yes
- ☐ No
- ☐ Not applicable

How long is the commute to your place of work?

- ☐ Less than 10 minutes
- ☐ 10 to 20 minutes
- ☐ 20 to 30 minutes
- ☐ 30 to 45 minutes
- ☐ Longer than 45 minutes
- ☐ Not applicable

What mode of transportation do you primarily use for your commute?

- ☐ Personal Vehicle (Car)
- ☐ Bicycle
- ☐ Pedestrian
- ☐ Transit
- ☐ Rideshare App (Uber, Lyft, etc)
- ☐ Other (Please specify: _____)
- ☐ Not applicable

Which of the following modes of transportation have you used in the last 2 years?
Rank in order of use (Highest use = 1, lowest use = 6)

- ____ Personal Vehicle (Car)
- ____ Bicycle
- ____ Pedestrian
- ____ Transit
- ____ Rideshare App (Uber, Lyft, etc.)
- ____ Other (Please specify: _____)

Are any members of your household eligible to have a driver's license but do not have one?

- ☐ Yes
- ☐ No

If so, how many? _____

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STREET SAFETY

Thinking of your experience traveling on Allegheny County streets, how strongly would you agree that Allegheny County streets are safe? *(Select one)*

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

What are your top three traffic safety concerns? *(Choose 3)*

- ☐ Distracted driving
- ☐ Pedestrian safety in school zones
- ☐ People ignoring traffic laws while driving
- ☐ Narrow, broken, or missing sidewalks
- ☐ Missing or inadequate bike lanes or paths
- ☐ Aggressive driving
- ☐ Redlight running/not stopping at stop signs
- ☐ High vehicle speeds
- ☐ Not enough time to cross the street (too many lanes of traffic, streets are too wide, etc.)
- ☐ Lack of access for people with disabilities
- ☐ Drivers failing to yield to pedestrians and cyclists
- ☐ View blocked when turning
- ☐ Poorly maintained roads
- ☐ Not enough crosswalks
- ☐ Not enough street lighting

Do you have any concerns about opening streets for community recreation?

- ☐ Safety/Enforcement
- ☐ Traffic/Transit
- ☐ Distancing/Guidelines
- ☐ Business/Deliveries
- ☐ Other (Please specify: _____)

Do you allow your child to walk or bike to/from school?

- ☐ Yes
- ☐ No

Issues that affect the decision to not allow the child to walk and/or bike to/from school? *(Select all that apply)*

- ☐ Distance
- ☐ Speed of traffic along route
- ☐ Sidewalks/pathways
- ☐ Safety of intersections/crossings
- ☐ Weather/climate
- ☐ No adult to walk and/or bike with
- ☐ Time
- ☐ Violence/crime
- ☐ No crossing guard
- ☐ Child's participation in before/after school activities
- ☐ Convenience of driving

If the issue(s) changed, would you allow it?

- ☐ Yes
- ☐ No

Please place an 'X' in all that apply for each mode of transportation

Mode of Transportation	I use this mode often and feel safe doing so.	I use this mode often but do not always feel safe doing so.	I would use this mode more often if it were safer.	I do not use this mode because I do not feel safe.	I do not use this mode but not for safety reasons.
Transit					
Personal Vehicle					
Pedestrian					
Bicycle					
Rideshare App					

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PRIORITIES

What areas of emphasis are most important to you when addressing safety on Allegheny County streets? *(Select the top 3)*

- ☐ Intersections
- ☐ Impaired Driving
- ☐ Speeding
- ☐ Roadway Departures
- ☐ Motorcyclists
- ☐ Aging Road Users
- ☐ Occupant Protection
- ☐ Young Drivers
- ☐ Pedestrians
- ☐ Bicyclists
- ☐ Heavy Vehicles
- ☐ Rural Areas
- ☐ School Zones

What improvements would make driving in Allegheny County safer? *(Select the top 3)*

- ☐ Improved pavement markings
- ☐ Higher-visibility traffic signs
- ☐ Lower speed limits
- ☐ Reduce or narrow travel lanes
- ☐ Roadway barriers (guardrails, etc.)
- ☐ Improved pavement conditions
- ☐ Reduce driveway access points
- ☐ Improved lighting
- ☐ Improve road alignment, curves, and sight distance
- ☐ Drainage improvements
- ☐ Rumble strips
- ☐ Other (Please specify: _____)

What improvements would make walking/biking in Allegheny County feel safer? *(Select the top 3)*

- ☐ New sidewalk/crosswalk/bike connections
- ☐ New wayfinding/traffic signs
- ☐ Improved sidewalks (buffered, wider sidewalks, etc.)
- ☐ Improved crosswalks (restriped, raised, flashing beacons, longer signal timing, refuge islands, etc.)
- ☐ Improved lighting
- ☐ Improved bike lanes (separated bike lanes, green boxes at signals, intersection markings, etc.)
- ☐ Improved signs (repair)
- ☐ ADA-compliant improvements
- ☐ Other (Please specify: _____)

What improvements would make intersections in Allegheny County safer? *(Select the top 3)*

- ☐ Signal timings and visibility
- ☐ Install medians/barriers
- ☐ Reduced driveway access points
- ☐ Improved signage
- ☐ Improved pavement markings
- ☐ Roundabouts
- ☐ Dedicated turn lanes
- ☐ Other (Please specify: _____)

Rank in order of priority *(Highest priority = 1, lowest priority = 4)*

- ____ Reduce fatal and serious injury crashes
- ____ Implement an equitable approach to safety improvements
- ____ Maximize opportunities to fund safety-related roadway improvements
- ____ Promote public awareness of roadway safety

How would you prefer to learn about safe roadway practices? *(Select all that apply)*

- ☐ Social Media
- ☐ City Email Communications
- ☐ Television
- ☐ Website
- ☐ Radio
- ☐ Newspaper
- ☐ Other (Please specify: _____)

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TELL US ABOUT YOURSELF

The following questions are optional. Your responses will help us understand who in the community we are reaching with this survey. Your responses will remain anonymous, and no one can identify you or your answers.

How long have you lived in Allegheny County?

- ☐ Less than 1 year
- ☐ 1 to 4 years
- ☐ More than 5 years
- ☐ Prefer not to answer

What is your age?

- ☐ 18 years old or younger
- ☐ 18 – 24
- ☐ 25 – 44
- ☐ 45 – 64
- ☐ 65 – 74
- ☐ 75 or older
- ☐ Prefer not to answer

What is your gender identity?

- ☐ Male
- ☐ Female
- ☐ Transgender
- ☐ Non-binary
- ☐ None of the above
- ☐ Prefer not to answer

Are you of Hispanic, Latino(a)(x), or Spanish origin?

- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

Select the racial group with which you identify

- ☐ White
- ☐ Hispanic, Latino(a)(x), or Spanish
- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Black or African American
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ Multiracial
- ☐ Prefer not to answer

How many vehicles are available in your household?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3 or more
- ☐ Prefer not to answer

Select the option that best fits your current occupation.

- ☐ Student
- ☐ Part-time employment
- ☐ Full-time employment
- ☐ Military
- ☐ Retired, homemaker, unemployed, or unable to work
- ☐ Prefer not to answer

What is your marital status?

- ☐ Single
- ☐ Married
- ☐ Divorced
- ☐ Widowed
- ☐ Prefer not to answer

What is your annual household Income?

- ☐ Below $44,700
- ☐ Between $44,700 and $89,400
- ☐ Above $89,400
- ☐ Prefer not to answer

Yes, I would like to subscribe to updates about the Allegheny County Safety Action Plan.

EMAIL ADDRESS

Completed survey due by April 15, 2025

PLEASE DROP OFF OR MAIL TO:

Southwestern Pennsylvania Commission
42 21st Street, Suite 101
Pittsburgh, PA 15222

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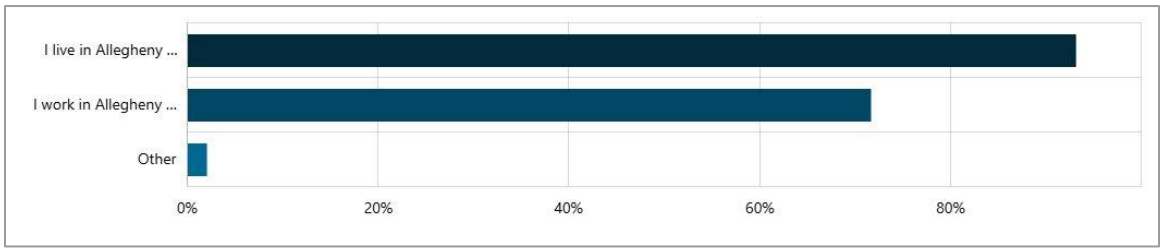
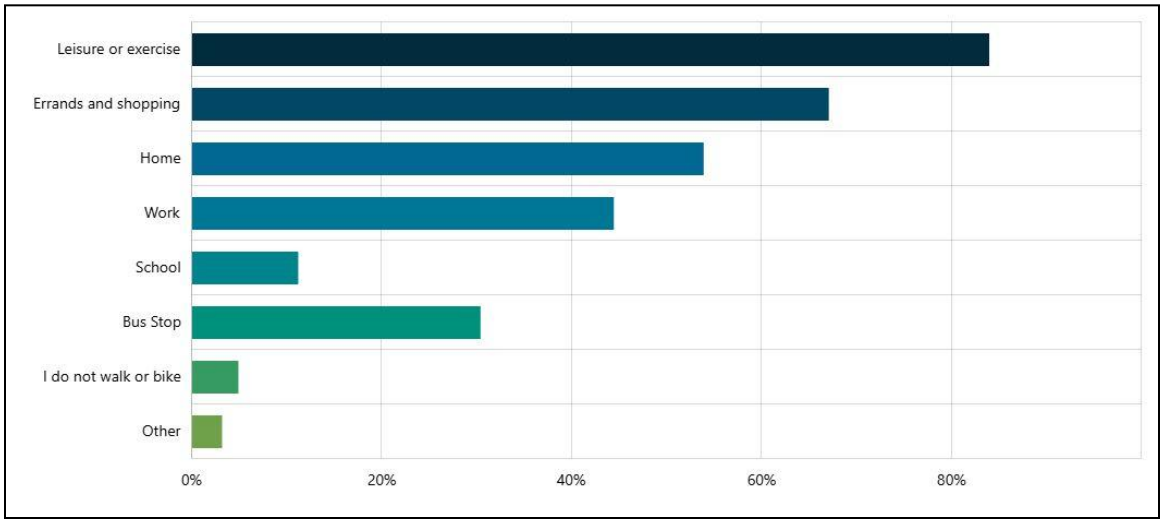
5.2 Survey Results

Background

Which of the following statements describes your relationship with Allegheny County? Select all that apply.

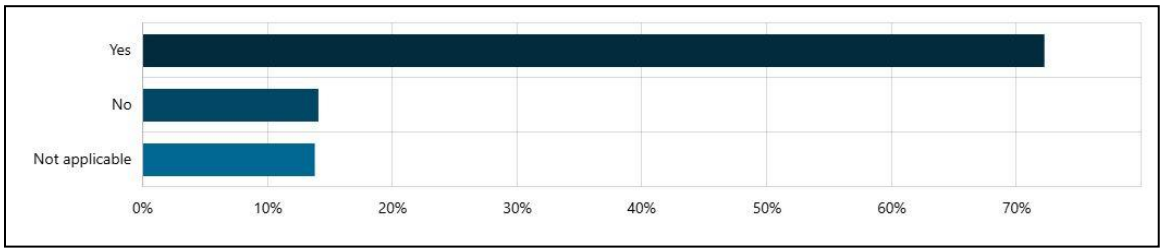


If you walk and/or bike along or across Allegheny County streets, what is your destination? (Check all that apply) .

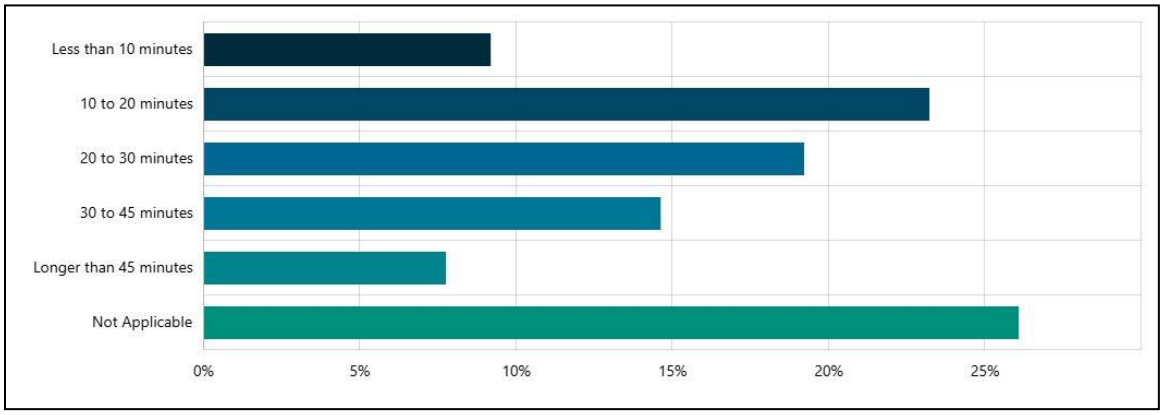


Commute and Mode of Choice

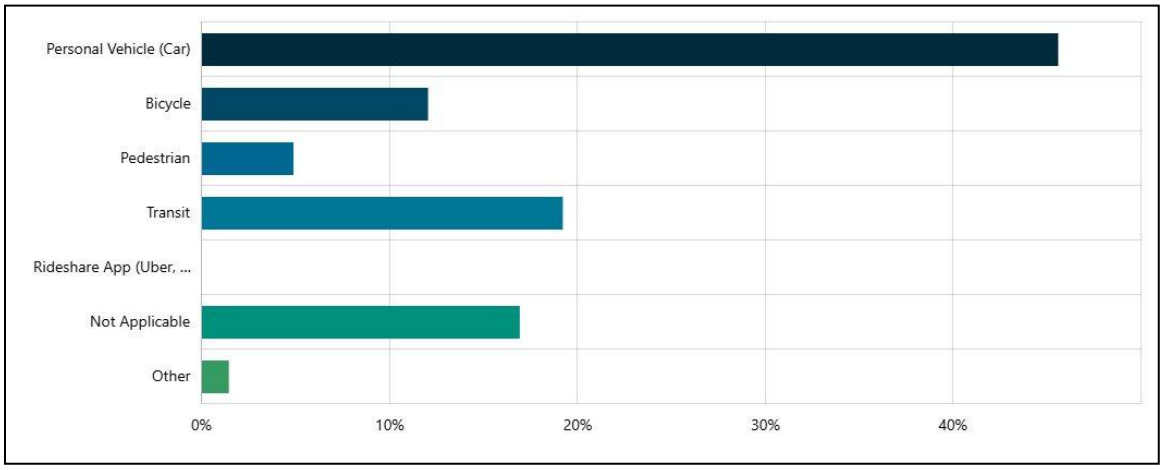
Is your place of work located outside the home?



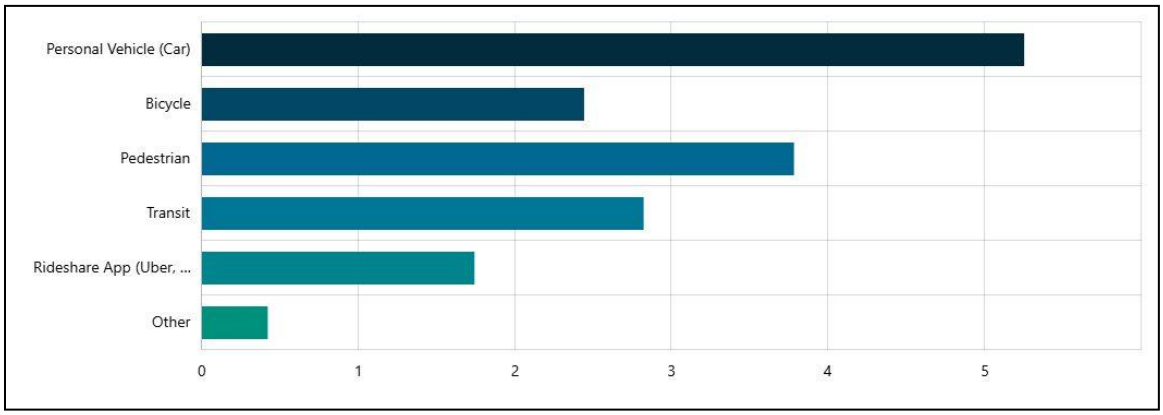
How long is the commute to your place of work?



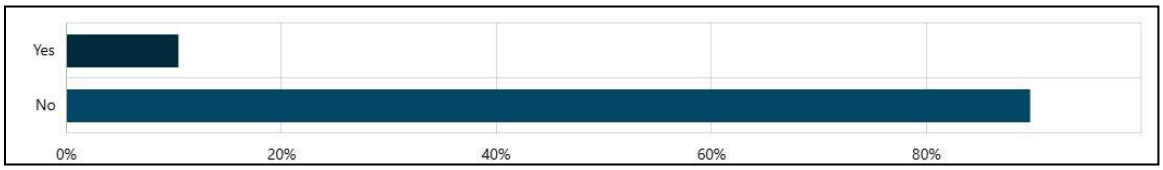
What mode of transportation do you primarily use for your commute?



Which of the following modes of transportation have you used in the last 2 years? Rank in order of use (Highest use = 1, lowest use = 6)

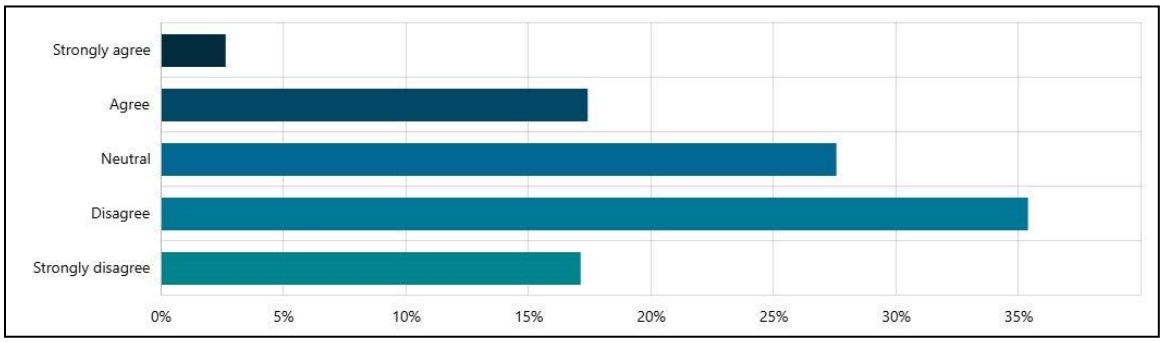


Are any members of your household eligible to have a driver's license but do not have one?

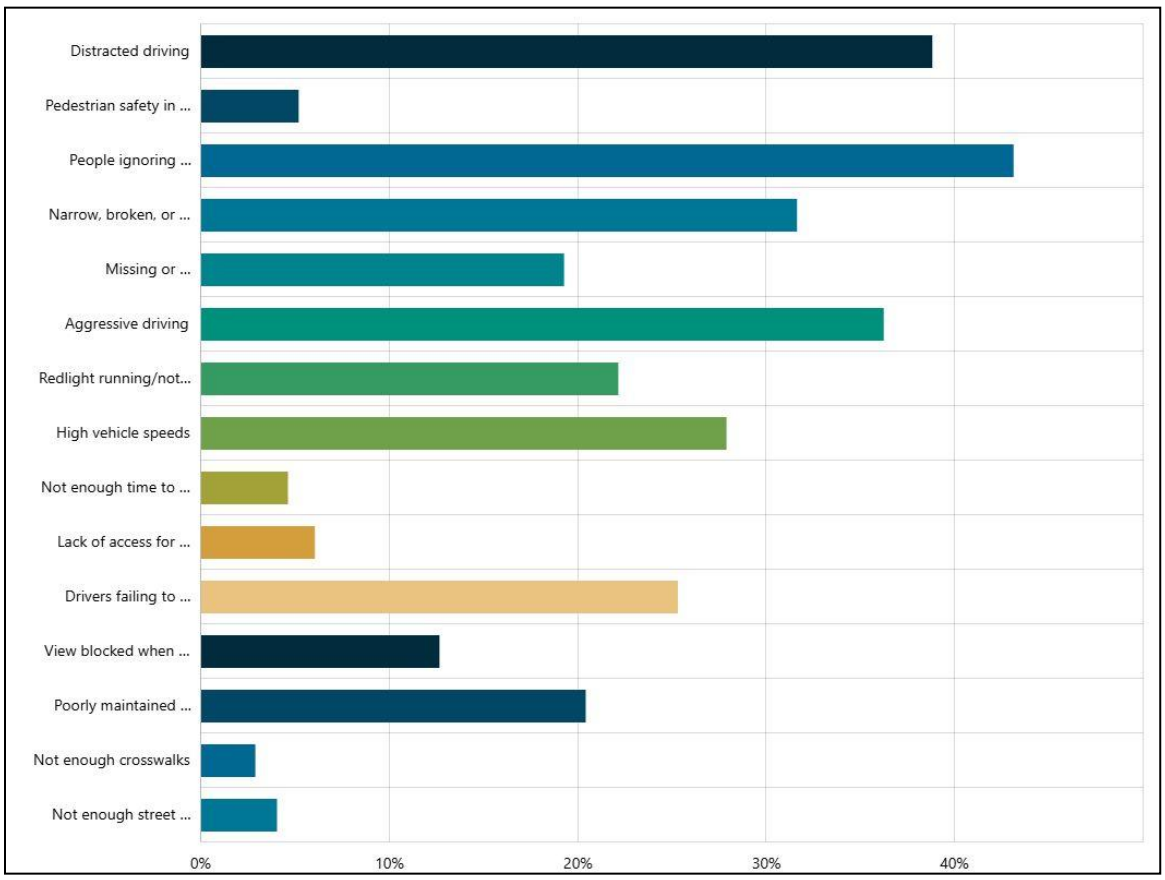


Street Safety

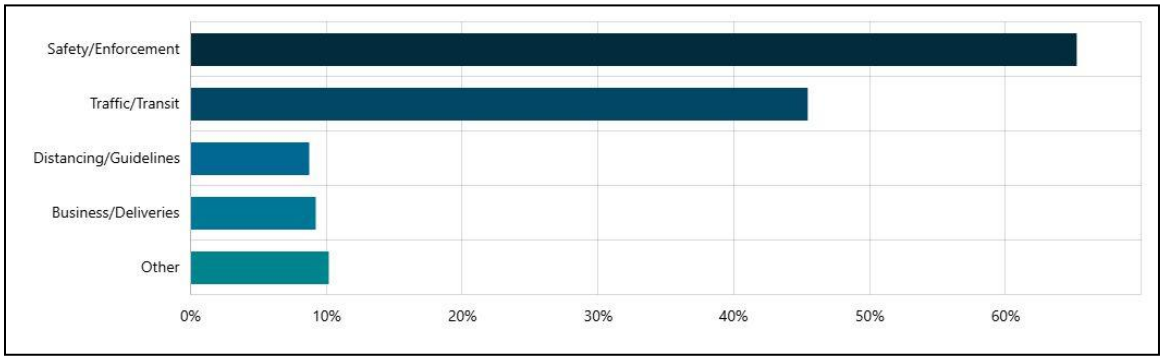
Thinking of your experience traveling on Allegheny County streets, how strongly would you agree that Allegheny County streets are safe? (Select one)



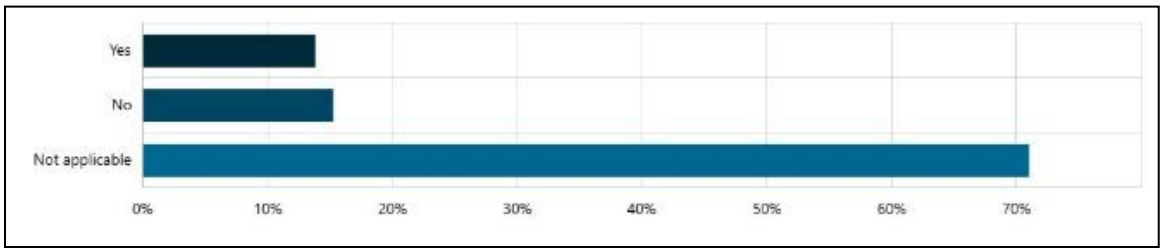
What are your top three traffic safety concerns? (Choose 3)



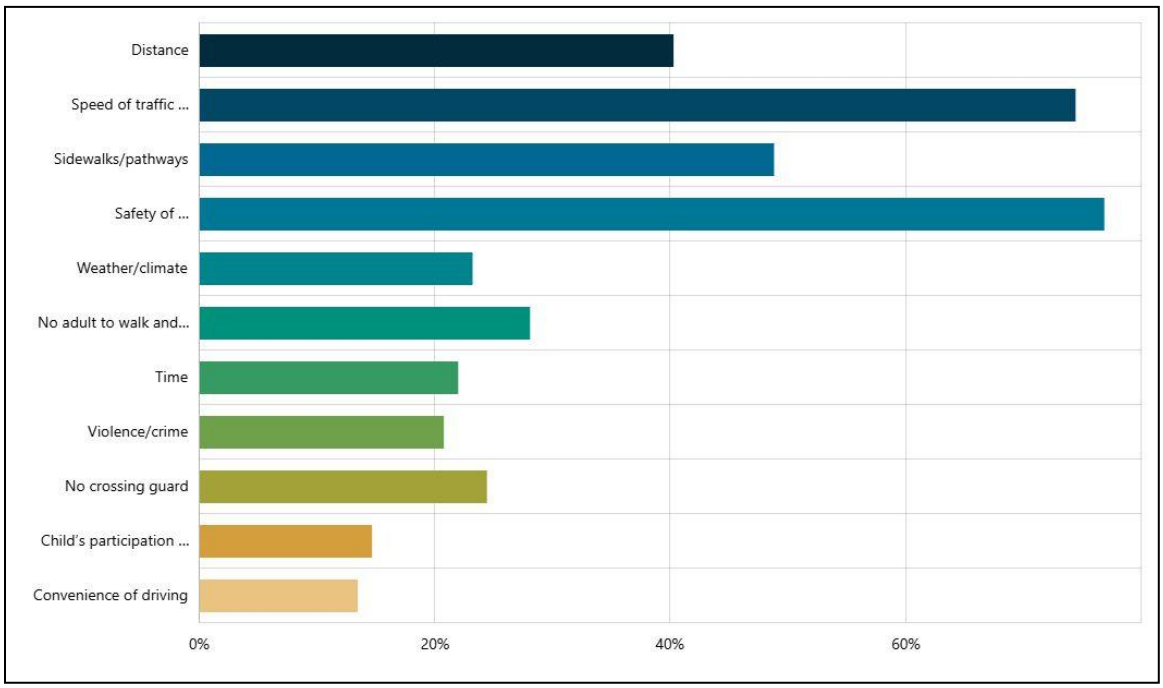
Do you have any concerns about opening streets for community recreation?



Do you allow your child to walk or bike to/from school?



Issues that affect the decision not to allow the child to walk and/or bike to/from school? (Select all that apply)



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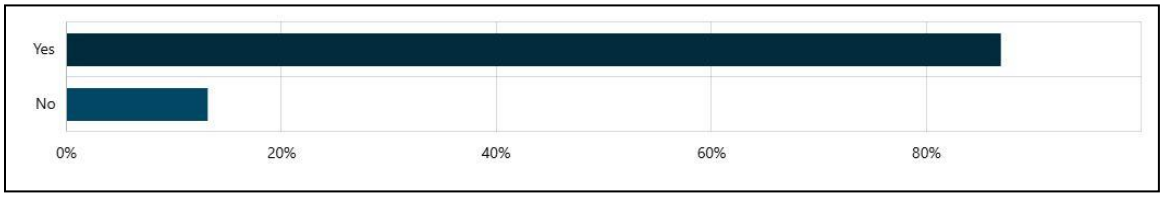
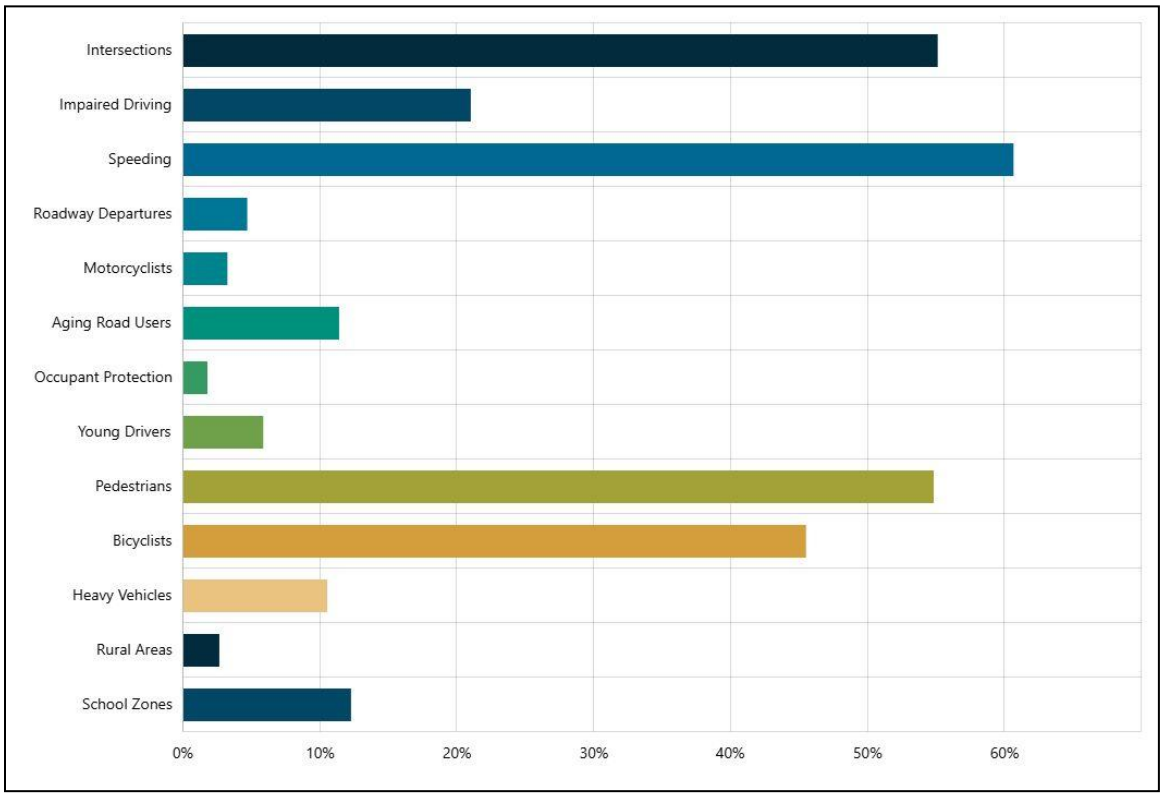
If the issue(s) changed, would you allow it?

