



Pittsburgh, PA

Department of Mobility and Infrastructure, Streets Division

» Critical Sidewalk Gaps Program

This new program seeks to develop safe and accessible pedestrian connections between essential community resources including schools, transit stops, business districts, and parks. The program prioritizes areas and corridors missing critical and desired sidewalk connections.

Streets Division Sidewalk Team: Michael Panzitta, PE; Kyle Potter, EIT; Avocet Greenwell

For more information:

engage.pittsburghpa.gov/critical-sidewalk-gaps-program



» Irvine Street

This project provided a safe pedestrian connection along Irvine Street, a busy state route between Hazelwood Avenue and Greenfield Avenue. The construction included sidewalk, curb, and ADA ramps to connect the neighborhoods of Hazelwood and Greenfield, something strongly desired by these communities.

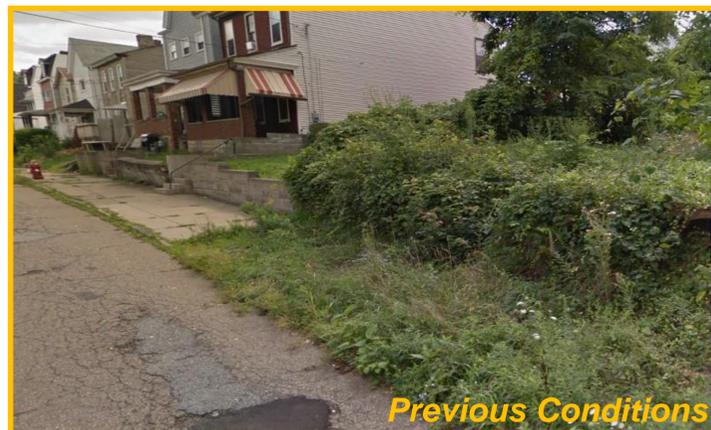


Previous Conditions

This project partnered with the Safe Routes To School initiative to install sidewalk, full curb, and retaining walls as needed to connect bus stops along Second Avenue, a major thoroughfare, to a local high school.

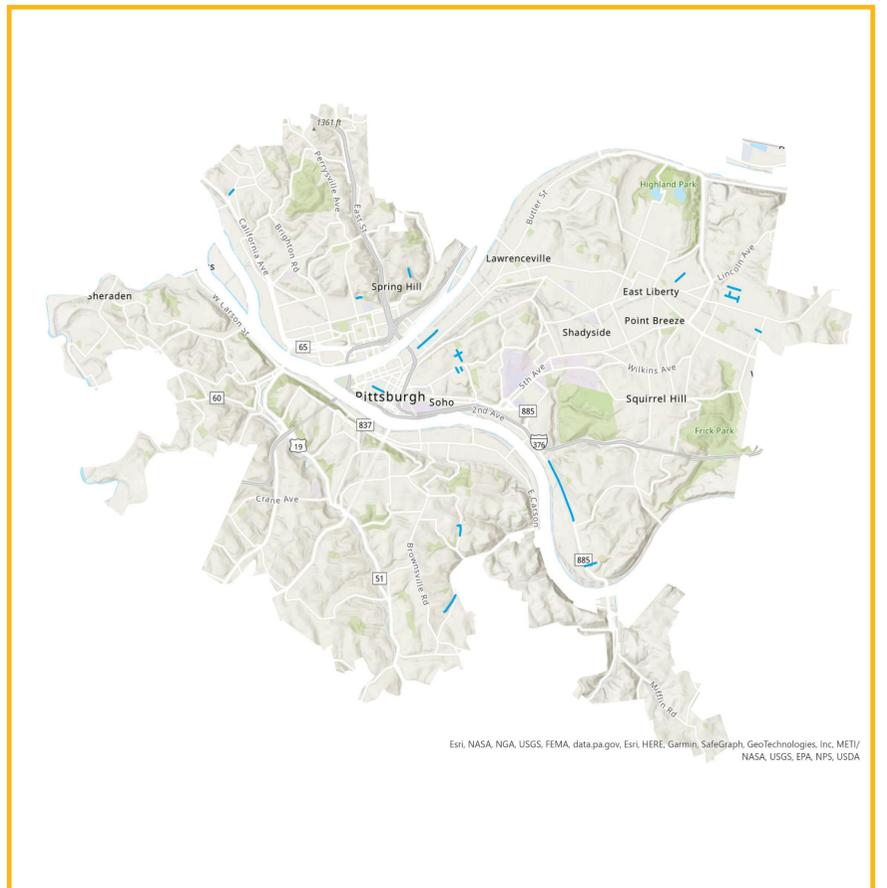


Alameda Street



Previous Conditions

Construction included 6-foot sidewalk, full curb, and installation of new ADA ramps.



Map showing sidewalk work installed between 2020 and 2022. Selections take into account accessibility to community resources (especially those servicing particularly vulnerable pedestrians, like schools), community desire (311 preliminary data), and equity (prioritizing underserved and underinvested areas).



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» Stanton Avenue Complete Street Phase I

This project, located in the Stanton Heights neighborhood, addressed Stanton Avenue; a street with two travel lanes (one in each direction) and a posted speed limit of 25mph. As a minor arterial and primary transit route, this corridor serves many needs: connecting the neighborhood's residential area to two commercial districts, housing a firehouse and school, and serving as a primary link in the greater bike network, as identified in the City's Bike(+) master plan. Speeding had been a major issue for residents, with almost all drivers going over the speed limit, creating unsafe conditions for pedestrians and cyclists.

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Highlight #1 – Street Reconfiguration

The figures above show the overview of this project with its key features. The previous condition on steep segments had parking on both sides. The project removed a parking lane on the uphill side and converted it to a bike climbing lane with painted buffer. The flat segment at the height becomes sharrow with painted bike signs throughout the segment.



Highlight #2 – Speed Cushions

Speed cushions are chosen as traffic calming tools to allow emergency vehicles to pass without slowing down. Slot sizing/spacing were designed to fit Pittsburgh's standard emergency vehicles. The 85th percentile speed along this stretch was reduced from 36 mph to 30 mph after the installation, and speeding was reduced from 80-90% to below 50%.



Highlight #3 – Pedestrian Crosswalk Improvement

All crosswalks on Stanton Avenue are piano keys with a purpose to increase visibility to the drivers. Painted bump-outs were added near vulnerable locations, especially at the intersection with crosswalks. A 110-ft crosswalk at one intersection was protected and contracted to a half with flex posts on the bike lane and a large bump-out that the community can decide how to use this space later.