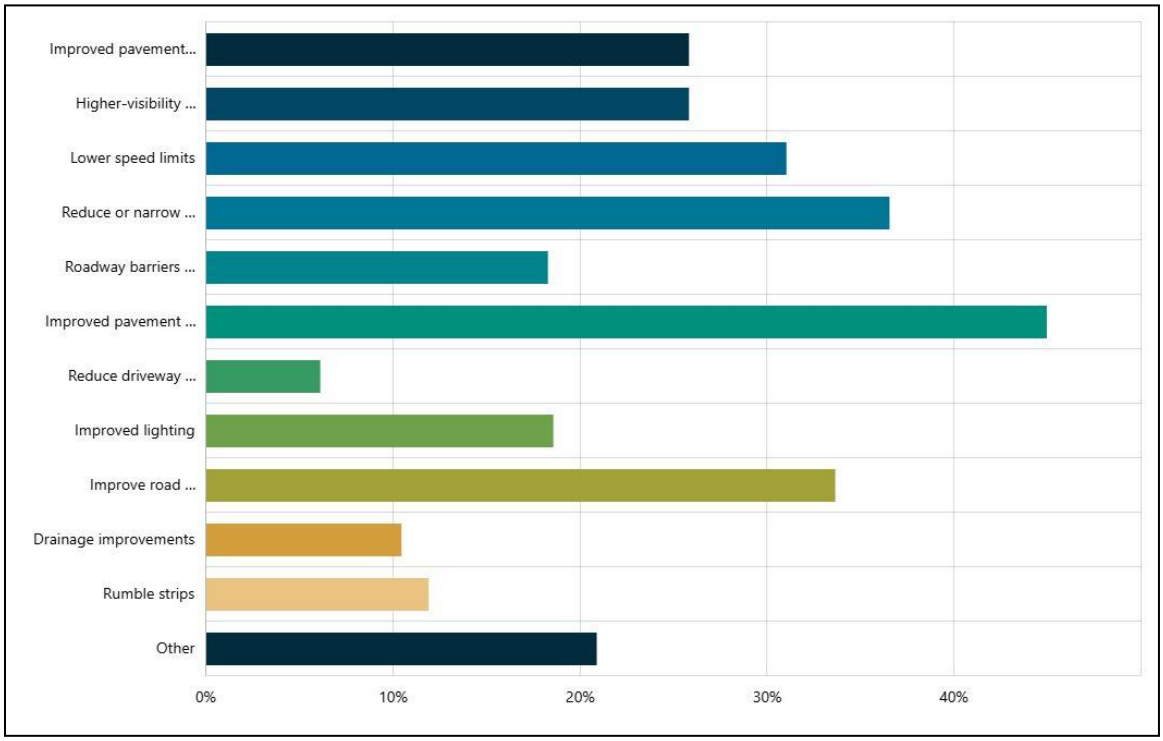


Priorities

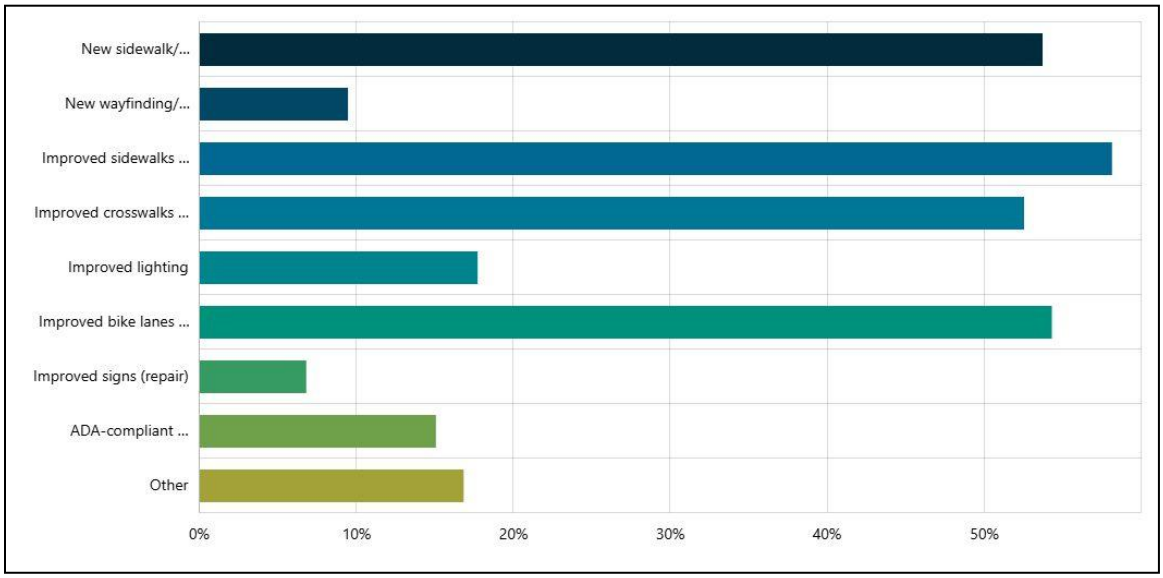
What areas of emphasis are most important to you when addressing safety on Allegheny County streets? (Select the top 3)



What improvements would make driving in Allegheny County safer? (Select the top 3)



What improvements would make walking/biking in Allegheny County feel safer? (Select the top 3)



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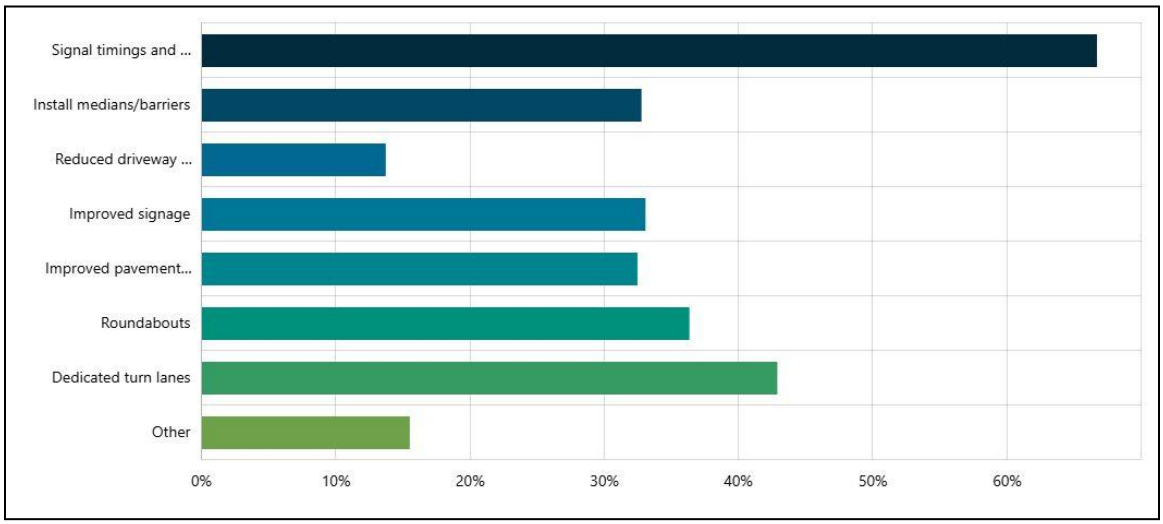
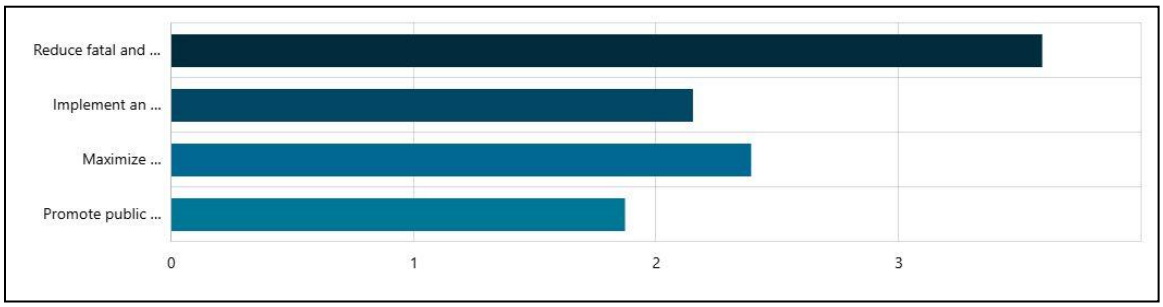
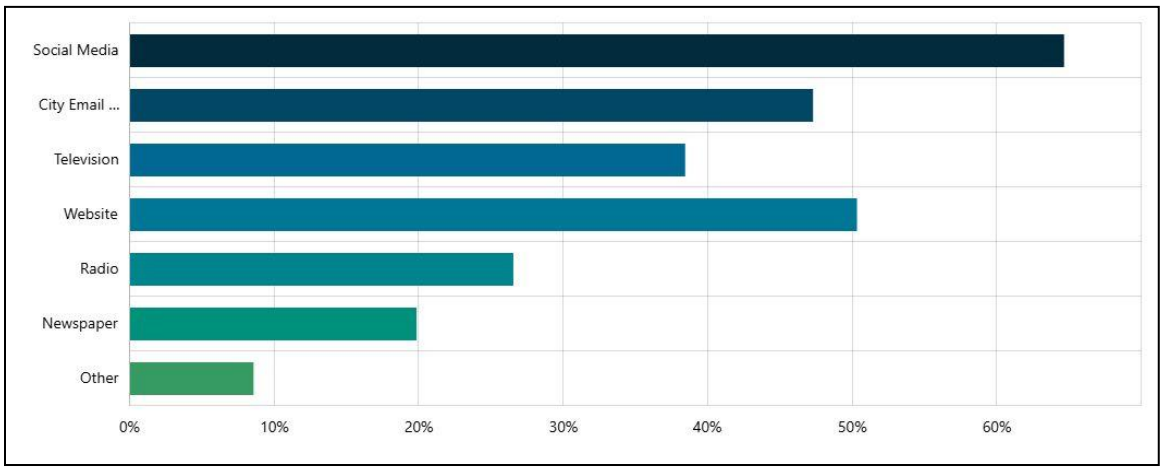
What improvements would make intersections in Allegheny County safer? (Select the top 3)



Rank in order of priority (Highest priority = 1, lowest priority = 4)



How would you prefer to learn about safe roadway practices? (Select all that apply)



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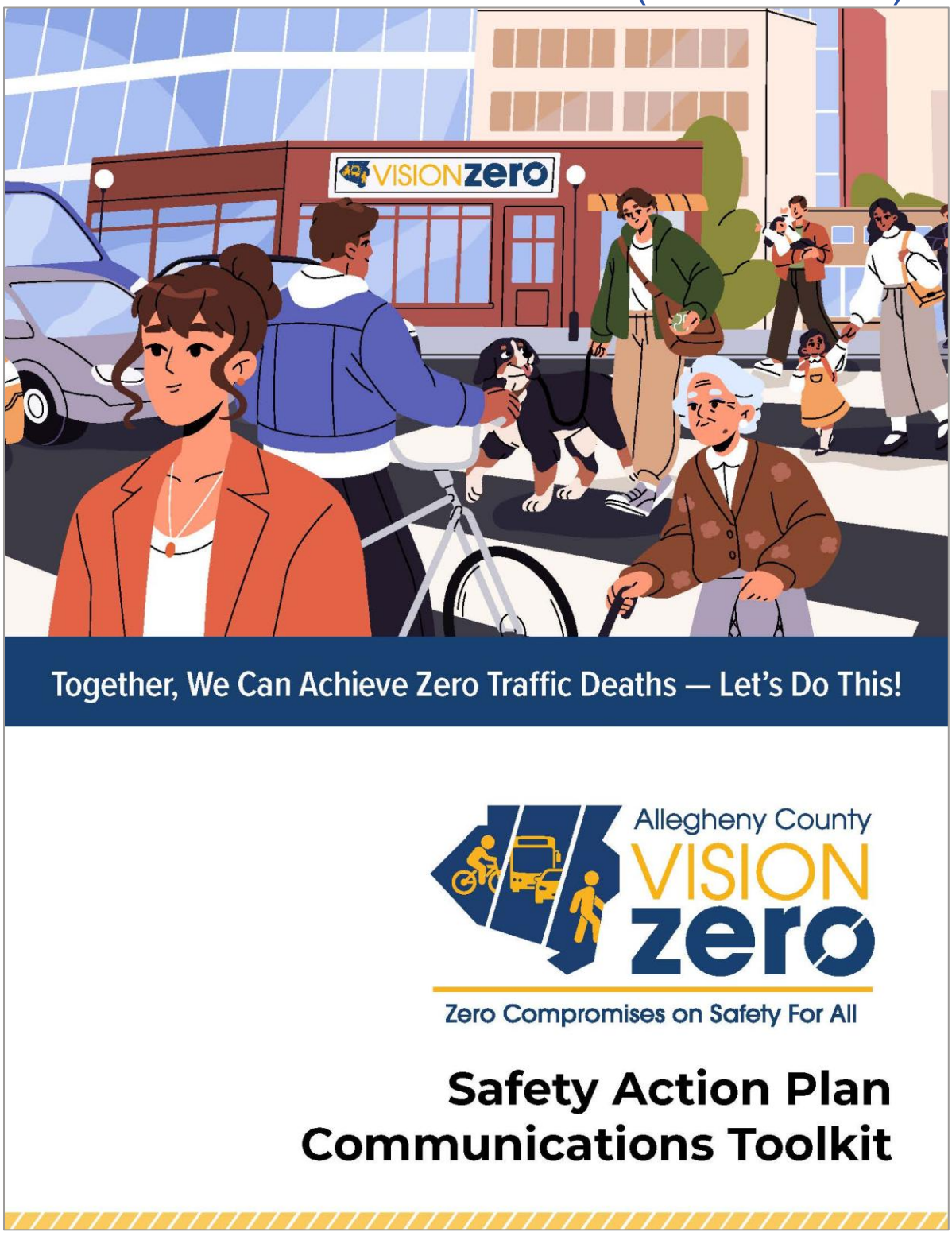
5.3 Communications Toolkit (Phase One)



> **Vision Zero is a worldwide initiative aimed at reaching zero traffic-related deaths and serious injuries.**

Introduction

Thank you for your support and willingness to spread the word about the Allegheny County Safety Action Plan, a comprehensive plan aimed at reducing roadway-related fatalities and serious injuries in the county. To support the promotion of the Allegheny County Safety Action Plan (ACSAP), SPC has created an online communications toolkit with clear, consistent messaging aligned with ACSAP goals. The toolkit offers tailored materials to engage different groups effectively.

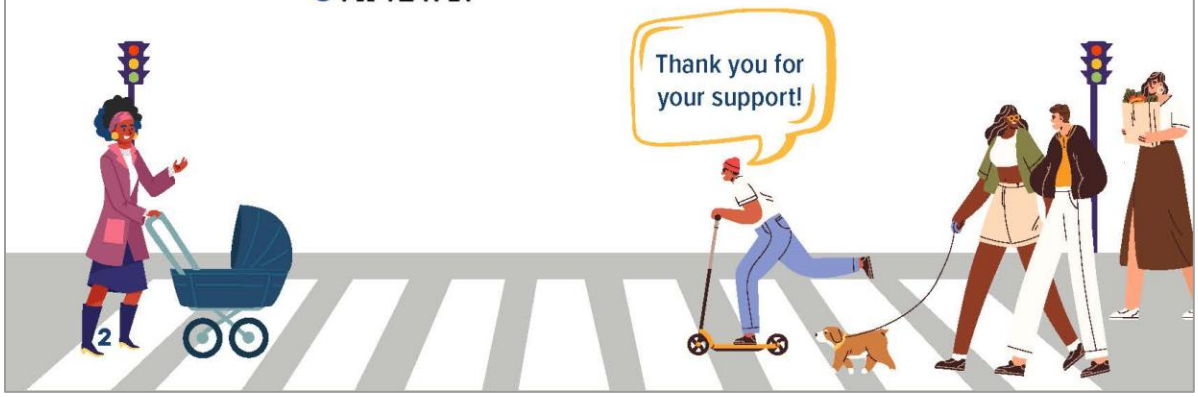
Community voices are key to shaping the ACSAP recommendations. Join us in supporting SPC by using the toolkit to share and promote public outreach efforts. This plan will be rooted in community feedback, and we want to capture input from as many people who live, work, and play in our region as possible.

This toolkit offers sample content and resources for you to use as you share information about the ACSAP and ways to get involved. You can request translated materials or additional information by contacting Evan Schoss, SPC Manager, Transportation Operations & Safety, at ESchoss@spcregion.org.

The end of this toolkit provides more background on Vision Zero.

VISIT OUR WEBSITE TO DOWNLOAD THE TOOLKIT

https://bit.ly/AlleghenyCountyVisionZero



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Fact Sheet

This one-page fact sheet provides quick and concise details about the ACSAP. It educates the public and stakeholders on the overall process and the Vision Zero's initiative.

- Include in your monthly e-newsletters, e-blast, or post as an informational piece.

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The Southwestern Pennsylvania Commission and its partners
Safety for All.

The Southwestern Pennsylvania Commission (SPC), along with the Pennsylvania Department of Transportation (PennDOT), Allegheny County, and the City of Pittsburgh, are furthering their commitment to ending traffic deaths and serious injuries on roads within the county through a new safety initiative called Vision Zero.

The coordinated planning effort will result in the Allegheny County Safety Action Plan. This effort reflects a commitment to creating a safer and more equitable transportation system for everyone—whether they walk, bike, drive, or use public transit.

By addressing roadway safety through proven approaches, including engineering, education, and enforcement, Vision Zero seeks to create streets that prioritize human life and well-being.

Vision Zero is based on the Safe System Approach, which follows several guiding principles to provide a holistic safety approach for all forms of transportation. Vision Zero incorporates proactive, preventative improvements to roadway design and focuses on enhancing safety for all road users.

THE PLAN'S GUIDING PRINCIP

All Transportation
Eliminate traffic deaths for people walking, biking, accessing transit, and driving.

Data-Driven Solutions
Base solutions on industry best practices, evidence, and data analysis.

Equity
Prioritize areas of greatest need to ensure safe access is available to everyone.

Commitment and Accountability
Align funding, policies, and processes among decision-makers.

OPPORTUNITIES TO PROV

- **Participate in the safety survey.** Provide yo
- **Share input on the interactive map.** Zoom
- **Provide a general comment.** Tell us about your safety concerns.
- **Attend a public meeting.** Meet the project team to share your thoughts.

Help your community significantly reduce roadway-related fatalities and serious injuries.

You have questions? **WE HAVE ANSWERS.**

Why is SPC pursuing a Safety Action Plan?
Allegheny County is pursuing a Safety Action Plan to maximize the potential to reduce the number of fatalities and severe injuries across the transportation system within the County to zero. This is part of a grant-funded initiative. Once completed, the plan will chart an actionable path forward for partners to begin to implement Vision Zero, that includes securing funding, developing programs, and educating the public.

The Allegheny County Safety Action Plan, funded through USDOT's Safe Streets for All Program, aims to act as a model to expand the Vision Zero approach to safety planning across all ten counties in SPC's region upon its completion.

What is a Safety Action Plan?
A Safety Action Plan outlines the most important contributing factors in fatal and severe injury traffic crashes using public input and data-driven analysis. To address these factors, the plan outlines strategies and assigns responsibility to specific departments or individuals for implementing the necessary techniques to eliminate severe traffic crashes.

Who is the Allegheny County Safety Action Plan for?
The Allegheny County Safety Action Plan is for all roadway users. This includes people driving and riding in vehicles, people walking, people biking, and anyone using the street.

What will the Allegheny County Safety Action Plan be used for?
The Allegheny County Safety Action Plan will identify strategies, policies, countermeasures, and processes that will, over time, eliminate deaths and serious injuries on our roads. These policies and processes may relate to street design guidelines, funding allocations, education, and emergency response. The plan will also identify safety improvements projects and potential system-wide safety programs. This plan is focused on all public roads within Allegheny County.

What is Vision Zero?
Vision Zero is an approach to traffic safety where traffic deaths are acknowledged as preventable. We focus on eliminating fatal and severe traffic crashes instead of all levels of vehicle collisions, and we accept shared responsibility for traffic safety among all transportation system users, designers, and operators. Vision Zero is a global initiative to end traffic deaths and a way to analyze and address traffic safety issues.

Where did Vision Zero originate?
First implemented in Sweden in 1994, Vision Zero is an approach to road safety based on the premise that "no loss of life is acceptable." The U.S. Department of Transportation (USDOT) and Pennsylvania Department of Transportation have now endorsed it.

ACTION PLAN TIMELINE

Oct – Dec 2024: Data Collection and Goal Setting
Jan – Feb 2025: Crash and Equity Analysis
Mar – May 2025: Countermeasure Identification
May – Jul 2025: Countermeasure Prioritization
Sep – Nov 2025: Documentation and Strategic Implementation
Project Start
Plan Adoption
Stakeholder Interviews: Dec 2024 – Jan 2025
Public Engagement - Phase 1: Jan – Mar 2025
Public Engagement - Phase 2: Aug – Oct 2025

Want to share your safety concerns and stay updated on the Allegheny County Safety Action Plan?
Please help us identify areas where you feel unsafe driving, riding transit, walking, or biking. Visit our website to learn more, sign up for updates, or submit a comment.

VISIT OUR WEBSITE TO LEARN MORE AND SIGN UP FOR UPDATES!
https://bit.ly/AlleghenyCountyVisionZero

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Web Banners

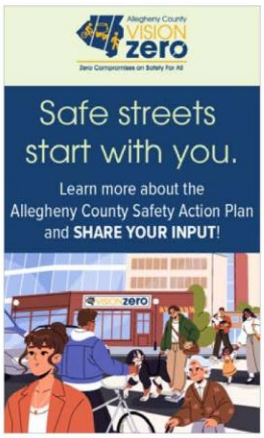
Guide your followers to the ACSAP website to learn more about the project and how to provide input throughout the engagement process.

- HOW TO SHARE: Post the banner on your website and link to: https://bit.ly/AlleghenyCountyVisionZero

120x600 px

250x250 px

1300x250px



240x400 px

468x60 px

728x90 px

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Social Media: Promote the Project

Share our graphics through your social channels to promote and explain the ACSAPto your community.

- We have suggested text to accompany the posts.

Walk, Bike, Drive: Let's Make It Safer for Everyone!

Have you heard about the Allegheny County Safety Action Plan?

The SPC is committed to eliminating traffic-related fatalities and serious injuries in Allegheny County.

Learn more about the safety action plan and submit your input: https://bit.ly/AlleghenyCountyVisionZero

Communities throughout the United States have adopted Safety Action Plan plans. SPC and its partners can help reach our goal of zero traffic-related deaths and serious injuries as part of this network.

Learn more about the safety action plan and submit your input: https://bit.ly/AlleghenyCountyVisionZero

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Social Media: Promote the Survey and Interactive Map

Share our graphics through your social channels to promote and explain the ACSAP to your community.

- We have suggested text to accompany the posts.

Your Voice Matters! Help shape the future of traffic safety in our Allegheny County. Use our interactive map to highlight areas where you feel improvements are needed to make our streets safer for all.

Share Your Input: https://bit.ly/AlleghenyCountyVisionZero

Every comment brings us closer to a future with zero traffic deaths.

Safer Streets Start with Your Input!

We're mapping out the future of traffic safety, and we need your help. Mark locations on our interactive map where you see opportunities for improvement.

Get Started Here: https://bit.ly/AlleghenyCountyVisionZero

Let's work together for a future with zero traffic deaths.

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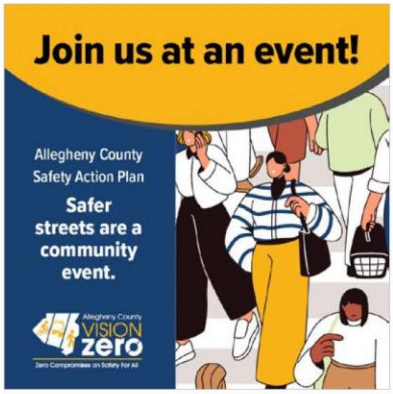
Social Media: Promote Public Meetings

Share our graphics through your social channels to promote and explain the ACSAP to your community.

- We have suggested text to accompany the posts.



Join the Allegheny County Safety Action Plan team at an upcoming event! We want to hear your thoughts on ways to make our roads safer for everyone. We can't wait to see you there!

View all events: https://bit.ly/AlleghenyCountyVisionZero

The events will focus on reducing roadway fatalities and serious injuries for all road users in the County. Your involvement is key to our success.

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Email/Newsletter: Promote the Project

Send an email to your organization's list serve. You can use or adapt one of the sample emails below to promote upcoming meetings and the online survey.

Subject Line: Learn More about the Allegheny County Safety Action Plan!

We are partnering with the Southwestern Pennsylvania Commission (SPC) to encourage everyone who lives in, works in, and visits Allegheny County to get involved in an important safety initiative called the Allegheny County Safety Action Plan.

The Southwestern Pennsylvania Commission (SPC), along with the Pennsylvania Department of Transportation (PennDOT), Allegheny County, and the City of Pittsburgh, is furthering its commitment to ending traffic deaths and serious injuries on all roads in Allegheny County through a new safety initiative called Vision Zero.

SPC, with support from its partners, was awarded a grant through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Discretionary Grant Program. This funding will be used to develop a Comprehensive Safety Action Plan, known as the Allegheny County Safety Action Plan. The goal of the SS4A program is to help communities significantly reduce roadway-related fatalities and serious injuries.

The Allegheny County Safety Action Plan will be under development through Fall 2025, and there will be many opportunities to get involved. Sign up for the Allegheny County Safety Action Plan mailing list and learn more about the process at https://bit.ly/AlleghenyCountyVisionZero.

Over the next few months, the Allegheny County Safety Action Plan team will host meetings and events to gather feedback on transportation safety issues in our region.

Get involved by:

- Completing our survey
- Providing input on our interactive map
- Attending a public meeting
- Learning more online

Thank you for helping create safer roadways for everyone who walks, bikes, rolls, or drives in Allegheny County.

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Email/Newsletter: Promote the Survey

Send an email to your organization's list serve. You can use or adapt one of the sample emails below to promote upcoming meetings and the online survey.

Subject Line: Share Your Thoughts on Improving Roadway Safety in Allegheny County!

Share your thoughts and ideas on transportation safety issues in the County! The Allegheny County Safety Action Plan public survey is open through April 15, 2025.

The Southwestern Pennsylvania Commission (SPC), along with the Pennsylvania Department of Transportation (PennDOT), Allegheny County, and the City of Pittsburgh, is furthering its commitment to ending traffic deaths and serious injuries on all roads in Allegheny County through a new safety initiative called Vision Zero.

SPC, with support from its partners, was awarded a grant through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Discretionary Grant Program. This funding will be used to develop a Comprehensive Safety Action Plan, known as the Allegheny County Safety Action Plan. The goal of the SS4A program is to help communities significantly reduce roadway-related fatalities and serious injuries.

The Allegheny County Safety Action Plan will be under development through Fall 2025, and there will be many opportunities to get involved.

Visit https://bit.ly/AlleghenyCountyVisionZero to take the survey and learn more.

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Talking Points

These pre-established phrases will assist stakeholders in quickly discussing ACSAP and reinforce the key messages in any forum.

Allegheny County Safety Action Plan

- The Allegheny County Safety Action Plan aims to improve roadway safety for all users. The Allegheny County Safety Action Plan team is analyzing data and gathering feedback from the community on roadway safety.
- The development of the Allegheny County Safety Action Plan is funded by the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program.
- 350 road users were killed in a crash in Allegheny County between 2019 and 2023. This included 72 pedestrians, 6 bicyclists, 65 motorcyclists, and 207 motorists.
- The Southwestern Pennsylvania Commission (SPC), along with the Pennsylvania Department of Transportation (PennDOT), Allegheny County, and the City of Pittsburgh, is furthering its commitment to ending traffic deaths and serious injuries on all roads in Allegheny County through a new safety initiative called Vision Zero.
- Planners in Allegheny County are committed to improving the roadway network to address roadway safety but needs your help driving down fatalities and serious injuries. Safe streets start with you. Can you commit to being a safer road user?
- Visit https://bit.ly/AlleghenyCountyVisionZero to follow updates and sign up for emails.

Vision Zero

- Vision Zero is a road safety initiative aimed at eliminating all traffic fatalities and severe injuries while promoting safe, equitable, and sustainable mobility.
- The core philosophy for Vision Zero is that traffic deaths and severe injuries are preventable and unacceptable. No loss of life is worth the convenience of unsafe road practices.

Safe System Approach

- The Safe System Approach focuses on creating redundancy in safety measures, such as safer road designs, improved vehicle technologies, and speed management.
- One of the core philosophies for the Safe System Approach is humans make mistakes. It recognizes that people make mistakes, and the transportation system must be designed to reduce the consequences of those errors.
- The key components of the Safe System Approach are: safe roads, safe speeds, safe vehicles, safe road users, post-crash care.

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Learn more about Vision Zero!
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What is Vision Zero?

Each year, tens of thousands of lives are lost in crashes on American roads. These crashes are often referred to as "accidents," despite being entirely preventable. Vision Zero treats traffic deaths as a public health crisis, aiming to eliminate fatalities and serious injuries, not necessarily all crashes. It recognizes that even skilled drivers make mistakes, so roads, vehicles, and health systems must be designed for safety.

Vision Zero represents a shift in mindset, rejecting the idea that lives should be sacrificed for faster travel. It emphasizes reducing dangerous speeds, protecting vulnerable users, and promoting safer travel modes.

> "Vision Zero is a strategy to eliminate traffic-related fatalities and injuries.

The Safe System Approach

Success requires a coordinated system.

At the national level, the USDOT addresses Vision Zero through the Safe System Approach, which integrates five elements of transportation safety to create layers of protection.

SAFER ROAD USERS
The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, use a mobility device, or travel by other modes.

SAFER VEHICLES
Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.

SAFER ROADS
Designing transportation infrastructure to accommodate human mistakes and injury tolerances to greatly reduce the severity of crashes that do occur.

Safer Speeds
Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

POST-CRASH CARE
People who are injured in collisions rely on emergency responders to quickly locate and stabilize their injuries and transport them to medical facilities.

Vision Zero is a proven approach to transportation safety, focused on preventing roadway-related deaths and severe injuries. Vision Zero represents a fundamental change in how we plan and design our roads, shifting from a focus on maximizing motor vehicle efficiency to ensuring that our roads are safe regardless of whether travel is by car, bus, bicycle, or foot. Vision Zero recognizes that people will sometimes make mistakes and that our roads should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities.

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Why Vision Zero Matters

Someone dies on America's roads every 24 seconds. Road traffic injuries are the 8th leading cause of death and the top cause for children aged 5–14 and young adults aged 15–29. In 2022, an estimated 43,000 people died, and millions were injured in crashes—all preventable. Vision Zero aims to eliminate future traffic deaths.

> **Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety.**
>
> *—Vision Zero Network*

Traffic fatalities disproportionately affect vulnerable groups, including children, the elderly, people with disabilities, and low-income individuals, who often face unsafe, limited transportation options. Pedestrians, cyclists, transit users, and mobility device users face higher risks from speeding cars despite posing little danger to others.

Vision Zero is critical because it can prevent the injuries and deaths that have become all too common. It has proven effective where implemented and is achievable at the local level.

The Safe System Approach

Eliminating fatalities and serious injuries for all road users requires a fundamental shift to a proactive and holistic approach. The Safe System Approach, which is foundational to achieve Vision Zero, consists of six principles, which form the framework for the approach, and five elements that work together to achieve the goal of zero fatalities. This approach acknowledges human mistakes and vulnerability and guides the design and management of road systems with multiple layers of protection that work together to create a comprehensive, systematic, and redundant environment that protects all road users.

LEARN MORE ABOUT SAFE STREETS FOR ALL (SS4A)

https://www.transportation.gov/grants/SS4A

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5.4 Stakeholder Interviews

Allegheny County Safety Action Plan stakeholder interview attendees by meeting date.

City of Pittsburgh – January 14, 2025

Name	Title
Stephanie Gagne	Management Analyst
William Crean	Street Maintenance Supervisor
Panini Chowdhury	Senior Planning Manager-Transportation
Kimberly Lucas	Director, Mobility & Infrastructure
Eric Setzler	Chief Engineer
Det. Ronald Wolfe	Detective, Collision Investigation Unit
Michael Maloch	Municipal Traffic Engineer
Angela Martinez	Assistant Director, Mobility & Infrastructure

Pittsburgh Regional Transit (PRT) – January 28, 2025

Name	Title
Amy Silbermann	Chief Development Officer
Charles Rompala	Director of Special Services, Events, and Detours
Craig Toocheck	Senior Corridor Planner
Burt Jennings	Chief Safety Officer
Todd Stoker	Director of Claims
Karen Hoesch	Director of the ACCESS Program
Seth Davis	Manager of Corridor Planning
Burt Jennings	Chief Safety Officer
Samuel Buckley	Senior Corridor Planner

Downtown and North Shore Stakeholders – February 5, 2025

Organization	Name	Title
Friends of the Riverfront	Kelsey Ripper	Executive Director
Pittsburgh Downtown Partnership (PDP)	Tosh Chambers	Director of Mobility
Pittsburgh Downtown Partnership (PDP)	Bruce Chan	Senior Director of Urban Design
Riverlife	Gavin White	Director of Planning and Projects
BikePGH	Eric Boerer	Advocacy Director
Pittsburghers for Public Transit	Laura Chu Wiens	Executive Director
Bike Share Pittsburgh	David White	Executive Director

Local Government and Airport TMA – February 6, 2025

Organization	Name	Title
CONNECT	Lydia Morin	Executive Director
ALOM	Jason Davidek	Executive Director

First Responders – February 10, 2025

Organization	Name	Title
OEMHS	Alan Hausman	Emergency Management Specialist
ACES	Matthew Brown	Chief

Oakland Neighborhood – February 10, 2025

Organization	Name	Title
Mobilify Southwestern PA	Christopher Sandvig	Executive Director
OTMA	Mavis Rainey	Executive Director
PRT	Deborah Phillips	Director of Systemwide Accessibility
University of Pittsburgh	Jonathan Pearson	Director of Mobility
Friends of the Riverfront	Courtney Mahronich Vita	Director of Trail Dev. and Gov. Relations

Higher Education – February 13, 2025

Organization	Name	Title
University of Pittsburgh	Jonathan Pearson	Director of Mobility

PennDOT District 11 – January 19, 2025

Name	Title
Stephanie Zolnack	District Traffic Engineer
Ed Miller	Assistant District Traffic Engineer
Kathryn Fink	Assistant District Traffic Engineer
Ruth McClelland	District Safety Engineer
Todd Caddy	Tunnel Manager
Ben DeVore	Allegheny County Maintenance Manager
Folake Owoloja	Western Regional Traffic Management

Civic and Advocacy Groups in Allegheny County Interview Attendees – January 20, 2025

Organization	Name	Title
Allegheny County Economic Development	Ann Ogoreuc	Assistant Director
Friends of the Riverfront	Courtney Vita	Director
BikePGH	Eric Boerer	Advocacy Director
Pittsburghers For Public Transit	Laura Wiens	Board of Directors
POGOH	David White	Executive Director
Allegheny County Economic Development	Jaclyn Karolski	Planner

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Outreach Summary

Appendix: Phase Two

6 Appendix: Phase Two

6.1 Survey Questions: Phase Two

Please share your thoughts on the Top 10 Corridors for safety improvements.

Thank you for taking the time to complete the survey. Your valuable input will greatly assist the project team as we work on preparing the final report. We appreciate your participation and support.

What is your home zip code?

_____

Please drop off the completed survey packet at the registration table or with any team member.

Scan the QR code to take the survey online.

The following questions are optional.

Your responses will help us understand who in the community we are reaching with this survey. Your responses will remain anonymous, and no one can identify you or your answers.

What is your age?

- ☐ 17 years old or younger
- ☐ 18 – 24
- ☐ 25 – 44
- ☐ 45 – 64
- ☐ 65 – 74
- ☐ 75 or older
- ☐ Prefer not to answer

Are you of Hispanic, Latino(a)(x), or Spanish origin?

- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

Select the racial group with which you identify

- ☐ White
- ☐ Hispanic, Latino(a)(x), or Spanish
- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Black or African American
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ Multiracial
- ☐ Prefer not to answer

Select the option that best fits your current occupation.

- ☐ Student
- ☐ Part-time employment
- ☐ Full-time employment
- ☐ Military
- ☐ Retired, homemaker, unemployed, or unable to work
- ☐ Prefer not to answer

How many vehicles are available in your household?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3 or more

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LEGEND FOR DISPLAY BOARDS

Access Management
Install pavement markings, or curbing, to reduce conflict areas and manage access points to commercial driveways.

Advance Warning Signage
Install advance warning signage to notify road users in advance of intersections, curves, pedestrian crossings, and more.

All-Way Stop Control
Conduct a study to determine if All-Way Stop Control is warranted.

Bike Box
Install designated areas at signalized intersection for bicyclists to wait ahead of vehicles.

Crosswalk Installation
Install a pedestrian crosswalk.

Curb-Bulbouts Installation
Extend curb at crosswalk of intersection to shorten pedestrian walking distance and improve visibility for approaching drivers

Curve Warning Signs
Install Curve Warning Signs and Chevrons if warranted by study.

Clearance Interval Times
Check that the yellow, all-red and pedestrian times are adequate.

Delineation
Add devices and markers on, and adjacent to, roadways to enhance visibility.

High Friction Surface Treatment
Install High Friction Surface Treatment, an applied pavement treatment to increase friction of the roadway.

Improve Superelevation
Determine if the slope of the roadway is adequate on curves and make necessary improvements.

Intersection 3-Way Crosswalk
Install pedestrian crosswalks at a 3-way intersection.

Intersection 4-Way Crosswalk
Install pedestrian crosswalks at a 4-way intersection.

Intersection Alignment
Adjust geometry at intersections to create better visibility for users.

Install Signal Ahead Warning Sign
Install or replace Intersection Warning Signs with nameplates.

Left-Turn Protective Phasing
Conduct a study to determine if left-turns should be protected only.

Lighting Improvements
Install or replace highway and/or pedestrian-level lighting to improve nighttime visibility.

Mid-block Crossing
Install curb bulbouts and pedestrian crossings to break up longer breaks of roadway.

New Sidewalk
Install new sidewalks where sidewalks are missing, or damaged.

No Turn on Red
Conduct a study to determine if right turns on red should be restricted.

Paint Parking Lane Line
Install pavement markings for the parking lane.

Parking Restriction Signage
Install parking signage to designate where vehicles can be parked.

School Zone Signage
Install school zone signage to provide warning of an area that requires slower speeds and more cautious driving.

Pavement Markings
Painted lines and markers on the road's surface to guide traffic.

Pedestrian Refuge
Install a median with a refuge area for pedestrians crossing multi-lane roads.

Pedestrian Signals
Install pedestrian signals to the existing signal structure for designated crossing times.

Protected Bike Lane
Install bike lane with physical barriers to separate bicyclists from the motorized vehicle lane. The physical barrier could be planters, parked cars, or plastic delineators.

Rapid Flashing Beacons (RRFB)
Install pedestrian actuated rapid flashing signal with pedestrian warning signage at crosswalk.

Remove Slip Access
Compacts intersections to reduce pedestrian exposure.

Sight Lines
Conduct a study to determine if sight lines are adequate and make appropriate measures.

Signal Backplates
Add reflective backplates to signal heads at intersection to improve visibility of signal for approaching drivers.

Speed Table
Add speed tables at necessary spatial increments.

Supplemental Signal Head
Add additional signal head on approach to signal to aid visibility.

Slow Pavement Markings
Install "SLOW" Pavement Markings prior to curve.

Targeted Enforcement Sign
Install targeted signage in areas to control speeding.

Transit Shelters
Installation of transit shelters which include seating, garbage cans, lighting, etc.

Two-Way Center Left-Turn Lane
Consider installing two-way center left-turn lane.

Wayfinding
Install wayfinding signage including key sites.

Widen Sidewalk
Install wider sidewalks to meet recommended guidelines.

Variable Speed Signage
Signage that dynamically adjusts speed limits based on real time road conditions.

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Fifth Ave

CORRIDOR CHARACTERISTICS

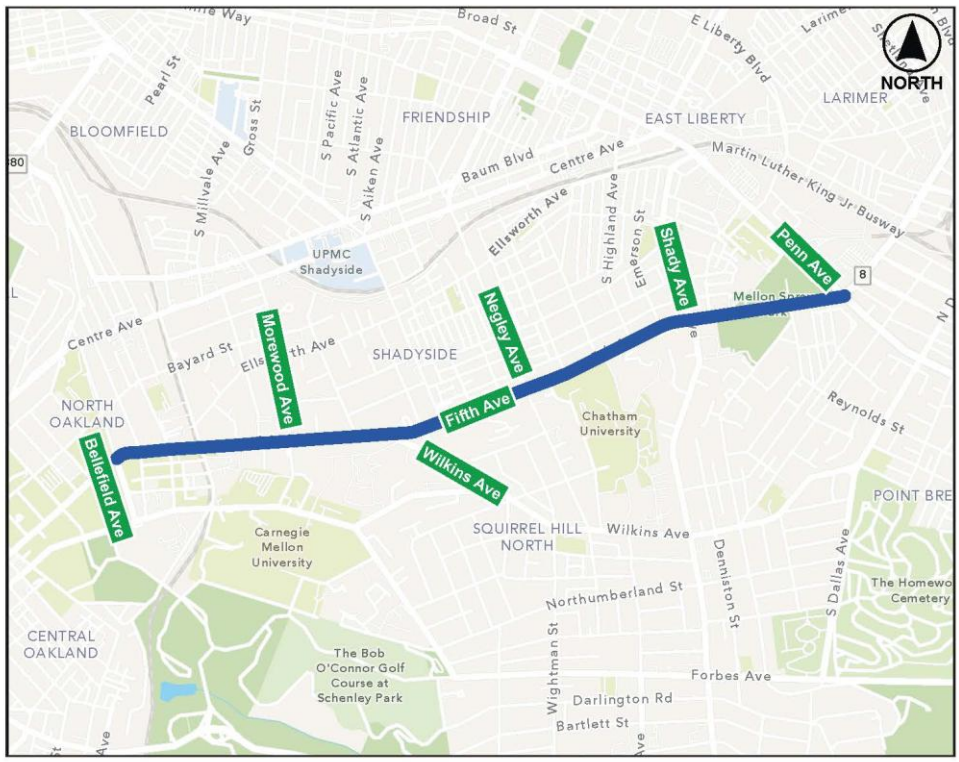
- Location: Bellefield Avenue to Penn Avenue
- Length: 2.2 miles
- Municipality: Pittsburgh
- Road Owner: City of Pittsburgh

DESCRIPTION

This project will enhance the safety of pedestrians, bicyclists, transit users, and drivers by improving pedestrian space and intersections. This includes making pedestrian crossings along the corridor safer with curb-bulbouts, crosswalks, wider sidewalks, mid-block crossings, and traffic signal backplates. Alternatives being considered include widening sidewalks and reducing obstacles, a road reconfiguration, or adding a dedicated bus lane, each needing further study and design.

PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Advance Warning Signage
- Crosswalk Installation
- Curb-Bulbouts Installation
- Intersection 3-Way Crosswalk
- Intersection 4-Way Crosswalk
- Intersection Alignment
- Lighting Improvements
- Mid-Block Crossing (further study)
- Pedestrian Refuge
- Pedestrian Signals
- Protected Bike Lane (further study)
- Rapid Flashing Beacons (RRFB)
- Remove Slip Access
- Signal Backplates
- Targeted Enforcement Sign
- Transit Shelters
- Wayfinding
- Widen Sidewalk



What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

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Aiken Avenue and Liberty Avenue

CORRIDOR CHARACTERISTICS

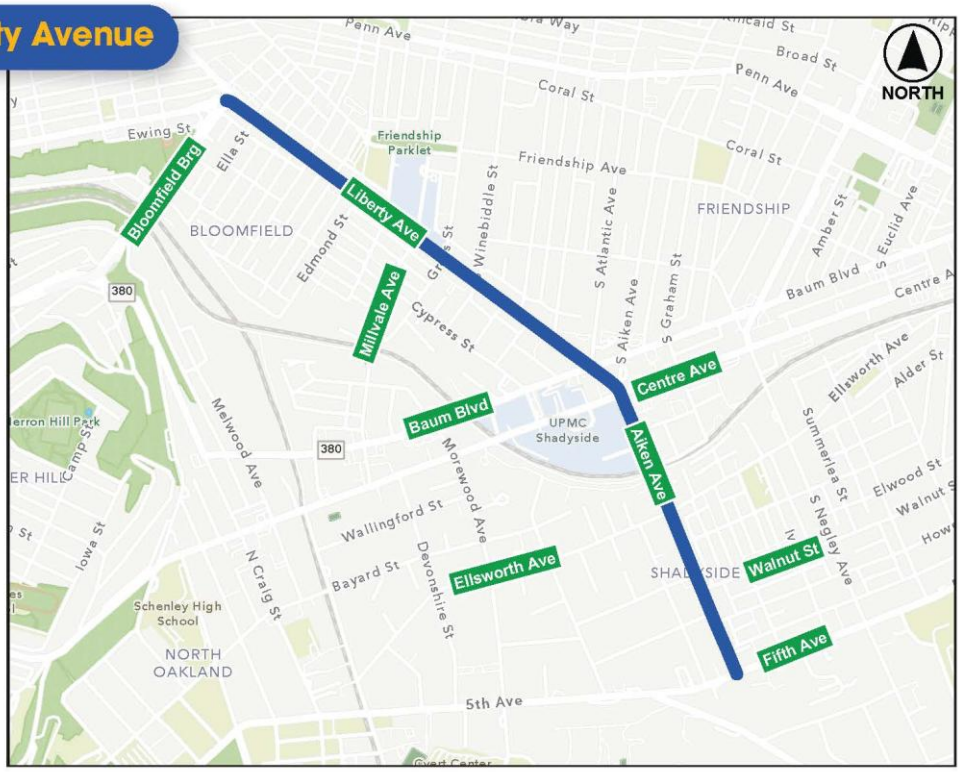
- Location: Fifth Avenue to Bloomfield Bridge
- Length: 1.5 miles
- Municipality: Pittsburgh
- Road Owner: City of Pittsburgh

DESCRIPTION

This project will enhance the safety of pedestrians, bicyclists, transit users, and drivers by improving pedestrian space and intersections. This includes making pedestrian crossings and bicycling along the corridor safer with a more continuous protected bike lane, bike boxes, curb-bulbouts, crosswalks, rapid flashing beacons, and traffic signal backplates.

PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Bike Box
- Crosswalk Installation
- Curb-Bulbouts Installation
- Intersection 3-Way Crosswalk
- Intersection 4-Way Crosswalk
- Lighting Improvements
- Pedestrian Signals
- Protected Bike Lane
- Rapid Flashing Beacons (RRFB)
- Remove Slip Access
- Sight Lines
- Signal Backplates
- Transit Shelters
- Wayfinding



What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

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____ I am strongly against this project

Please provide any additional input for this improvement project.

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Penn Avenue (SR 0008)

CORRIDOR CHARACTERISTICS

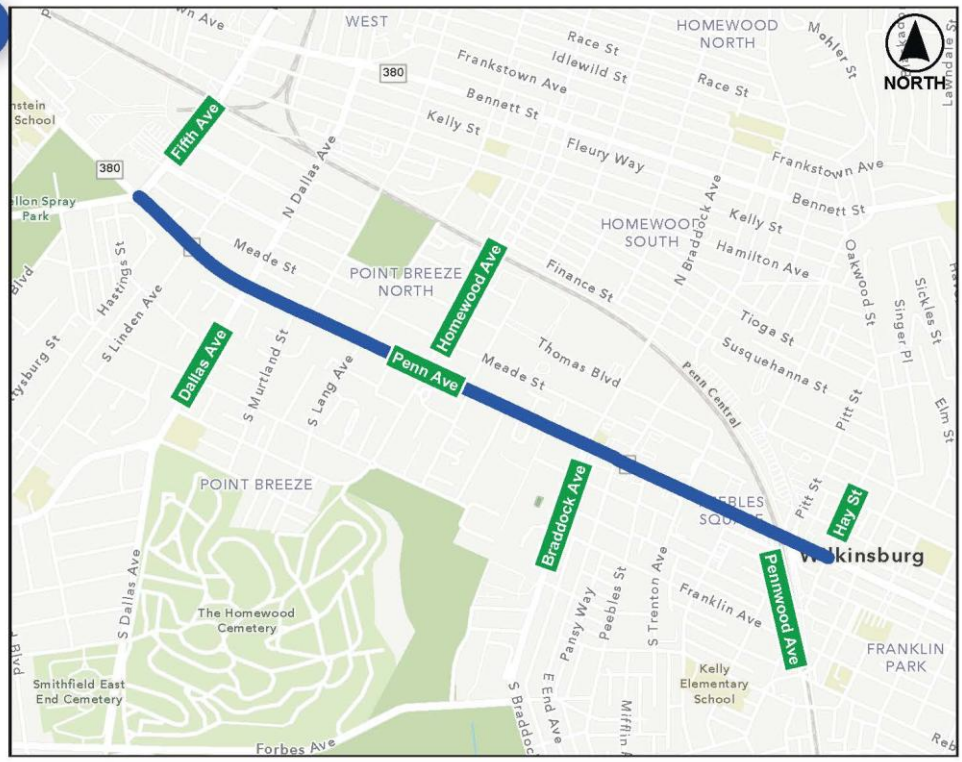
- Location: Fifth Avenue to Hay Street
- Length: 1.6 miles
- Municipality: Pittsburgh, Wilkinsburg
- Road Owner: PennDOT

DESCRIPTION

This project will enhance the safety of pedestrians, transit users, and drivers by improving pedestrian space and intersections. This includes making pedestrian crossings along the corridor safer with curb-bulbouts, crosswalks, pavement markings, parking restriction signage, and traffic signal backplates. Alternatives under consideration include widening sidewalks and reducing obstacles or a road reconfiguration, each needing further study and design.

PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Crosswalk Installation
- Curb-Bulbouts Installation
- Intersection 3-Way Crosswalk
- Intersection 4-Way Crosswalk
- Lighting Improvements
- Parking Restriction Signage
- Pavement Markings
- Pedestrian Signals
- Signal Backplates
- Targeted Enforcement Sign
- Transit Shelters
- Wayfinding



What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

Allegheny County VISION zero
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Butler Street (SR 2122)

CORRIDOR CHARACTERISTICS

- Location: 34th Street to 62nd Street Bridge (SR 0008)
- Length: 2.5 miles
- Municipality: Pittsburgh
- Road Owner: PennDOT

DESCRIPTION

This project will enhance the safety of pedestrians, bicyclists, transit users, and drivers by improving pedestrian space and intersections. This includes making crossing at intersections safer with curb-bulbouts, crosswalks, traffic signal backplates, and access management.

PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Crosswalk Installation
- Curb-Bulbouts Installation
- Curve Warning Signs
- Intersection 3-Way Crosswalk
- Intersection 4-Way Crosswalk
- Lighting Improvements
- New Sidewalk
- Parking Restriction Signage
- Pedestrian Signals
- School Zone Signage
- Signal Backplates
- Transit Shelters
- Variable Speed Signage
- Wayfinding

What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

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W Carson Street (SR 0051 /SR 0837) and Arlington Avenue

CORRIDOR CHARACTERISTICS

- Location: P.J. McArdle Roadway to Corliss Street
- Length: 2.8 miles
- Municipality: Pittsburgh
- Road Owner: PennDOT

DESCRIPTION

This project will enhance the safety of pedestrians, bicyclists, transit users, and drivers by improving the pedestrian space and intersections. This includes making pedestrian crossings along the corridor safer with curb-bulbouts, crosswalks, widening of sidewalks, mid-block crossings, rapid flashing beacons, and traffic signal backplates.

PROPOSED SAFETY IMPROVEMENTS

- Advance Warning Signage
- Crosswalk Installation
- Intersection 3-Way Crosswalk
- Intersection 4-Way Crosswalk
- Lighting Improvements
- Mid-block Crossing (further study)
- New Sidewalk
- Pedestrian Refuge
- Pedestrian Signals
- Protected Bike Lane (further study)
- Rapid Flashing Beacons (RRFB)
- Signal Backplates
- Targeted Enforcement Sign
- Variable Speed Signage
- Wayfinding
- Widen Sidewalk

What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

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Ohio River Boulevard (SR 0065)

CORRIDOR CHARACTERISTICS

- Location: McKees Rocks Bridge (SR 3104) to Laurel Avenue
- Length: 2.4 miles
- Municipality: Avalon, Bellevue, Ben Avon, Pittsburgh
- Road Owner: PennDOT

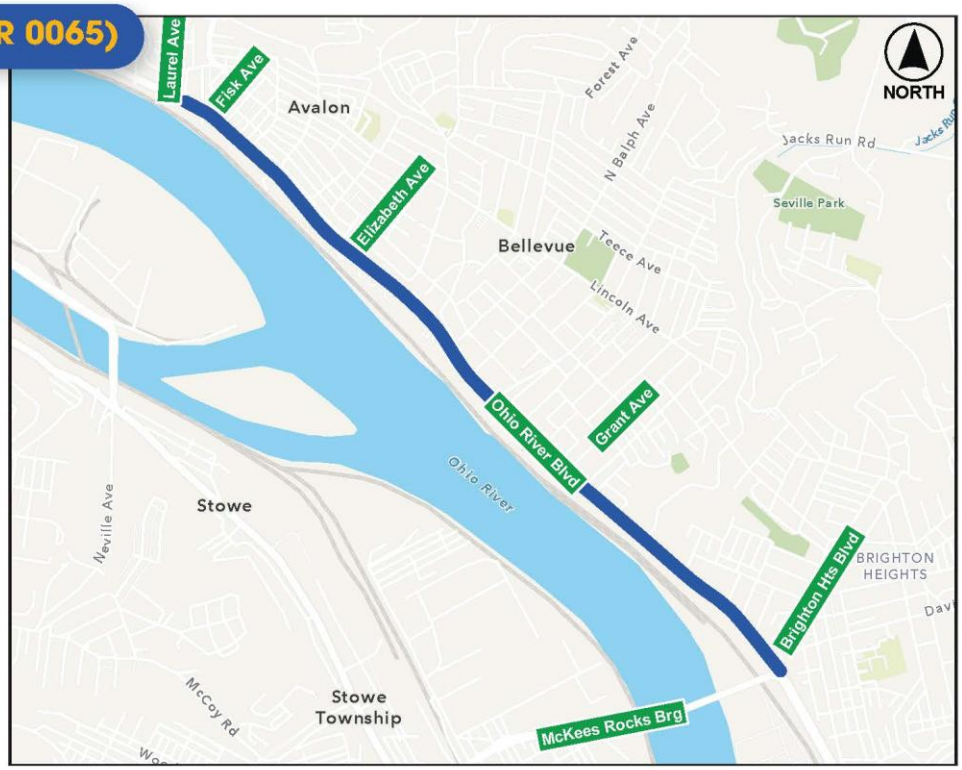
DESCRIPTION

This project will promote safety by installing sidewalk extensions and widening, as well as improving sidewalks. The following intersections have additional enhancements:

- McKees Rocks Bridge – add high friction surface treatment, delineation, and improved wayfinding.
- Grant Avenue – install one-way signage and, pavement markings, and intersection warning signage/markings.
- Riverview Avenue – install tracer lines for Ohio River Boulevard left turns, install median barrier delineation, and "Do Not Enter", "Wrong Way", "Enter Here" signage.
- Driveways near Red White and Blue Thrift Store – install raised median island or flex posts, and signage to restrict left turns.

PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Advance Warning Signage
- Clearance Interval Times
- Crosswalk Installation
- Delineation
- High Friction Surface Treatment
- New Sidewalk
- Pavement Markings
- Sight Lines
- Signal Backplates
- Wayfinding
- Widen Sidewalk



What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

Allegheny County VISION zero
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McKees Rocks Road and Lorish Road

CORRIDOR CHARACTERISTICS

- Location: Steubenville Pike (SR 0060) to Heckel Road
- Length: 2.1 miles
- Municipality: Kennedy, McKees Rocks, Robinson
- Road Owner: Allegheny County

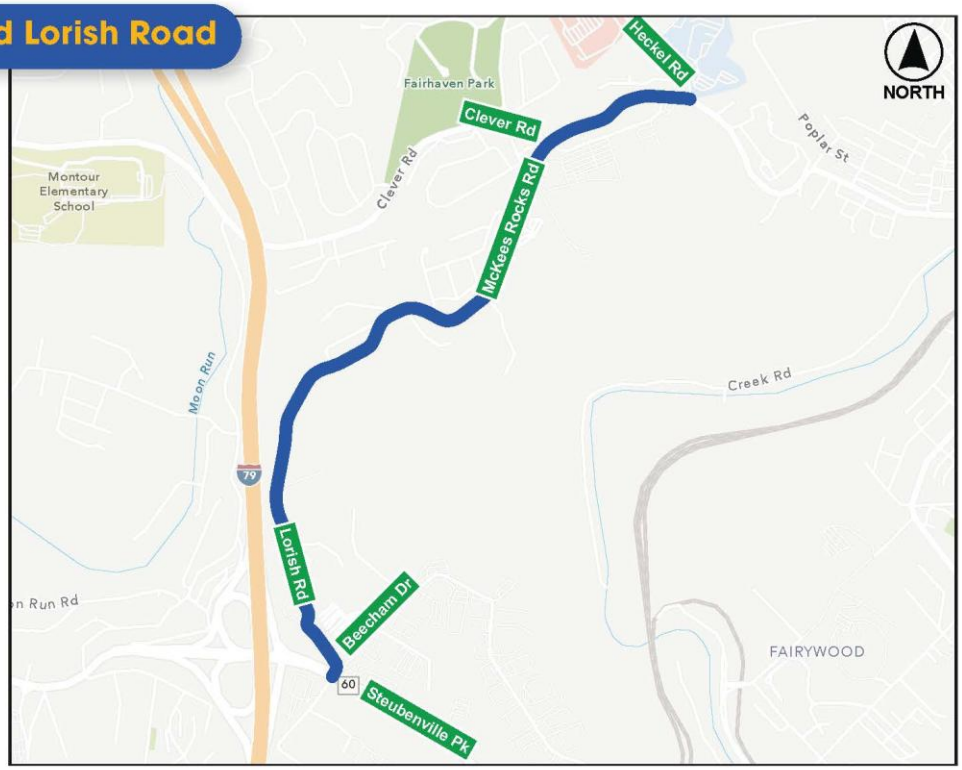
DESCRIPTION

This project will enhance roadway safety by installing curve warning improvements, adding high friction surface treatment, improving sight distance on curves, and installing centerline and edgeline rumble strips. Sidewalk extensions are proposed in two locations on the corridor. The following intersections have additional enhancements:

- Clever Road – assign the lanes on Langer Way to left and through-right to match Clever Road.
- Beecham Drive – convert to all-way stop.
- Steubenville Pike – add protected only left-turn phasing

PROPOSED SAFETY IMPROVEMENTS

- All-Way Stop Control
- Clearance Interval Times
- Curve Warning Signs
- Delineation
- High Friction Surface Treatment
- Left-Turn Protective Phasing
- Lighting Improvements
- New Sidewalk
- Pavement Markings
- Sight Lines
- Signal Backplates
- Slow Pavement Markings



What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

Allegheny County VISION zero
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Homeville Road, Greensprings Avenue, and Ravine Street

CORRIDOR CHARACTERISTICS

- Location: Homestead Duquesne Road to 8th Avenue
- Length: 3.7 miles
- Municipality: Munhall, West Mifflin
- Road Owner: Allegheny County, Munhall Borough

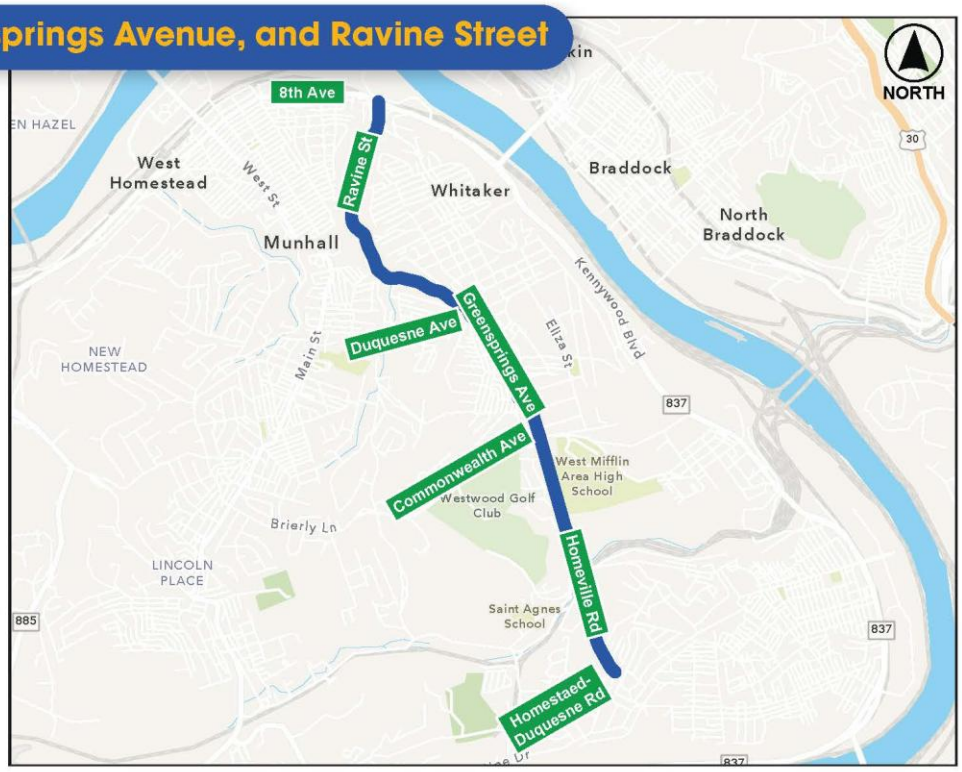
DESCRIPTION

This project will enhance roadway safety by installing parking lane lines, speed tables, sharrows, and parking guidance on Ravine Street. Key recommendations include curve warnings and sidewalk extensions along the corridor. The following intersections have additional enhancements:

- Duquesne Avenue – realignment of northern slip lane, crosswalks, and sign revisions.
- Commonwealth Avenue – remove islands and improve pedestrian accommodations including crosswalks and curb ramps.

PROPOSED SAFETY IMPROVEMENTS

- Advance Warning Signage
- All-Way Stop Control
- Clearance Interval Times
- Crosswalk Installation
- Curve Warning Signs
- Delineation
- High Friction Surface Treatment
- Install Signal Ahead Warning Sign
- New Sidewalk
- Paint Parking Lane Line
- Parking Restriction Signage
- Sight Lines
- Signal Backplates
- Speed Table
- Two-Way Center Left-Turn Lane (limited locations)



What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

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Brownsville Road

CORRIDOR CHARACTERISTICS

- Location: Broughton Road to Baptist Road
- Length: 2.3 miles
- Municipality: Baldwin, South Park, Whitehall
- Road Owner: Allegheny County

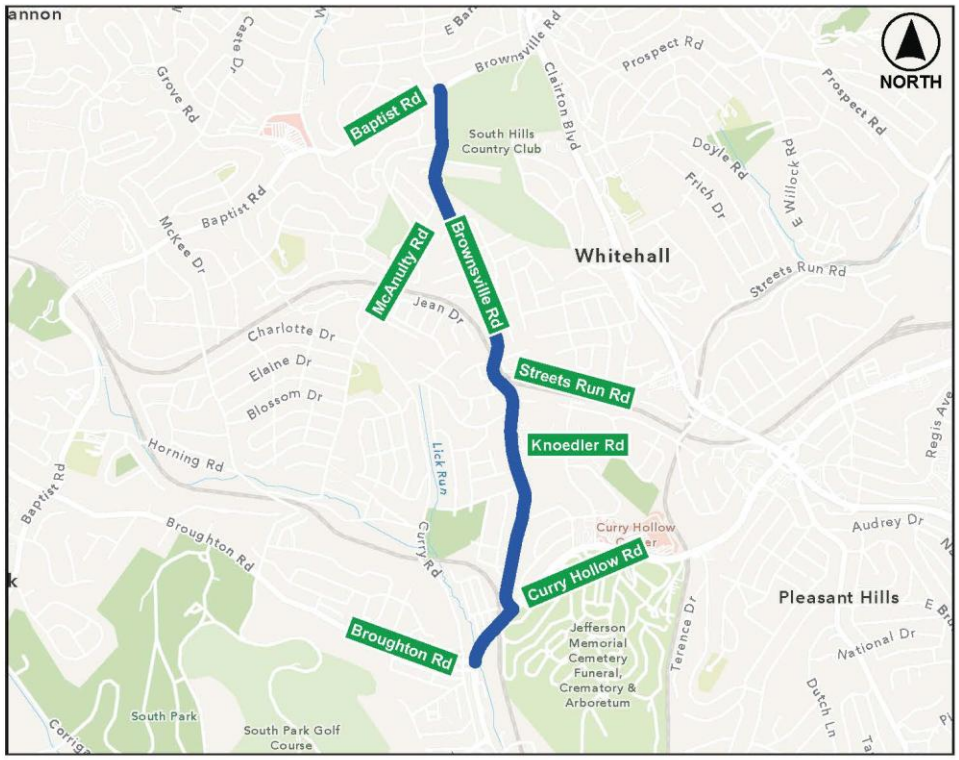
DESCRIPTION

This project will enhance roadway safety by improving curve warning, signing, and high friction surface treatment for major intersections such as Baptist Road, Streets Run Road, and Curry Hollow Road. The following intersections also have enhancements:

- Baptist Road – add crosswalks, study restricting right turns on red.
- Streets Run Road – realignment.
- Curry Hollow Road – add supplemental signal head, lighting, and protected left-turns.
- Broughton Road – upgrade the traffic signal fully, add lighting and supplemental signal head.

PROPOSED SAFETY IMPROVEMENTS

- Access Management
- Clearance Interval Times
- Crosswalk Installation
- Curve Warning Signs
- Delineation
- High Friction Surface Treatment
- Improve Superelevation
- Install Signal Ahead Warning Sign
- Left-Turn Protective Phasing
- Lighting Improvements
- New Sidewalk
- No Turn on Red
- Signal Backplates
- Slow Pavement Markings
- Supplemental Signal Head
- Two-Way Center Left-Turn Lane (limited locations)
- Wayfinding



What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

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River Road / Kennywood Boulevard / Duquesne Boulevard

CORRIDOR CHARACTERISTICS

- Location: Ravine Street to Overland Avenue
- Length: 3.1 miles
- Municipality: Munhall, Whitaker, Duquesne, West Mifflin
- Road Owner: PennDOT

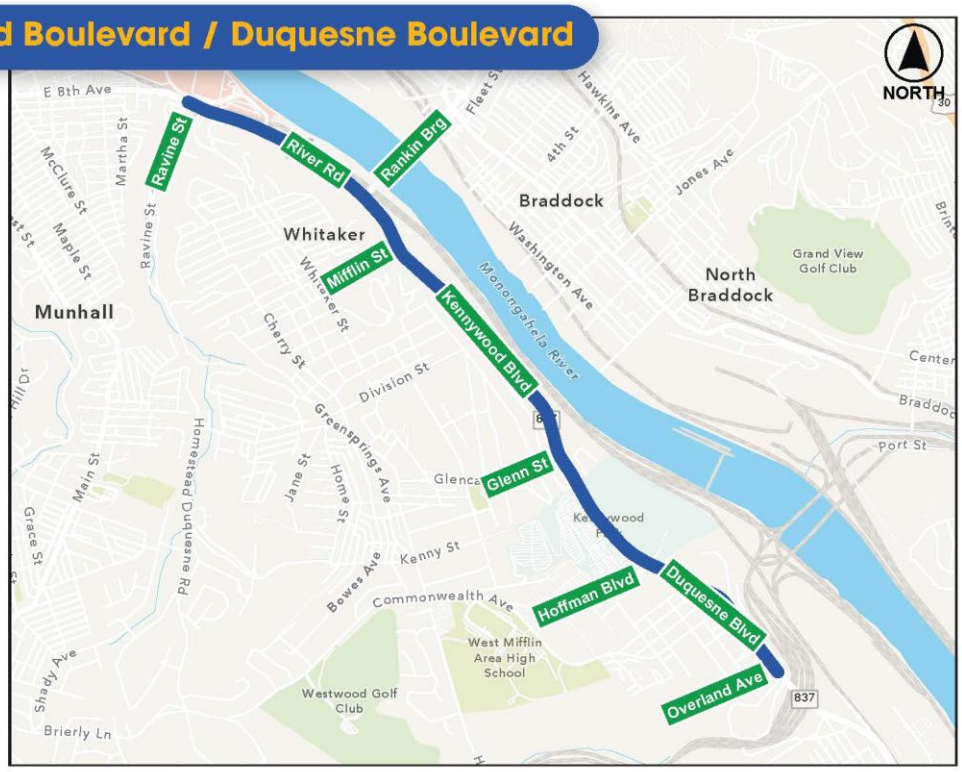
DESCRIPTION

This project will enhance roadway safety by installing sidewalk extensions and improving maintenance of sidewalks throughout the corridor. The following intersections have additional enhancements:

- Commonwealth Avenue – add protected left-turn phasing with lane utilization signage.
- Hoffman Boulevard – extend sidewalk to bus stop, add protected left-turn phasing with lane utilization signage, add right-turn lane on Hoffman Boulevard, and install lighting.
- Glenn Street – add protected left-turn phasing with lane utilization signage and install sidewalk and curb ramps on the southwest corner.
- Rankin Bridge – install raised median islands, adequate delineation, and high visibility pavement markings.

PROPOSED SAFETY IMPROVEMENTS

- Clearance Interval Times
- Delineation
- Left-Turn Protective Phasing
- Lighting Improvements
- New Sidewalk
- Pavement Markings
- Sight Lines



What do you think of this improvement project?

____ I like it a lot

____ I like it somewhat

____ No preference

____ I do not really like it

____ I am strongly against this project

Please provide any additional input for this improvement project.

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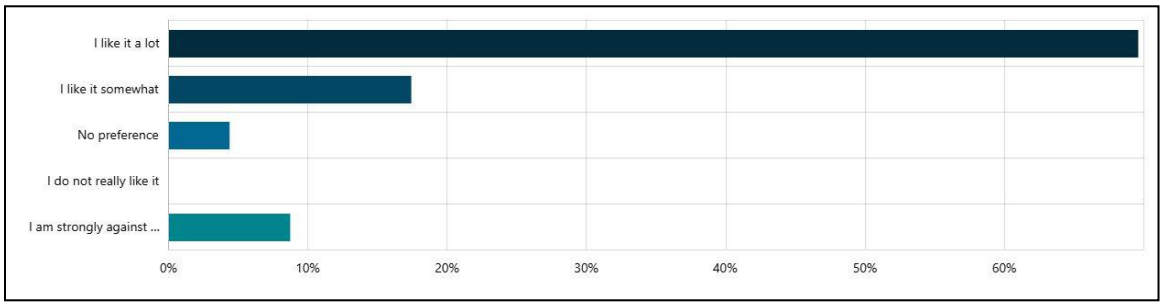
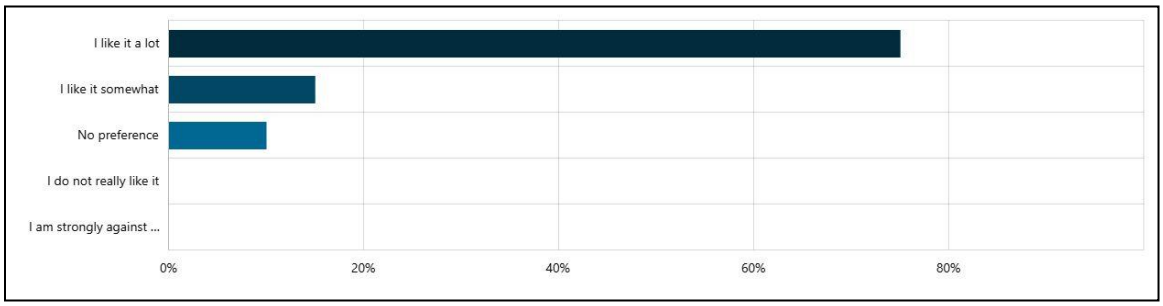
6.2 Survey Results

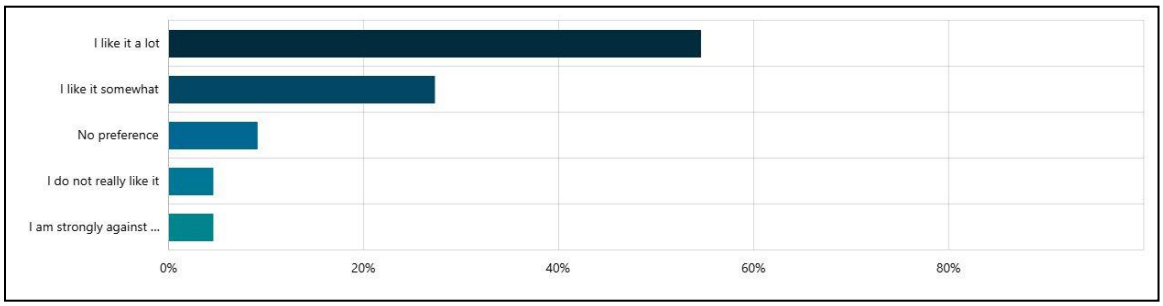
Fifth Avenue: What do you think of this improvement project?



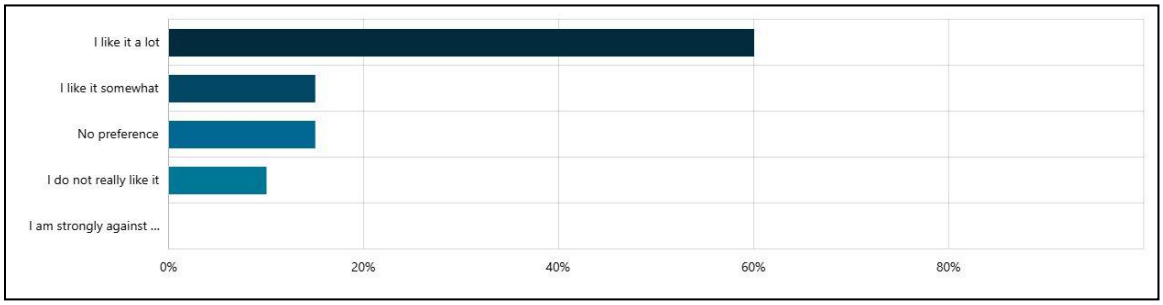
Aiken Avenue and Liberty Avenue: What do you think of this improvement project?



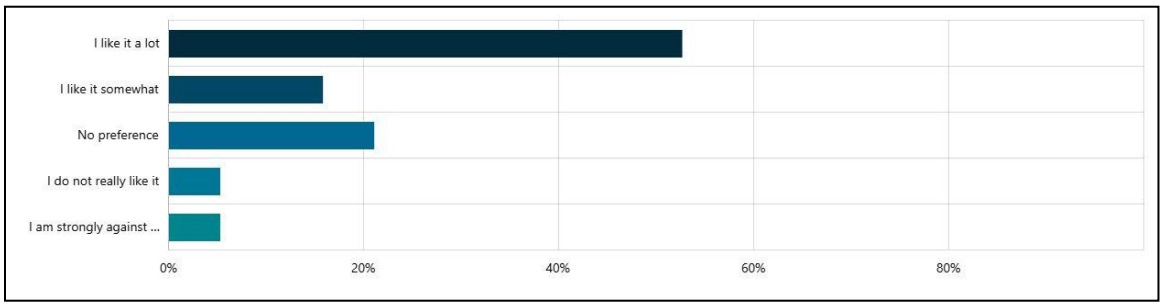
Penn Avenue (SR 0008): What do you think of this improvement project?



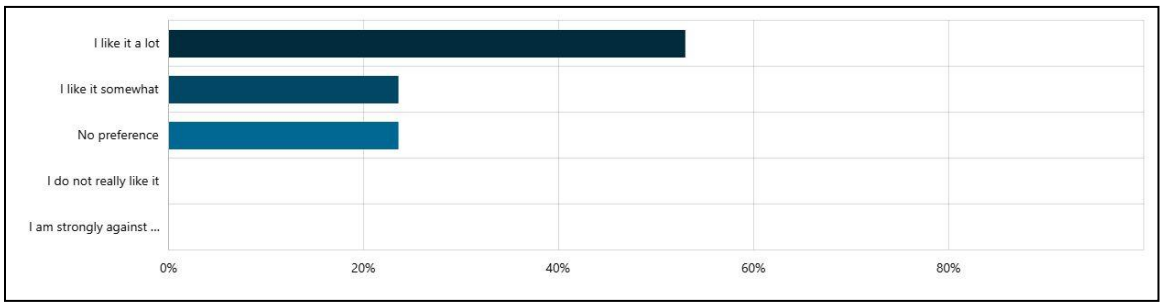
Butler Street (SR 2122): What do you think of this improvement project?



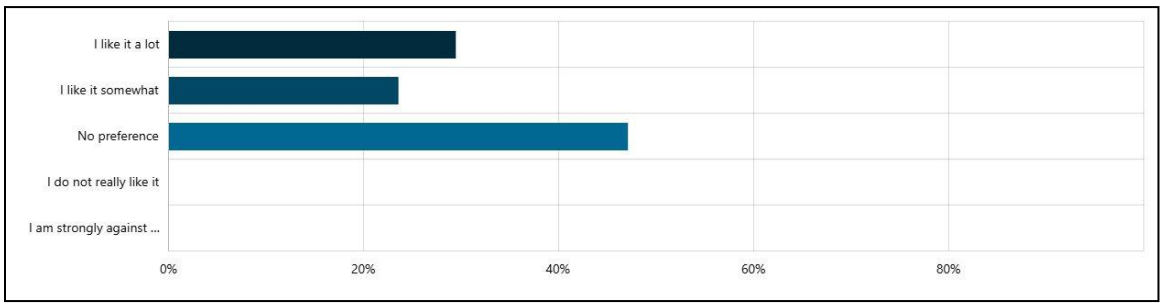
W Carson Street (SR 0051/SR0837) and Arlington Avenue: What do you think of this improvement project?



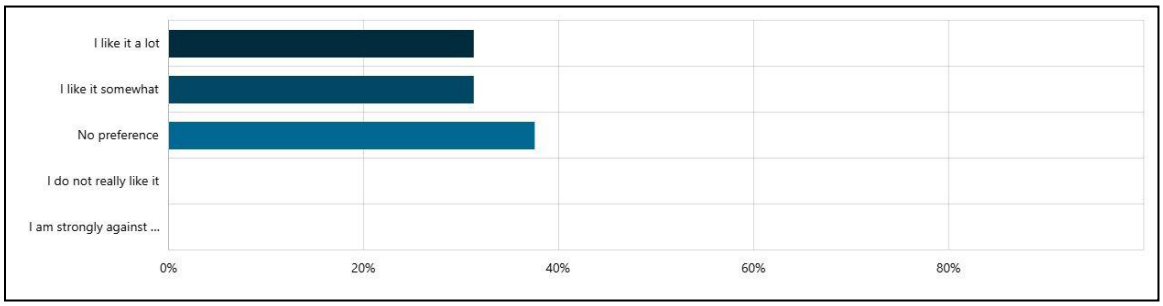
Ohio River Boulevard (SR 0065): What do you think of this improvement project?



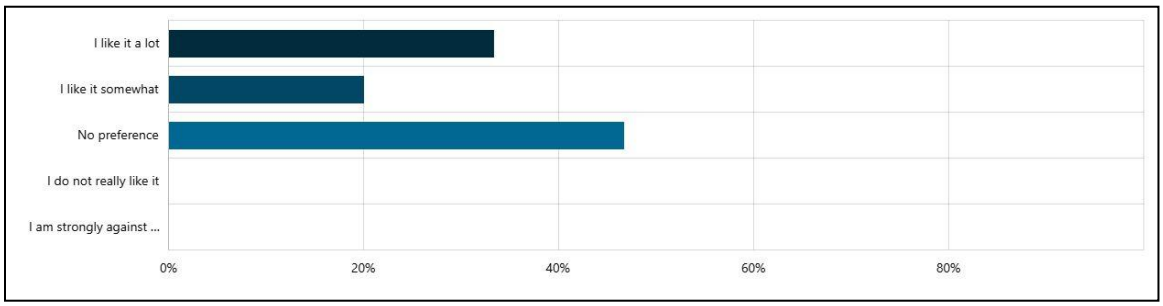
McKees Rocks Road and Lorish Road: What do you think of this improvement project?



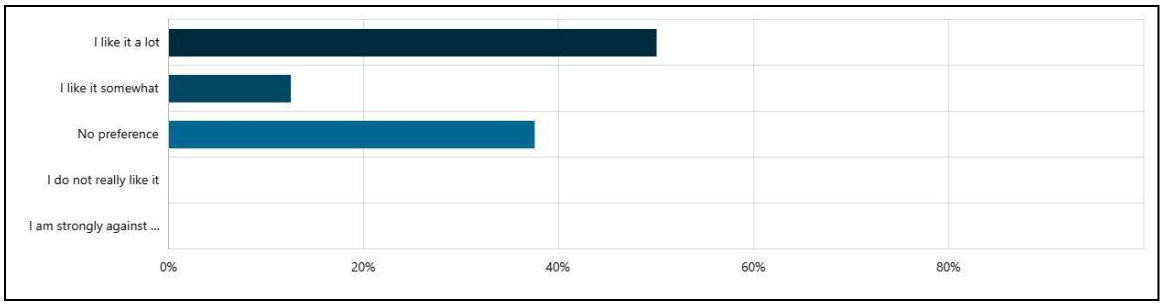
Homeville Road, Greensprings Avenue, and Ravine Street: What do you think of this improvement project?



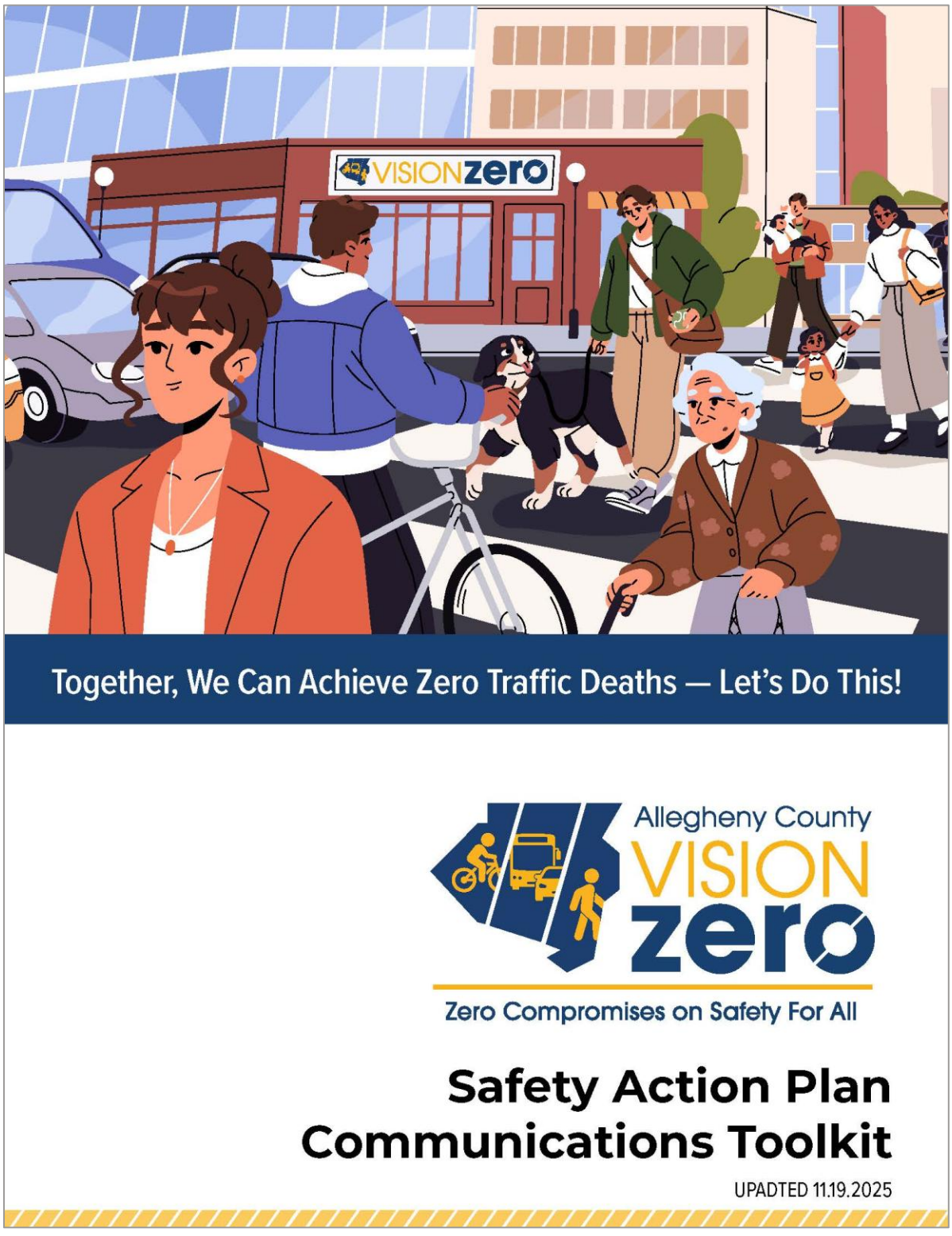
Brownsville Road: What do you think of this improvement project?



River Road, Kennywood Boulevard, and Duquesne Boulevard: What do you think of this improvement project?



6.3 Communications Toolkit (Phase Two)



> **Vision Zero is a worldwide initiative aimed at reaching zero traffic-related deaths and serious injuries.**

Introduction

Thank you for your continued support and partnership in spreading the word about the Allegheny County Safety Action Plan (ACSAP)—a comprehensive, data-driven effort to eliminate roadway-related fatalities and serious injuries across the county.

As we enter the next phase of outreach, we're asking for your help in encouraging public feedback on the ten corridors identified for potential safety improvements. To make this easy, the Southwestern Pennsylvania Commission (SPC) has developed an online communications toolkit featuring clear, consistent messaging aligned with the ACSAP's goals and Vision Zero principles.

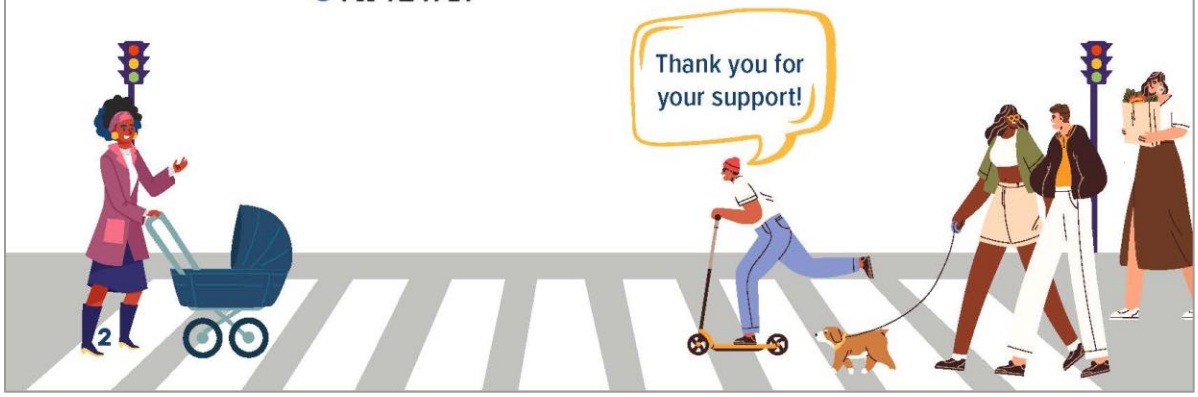
The toolkit includes ready-to-use materials tailored for different audiences to help engage your community, network, or organization. Your participation is vital—this plan is being built on community input, and we want to hear from as many people who live, work, and travel through our region as possible.

You'll find sample posts, graphics, and outreach language to share on your website, social media, or newsletters, along with background information on the ACSAP and Vision Zero.

For translated materials or additional information, please contact Evan Schoss, SPC Manager of Transportation Operations & Safety, at at eschoss@spcregion.org.

VISIT OUR WEBSITE TO DOWNLOAD THE TOOLKIT

https://bit.ly/AlleghenyCountyVisionZero



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Fact Sheet

This one-page fact sheet provides quick and concise details about the ACSAP. It educates the public and stakeholders on the overall process and Vision Zero's initiative.

- Include in your monthly e-newsletters, e-blast, or post as an informational piece

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The Southwestern Pennsylvania Commission and its partners
Safety for All.

The Southwestern Pennsylvania Commission (SPC), along with the Pennsylvania Department of Transportation (PennDOT), Allegheny County, and the City of Pittsburgh, are furthering their commitment to ending traffic deaths and serious injuries on roads within the county through a new safety initiative called Vision Zero.

The coordinated planning effort will result in the Allegheny County Safety Action Plan. This effort reflects a commitment to creating a safer and more equitable transportation system for everyone—whether they walk, bike, drive, or use public transit.

By addressing roadway safety through proven approaches, including engineering, education, and enforcement, Vision Zero seeks to create streets that prioritize human life and well-being.

Vision Zero is based on the Safe System Approach, which follows several guiding principles to provide a holistic safety approach for all forms of transportation. Vision Zero incorporates proactive, preventative improvements to roadway design and focuses on enhancing safety for all road users.

What We Heard from the Co

Community voices played a central role in sha Action Plan. Through surveys, map comments stakeholder discussions, residents across Alle their real-life experiences and concerns abou feedback revealed a clear desire for safer str and stronger enforcement—particularly to pro and other vulnerable users.

Phase One Engagement

Online Safety Survey
349 responses

Interactive Map
862 location-based comments

Public Meetings
4 open houses
3 outreach events

Sta
10
with c
first respond

Website Visitors
2,400+

Social Media Reach
Over 3,700 impressions
across four platforms

You have questions?
WE HAVE ANSWERS.

Why is SPC pursuing a Safety Action Plan?
SPC and Allegheny County are creating a Safety Action Plan to reduce traffic deaths and serious injuries to zero. Funded through USDOT's Safe Streets for All program, the plan will guide Vision Zero strategies, secure funding, and serve as a model for expanding this work across all ten SPC counties.

What is a Safety Action Plan?
It's a data-driven plan that identifies the key causes of severe crashes and outlines strategies to address them. The plan assigns responsibility to agencies and partners to ensure actions are implemented.

Who is this plan for?
Everyone who uses the roads—drivers, passengers, pedestrians, cyclists, and transit riders.

How will the plan be used?
It will recommend safety strategies, projects, and programs—from street design to education and emergency response—that aim to eliminate deaths and serious injuries on Allegheny County's roads.

What is Vision Zero?
Vision Zero is a global movement that views traffic deaths as preventable. The focus is on eliminating severe and fatal crashes through shared responsibility among roadway users, planners, and operators.

Where did Vision Zero originate?
Vision Zero started in Sweden in 1994 with the belief that no loss of life is acceptable. Today, it is endorsed by USDOT, PennDOT, and many communities nationwide.

THE PLAN'S GUIDING PRINCIPLES

All Transportation
Eliminate traffic deaths for people walking, biking, accessing transit, and driving.

Data-Driven Solutions
Base solutions on industry best practices, evidence, and data analysis.

Equity
Prioritize areas of greatest need to ensure safe access is available to everyone.

Commitment and Accountability
Align funding, policies, and processes among decision-makers.

Public Input
Ensure the community is informed and involved through active participation.

Education
Teach the importance of Vision Zero and the shared responsibility of all roadway users.

Urgency
Focus actions on the urgent need to stop loss of life and severe injuries.

ACTION PLAN TIMELINE

Oct – Dec 2024 Data Collection and Goal Setting
Jan – Feb 2025 Crash and Equity Analysis
Mar – May 2025 Countermeasure Identification
May – Oct 2025 Countermeasure Prioritization
Nov – Dec 2025 Documentation and Strategic Implementation
Project Start
Plan Adoption
Stakeholder Interviews Jan – Feb 2025
Public Engagement • Phase 1 Jan – May 2025
Public Engagement • Phase 2 Nov 2025

VISIT OUR WEBSITE TO LEARN MORE AND SIGN UP FOR UPDATES!
https://bit.ly/AlleghenyCountyVisionZero

OCTOBER 2026

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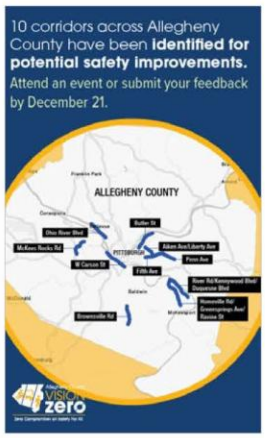
Web Banners

Guide your followers to the ACSAP website to learn more about the project and how to provide input throughout the engagement process.

- HOW TO SHARE: Post the banner on your website and link to: https://bit.ly/AlleghenyCountyVisionZero

120x600 px

250x250 px



240x400 px

728x90 px

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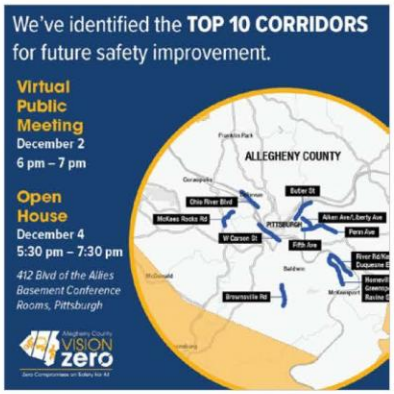
Social Media: Promote Feedback and Events

Share our graphics through your social channels to promote and explain the ACSAP to your community.

- We have suggested text to accompany the posts



Join the conversation to learn more about the Allegheny County Safety Action Plan and share your thoughts on the Top 10 corridors identified for safety improvements.

- Virtual Meeting: Tuesday, December 2 (6 pm – 7 pm) https://bit.ly/ACSAPVirtualMeeting
- Open House: Thursday, December 4 (5:30 pm – 7:30 pm) 412 Blvd of the Allies | Basement Conference Rooms, Pittsburgh. Stop by any time during this two-hour open house.

The Top 10 Corridors were chosen based on crash data and community input. Others weren't included because safety projects are already planned or in progress.

Your input will help shape strategies to make travel safer and more accessible for everyone, whether you drive, bike, walk, or ride transit.

Learn more or review the corridors online: https://bit.ly/AlleghenyCountyVisionZero

#AlleghenyCountySafety #VisionZero

Your voice matters! Join us for an Allegheny County Safety Action Plan virtual meeting or open house to help guide the future of roadway safety across the County. We'll focus on the Top 10 corridors and gather your insights, concerns, and priorities.

- Virtual Meeting: Tuesday, December 2 (6 pm – 7 pm) https://bit.ly/ACSAPVirtualMeeting
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#AlleghenyCountySafety #VisionZero #DriveToZero

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Email/Newsletter: Promote the Project

Send an email to your organization's list serve. You can use or adapt one of the sample emails below to promote upcoming meetings and the online survey.

Subject Line: Share Your Input: Top 10 Corridors Identified for Safety Improvements

The Southwestern Pennsylvania Commission (SPC), in partnership with the Pennsylvania Department of Transportation (PennDOT), Allegheny County, and the City of Pittsburgh, is advancing its Vision Zero commitment to eliminate traffic deaths and serious injuries on all roads in Allegheny County.

As part of this effort, SPC and its partners have identified 10 key corridors across Allegheny County where roadway safety can be improved—and now we need your input to help prioritize next steps. The Top 10 Corridors were identified through data analysis, crash trends, and community input. These locations have the highest potential to reduce severe crashes and improve safety for all travelers. Corridors not selected may already have planned or scheduled improvements underway.

Your feedback will help shape strategies to make our roads safer for everyone, whether you drive, bike, walk, or ride transit.

Get involved today by:

- Providing your input on the Top Ten Corridors online until December 21: https://bit.ly/AlleghenyCountyVisionZero
- Attending the virtual public meeting on Tuesday, December 2 from 6 pm to 7pm https://bit.ly/ACSAPVirtualMeeting
- Attending the Open House on Thursday, December 4 from 5:30 pm to 7:30 pm at 412 Blvd of the Allies | Basement Conference Rooms, Pittsburgh

Thank you for helping make Allegheny County's roads safer for everyone. Together, we can move closer to zero deaths and serious injuries on our roadways.

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Talking Points

These pre-established phrases will assist stakeholders in quickly discussing ACSAP and reinforce the key messages in any forum.

Allegheny County Safety Action Plan

- The Allegheny County Safety Action Plan aims to improve roadway safety for all users. The Allegheny County Safety Action Plan team is analyzing data and gathering feedback from the community on roadway safety.
- The Top 10 Corridors were identified through data analysis, crash trends, and community input. These locations have the highest potential to reduce severe crashes and improve safety for all travelers. Corridors not selected may already have planned or scheduled improvements underway.
- The Southwestern Pennsylvania Commission (SPC), along with the Pennsylvania Department of Transportation (PennDOT), Allegheny County, and the City of Pittsburgh, is furthering its commitment to ending traffic deaths and serious injuries on all roads in Allegheny County through a new safety initiative called Vision Zero
- The development of the Allegheny County Safety Action Plan is funded by the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program.
- 350 road users were killed in a crash in Allegheny County between 2019 and 2023. This included 72 pedestrians, 6 bicyclists, 65 motorcyclists, and 207 motorists.
- Visit https://bit.ly/AlleghenyCountyVisionZero to follow updates and sign up for emails

Vision Zero

- Vision Zero is a road safety initiative aimed at eliminating all traffic fatalities and severe injuries while promoting safe, equitable, and sustainable mobility
- The core philosophy for Vision Zero is that traffic deaths and severe injuries are preventable and unacceptable. No loss of life is worth the convenience of unsafe road practices.

Safe System Approach

- The Safe System Approach focuses on creating redundancy in safety measures, such as safer road designs, improved vehicle technologies, and speed management
- One of the core philosophies for the Safe System Approach is humans make mistakes. It recognizes that people make mistakes, and the transportation system must be designed to reduce the consequences of those errors.
- The key components of the Safe System Approach are: safe roads, safe speeds, safe vehicles, safe road users, and post-crash care

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Learn more about Vision Zero!
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What is Vision Zero?

Each year, tens of thousands of lives are lost in crashes on American roads. These crashes are often referred to as "accidents," despite being entirely preventable. Vision Zero treats traffic deaths as a public health crisis, aiming to eliminate fatalities and serious injuries, not necessarily all crashes. It recognizes that even skilled drivers make mistakes, so roads, vehicles, and health systems must be designed for safety.

Vision Zero represents a shift in mindset, rejecting the idea that lives should be sacrificed for faster travel. It emphasizes reducing dangerous speeds, protecting vulnerable users, and promoting safer travel modes.

> "Vision Zero is a strategy to eliminate traffic-related fatalities and injuries.

The Safe System Approach

Success requires a coordinated system.

At the national level, the USDOT addresses Vision Zero through the Safe System Approach, which integrates five elements of transportation safety to create layers of protection.

SAFER ROAD USERS
The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, use a mobility device, or travel by other modes.

SAFER VEHICLES
Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.

SAFER ROADS
Designing transportation infrastructure to accommodate human mistakes and injury tolerances to greatly reduce the severity of crashes that do occur.

Safer Speeds
Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

POST-CRASH CARE
People who are injured in collisions rely on emergency responders to quickly locate and stabilize their injuries and transport them to medical facilities.

Vision Zero is a proven approach to transportation safety, focused on preventing roadway-related deaths and severe injuries. Vision Zero represents a fundamental change in how we plan and design our roads, shifting from a focus on maximizing motor vehicle efficiency to ensuring that our roads are safe regardless of whether travel is by car, bus, bicycle, or foot. Vision Zero recognizes that people will sometimes make mistakes and that our roads should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities.

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Why Vision Zero Matters

Someone dies on America's roads every 24 seconds. Road traffic injuries are the 8th leading cause of death and the top cause for children aged 5–14 and young adults aged 15–29. In 2022, an estimated 43,000 people died, and millions were injured in crashes—all preventable. Vision Zero aims to eliminate future traffic deaths.

> **Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety.**
>
> *—Vision Zero Network*

Traffic fatalities disproportionately affect vulnerable groups, including children, the elderly, people with disabilities, and low-income individuals, who often face unsafe, limited transportation options. Pedestrians, cyclists, transit users, and mobility device users face higher risks from speeding cars despite posing little danger to others.

Vision Zero is critical because it can prevent the injuries and deaths that have become all too common. It has proven effective where implemented and is achievable at the local level.

The Safe System Approach

Eliminating fatalities and serious injuries for all road users requires a fundamental shift to a proactive and holistic approach. The Safe System Approach, which is foundational to achieve Vision Zero, consists of six principles, which form the framework for the approach, and five elements that work together to achieve the goal of zero fatalities. This approach acknowledges human mistakes and vulnerability and guides the design and management of road systems with multiple layers of protection that work together to create a comprehensive, systematic, and redundant environment that protects all road users.

LEARN MORE ABOUT SAFE STREETS FOR ALL (SS4A)

https://www.transportation.gov/grants/SS4A

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Appendix B: Safety Analysis Supplemental Information

Contents

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Introduction

This Appendix includes additional information and data to support the safety analysis in the Allegheny County Comprehensive Safety Action Plan (CSAP). This supplemental information accompanies Section 2: Transportation Safety in Allegheny County of the CSAP with further breakdowns of crash characteristics.

The safety analysis identified the causes and contributing factors of fatal and serious injury (FSI) crashes for all road users, with an emphasis on vulnerable road users (VRU). The term vulnerable road user is typically used to refer to people walking, people bicycling, and anyone else not traveling inside a motor vehicle (such as people using mobility devices and people riding scooters). Vulnerable road users are of special interest when developing safety strategies because they are especially vulnerable to injuries or death when involved in crashes.

The safety analysis informed the recommended strategies and actions in the CSAP by providing a detailed assessment of existing conditions and historical trends in crashes.

Data Source

The analysis is based on historical crash data from PennDOT's Pennsylvania Crash Information Tool (PCIT) for reported crashes between 2019 and 2023. This was the latest five years of data available at the time of analysis in early 2025.

According to PennDOT's Pennsylvania Crash Facts and Statistics Report, a reportable crash is identified when an injury or fatality occurs or at least one of the vehicles involved requires towing from the scene. Non-reportable crashes are not included in the PCIT database; therefore, it is likely that more crashes occurred within Allegheny County during the study period than are included in this assessment.

Crash data from PCIT were classified by infrastructure type and assigned to one of three categories: roadway segments, signalized intersections, and unsignalized intersections. Interstate highways were excluded from the analysis to better reflect safety conditions on locally accessible roadways within Allegheny County. Further filtering excluded crashes that occurred on private streets, in parking lots, and those with unassigned locations. Geocoding errors occurred in 105 crashes in Allegheny County and were removed from data for analysis. Additional roadway attributes including ownership, traffic volumes, and number of intersection approaches were also assigned.

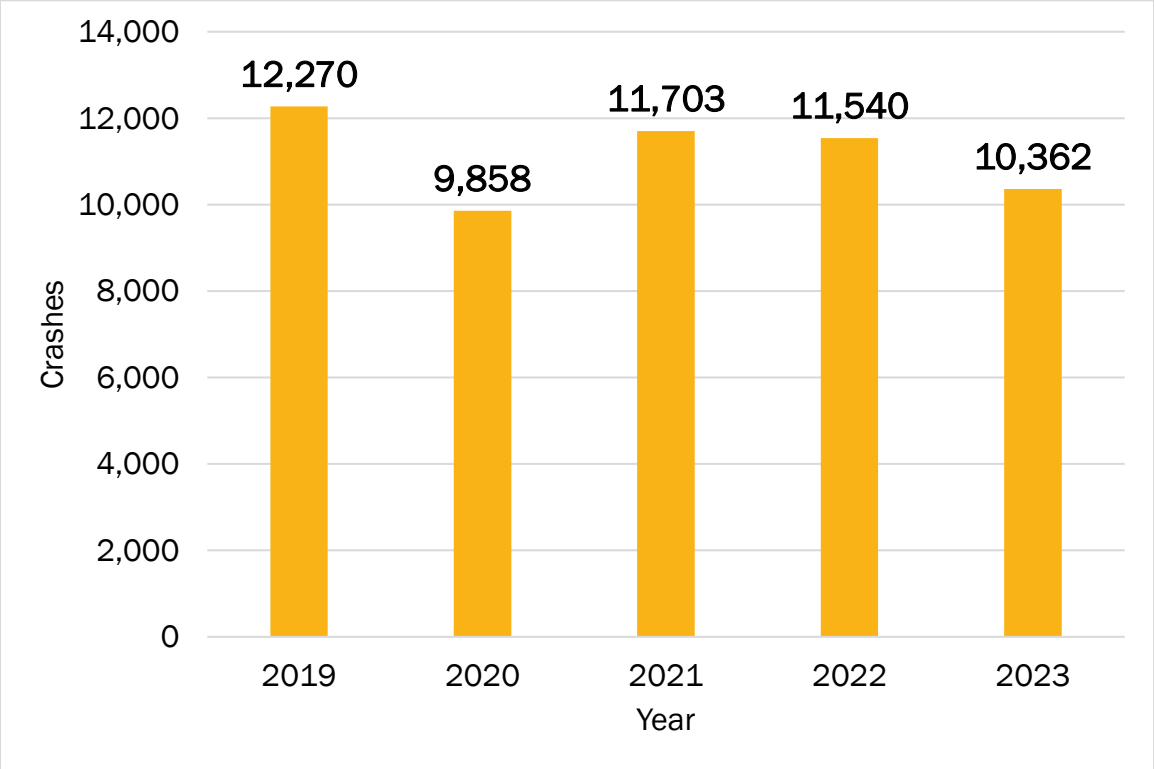
Allegheny County Crash Trends

Between 2019 and 2023, there were 55,733 crashes in Allegheny County, with an average of 11,150 crashes per year. The following sections describe the crash trends based on what was available in the crash data.

Crashes by Year

Figure 1 shows the 55,733 total crashes in Allegheny County by year. In 2020, crashes dropped significantly from 2019, likely due to the impacts of the COVID-19 pandemic. It should be noted that there was a nationwide decrease in crashes in 2020 due to the COVID-19 pandemic. After 2020, crashes in Allegheny County increased in 2021 then decreased in 2022 and 2023.

Figure 1: All Crashes in Allegheny County by Year (2019-2023)



Crash Severity Trends

Table 1 shows the total number of crashes by severity. When comparing the total number of crashes in 2019 with 2023, there was a 5% decrease in minor injury crashes, 30% decrease in possible injury crashes, 15% decrease in property damage only (no injury) crashes, and 15% decrease in total crashes. Meanwhile, suspected serious injury crashes increased by 2% and fatal injury crashes increased by 28%.

Figure 2 and **Figure 3** display the trend of fatal and injury crashes from 2019 to 2023.

Table 1: Total Number of Crashes by Severity (2019-2023)

Injury Severity	2019	2020	2021	2022	2023	Total
Fatal Injury (K)	58	57	67	83	74	**339**
Suspected Serious Injury (A)	342	324	401	342	348	**1,757**
Suspected Minor Injury (B)	2,214	1,799	2,234	2,227	2,111	**10,585**
Possible Injury (C)	2,429	1,666	1,981	1,839	1,698	**9,613**
No Injury (O)	7,227	6,012	7,020	7,049	6,131	**33,439**
Total	**12,270**	**9,858**	**11,703**	**11,540**	**10,362**	**55,733**

Figure 2: Fatal and Injury Crash Trends (2019-2023)

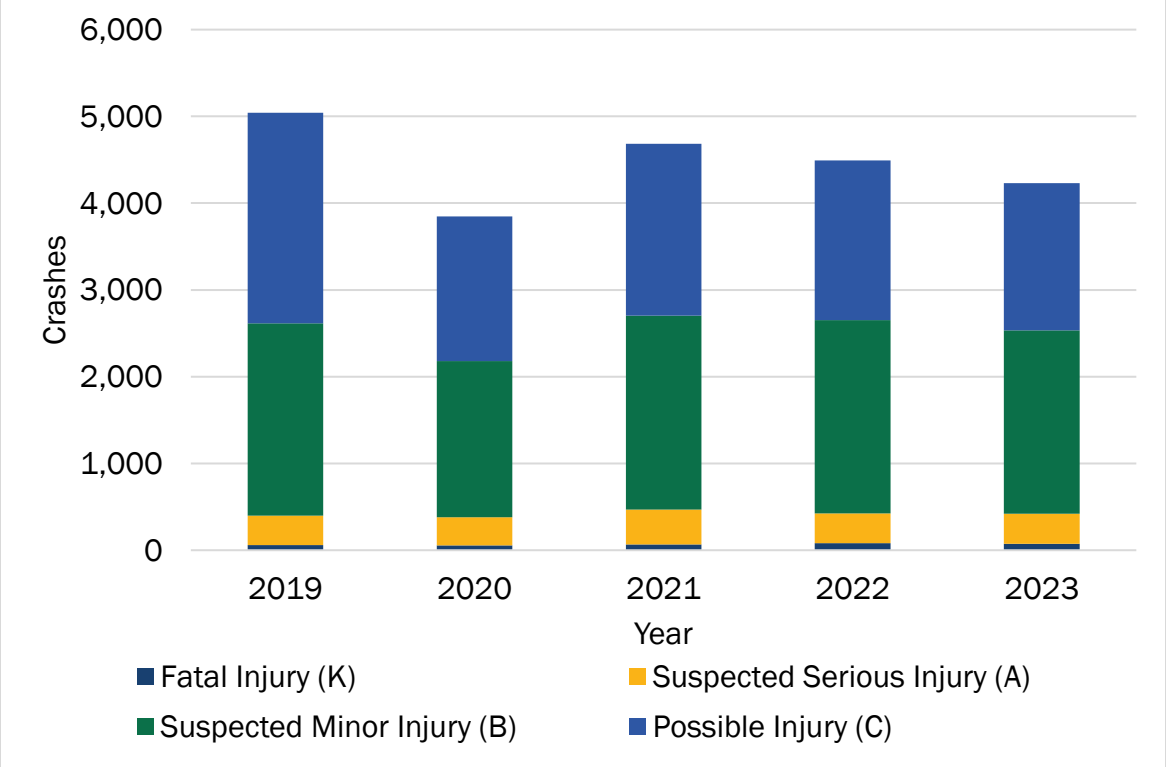


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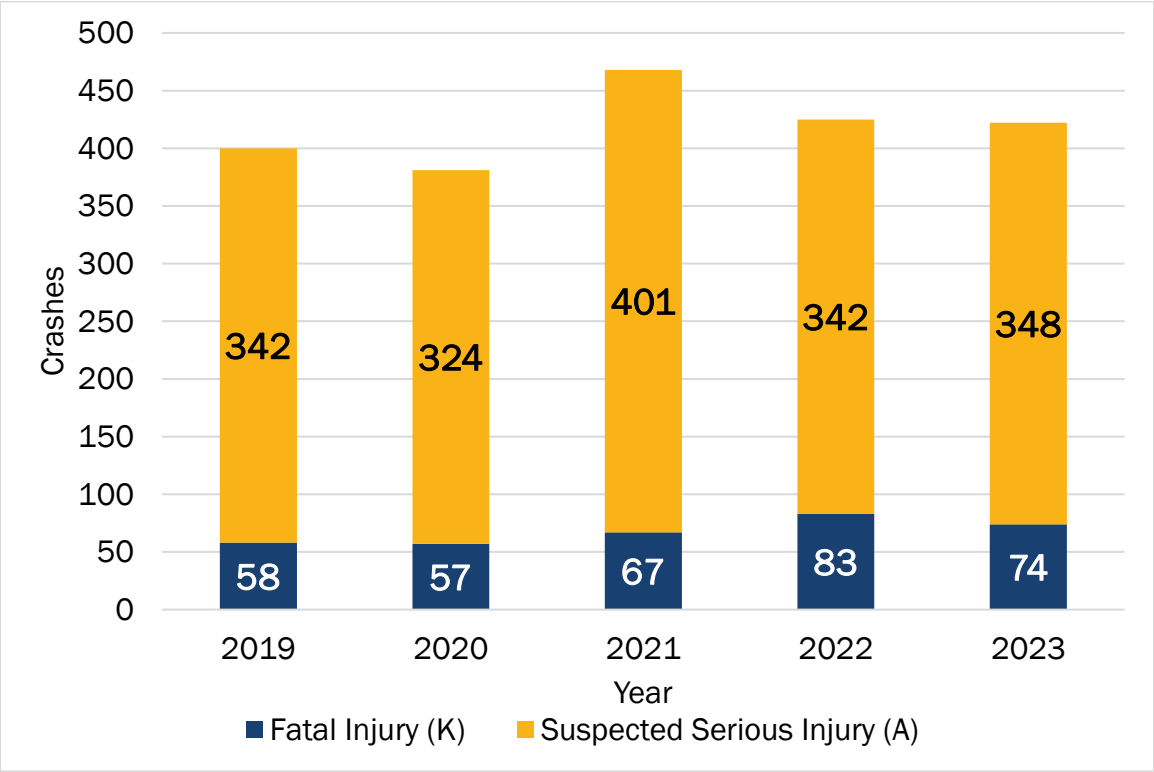
Figure 3: Fatal and Serious Injury Crash Trends (2019-2023)



Crash Trends by Mode

Figure 4 displays a comparison of vehicle-only crashes with pedestrian, bicyclist, and motorcyclist involved crashes, and **Figure 5** breaks down crash severity. As shown, motorcycle and pedestrian crashes represent the highest frequencies of non-vehicle-only FSI crashes. Similarly, bicyclist crashes represent the highest frequency of suspected minor and possible injury crashes. Meanwhile, vehicle-only crashes represent the highest amount of property damage only (no injury) crashes. This gives a clear indication that VRU crashes are more likely to result in an FSI crash relative to vehicle-only crashes.

Figure 4:Distribution of Fatal and Serious Injury Crashes by Users Involved (2019-2023)

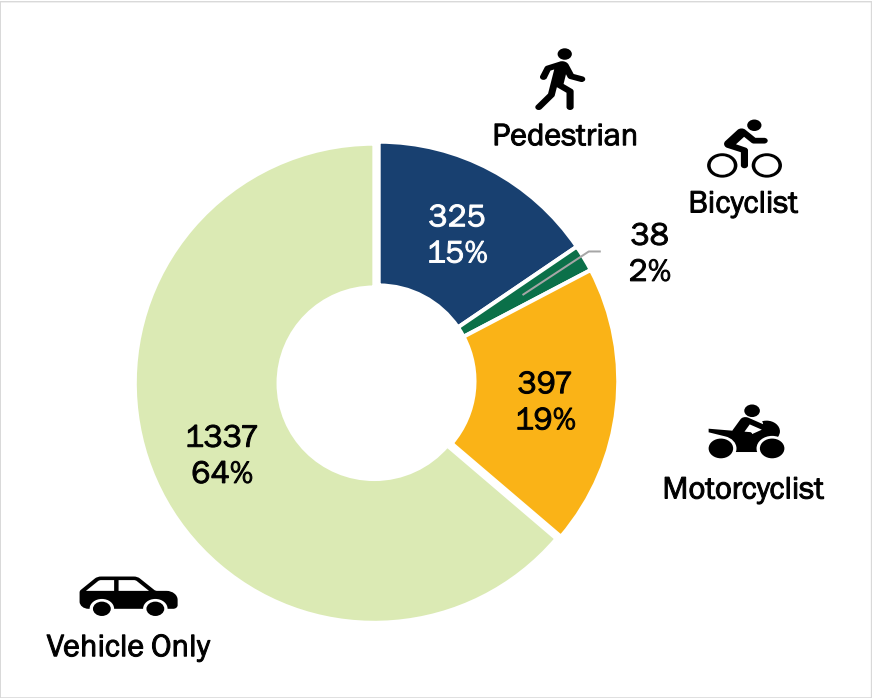


Figure 5: Crash Severity by Mode of Travel (2019-2023)

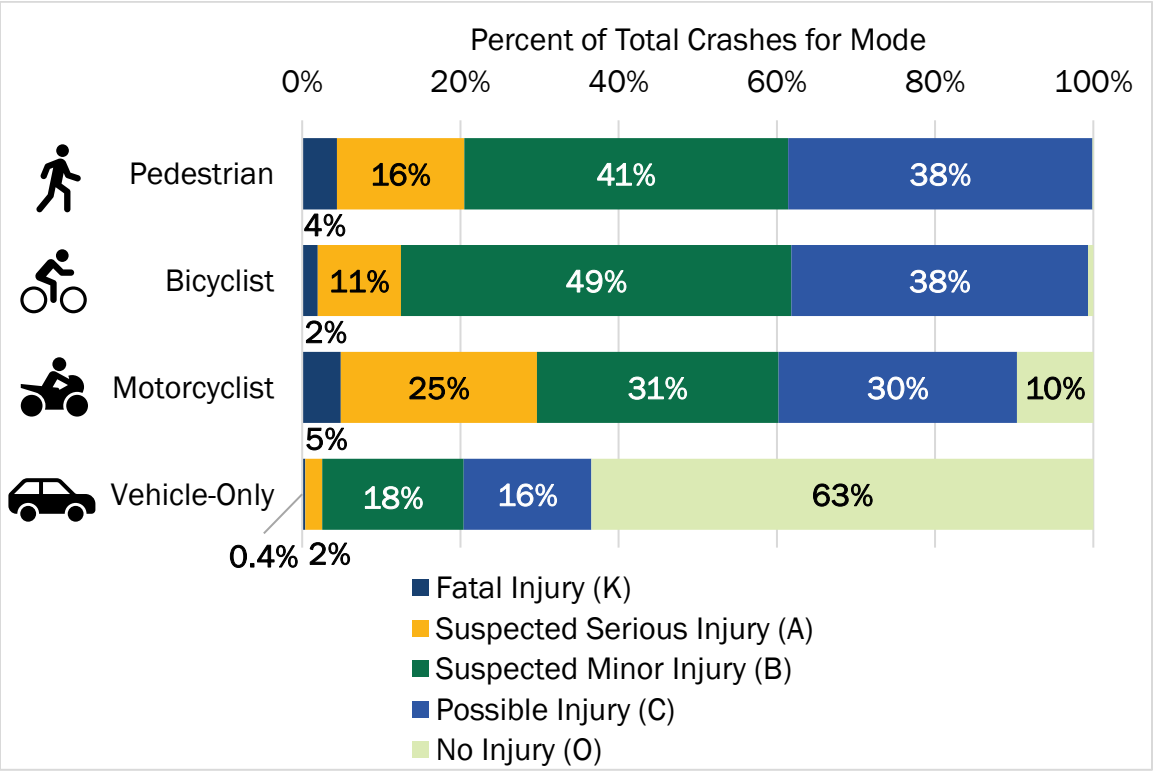


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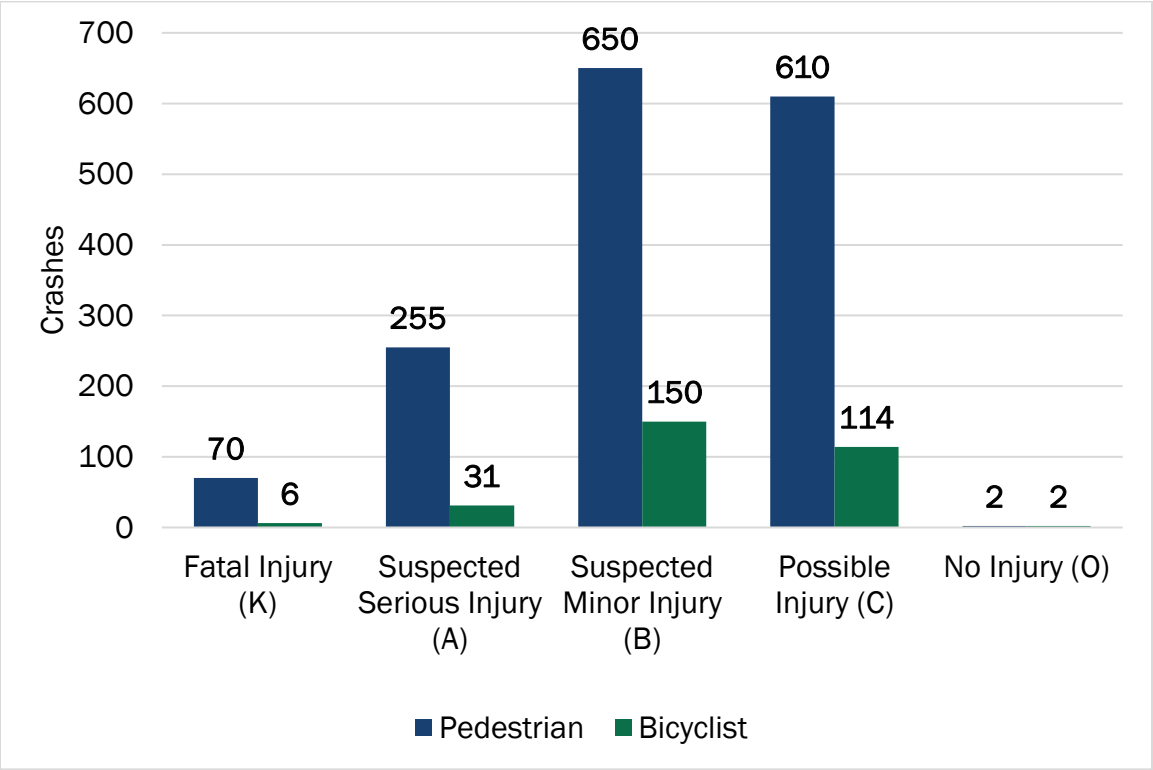
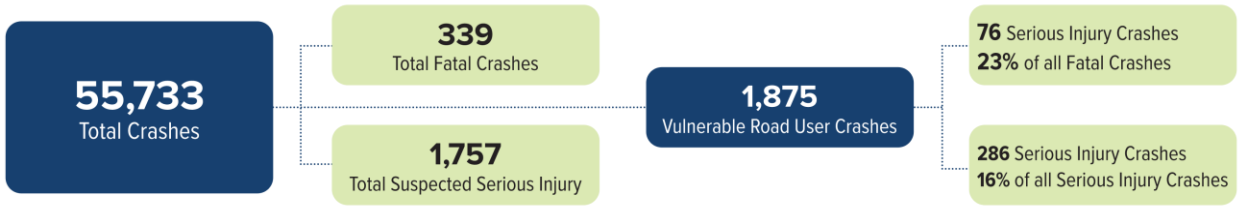
Figure 6: Crash Severity by Crashes Involving Pedestrians and Bicyclists (2019-2023)



Allegheny County also has a relatively high number of VRU crashes. As shown in **Figure 7**, approximately 23% of all fatal crashes involve a VRU while 16% of all suspected serious injury crashes involve a VRU. This equates to approximately 18% of all FSI crashes involving a VRU or 50 fatal and serious injury crashes involving a VRU annually.

Figure 7: Proportion of Vulnerable Road User Crashes to FSI Crashes



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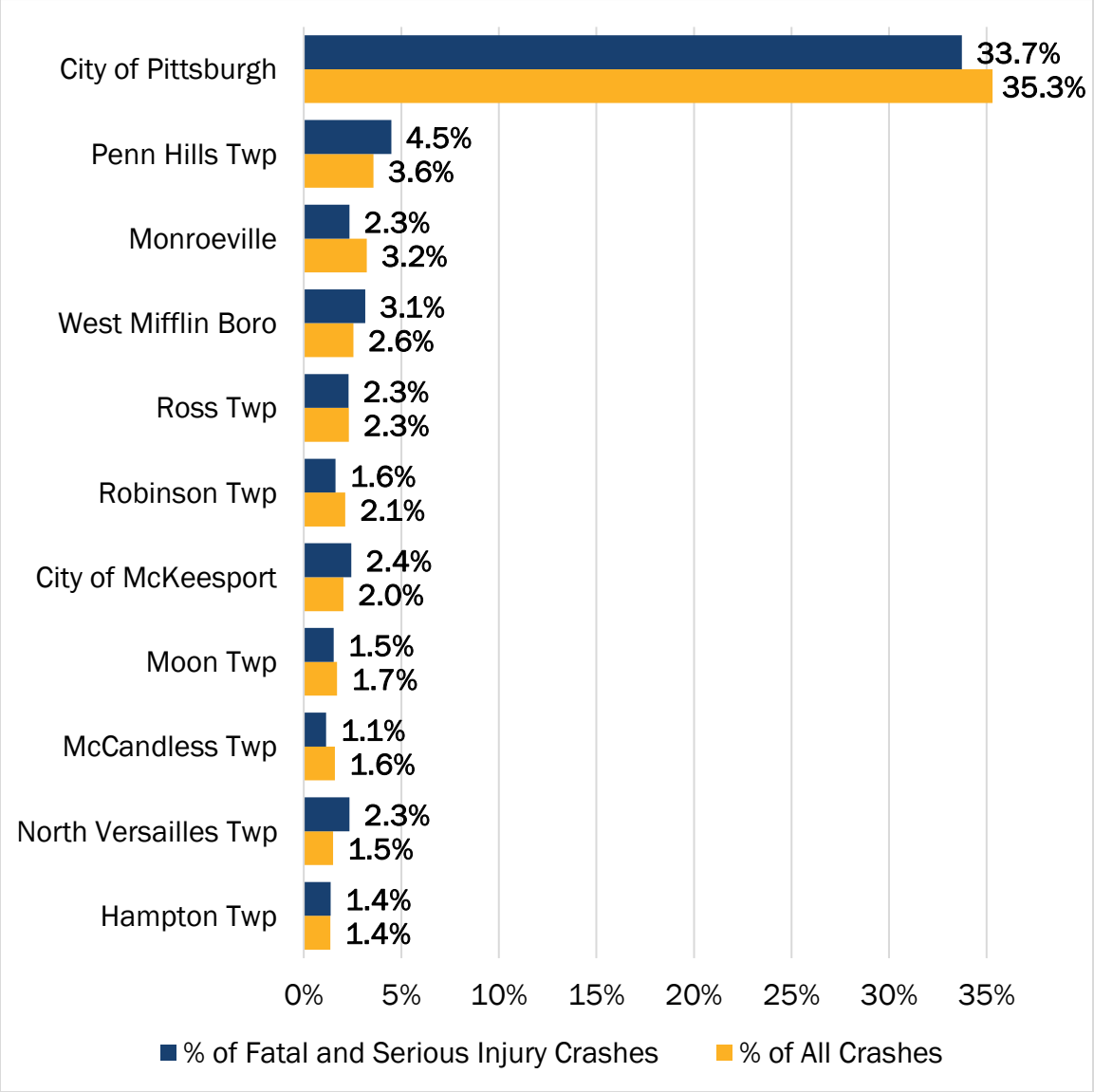
Crash Characteristics and Contributing Factors

This section contains a review of all crashes and FSI crashes by various crash characteristics and contributing factors.

Crashes by Jurisdiction

Figure 8 displays the proportion of the Allegheny County municipalities with the most total crashes and FSI crashes. The City of Pittsburgh, Penn Hills Township, West Mifflin Borough, City of McKeesport, and North Versailles Township experienced a higher share of severe crashes relative to their share of all crashes.

Figure 8: Crash Distribution of Top Municipalities (2019-2023)



Crashes by Collision Type

Figure 9 and **Figure 10** display the proportion of all crashes and FSI crashes by collision type and PennDOT crash vehicle movement, respectively (note: these are two separate fields in the PennDOT Crash Data). As shown in **Figure 9**, angle, hit fixed object, and rear-end collisions were most common and represented the most FSI crashes. **Figure 10** displays more specific vehicle movements at the time of crash, depicting vehicles traveling straight, turning left, and negotiating curves to the left being more likely to result in an FSI crash.

Figure 9: Crashes by Type of Collision (2019-2023)

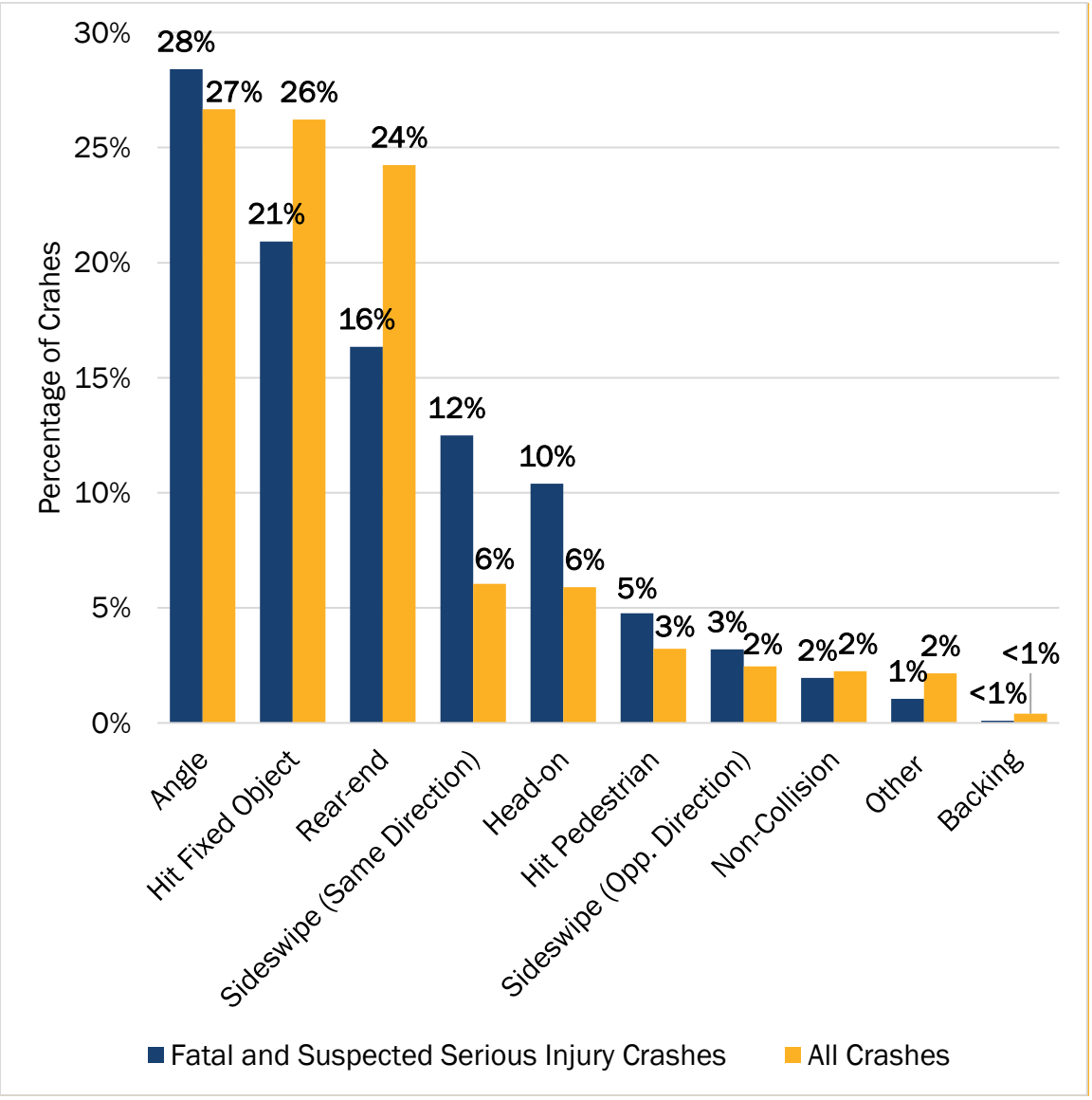
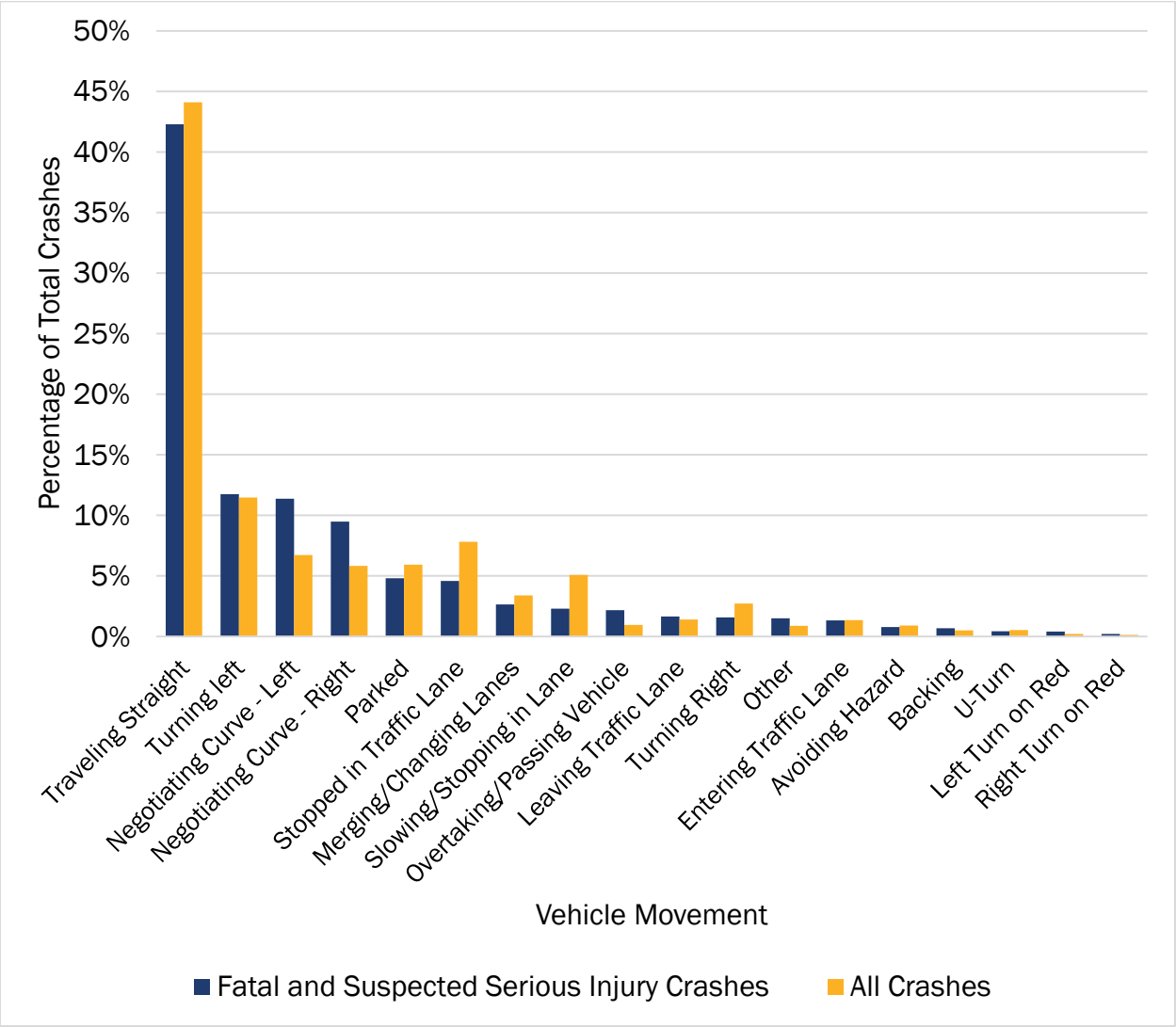


Figure 10: Crashes by Vehicle Movement (2019-2023)



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Crashes by Time of Year

Figure 11 displays the proportion of all crashes and FSI crashes by time of year. As shown, more FSI crashes have historically occurred in the summer months (May, June, July, August, and September). This may be associated with increased travel demand, higher pedestrian and bicyclist exposure, and more unfamiliar or non-routine drivers.

Figure 11: Crashes by Month of Year (2019-2023)

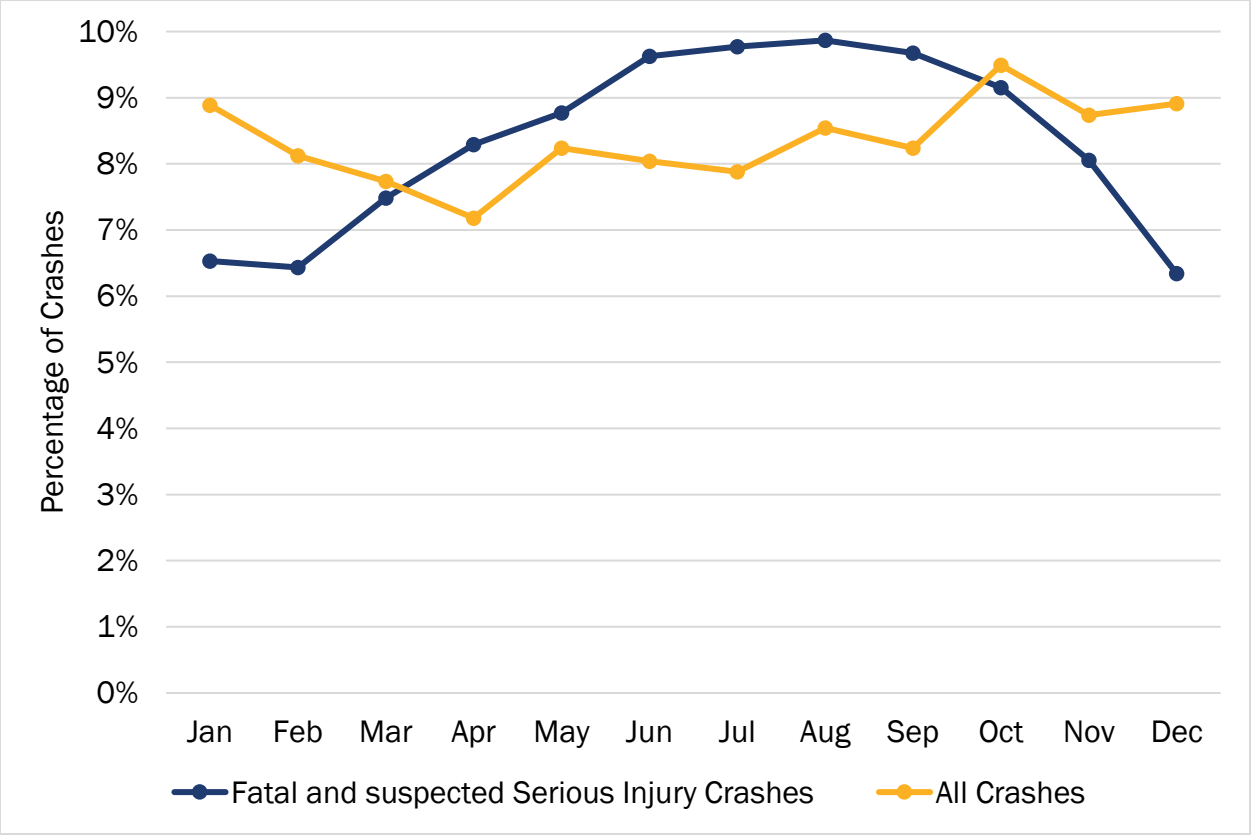


Figure 12: FSI Crashes Involving Vulnerable Road Users by Month of Year (2019-2023)

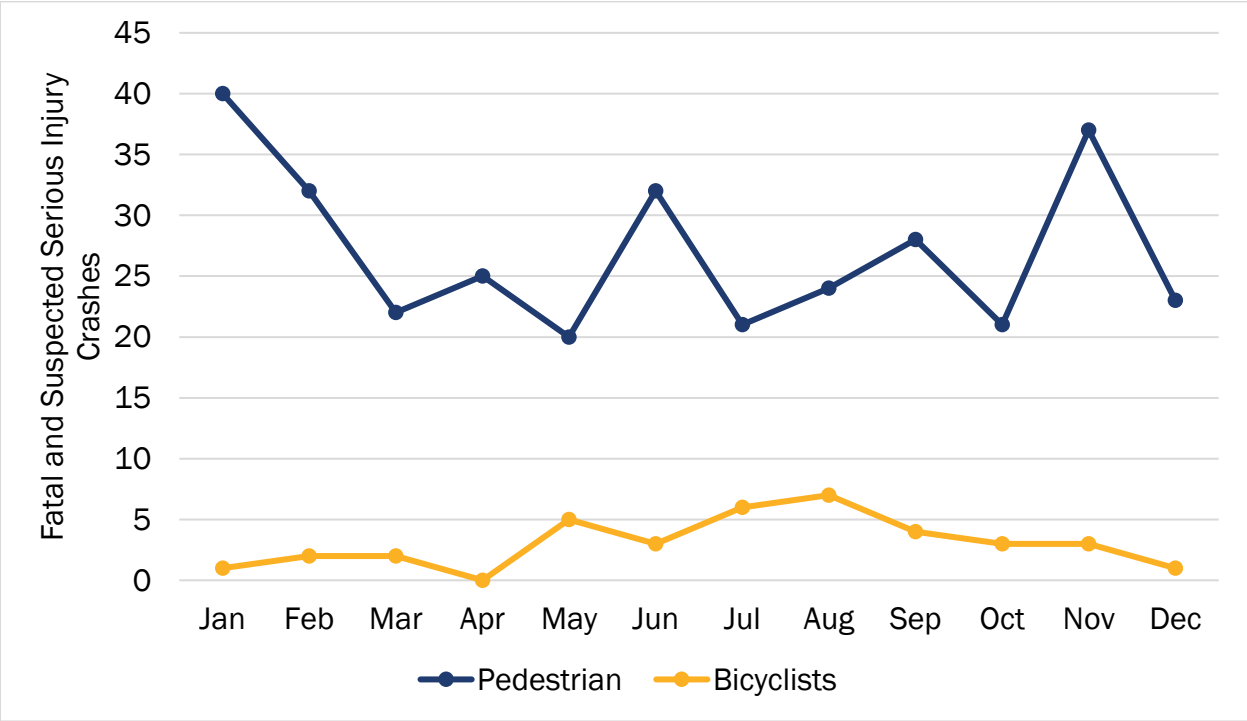
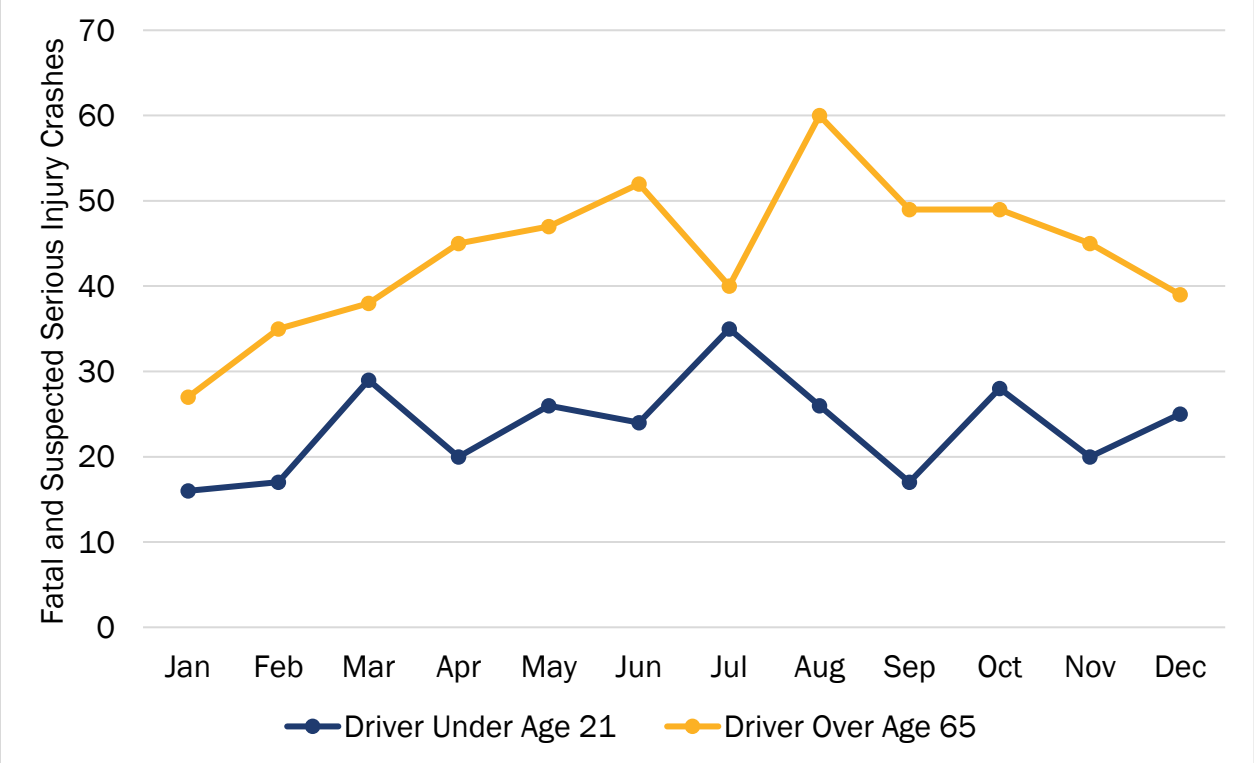


Figure 13: FSI Crashes Involving Young and Elderly Drivers by Month of Year (2019-2023)



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Crashes by Day of Week and Time of Day

Figure 14 and **Figure 15** display the proportion of all crashes and FSI crashes by day of week and hour of day, respectively. As shown, crashes occurring on the weekend (Saturday and Sunday), at night (7:00 PM-11:00 PM), or in the early morning hours (12:00 AM-5:00 AM) are the most represented among FSI crashes. Notably, there are more drug and alcohol FSI crashes in the summer months (**Figure 16**), on weekends (**Figure 17**), and in the night and early morning hours (**Figure 18**).

Figure 14: Crashes by Day of Week (2019-2023)

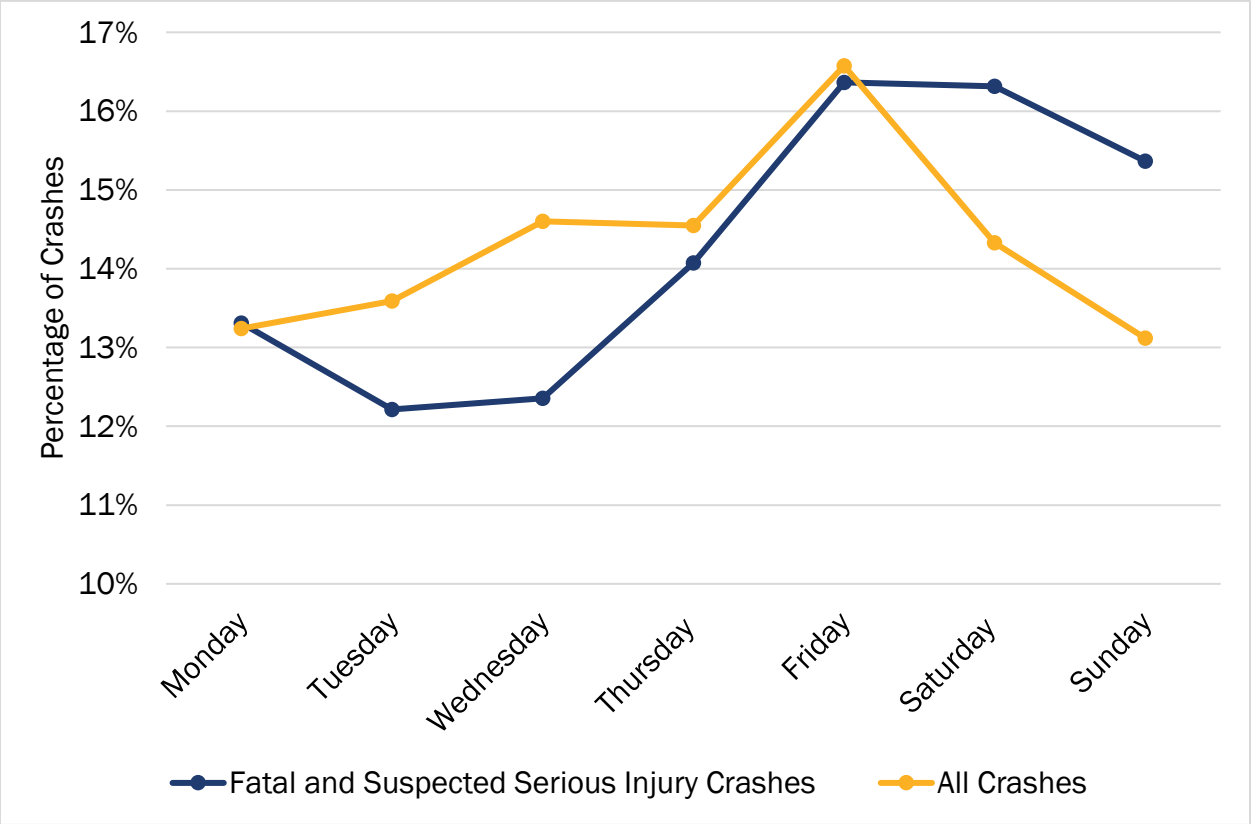


Figure 15: Crashes by Hour of Day (2019-2023)

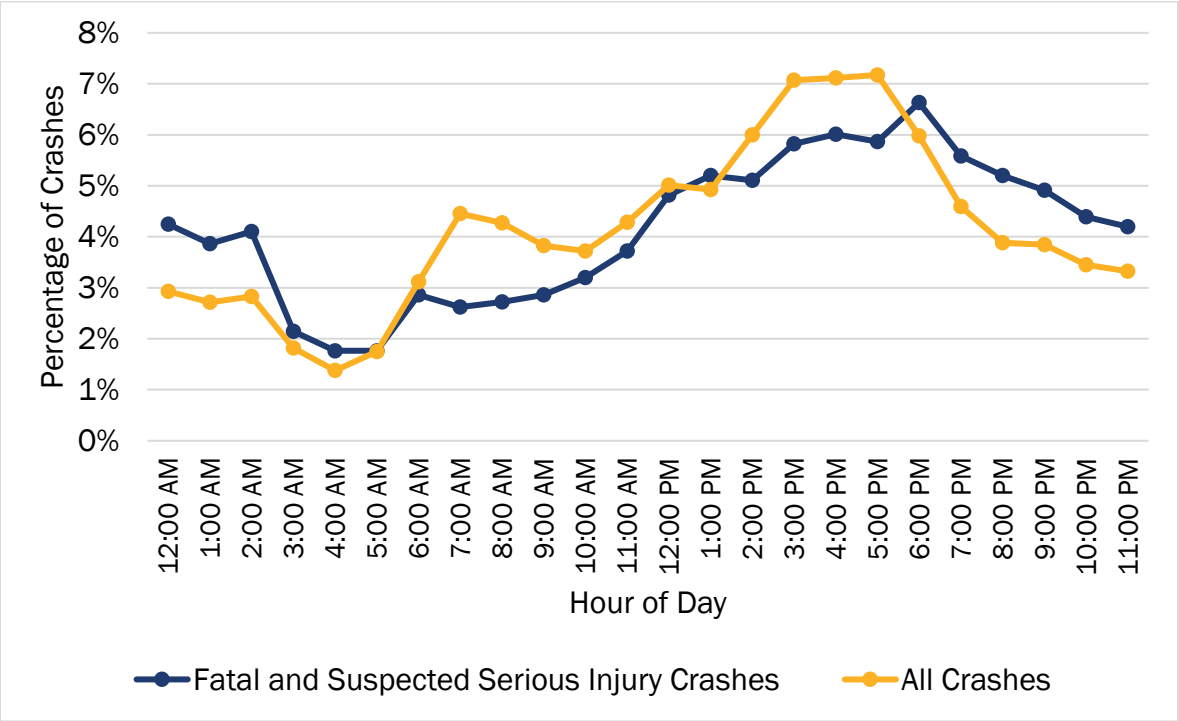


Figure 16: Crashes Involving Impaired Driver(s) (2019-2023)

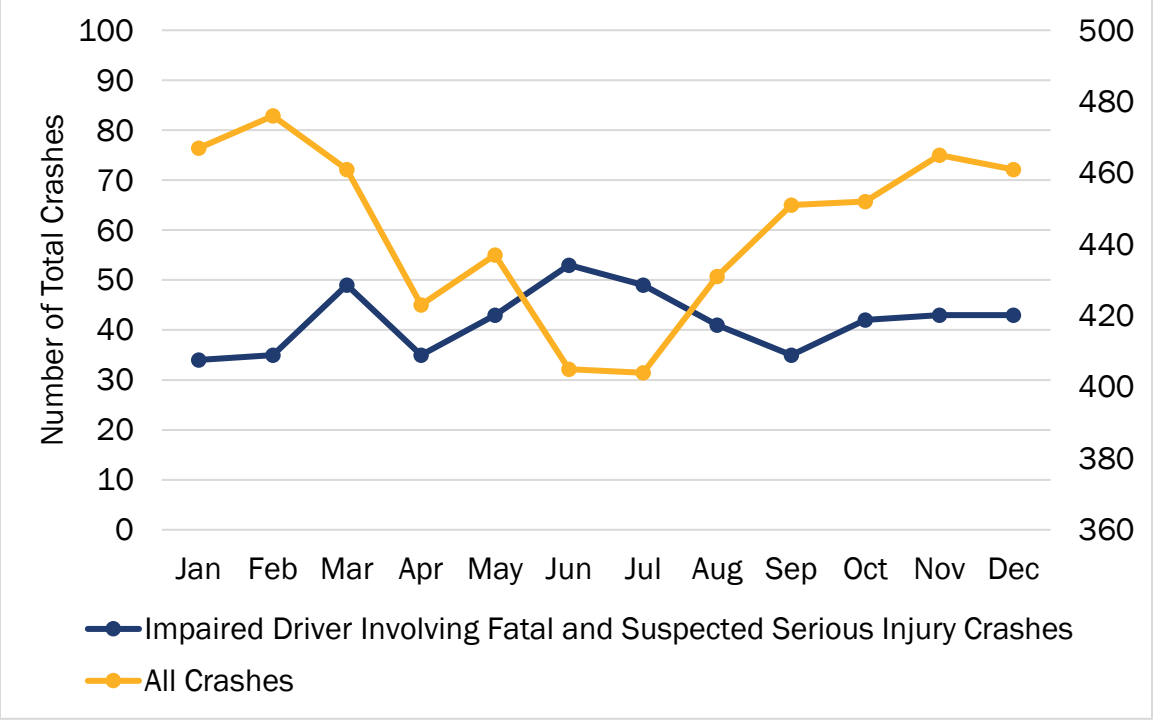


Figure 17: Crashes Involving Impaired Driver(s) by Day of Week (2019-2023)

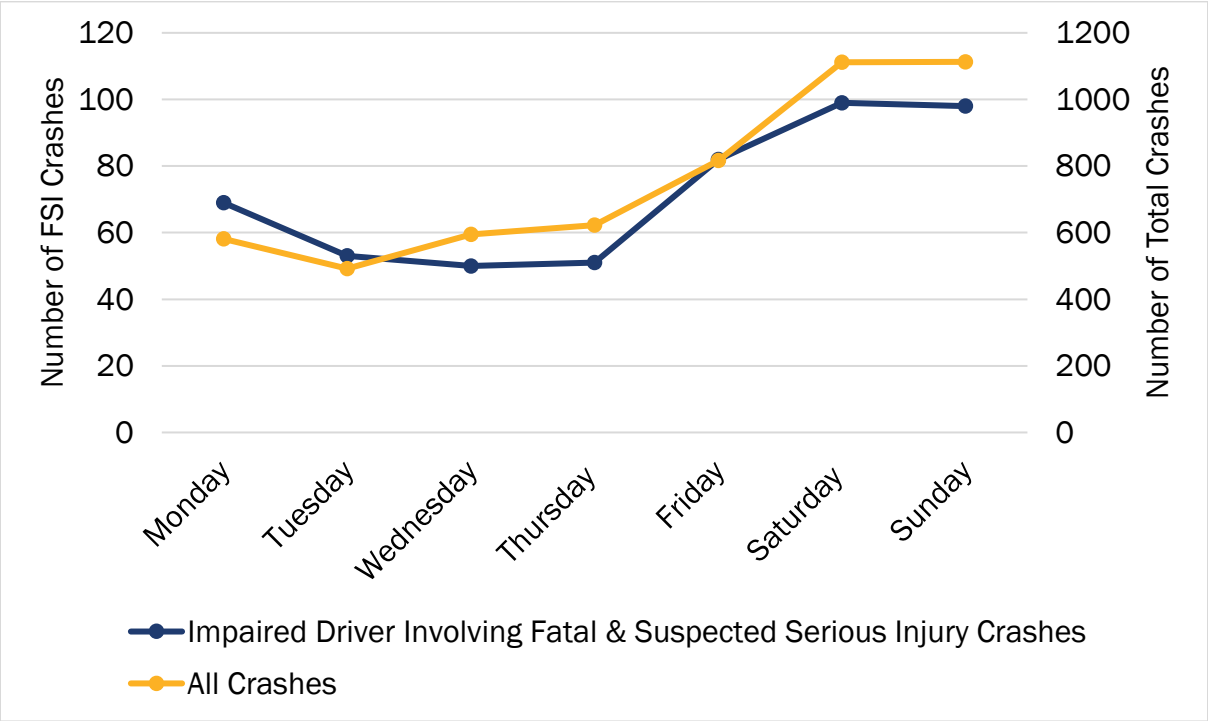
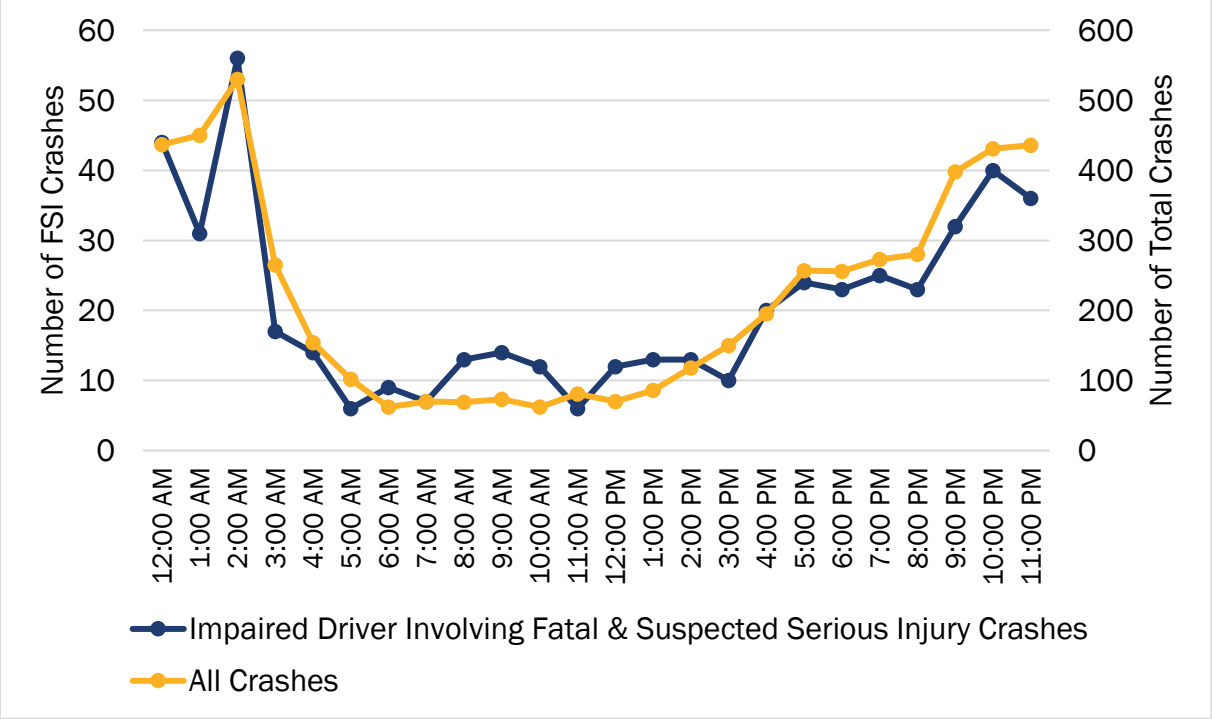


Figure 18: Crashes Involving Impaired Driver(s) by Hour of Day (2019-2023)



Crashes by Vulnerable Road User Involvement

Figure 19 displays the proportion of all crashes and FSI crashes by VRU involvement. As shown, pedestrians make up a greater share of the FSI crashes involving a vulnerable road user compared to bicyclists. As shown in **Figure 20**, a higher number of FSI crashes occur along mid-block locations for pedestrians, while a higher number of FSI crashes occur at intersections for bicyclist-involved crashes. With regard to VRU crashes relative to the month of year, a higher number of FSI crashes occur in the winter months for pedestrians and in summer months for bicyclists. (**Figure 21** and **Figure 22**).

Figure 19: Crashes Involving Pedestrians and Bicyclists (2019-2023)

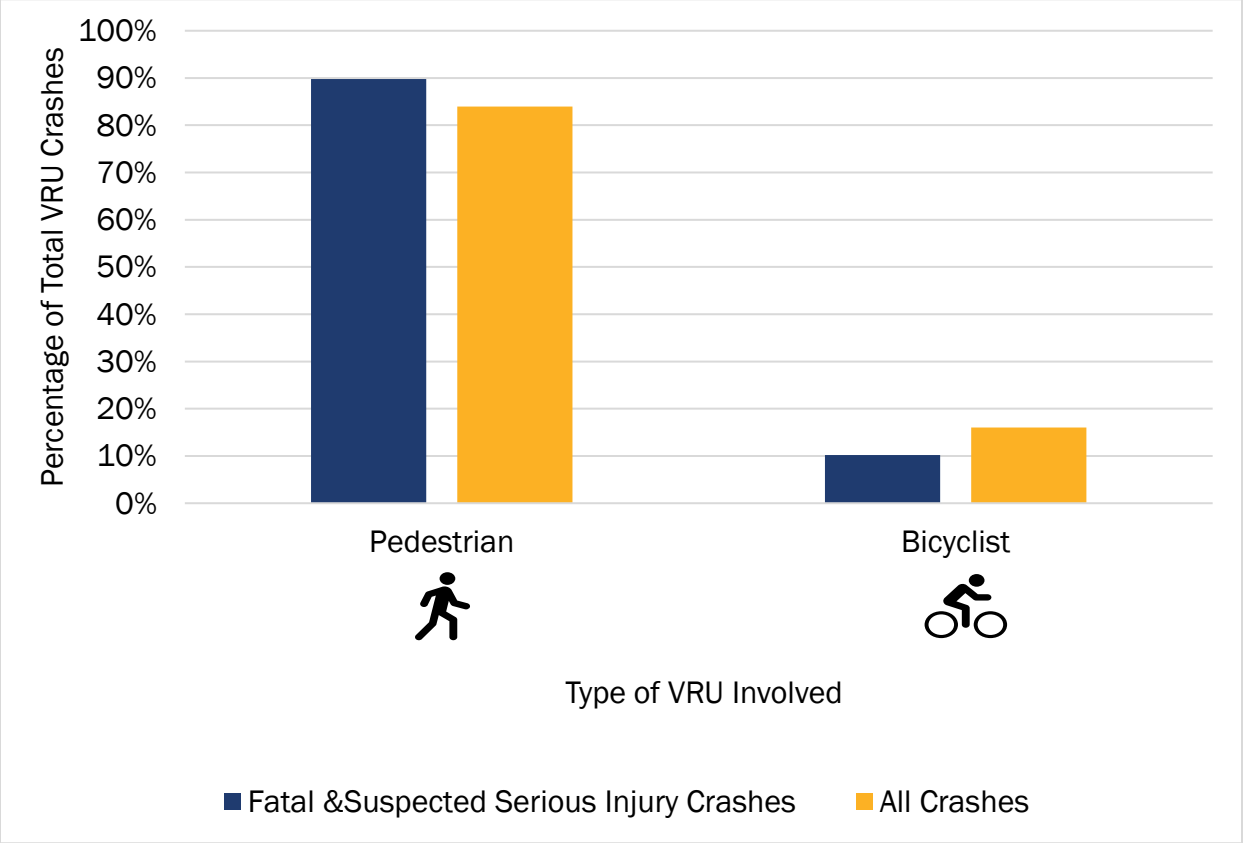


Figure 20: Crashing Involving Pedestrians and Bicyclists by Crash Location (2019-2023)

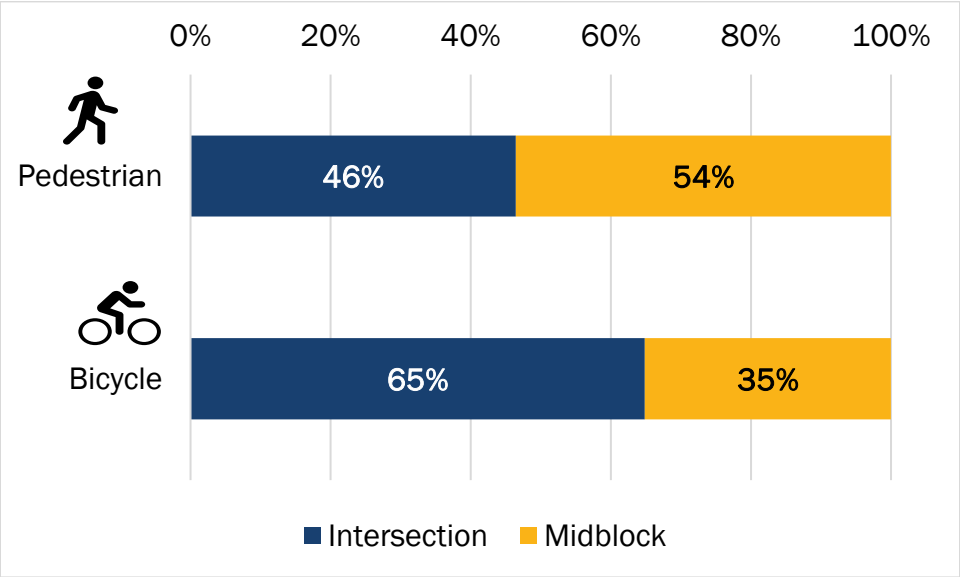


Figure 21: Crashes Involving Pedestrians by Month of Year (2019-2023)

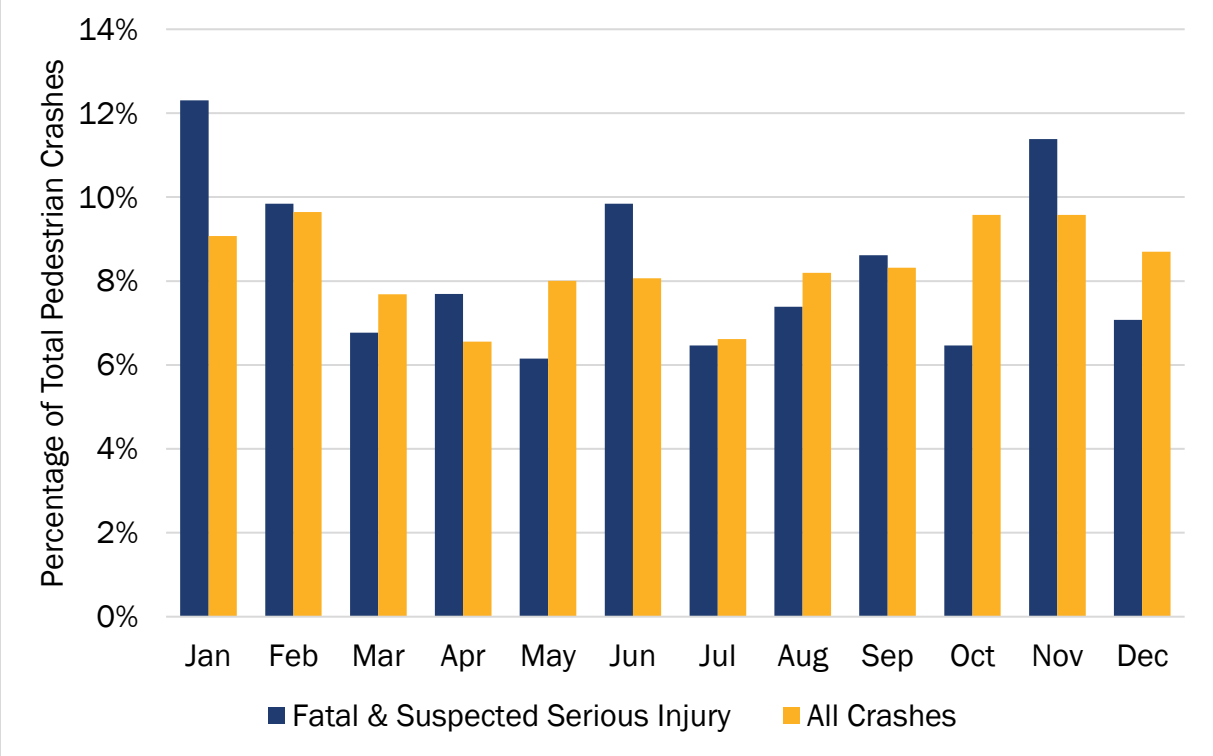


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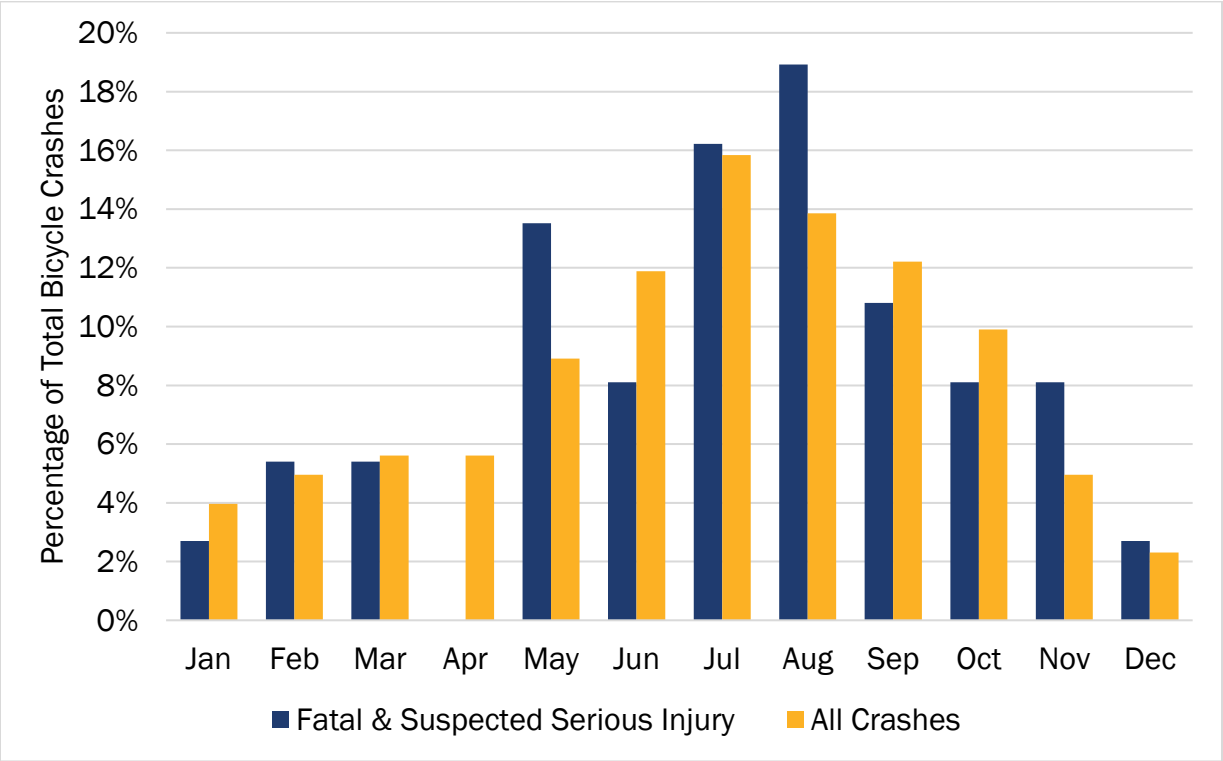
Figure 22: Crashes Involving Bicyclists by Month of Year (2019-2023)



Crashes by Drug and Alcohol Involvement

Figure 23 displays the proportion of all crashes and FSI crashes by drug and alcohol involvement. As shown, crashes involving alcohol, drugs, or both were more likely to result in an FSI. **Figure 24** and **Figure 25** display alcohol-involved crashes and drug-involved crashes by day of the week, respectively. As shown, FSI alcohol-involved crashes were more likely to occur on the weekend (Saturday and Sunday) while FSI drug-involved crashes were more likely to occur on Monday, Friday, and Saturday.

Figure 23: Crashes by Alcohol and/or Drug Involvement (2019-2023)

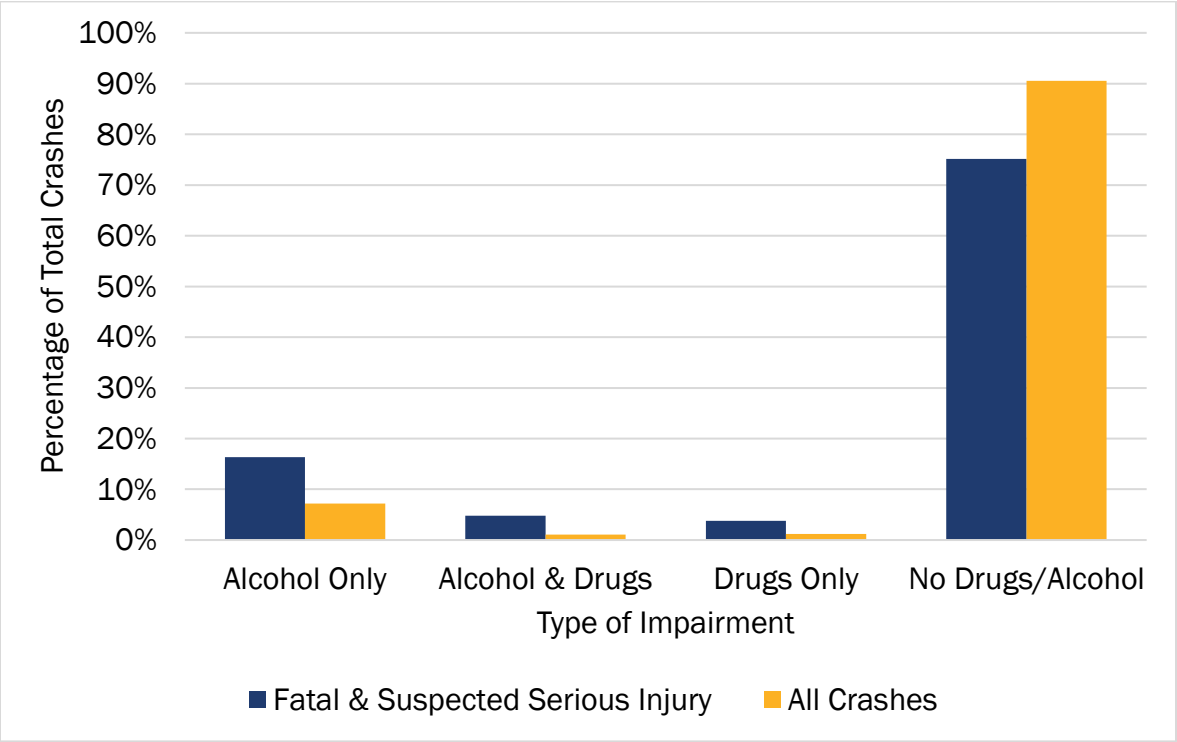


Figure 24: Alcohol Involvement by Day of Week (2019-2023)

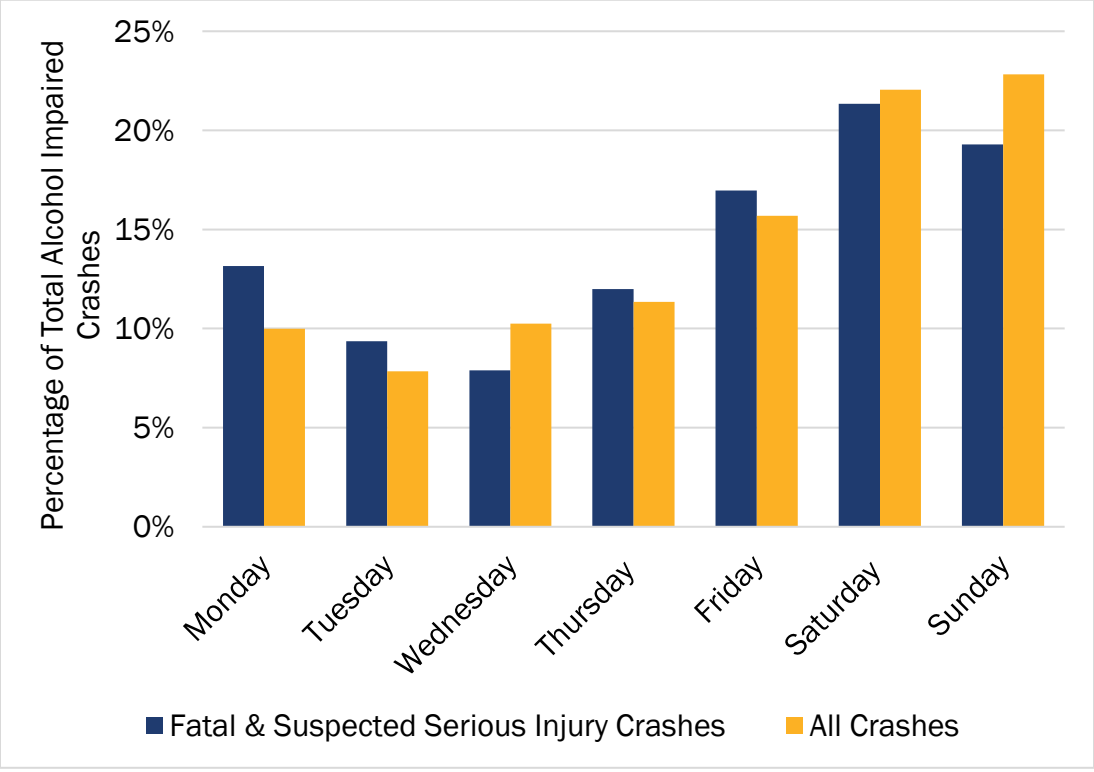
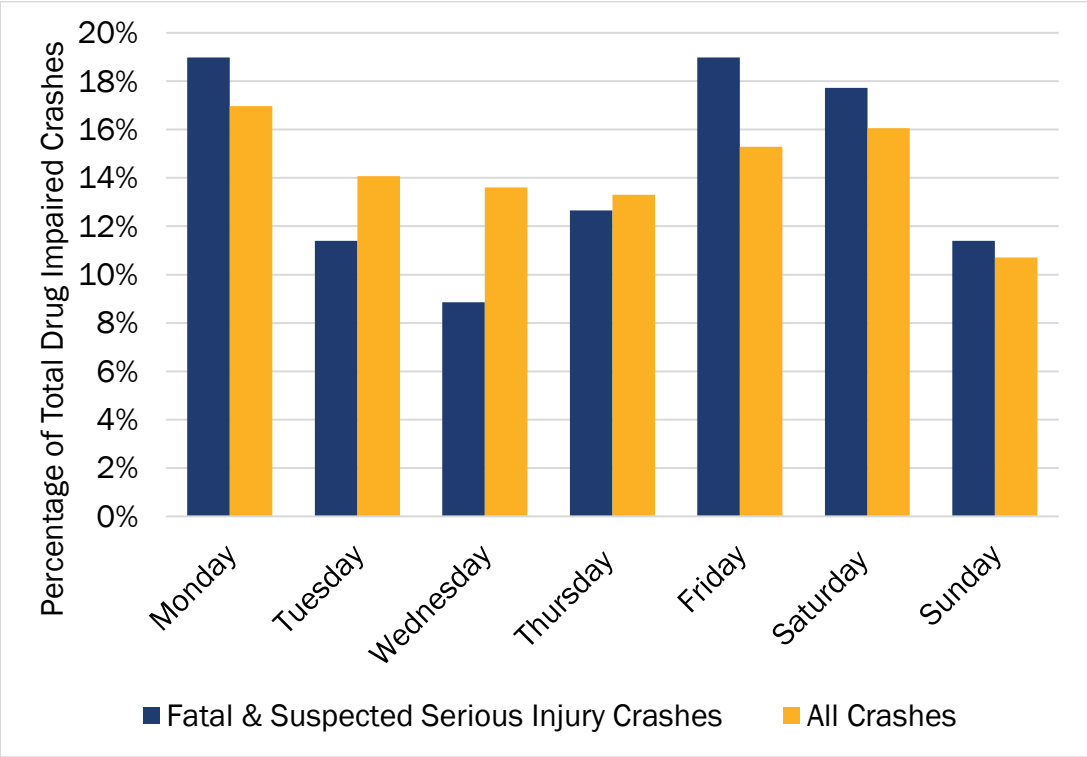


Figure 25: Drug Involvement by Day of Week (2019-2023)



Crashes by Driver Involvement Age

Figure 26 and **Figure 27** display the proportion of all crashes and FSI crashes by young driver involvement (driver younger than 24 years old) and older driver involvement (driver older than 60 years old), respectively. The proportions of FSI and total crashes are relatively similar.

Figure 26: Crashes Involving Young Driver(s) (2019-2023)

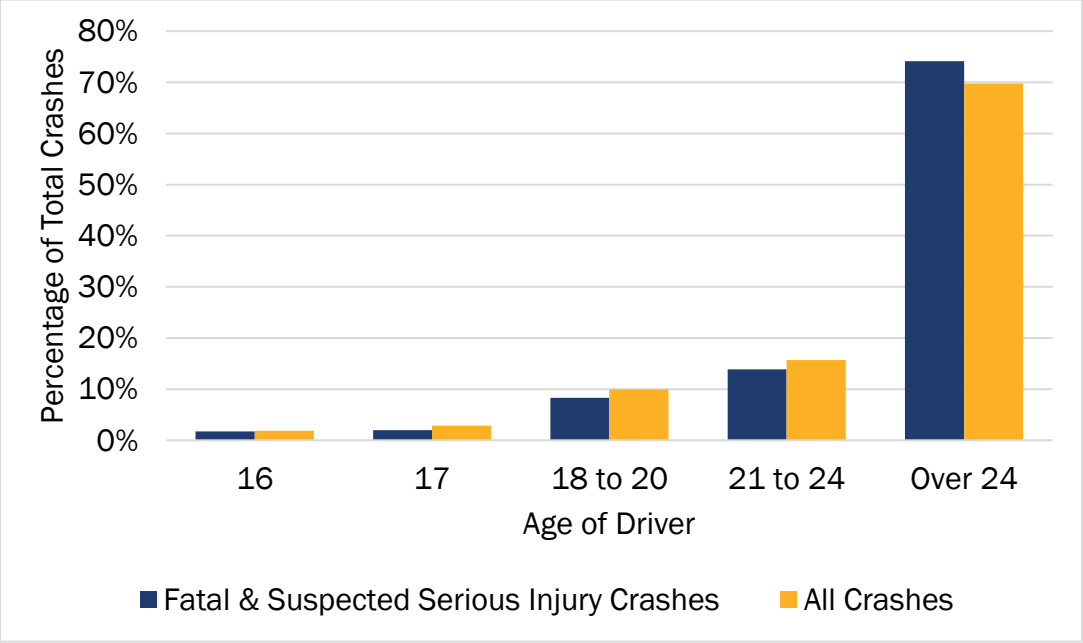
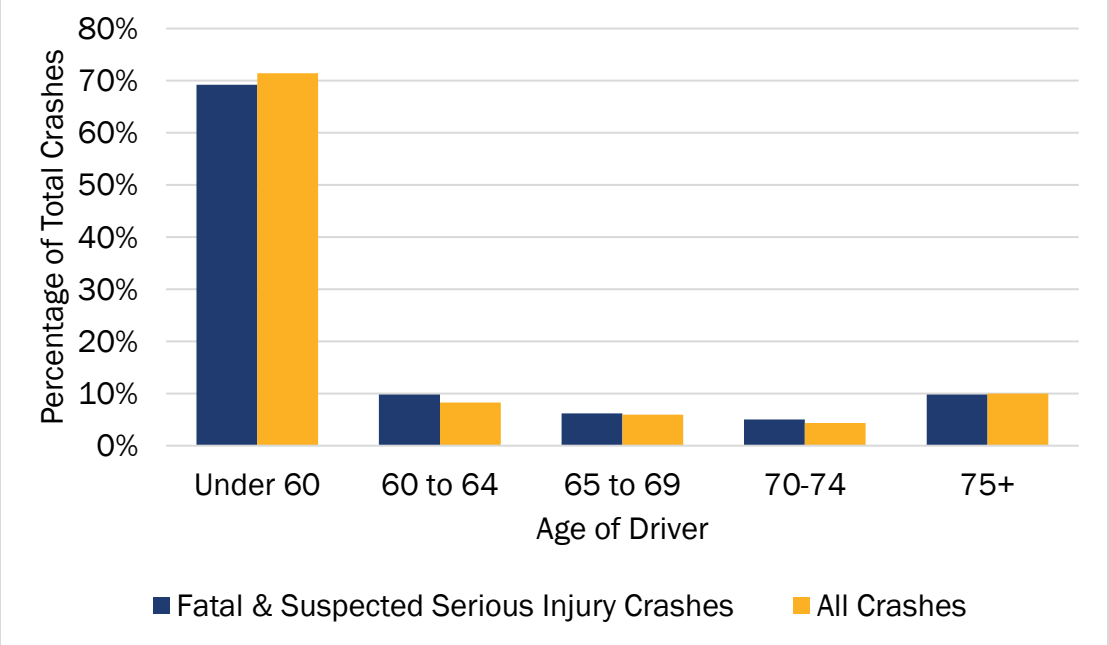


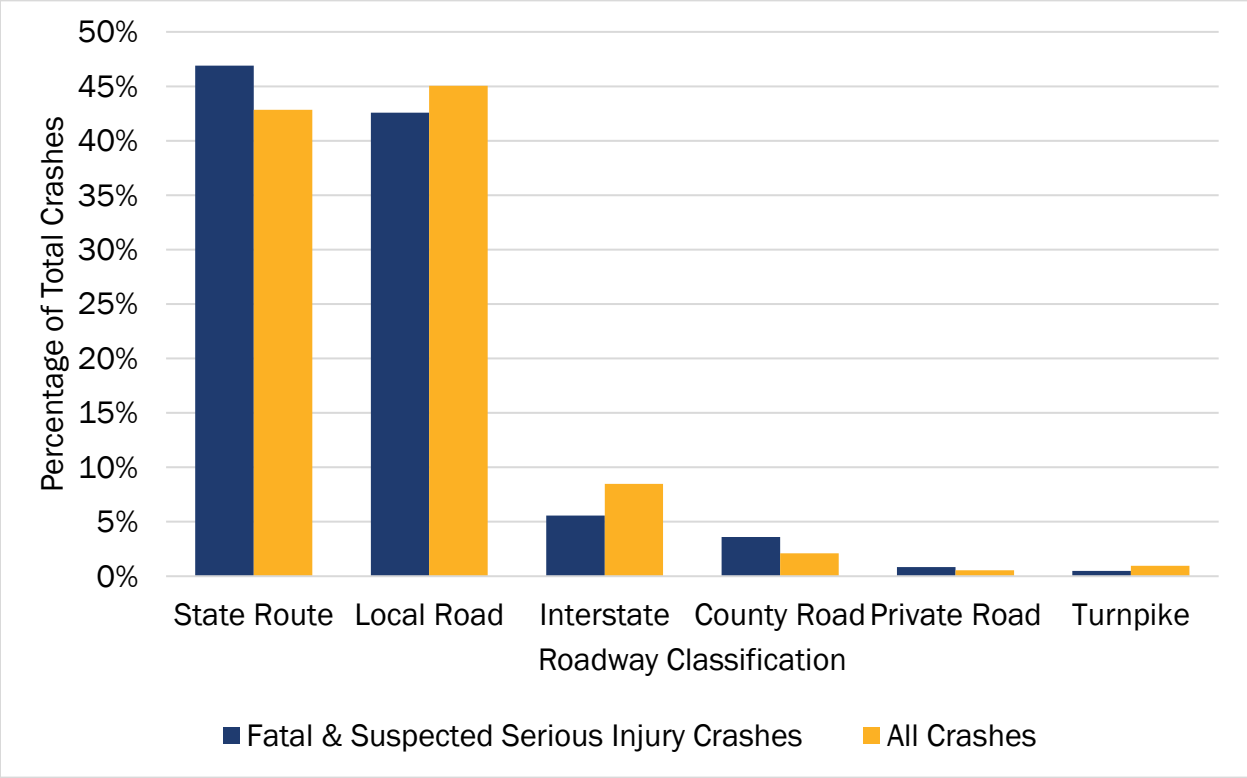
Figure 27: Crashes Involving Mature Driver(s) (2019-2023)



Crashes by Location

Figure 28 displays the proportion of all crashes and FSI crashes by road classification. As shown, State Highways have a higher representation of FSI crashes, while local roadways have the highest total crashes.

Figure 28: Crashes by Roadway Classification (2019-2023)



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Looking at crashes relative to crash location, mid-block-related crashes have a higher representation of FSI crashes (**Figure 29**). Note that this is consistent with the findings for VRU crashes (discussed in the Crashes by Vulnerable Road User Involvement section).

Figure 29:Crashes by Location (2019-2024)

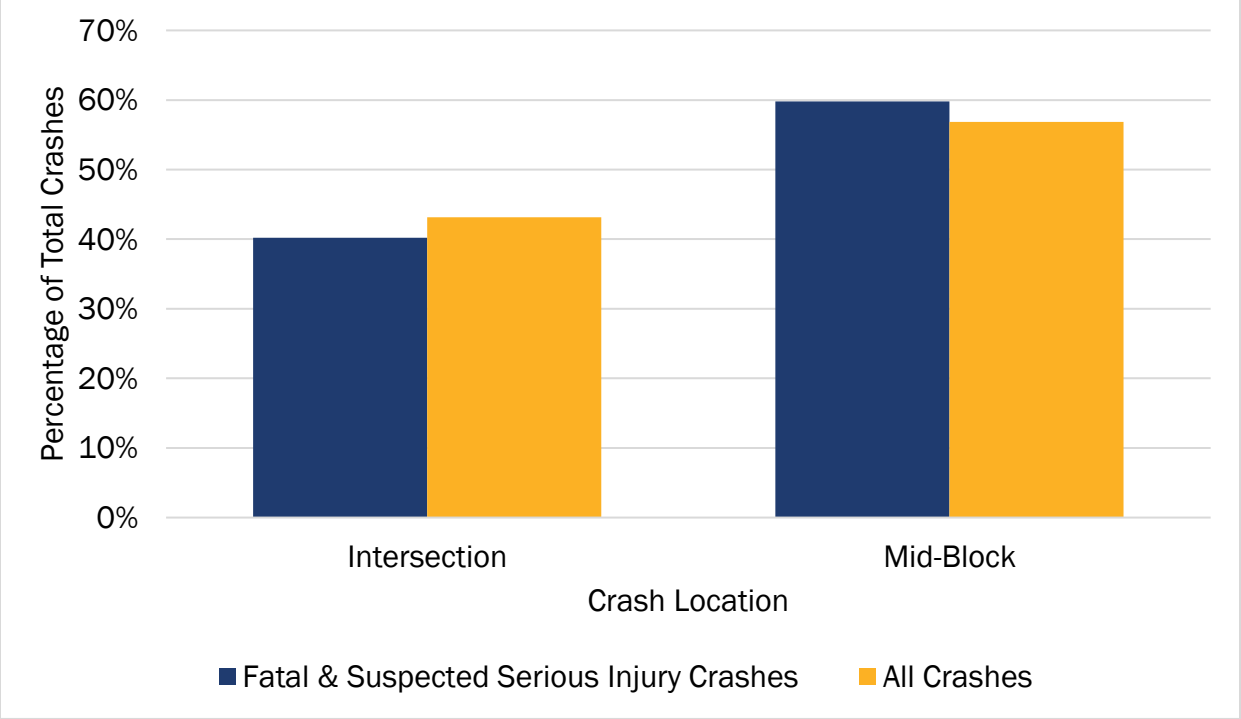


Figure 30, **Figure 31**, and **Figure 32** display the proportion of all crashes and FSI crashes by the presence of traffic control devices, posted speed limit, and number of lanes, respectively. As shown, FSI crashes are overrepresented on facilities with posted speed limits 35 mph to 50 mph and facilities with 2 travel lanes.

Figure 30: Crashes by Traffic Control Device at Intersections (2019-2023)

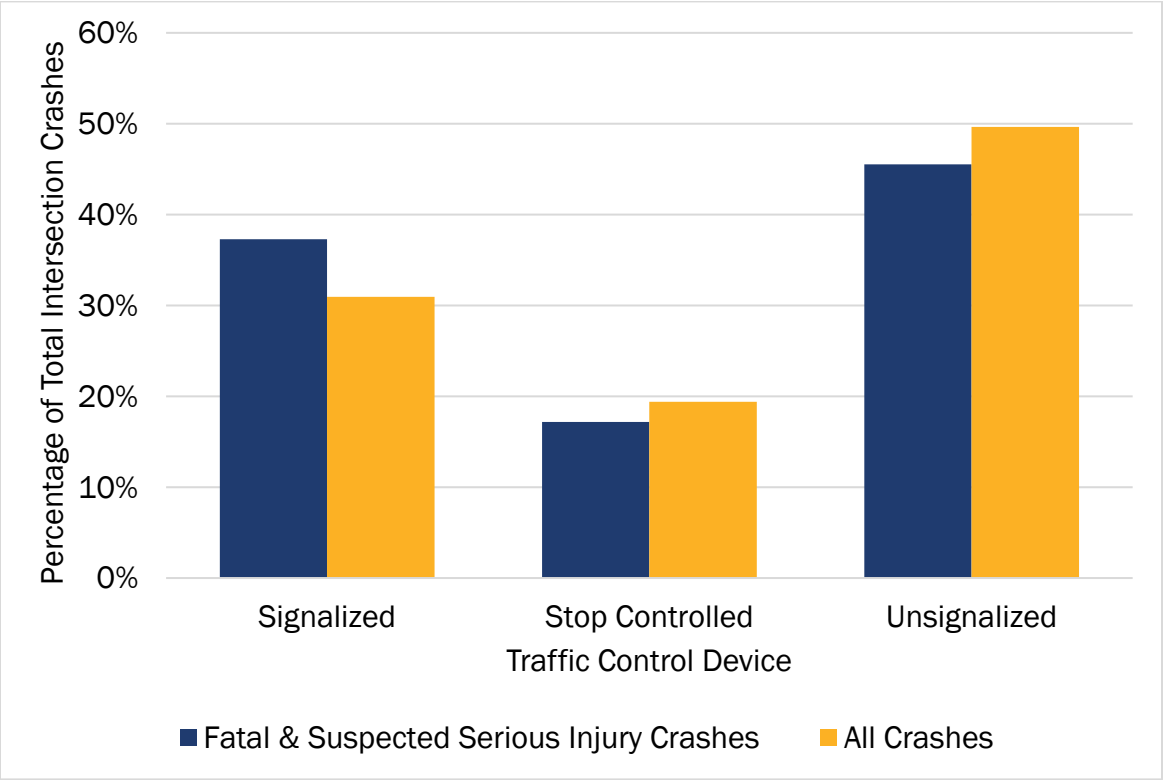


Figure 31: Crashes by Posted Speed Limit (2019-2023)

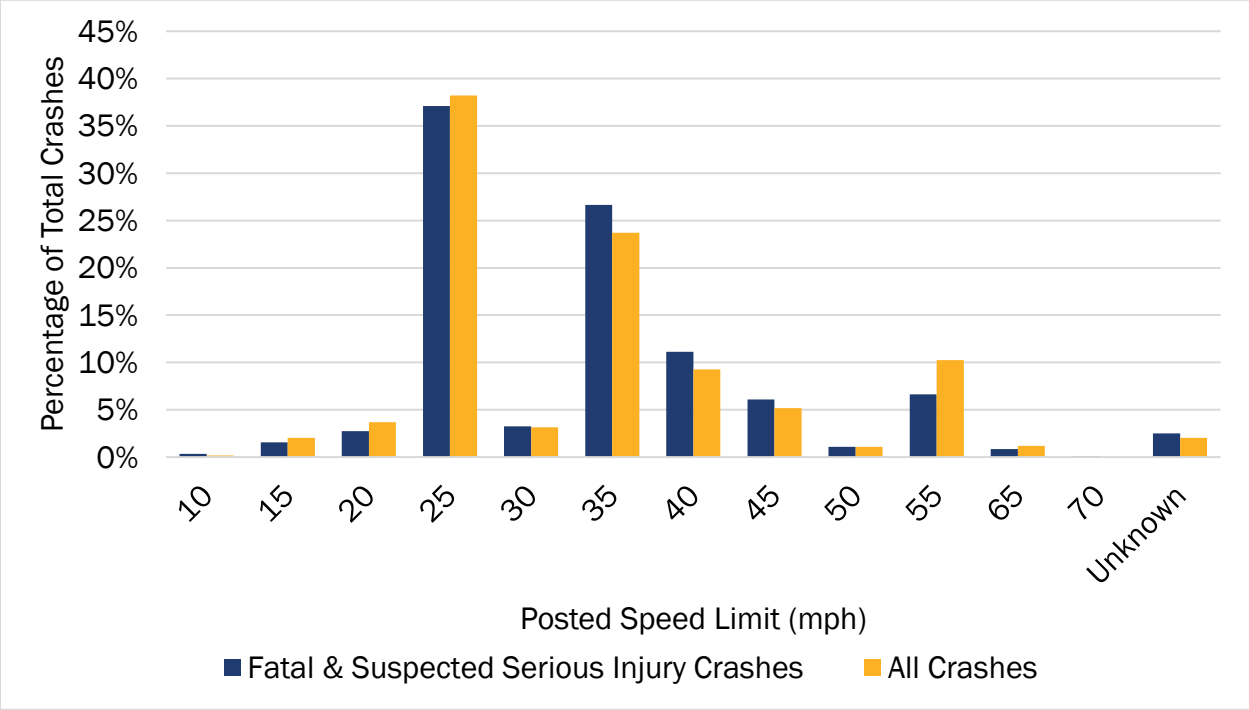
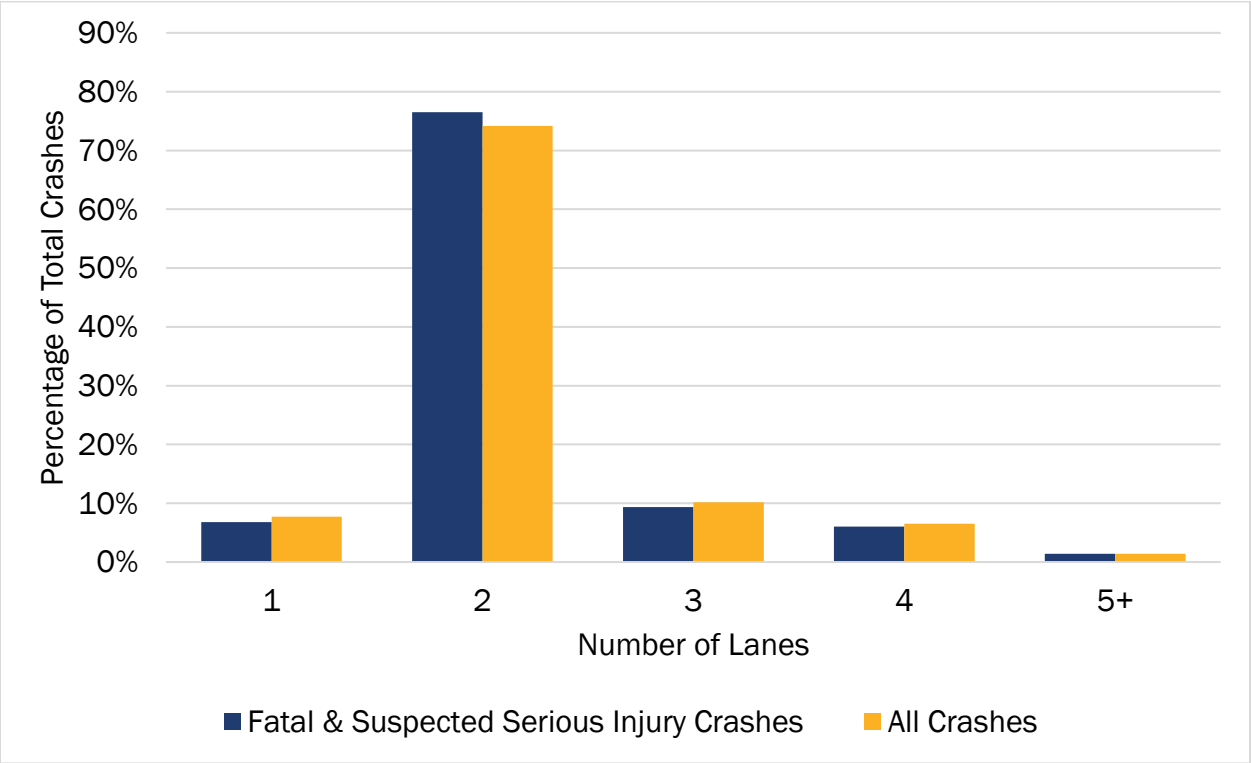


Figure 32: Crashes by Number of Lanes (2019-2023)



Crashes by Environmental Conditions

Figure 33 and **Figure 34** display the proportion of all crashes and FSI crashes by the weather conditions and lighting conditions, respectively. Weather conditions that represent less than one percent of total crashes have been excluded. The weather condition at the time of crash does not appear to have a significant relationship to FSI crashes, as most FSI crashes occur when the weather is clear. In terms of lighting conditions, dark (lighted or unlighted) lighting conditions are overrepresented among FSI crashes.

Figure 33: Crashes by Weather Condition at Time of Crash (2019-2023)

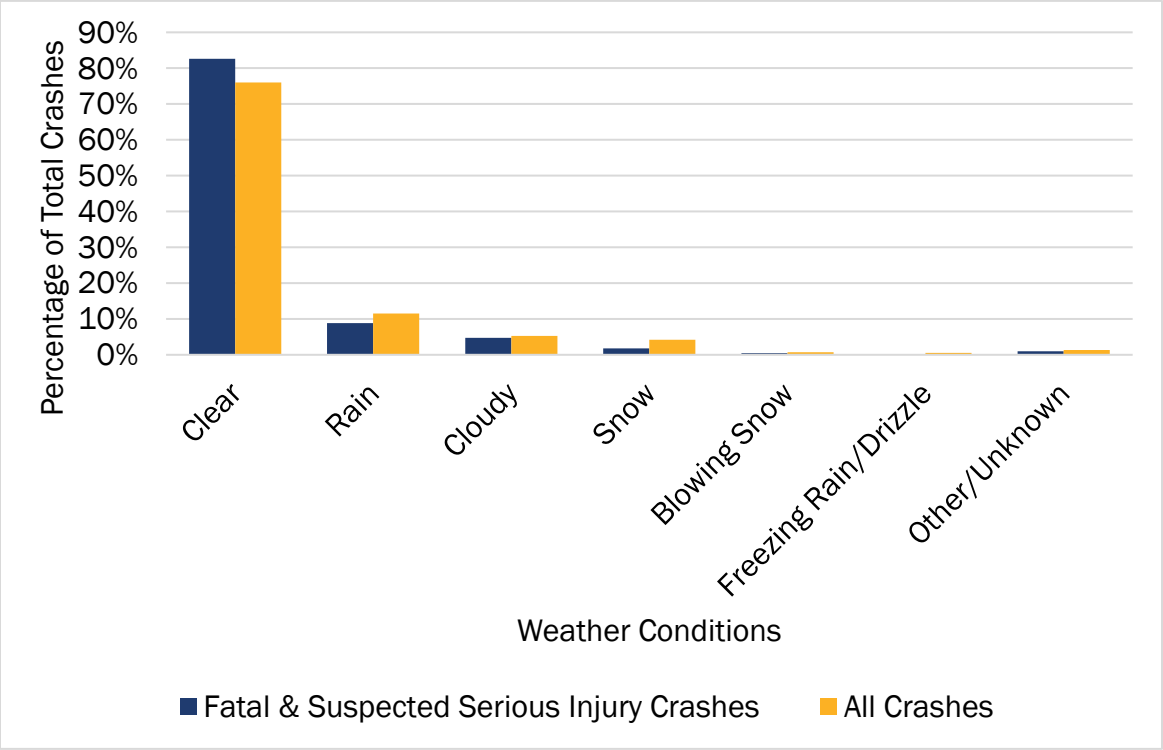
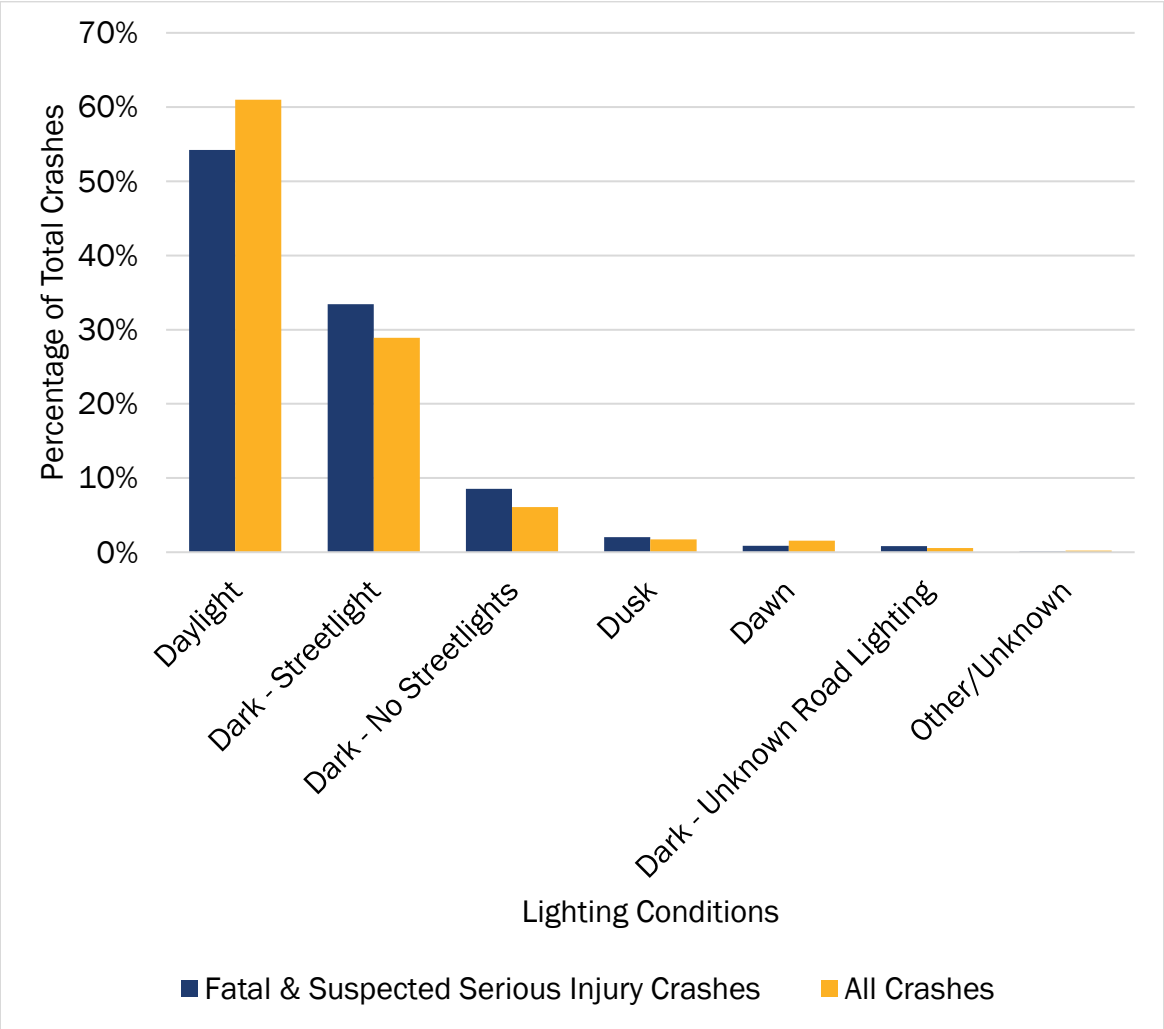


Figure 34: Crashes by Lighting Condition at Time of Crash (2019-2023)



ALLEGHENY COUNTY COMPREHENSIVE SAFETY ACTION PLAN

CORRIDOR PRIORITIZATION

Metric	Weight
EPDO Crash Rate	25%
FSI Crash Rate	25%
VRU Crash Rate	25%
Underserved Community	15%
Community Input	10%
TOTAL CORRIDOR SCORE	**100%**

Selected for corridor concept develop in the CSAP

Rank	Corridor ID	Corridor Name	From	To	Municipality	Ownership	Weighted Corridor Score	Existing or Planned Project?
1	**2**	**Frankstown Av / Frankstown Rd**	5th Av	Graham Bl	Pittsburgh, Penn Hills	City/State	0.87	Partially
2	**E**	**Armstrong Tunnel**	Second Av	Forbes Av	Pittsburgh	County	0.86	Yes
3	**47**	**Hamilton Av**	East Liberty Bl	Oakwood St	Pittsburgh	City	0.86	No
4	**O**	**Becks Run Rd**	Brownsville Rd	E Carson St	Baldwin, Pittsburgh	County	0.84	Yes
5	**21**	**E Carson St**	S 7th St	S 27th St	Pittsburgh	State	0.83	Yes
6	**18**	**Centre Av**	N Craig St	Penn Av	Pittsburgh	City	0.80	Partially
7	**35**	**Penn Av**	16th St	32nd St	Pittsburgh	City/State	0.78	Partially
8	**22**	**Bennett St**	N Dallas Av	Dornbush St	Pittsburgh	State	0.77	Yes
9	**4**	**Fifth Av**	Bellefield Av	Penn Av	Pittsburgh	City	0.75	No
10	**39**	**Bl of the Allies**	Commonwealth Pl	Crosstown Bl	Pittsburgh	State	0.75	Yes
11	**10**	**Cedar Av & E Ohio St**	E North Av / E Commons	Canal St / Chestnut St	Pittsburgh	City/State	0.74	Partially
12	**3**	**Aiken Av / Liberty Av**	Fifth Av	Bloomfield Br	Pittsburgh	City	0.72	No
13	**6**	**Centre Av**	Elmore St	N Craig St	Pittsburgh	City	0.72	No
14	**34**	**Liberty Av**	Stanwix St	Grant St	Pittsburgh	City	0.70	No
15	**52**	**Butler St / Washington Bl**	62nd St Bridge	Frankstown Av	Pittsburgh	State	0.68	Yes
16	**5**	**Forbes Av**	Bigelow Bl	Margaret Morrison St	Pittsburgh	State/City	0.68	Yes
17	**25**	**W Carson St**	Liberty Bridge	Corliss St	Pittsburgh	State	0.68	Partially
18	**12**	**River Rd / Kennywood Bl / Duquesne Bl**	Ravine St	Overland Av	Munhall, Whitaker, Duquesne, West Mifflin	State	0.67	Yes
19	**58**	**Arlington Av**	P.J. McArdle Roadway	Brownsville Rd	Pittsburgh	City	0.67	No
20	**8**	**Forbes Av**	Schenley Dr	Braddock Av	Pittsburgh	City	0.67	No
21	**1**	**Broad St / Frankstown Av**	N Highland Av	5th Av	Pittsburgh	City	0.65	No
22	**37**	**W 5th Av / Lysle Bl**	Mansfield Br	Bowman Av	McKeesport	Local/State	0.64	Partially
23	**17**	**Brownsville Rd**	Arlington Av	Sankey Av	Pittsburgh, Mt. Oliver	City	0.63	No
24	**16**	**Chestnut St**	Progress St	Spring Garden Av	Pittsburgh	City	0.62	No
25	**55**	**Penn Av**	5th Av	Braddock Av	Pittsburgh	State	0.62	Yes
26	**9**	**Bates St**	Bouquet St	Bl of Allies	Pittsburgh	City	0.60	No
27	**14**	**Brookline Bl**	W Liberty Av	Breining St	Pittsburgh	City	0.60	No

Rank	Corridor ID	Corridor Name	From	To	Municipality	Ownership	Weighted Corridor Score	Existing or Planned Project?
28	**45**	**Lincoln Hwy**	Jacob St	Jacks Run Rd / Mosside B	North Versailles	State	0.59	Yes
29	**19**	**S Braddock Av**	Church St	Kenmawr Av	Edgewood, Swissvale, Rankin	Local / County	0.58	No
30	**59**	**Highland Av**	5th Av	Stanton Av	Pittsburgh	City	0.58	No
31	**M**	**Lorish Rd / McKees Rocks Rd / Chartiers Av**	Steubenville Pk	State St	Kennedy, McKees Rocks, Robinson	County	0.56	No
32	**24**	**Ardmore Bl**	Ave B	Morrow Rd	Forest Hills	State	0.55	Yes
33	**20**	**W Liberty Av / Washington Rd**	Pioneer Av	Cochran Rd	Pittsburgh, Mt. Lebanon, Dormont	State	0.54	Yes
34	**56**	**Bl of the Allies**	Crosstown Bl	Birmingham Bridge	Pittsburgh	State	0.53	Yes
35	**57**	**Ohio River Bl**	McKees Rocks Bridge	Laurel Av	Avalon, Bellevue, Ben Avon, Pittsburgh	State	0.52	Yes
36	**46**	**Mosside Bl**	William Penn Hwy	Cambridge Square Dr	Monroeville	State	0.52	Yes
37	**T**	**E Willock Rd / Prospect Rd**	Brownsville Rd	Streets Run Rd	Baldwin, Brentwood, Whitehall	County	0.52	No
38	**31**	**Browns Hill Rd / Beechwood Bl**	Monitor St	Homestead Grays Bridge	Pittsburgh	City/County	0.52	No
39	**33**	**Freeport Rd**	Alpha Dr E	Hulton Bridge	Harmar	State	0.51	Yes
40	**50**	**6th Av**	Smithfield St	Centre Av	Pittsburgh	City	0.50	No
41	**26**	**Penn Av**	Graham St	5th Av	Pittsburgh	City/State	0.49	Partially
42	**49**	**4th Av**	Coraopolis Br	Sewickley Br	Coraopolis, Moon	State	0.49	Yes
43	**23**	**University Bl**	I-376	Hertz Driveway	Moon	State	0.48	Yes
44	**28**	**Saw Mill Run Bl**	Library Rd	I-376 Ramps	Pittsburgh	State	0.48	Yes
45	**D**	**Browns Hill Rd**	Hazelwood Av	Homestead Grays Bridge	Pittsburgh	County	0.46	Partially
46	**43**	**Long Run Bl / Jacks Run Bl**	Cool Spring Rd	McClintock Rd	White Oak	State	0.46	Yes
47	**36**	**Steubenville Pk**	Tidball Rd	Noble Av	Crafton, Robinson, Pittsburgh	State	0.45	Yes
48	**54**	**Shady Ave**	Forbes Av	Monitor St	Pittsburgh	City	0.44	No
49	**53**	**Homeville Rd / Greensprings Av**	Homestead Duquesne Rd	Duquesne Av	Munhall, West Mifflin	County	0.44	No
50	**29**	**Washington Pk**	Millers Run Rd	I-79 Exit 55 Ramps	Bridgeville, Collier, South Fayette	State	0.44	Yes
51	**41**	**Brownsville Rd**	Broughton Rd	Baptist Rd	Baldwin, South Park, Whitehall	County	0.43	No
52	**X**	**Cliff Mine Rd**	Motor Run Rd	Main St	Findlay, Moon, North Fayette	County	0.42	No
53	**27**	**Clairton Bl**	Streets Run Rd	Bruceton Rd	Baldwin, Pleasant Hills, West Mifflin	State	0.41	Yes
54	**42**	**Brownsville Rd**	Baptist Rd	Catskill Av	Brentwood	County/Local	0.39	No
55	**7**	**Butler St**	Penn Av	62nd St Bridge	Pittsburgh	State	0.38	Partially
56	**32**	**William Penn Hwy**	Elliott Rd	Golden Mile Hwy	Monroeville, Wilkins	State	0.37	Yes
57	**15**	**Shady Ave**	Forbes Av	Penn Av	Pittsburgh	City	0.37	No
58	**V**	**Greensburg Pk**	Penn Av	Lincoln Hwy	North Versailles, Turtle Creek, East McKeesport	County	0.37	No

Rank	Corridor ID	Corridor Name	From	To	Municipality	Ownership	Weighted Corridor Score	Existing or Planned Project?
59	**P**	**Homeville Rd / Greensprings Av**	Homestead Duquesne Rd	Henry St	West Mifflin	County	0.37	No
60	**W**	**Patton St**	Jefferson St	Monroeville Bl	Monroeville, Wilmerding	County	0.35	No
61	**Y**	**McNeilly Rd**	Midland St	Liberty Rd	Baldwin, Mt. Lebanon, Pittsburgh, Dormont	County	0.35	No
62	**51**	**McKnight Rd**	I-279	Cumberland Rd	McCandless, Pittsburgh, Ross	State	0.35	Yes
63	**F**	**Hartman St / Eden Park Bl**	5th Av	Walnut St	McKeesport	County	0.34	No
64	**C**	**Babcock Bl**	Rochester Rd	Three Degree Rd	Ross	County	0.34	Yes
65	**13**	**Mckee Rd / Oakdale Rd / Clinton Av**	Steubenville Pk	Noblestown Rd	North Fayette, Oakdale	State	0.34	Yes
66	**30**	**Curry Hollow Rd / Lebanon Church Rd**	Arbor Ln	Clairton Rd	Pleasant Hills, West Mifflin	State	0.33	Yes
67	**G**	**Brownsville Rd**	Broughton Rd	Clairton Bl	Baldwin, Brentwood, Pleasant Hills, South Park, Whitehall	County	0.33	No
68	**11**	**Pioneer Av**	W Liberty Av	W Liberty Av	Pittsburgh	City	0.33	No
69	**S**	**5th Av**	Greensburg Av	Wall Av	East McKeesport, North Versailles, Wall, Wilmerding	County	0.31	Yes
70	**R**	**Laketon St**	Graham Bl	Frankstown Rd	Penn Hills, Wilkinsburg	County	0.28	No
71	**K**	**McCoy Rd**	Pine Hollow Rd	Island Av	Kennedy, McKees Rocks, Stowe	County	0.26	No
72	**B**	**Universal Rd**	Rodi Rd	Unity Trestle Rd	Penn Hills, Plum	County	0.26	No
73	**44**	**Lincoln Way**	State St	Oak Park Mall Entrance	White Oak	State	0.24	Yes
74	**48**	**Ohio River Bl**	River Rd	Walnut St	Glen Osborne, Sewickley	State	0.22	Yes
75	**Z**	**Verona Rd**	Saltsburg Rd	2nd St	Penn Hills	County	0.22	No
76	**U**	**Unity Trestle Rd**	Leechburg Rd	Saltsburg Rd	Plum	County	0.18	No
77	**38**	**William Flinn Hwy**	Wildwood Rd	Krebs Dr	Hampton, Richland	State	0.18	Yes
78	**H**	**Vanadium Rd / Montgomery Av / Bower Hill Rd**	Washington Pk	Cochran Rd	Collier, Scott, Mt. Lebanon	County	0.18	No
79	**L**	**Thompson Run Rd / Duncan Av**	William Flinn Hwy	Babcock Bl	Hampton, McCandless, Ross, Shaler	County	0.17	No
80	**I**	**Highland Rd / W Ingomar Rd / Brandt School Rd**	Old Perry Hwy	Wexford Bayne Rd	Franklin Park, Marshall, McCandless	County	0.16	No
81	**A**	**Brownsville Rd**	Library Rd	Piney Fork Rd	South Park	County	0.14	No
82	**Q**	**Richland Av / 5th St**	Sherman Av	Mansfield Bridge	Dravosburg	County	0.08	No
83	**J**	**Middle Rd**	McCully Rd	Gibsonia Rd	Hampton, West Deer	County	0.05	No
84	**N**	**Spring Run Rd**	Flaugherty Run Rd	McGovern Bl	Crescent, Findlay, Moon	County	0.02	No

Allegheny County Comprehensive Safety Action Plan
Potential Funding Sources

Program	Program Description	Project Eligibility	Applicant Eligibility	Match	Considerations
Federal Transportation Funding Programs					
Local/State Competitive Programs					
Highway Safety Improvement Program (HSIP)	Provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.	Intersection safety improvements that provide for the safety of all road users, as appropriate, including multimodal roundabouts. Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices or a grade separation project. Construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds. Installation or upgrades of traffic control devices for pedestrians and bicyclists including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals. Roadway improvements that provide separation between motor vehicles and bicyclists, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features. Pedestrian security features designed to slow or stop a motor vehicle.	Public Roadway Owners	10% match of total project cost (by phase) from local, state, or other non-federal sources	HSIP funds are administered by PennDOT Central Office. Local governments should coordinate with SPC and their County to discuss potential applications. HSIP funds are eligible for use on all public roadways, including the non-federal aid system.
Transportation Alternatives (TA Set-Aside)	Provides funds that encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	Pedestrian and Bicycle Facilities Recreational Trails Safe Routes to School Projects and Programs Historic Preservation Green Infrastructure and Stormwater Management Habitat Connectivity	Local Governments Regional Transportation Authorities Transit Agencies School Districts, Local Education Agencies, or Schools Nonprofit Entities Any other governmental entity with responsibility for oversight of transportation or recreational trails.	No match requirement; however, local sponsors pay all costs for pre-construction activities (design, environmental clearance, right of way, utilities, etc.) and PennDOT provides 100% cost reimbursement for the construction phase (including construction inspection).	Both PennDOT and the SPC have available TASA funding and run separate competitive application processes.
Congestion Mitigation and Air Quality (CMAQ)	Provides funds for transportation projects and programs that will contribute to attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and particulate matter.	Traffic flow and signal improvements Transportation demand management Transit improvements and programs Commuter bicycle and pedestrian improvements Diesel emission reductions	Local Governments Regional Transit Agencies Port Authorities State Agencies Non-profits and private sector entities may partner with an eligible applicant to apply for CMAQ funding.	20% match of total project cost (by phase) from local, state, or other non-federal sources	

Allegheny County Comprehensive Safety Action Plan
Potential Funding Sources

Program	Program Description	Project Eligibility	Applicant Eligibility	Match	Considerations
Carbon Reduction Program (CRP)	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	Establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems. Public transportation projects. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. Advanced Transportation and Congestion Management Technologies Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment. Projects to replace street lighting and traffic control devices with energy-efficient alternatives. Development of a carbon reduction strategy developed by a State per requirements. Project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs. Efforts to reduce the environmental and community impacts of freight movement. Projects that supports deployment of alternative fuel vehicles, including acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities. Diesel Engine Retrofits Projects that reduces transportation emissions at port facilities, including through the advancement of port electrification	Local Governments Regional Transportation Authorities Transit Agencies School Districts, Local Education Agencies, or Schools, Nonprofit Entities Any other governmental entity with responsibility for oversight of transportation or recreational trails	20% match of total project cost (by phase) from local, state, or other non-federal sources	
Smart Transportation Through Livable Communities (STLC)	Provides funds to plan and implement strategies consistent with the policies of the region's adopted Long-Range Transportation and Development Plan (Smart Moves for a Changing Region) as well as local and county comprehensive plans. Projects link transportation investments and land use planning to decision-making, creating transportation facilities that are safe, sustainable, responsive to the needs of all users, and support community planning goals. The program is designed to provide multimodal connections and community livability enhancements beyond traditional asset management-focused projects.	Bicycle/Pedestrian Improvements Corridor Management/Congestion Reduction Intermodal/Transit Oriented Development Planning and Redevelopment Road/Intersection/Network Improvements Streetscapes/Traffic Calming Electric Vehicle Charging Stations	SPC Member County Governments and the City of Pittsburgh may submit one project each PennDOT Districts 10, 11, and 12 may submit one project per county in their district	20% match of total project cost (by phase) from local, state, or other non-federal sources	Municipalities and other interested sponsors should discuss your project with respective county planning office for consideration.

Allegheny County Comprehensive Safety Action Plan
Potential Funding Sources

Program	Program Description	Project Eligibility	Applicant Eligibility	Match	Considerations
National Discretionary					
Safe Streets and Roads for All (SS4A)	Provides financial support for planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation users and operators, personal conveyance, micromobility users, motorists, and commercial vehicle operators.	Planning and Demonstration Grants are used to develop, complete, or supplement an Action Plan. Planning and Demonstration Grants also fund supplemental safety planning activities and safety demonstration activities in support of an Action Plan. Implementation Grants are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities. Implementation Grants may also include supplemental safety planning and safety demonstration activities to inform an existing Action Plan, and project-level planning, design, and development activities. Applicants must have an eligible Action Plan to apply for an Implementation Grant.	Metropolitan Planning Organizations (MPOs) Political Subdivisions of a State or Territory (e.g., Counties, Cities, Towns, Special Districts, Certain Transit Agencies, and Similar Units of Local Government) Federally recognized Tribal governments.	20% match of total project cost (by phase) from local, state, or other non-federal sources. In-kind contributions are typically in the form of the value of personnel, goods, services, space, and utilities contributed by a non-Federal third party, such as a private business or nonprofit, specifically for the program. Routine operations and attendance at events are not eligible expenses and therefore do not count as in-kind contributions.	
Better Utilizing Investments to Leverage Development (BUILD)	Provides funding for capital investments in surface transportation that will have a significant local or regional impact. The eligibility requirements of BUILD allow project sponsors to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.	Highway, Bridge, or Other Road Projects Public Transportation Projects Passenger and Freight Rail Transportation Projects Port Infrastructure Investments Surface Transportation Components of an Airport Project Intermodal Projects Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the BUILD program. Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government. Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.	State Governments Local Governments Federally Recognized Tribes and Affiliated Groups Transportation Providers and Operators U.S. Territories		
Active Transportation Infrastructure Investment Program (ATIIP)	Provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.	Plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region. Grants will also be provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states. ATIIP also provides an opportunity for eligible organizations to enhance their overall transportation network by integrating active transportation facilities with transit services, where available, to improve access to public transportation.	Local or Regional Governmental Organization, including a Metropolitan Planning Organization or Regional Planning Organization or Council Multicounty Special Districts States Multistate Group of Governments Indian Tribes	20% match of total project cost (by phase) from local, state, or other non-federal sources	

Allegheny County Comprehensive Safety Action Plan
Potential Funding Sources

Program	Program Description	Project Eligibility	Applicant Eligibility	Match	Considerations
Strengthening Mobility and Revolutionizing Transportation (SMART)	Provides funding to eligible public-sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety, among the other USDOT Innovation Principles.	Coordinated Automation Connected Vehicles Sensors and Systems Integration Delivery/Logistics Innovative Aviation Smart Grids Traffic Signals	State Governments Local Governments Federally Recognized Tribes and Affiliated Groups Planning and Project Organizations U.S. Territories	No match required	
Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD)	Provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Advanced Traveler Information Systems Advanced Transportation Management Technologies Advanced transportation technologies to improve emergency evacuation and responses by federal, state, and local authorities. Infrastructure Maintenance, Monitoring, and Condition Assessment Advanced Public Transportation Systems Transportation System Performance Data Collection, Analysis, and Dissemination Systems Advanced safety systems, including V2V and V2I communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology Integration of intelligent transportation systems with the smart grid and other energy distribution and charging systems Integrated Corridor Management Systems Advanced parking reservation or variable pricing systems or systems to assist trucks in locating available truck parking Electronic Pricing, Toll Collection, and Payment Systems Technology that enhances high-occupancy-vehicle toll lanes, cordon pricing, or congestion pricing Integration of Transportation Service Payment Systems Advanced mobility access and on-demand transportation service technologies Retrofitting dedicated short-range communications (DSRC) technology	State Governments Local Governments Planning and Project Organizations Academic and Research Institutions U.S. Territories	20% match of total project cost (by phase) from local, state, or other non-federal sources	

Allegheny County Comprehensive Safety Action Plan
Potential Funding Sources

Program	Program Description	Project Eligibility	Applicant Eligibility	Match	Considerations
State Transportation Funding Programs					
State Competitive Programs					
DCED Multimodal Transportation Fund (MTF)	Provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to Pennsylvania residents.	The program is intended to provide financial assistance to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. The program is under the direction of the Commonwealth Financing Authority.	Local Governments Counties Councils of Governments Businesses & Non-Profits Economic Development Organizations Public Transportation Agencies (including but not limited to an airport authority, public airport, port authority, or similar public entity) Rail and Freight Ports	30% match of requested amount (state/federal grants do not count as match) . Grants must be between $100,000 and $3,000,000.	
DCED Local Share Account (LSA) - Statewide	Provides for the distribution of gaming revenues through the Commonwealth Financing Authority (CFA) to support projects in the public interest within the Commonwealth of Pennsylvania.	Construction Demolition Infrastructure Purchase of Vehicles Planning or Consulting	Counties Municipalities Municipal Authorities Economic Development Agencies Redevelopment Authorities Councils of Government Non-Profit Entities	Grants must be between $25,000 and $1,000,000. No other match required.	
PennDOT Automated Red Light Enforcement Program (ARLE)	Provides opportunities to improve safety and reduce congestion. ARLE intends to reduce violations and crashes, provide additional safety benefits to highway users, and improve pedestrian safety.	Eligible projects are wide ranging when considering highway safety or mobility. The ARLE Program intends to fund worthwhile projects that can be completed at a relatively low cost, and award grants to projects that will be fully funded at the execution of the grant agreement date.	Local Governments Planning Organizations Commonwealth Agencies	No match required	
Green Light-Go	Grant program to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania.	Upgrades, synchronization and replacements of traffic signal systems	Municipalities Planning Organizations	20% match/reimbursement	
PennDOT Multimodal Transportation Fund	Provides grants to ensure that a safe and reliable system of transportation is available to the residents of this Commonwealth.	The program is intended to provide financial assistance to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.	Municipalities Council of Governments Business/Non-Profit Entities Economic Development Organizations Public Transportation Agencies Ports or Rail / Freight Entity	30% match of the amount awarded; grants normally do not exceed $3,000,000	
PennDOT Pennsylvania Infrastructure Bank (PIB)	A PennDOT program that provides low-interest loans to accelerate priority transportation projects.	Loan emphasis is on construction projects, but other project phases such as design, right-of-way acquisition, and transportation equipment purchases are considered.	Local Governments Counties Transportation Authorities Economic Development Agencies Non-Profit Entities Private Corporations	Loans for: Aviation Highway/Bridge Rail Freight Transit	
Greenways, Trails and Recreation Program	Funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. Projects can involve development, rehabilitation and improvements to public parks, recreation areas, greenways, and trails, as well as river conservation.	Acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects.	Municipalities Councils of Governments Authorized Organizations Institutions of Higher Education Watershed Organizations For-Profit Businesses	15% match of the total project cost; grants do not exceed $250,000	

Allegheny County Comprehensive Safety Action Plan (2026) - Priority Corridors Benefit-Cost Summary

Corridor Name	Planning & Engineering	Right-of-Way	Construction/ Implementation	Total Initial Cost	Present Value of Total Costs	Present Value of Total Benefits	Benefit / Cost Ratio
Fifth Avenue	$2,237,000	$0	$18,645,000	**$20,882,000**	**$22,228,000**	**$63,386,000**	**2.9**
Aiken Avenue and Liberty Avenue	$463,000	$0	$3,858,000	**$4,321,000**	**$4,600,000**	**$6,824,000**	**1.5**
Penn Avenue (SR 0008)	$406,000	$0	$3,380,000	**$3,786,000**	**$4,031,000**	**$19,130,000**	**4.7**
Butler Street (SR 2122)	$904,000	$0	$7,536,000	**$8,440,000**	**$8,985,000**	**$20,105,000**	**2.2**
W Carson Street (SR 0051/SR 0837) and Arlington Avenue	$1,285,000	$0	$10,710,000	**$11,995,000**	**$12,769,000**	**$20,590,000**	**1.6**
Ohio River Boulevard (SR 0065)	$141,000	$100,000	$1,178,000	**$1,419,000**	**$1,480,000**	**$11,115,000**	**7.5**
McKees Rocks Road and Lorish Road	$82,000	$0	$686,000	**$768,000**	**$831,000**	**$17,566,000**	**21.1**
Homeville Road, Greensprings Avenue, and Ravine Street	$516,000	$0	$4,296,000	**$4,812,000**	**$4,905,000**	**$5,813,000**	**1.2**
Brownsville Road	$459,000	$100,000	$3,821,000	**$4,380,000**	**$4,451,000**	**$19,346,000**	**4.3**
River Road / Kennywood Boulevard / Duquesne Boulevard (SR 0837)	$236,000	$300,000	$1,964,000	**$2,500,000**	**$2,542,000**	**$14,715,000**	**5.8**

Notes:

1. Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

2. Construction/Implementation cost includes 25% contingency.

3. Present value of total costs may include future maintenance, operations, or rehabilitation costs in addition to total initial costs.

4. Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **Fifth Avenue**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Transit Shelter	EA	20	$ 20,000.00	$ 400,000.00
2	Pedestrian-Level Lighting	MI	4	$ 1,000,000.00	$ 4,000,000.00
3	Wayfinding	EA	2	$ 5,000.00	$ 10,000.00
4	Crosswalk	LF	750	$ 22.00	$ 16,500.00
5	Signal Backplates	EA	89	$ 1,000.00	$ 89,000.00
6	Signal Modernization	EA	2	$ 300,000.00	$ 600,000.00
7	Signal Rebuild	EA	1	$ 400,000.00	$ 400,000.00
8	Pedestrian Signal	EA	74	$ 1,000.00	$ 74,000.00
9	Slip Lane Removal	EA	1	$ 50,000.00	$ 50,000.00
10	Access Management	EA	3	$ 9,550.00	$ 28,650.00
11	Bike Box	EA	2	$ 5,400.00	$ 10,800.00
12	Midblock Crossing (RRFB, Pavement Markings, Signage)	EA	1	$ 50,000.00	$ 50,000.00
13	Advance Warning Signage	EA	6	$ 500.00	$ 3,000.00
14	Pedestrian Refuge	EA	2	$ 25,000.00	$ 50,000.00
15	Inward Sidewalk Widening	MI	1.7	$ 3,000,000.00	$ 5,100,000.00
16	Inlet Adjustments / Drainage Relocation	MI	1.7	$ 2,000,000.00	$ 3,400,000.00
17	Pavement Markings	LF	63,360	$ 10.00	$ 633,600.00
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 3,729,000.00	$ 3,729,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 18,645,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 2,237,000.00**	**$ 2,237,000.00**
24	**RIGHT-OF-WAY**	**LS**		**$ -**	**$ -**

TOTAL $ 20,882,000.00

Note: Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation):	$22,228,000
Present Value of Total Benefits:	$63,386,000
Benefit / Cost Ratio:	2.9

Applicable and Dominant CMF List

11128: Convert 4-lane undivided road to 2-lanes plus turning lane (0.62)

11026: Improve street lighting illuminance and uniformity (0.679 for night)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **Aiken Avenue and Liberty Avenue**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Transit Shelter	EA	2	$ 20,000.00	$ 40,000.00
2	Pedestrian-Level Lighting	MI	1.8	$ 1,000,000.00	$ 1,800,000.00
3	Wayfinding	EA	2	$ 5,000.00	$ 10,000.00
4	Crosswalk	LF	750	$ 22.00	$ 16,500.00
5	Signal Backplates	EA	66	$ 1,000.00	$ 66,000.00
6	Signal Modernization	EA	2	$ 300,000.00	$ 600,000.00
7	Pedestrian Signal	EA	64	$ 1,000.00	$ 64,000.00
8	Repaint or Install Crosswalks (3-way Intersection)	EA	3	$ 5,300.00	$ 15,900.00
9	Repaint or Install Crosswalks (4-way Intersection)	EA	8	$ 6,625.00	$ 53,000.00
10	Curb Bulb-out	EA	15	$ 10,000.00	$ 150,000.00
11	Access Management	EA	3	$ 9,550.00	$ 28,650.00
12	Bike Box	EA	2	$ 5,400.00	$ 10,800.00
13	Protected Bike Lane	LF	5,750	$ 20.00	$ 115,000.00
14	RRFB	EA	1	$ 50,000.00	$ 50,000.00
15	ADA Curb Ramps	EA	5	$ 13,250.00	$ 66,250.00
16					$ -
17					$ -
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 772,000.00	$ 772,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 3,858,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 463,000.00**	**$ 463,000.00**
24	**RIGHT-OF-WAY**	**LS**		**$ -**	**$ -**

TOTAL $ 4,321,000.00

Note: Does not include improvements to the Bloomfield Bridge intersection, which is an active City of Pittsburgh project.

Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation): $4,600,000
Present Value of Total Benefits: $6,824,000
Benefit / Cost Ratio: 1.5

Applicable and Dominant CMF List

12098: Install physical separation of bicycle lane at intersection (0.74)
4124: Install high-visibility crosswalk (0.81)
1410: Add yellow retroreflective sheeting to signal backplates (0.85)
11026: Improve street lighting illuminance and uniformity (0.679 for night)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **Penn Avenue (SR 0008)**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Transit Shelter	EA	3	$ 20,000.00	$ 60,000.00
2	Pedestrian-Level Lighting	MI	1.6	$ 1,000,000.00	$ 1,600,000.00
3	Wayfinding	EA	6	$ 5,000.00	$ 30,000.00
4	Crosswalk	LF	550	$ 22.00	$ 12,100.00
5	Signal Backplates	EA	14	$ 1,000.00	$ 14,000.00
6	Signal Modernization	EA	2	$ 300,000.00	$ 600,000.00
7	Pedestrian Signal	EA	12	$ 1,000.00	$ 12,000.00
8	Repaint or Install Crosswalks (3-way Intersection)	EA	3	$ 5,300.00	$ 15,900.00
9	Repaint or Install Crosswalks (4-way Intersection)	EA	5	$ 6,625.00	$ 33,125.00
10	Curb Bulb-out	EA	24	$ 10,000.00	$ 240,000.00
11	Access Management	EA	1	$ 9,550.00	$ 9,550.00
12	ADA Curb Ramps	EA	2	$ 13,250.00	$ 26,500.00
13	Advance Warning Signage	EA	2	$ 500.00	$ 1,000.00
14	Parking Restriction Signage	SF	3	$ 100.00	$ 300.00
15	Slip Lane Removal	EA	1	$ 50,000.00	$ 50,000.00
16					$ -
17					$ -
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 676,000.00	$ 676,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 3,380,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 406,000.00**	**$ 406,000.00**
24	**RIGHT-OF-WAY**	**LS**		**$ -**	**$ -**

TOTAL $ 3,786,000.00

Note: Does not include acquisition of right-of-way for sidewalk widening; only includes spot improvements.
Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation):	$4,031,000
Present Value of Total Benefits:	$19,130,000
Benefit / Cost Ratio:	4.7

Applicable and Dominant CMF List

4124: Install high-visibility crosswalk (0.81)
1410: Add yellow retroreflective sheeting to signal backplates (0.85)
3019: Install crosswalk on minor approach (0.35 for vehicle/pedestrian)
11026: Improve street lighting illuminance and uniformity (0.679 for night)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **Butler Street (SR 2122)**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Transit Shelter	EA	11	$ 20,000.00	$ 220,000.00
2	Pedestrian-Level Lighting	MI	3	$ 1,000,000.00	$ 3,000,000.00
3	Wayfinding	EA	2	$ 5,000.00	$ 10,000.00
4	Crosswalk	LF	550	$ 22.00	$ 12,100.00
5	Signal Backplates	EA	104	$ 1,000.00	$ 104,000.00
6	Signal Modernization	EA	6	$ 300,000.00	$ 1,800,000.00
7	Pedestrian Signal	EA	74	$ 1,000.00	$ 74,000.00
8	Repaint or Install Crosswalks (3-way Intersection)	EA	5	$ 5,300.00	$ 26,500.00
9	Repaint or Install Crosswalks (4-way Intersection)	EA	5	$ 6,625.00	$ 33,125.00
10	Curb Bulb-out	EA	60	$ 10,000.00	$ 600,000.00
11	Curve Warning Sign	EA	2	$ 110.00	$ 220.00
12	Access Management	EA	2	$ 9,550.00	$ 19,100.00
13	Parking Restriction Signage	SF	3	$ 100.00	$ 300.00
14	Speed Limit Adjustment	EA	2	$ 400.00	$ 800.00
15	School Zone Signage (Dynamic)	EA	2	$ 5,000.00	$ 10,000.00
16	ADA Curb Ramps	EA	9	$ 13,250.00	$ 119,250.00
17					$ -
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 1,507,000.00	$ 1,507,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 7,536,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 904,000.00**	**$ 904,000.00**
24	**RIGHT-OF-WAY**	**LS**			**$ -**

TOTAL $ 8,440,000.00

Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation):	$8,985,000
Present Value of Total Benefits:	$20,105,000
Benefit / Cost Ratio:	2.2

Applicable and Dominant CMF List

4124: Install high-visibility crosswalk (0.81)
1410: Add yellow retroreflective sheeting to signal backplates (0.85)
3019: Install crosswalk on minor approach (0.35 for vehicle/pedestrian)
11026: Improve street lighting illuminance and uniformity (0.679 for night)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **W Carson Street (SR 0051/SR 0837) and Arlington Avenue**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Transit Shelter	EA	2	$ 20,000.00	$ 40,000.00
2	Lighting	MI	1	$ 1,000,000.00	$ 1,000,000.00
3	Wayfinding	EA	4	$ 5,000.00	$ 20,000.00
4	Crosswalk	LF	125	$ 22.00	$ 2,750.00
5	Signal Backplates	EA	9	$ 1,000.00	$ 9,000.00
6	Pedestrian Signal	EA	8	$ 1,000.00	$ 8,000.00
7	Repaint or Install Crosswalks (3-way Intersection)	EA	5	$ 5,300.00	$ 26,500.00
8	Repaint or Install Crosswalks (4-way Intersection)	EA	2	$ 6,625.00	$ 13,250.00
9	Sidewalk widening	SY	2,167	$ 180.00	$ 390,000.00
10	Inlet Adjustments / Drainage Relocation	MI	0.5	$ 2,000,000.00	$ 1,000,000.00
11	ADA Curb Ramps	EA	2	$ 13,250.00	$ 26,500.00
12	Targeted Enforcement Signage	EA	2	$ 500.00	$ 1,000.00
13	Pedestrian Signage	EA	2	$ 500.00	$ 1,000.00
14	Radar Speed Feedback Sign	EA	2	$ 15,000.00	$ 30,000.00
15	West End Bridge Intersection Reconfiguration	LS	1	$ 3,000,000.00	$ 3,000,000.00
16	Liberty Bridge Intersection Reconfiguration	LS	1	$ 3,000,000.00	$ 3,000,000.00
17					$ -
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 2,142,000.00	$ 2,142,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 10,710,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 1,285,000.00**	**$ 1,285,000.00**
24	**RIGHT-OF-WAY**	**LS**		**$ -**	**$ -**

TOTAL $ 11,995,000.00

Note: Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation):	$12,769,000
Present Value of Total Benefits:	$20,590,000
Benefit / Cost Ratio:	1.6

Applicable and Dominant CMF List

4124: Install high-visibility crosswalk (0.81)

141/142/143: 5% reduction in mean speed (0.83 for K, 0.93 for ABC, 0.95 for O)

4254: Convert signalized intersection to modern roundabout (0.809; note, this was used as a proxy for complex intersection modification to achieve a similar result; a roundabout is not specifically proposed)

11026: Improve street lighting illuminance and uniformity (0.679 for night)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **Ohio River Boulevard (SR 0065)**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Check Clearance Interval Times	EA	1	$ 2,000.00	$ 2,000.00
2	High Friction Surface Treatment	SY	6,000	$ 30.00	$ 180,000.00
3	Crosswalks	EA	9	$ 1,300.00	$ 11,700.00
4	Pedestrian Push Buttons	EA	10	$ 500.00	$ 5,000.00
5	Signage	SF	131	$ 100.00	$ 13,100.00
6	Relocate Mast Arms	EA	2	$ 50,000.00	$ 100,000.00
7	Concrete Barrier	LF	150	$ 333.00	$ 49,950.00
8	Backplates	EA	21	$ 1,000.00	$ 21,000.00
9	New Sidewalk	SY	1,016	$ 180.00	$ 182,880.00
10	Widen Sidewalk	SY	210	$ 180.00	$ 37,800.00
11	Clearing Sightline Obstructions	EA	1	$ 105,000.00	$ 105,000.00
12	Pavement Legends	EA	14	$ 500.00	$ 7,000.00
13	Pavement Markings	LF	5,200	$ 1.00	$ 5,200.00
14	Stop Bar	LF	104	$ 10.00	$ 1,040.00
15	Guiderail End Treatments	LS	1	$ 100,000.00	$ 100,000.00
16	Clearing Vegetation	LS	1	$ 20,500.00	$ 20,500.00
17	Replace Damaged Sidewalks	LS	1	$ 100,000.00	$ 100,000.00
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 236,000.00	$ 236,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 1,178,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 141,000.00**	**$ 141,000.00**
24	**RIGHT-OF-WAY**	**LS**	**1**	**$ 100,000.00**	**$ 100,000.00**

TOTAL $ 1,419,000.00

Note: Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation): $1,480,000
Present Value of Total Benefits: $11,115,000
Benefit / Cost Ratio: 7.5

Applicable and Dominant CMF List

11246: Install sidewalk (0.598 for vehicle/pedestrian)
307/308: Increase triangle sight distance (0.53 for KABC; 0.89 for O)
2259: Improve pavement friction (increase skid resistance) (0.799)
1410: Add yellow retroreflective sheeting to signal backplates (0.85)
4124: Install high-visibility crosswalk (0.81)
352/353: Replace direct left-turn with right-turn/U-turn (0.64 for KABC; 0.89 for O)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **McKees Rocks Road and Lorish Road**

Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)

Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Program Signal Controller	EA	1	$ 2,000.00	$ 2,000.00
2	Protected Left Signal Head	EA	2	$ 1,000.00	$ 2,000.00
3	Reflective Backplates	EA	13	$ 1,000.00	$ 13,000.00
4	Bus Shelter	EA	1	$ 20,000.00	$ 20,000.00
5	Stop Bar	LF	56	$ 10.00	$ 560.00
6	Signage	SF	36	$ 100.00	$ 3,600.00
7	Rumble Strips	LS	1	$ 11,880.00	$ 11,880.00
8	Check Clearance Times	EA	1	$ 2,000.00	$ 2,000.00
9	High Friction Surface Treatment	SY	7,183	$ 30.00	$ 215,490.00
10	Lighting	EA	1	$ 2,000.00	$ 2,000.00
11	Slow Pavement Markings	EA	10	$ 1,500.00	$ 15,000.00
12	New Sidewalk	SY	340	$ 180.00	$ 61,200.00
13	Guiderail End Treatments	LS	1	$ 100,000.00	$ 100,000.00
14	Investigate Superelevations	LS	1	$ 50,000.00	$ 50,000.00
15	Ballbank/Install Curve Packages	LS	1	$ 50,000.00	$ 50,000.00
16					$ -
17					$ -
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 137,000.00	$ 137,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 686,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 82,000.00**	**$ 82,000.00**
24	**RIGHT-OF-WAY**	**LS**			**$ -**

TOTAL $ 768,000.00

Note: Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation):	$831,000
Present Value of Total Benefits:	$17,566,000
Benefit / Cost Ratio:	21.1

Applicable and Dominant CMF List

3130: Convert two-way to all-way stop control (0.393)

3351: Install centerline rumble strips (0.6 for head on and sideswipe)

2259: Improve pavement friction (increase skid resistance) (0.799)

11378: Install high friction surface treatment (0.422 on horizontal curves)

11246: Install Sidewalk (0.598 for vehicle/pedestrian)

333: Change from permitted or permitted-protected to protected (0.01 for angle)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **Homeville Road, Greensprings Avenue, and Ravine Street**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Stop Bar	LF	15	$ 10.00	$ 150.00
2	Two-Way Left-Turn Lane	LS	1	$ 2,250,000.00	$ 2,250,000.00
3	Crosswalks	EA	2	$ 1,300.00	$ 2,600.00
4	Sidewalks	SY	1,840	$ 180.00	$ 331,200.00
5	Pavement Markings	LF	4,900	$ 1.00	$ 4,900.00
6	Utility Pole Relocation (Duquesne Ave/Home St)	LS	1	$ 100,000.00	$ 100,000.00
7	Removal of Pavement (Duquesne Ave/Home St)	LS	1	$ 100,000.00	$ 100,000.00
8	Addition of Pavement (Duquesne Ave/Home St)	LS	1	$ 50,000.00	$ 50,000.00
9	Speed Tables	EA	7	$ 5,000.00	$ 35,000.00
10	Parking Restriction Signs	EA	10	$ 115.00	$ 1,150.00
11	Speed Table Pavement Markings	EA	7	$ 1,000.00	$ 7,000.00
12	Signage	SF	147	$ 100.00	$ 14,740.00
13	Guiderail End Treatments	LS	1	$ 100,000.00	$ 100,000.00
14	Investigate Superelevations	LS	1	$ 50,000.00	$ 50,000.00
15	Ballbank/Install Curve Packages	LS	1	$ 50,000.00	$ 50,000.00
16	High Friction Surface Treatment	SY	10,670	$ 30.00	$ 320,100.00
17	Clearing Vegetation	LS	1	$ 20,000.00	$ 20,000.00
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 859,000.00	$ 859,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 4,296,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 516,000.00**	**$ 516,000.00**
24	**RIGHT-OF-WAY**	**LS**			**$ -**

TOTAL $ 4,812,000.00

Note: Does not include improvements to the intersection of Homeville Road and Commonwealth Avenue because this was assumed to be included in the Mon-Fayette Expressway project.

Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation): $4,905,000
Present Value of Total Benefits: $5,813,000
Benefit / Cost Ratio: 1.2

Applicable and Dominant CMF List

3130: Convert two-way to all-way stop control (0.393)
1285: Add two-way left-turn lane (0.92)
11378: Install high friction surface treatment (0.422 on horizontal curves)
3019: Install crosswalk on minor approach (0.35 for vehicle/pedestrian)
HSM: Convert 4-Leg Intersection to Two Offset T-Intersections (0.75 for KAB)
11785: Install speed humps (0.44 for vehicle/pedestrian)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **Brownsville Road**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Reflective Backplates	EA	25	$ 1,000.00	$ 25,000.00
2	No Turn On Red	EA	1	$ 2,000.00	$ 2,000.00
3	Clearance Interval Times	EA	2	$ 2,000.00	$ 4,000.00
4	Signal Ahead Warning Signs	EA	16	$ 900.00	$ 14,400.00
5	Destination Signs	EA	12	$ 900.00	$ 10,800.00
6	High Friction Surface Treatment	SY	5,395	$ 30.00	$ 161,850.00
7	Crosswalks	EA	7	$ 1,300.00	$ 9,100.00
8	Lighting	EA	4	$ 2,500.00	$ 10,000.00
9	Program Signal Controller	EA	1	$ 2,000.00	$ 2,000.00
10	Protected Left Signal Head	EA	2	$ 1,000.00	$ 2,000.00
11	Delineation	LS	1	$ 105,000.00	$ 105,000.00
12	Slow Pavement Markings	EA	8	$ 1,500.00	$ 12,000.00
13	Curve Warning Signs	EA	8	$ 900.00	$ 7,200.00
14	Two-Way Left-Turn Lane	LS	1	$ 2,250,000.00	$ 2,250,000.00
15	New Sidewalks	SY	500	$ 180.00	$ 90,000.00
16	Streets Run Road Realignment	LS	1	$ 250,000.00	$ 250,000.00
17	Improve Curve Superelevation	LS	1	$ 102,000.00	$ 102,000.00
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 764,000.00	$ 764,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 3,821,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 459,000.00**	**$ 459,000.00**
24	**RIGHT-OF-WAY**	**LS**	**1**	**$ 100,000.00**	**$ 100,000.00**

TOTAL $ 4,380,000.00

Note: Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation): $4,451,000
Present Value of Total Benefits: $19,346,000
Benefit / Cost Ratio: 4.3

Applicable and Dominant CMF List

2259: Improve pavement friction (increase skid resistance) (0.799)
1410: Add yellow retroreflective sheeting to signal backplates (0.85)
11378: Install high friction surface treatment (0.422 on horizontal curves)
71/72: Advance static curve warning signs (0.7 for ABC, 0.92 for O)
11026: Improve street lighting illuminance and uniformity (0.679 for night)
1285: Add two-way left-turn lane (0.92)
11246: Install sidewalk (0.598 for vehicle/pedestrian)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

Corridor: **River Road / Kennywood Boulevard / Duquesne Boulevard (SR 0837)**
Prepared for: Allegheny County Comprehensive Safety Action Plan (2026)
Date: 3/9/2026

Preliminary Opinion of Probable Construction Cost

Line Item Number	Description	Units	Quantity	Unit Price	Item Cost
1	Check Clearance Interval Times	EA	3	$ 2,000.00	$ 6,000.00
2	Improve Sight Lines	LS	1	$ 250,000.00	$ 250,000.00
3	Program Signal Controller	EA	3	$ 2,000.00	$ 6,000.00
4	Protected Left Signal Head	EA	3	$ 1,000.00	$ 3,000.00
5	Lighting	EA	2	$ 2,500.00	$ 5,000.00
6	Bus Shelter	EA	3	$ 20,000.00	$ 60,000.00
7	Signs	SF	72	$ 100.00	$ 7,200.00
8	Mast Arm	EA	3	$ 50,000.00	$ 150,000.00
9	Widening (Hoffman Blvd Right Turn)	LS	1	$ 500,000.00	$ 500,000.00
10	Pavement Markings	LF	2,475	$ 1.00	$ 2,475.00
11	Sidewalk	SY	1,525	$ 180.00	$ 274,500.00
12	Guiderail End Treatments	LS	1	$ 102,000.00	$ 102,000.00
13	Islands	LS	1	$ 30,000.00	$ 30,000.00
14	Delineation	LS	1	$ 5,000.00	$ 5,000.00
15	Bus Shelter and Modification to Signal (Rankin Bridge)	LS	1	$ 50,000.00	$ 50,000.00
16	Replace Damaged Sidewalks	LS	1	$ 100,000.00	$ 100,000.00
17	Clear Vegetation	LS	1	$ 20,000.00	$ 20,000.00
18					$ -
19					$ -
20					$ -
21	CONTINGENCY (25%)	LS	1	$ 393,000.00	$ 393,000.00
22	**CONSTRUCTION / IMPLEMENTATION SUBTOTAL**				**$ 1,964,000.00**
23	**PRELIMINARY ENGINEERING (15%)**	**LS**	**1**	**$ 236,000.00**	**$ 236,000.00**
24	**RIGHT-OF-WAY**	**LS**	**1**	**$ 300,000.00**	**$ 300,000.00**

TOTAL $ 2,500,000.00

Note: Preliminary opinions of probable construction cost reflect planning-level concepts that are expected to be refined as projects are further developed. These opinions are intended solely for planning, screening, and comparative evaluation purposes The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Present Value of Total Costs (includes maintenance, operation, or rehabilitation):	$2,542,000
Present Value of Total Benefits:	$14,715,000
Benefit / Cost Ratio:	5.8

Applicable and Dominant CMF List

333: Change from permitted or permitted-protected to protected (0.01 for angle)

11246: Install sidewalk (0.598 for vehicle/pedestrian)

10984: Install raised median (0.72 for KABC)

Note: Present values of costs and benefits were calculated using the PennDOT Safety Benefit–Cost Analysis Tool (PA Adjusted Costs). Crash modification factors (CMFs) were applied only to locations and crash types applicable to the proposed countermeasures. Where multiple countermeasures were proposed at a single location, the CMF representing the most dominant expected safety effect was applied to avoid double-counting safety benefits.

ALLEGHENY COUNTY

Comprehensive Safety Action Plan

Allegheny County VISION zero

Zero Compromises on Safety For All